

## **7. DOWNSVIEW AREA SECONDARY PLAN**

### **1. INTERPRETATION**

1.1 The lands affected by the Downsview Area Secondary Plan are shown on Map 7-1.

### **2. MAJOR GOALS FOR THE DOWNSVIEW AREA SECONDARY PLAN**

Major goals for the Downsview Area Secondary Plan are to:

- (a) create a major public park along Keele Street and an associated open space network that weaves the Secondary Plan area into the larger urban fabric, linking it with the broader green space system and the Black Creek and West Don River systems;
- (b) develop a unique, high quality, built environment in a park-like setting that accommodates the constraints imposed by the physical characteristics of the lands and exploits the exceptional topography and vistas presented by them;
- (c) provide for a balanced mix of urban land uses at an overall level of development consistent with the capacity of the regional transportation system, including a number of feasible and desirable transportation improvements and facilities, and take advantage of the potential of the Downsview subway station and other public investments in transportation infrastructure;
- (d) establish appropriate built form and land use relationships between developments in the Secondary Plan area and adjacent lands;
- (e) celebrate and commemorate the significant military and aviation history associated with these lands and accommodate current and future military activities consistent with the overall *Parks and Open Space Areas* vision for these lands; and
- (f) foster economic growth, revitalize the Downsview community, generate opportunities for jobs, assessment and business development and provide spin-off opportunities for adjacent industrial and commercial areas.

### **3. THE DEVELOPMENT FRAMEWORK**

Goals for the Downsview Area Secondary Plan will be realized through a development framework that provides for:

- (a) a minimum of 88 hectares (218 acres) public parkland on the east side of Keele Street and a minimum 1.6 hectares (4 acres) of park east of W.R. Allen Road;
- (b) new residential neighbourhoods on Keele Street, north and south of Sheppard Avenue, and a new neighbourhood east of the W.R. Allen Road;
- (c) a full range of employment uses in a variety of settings, including high technology and research uses, retail and service commercial uses, sport entertainment and commercial recreation activities and cultural uses, and continued support for the operations of Bombardier Aerospace (de Havilland);

- (d) a cultural focus at the heart of the Secondary Plan area celebrating the area’s military and aviation history, and provision for a continued military presence on the former Base lands at appropriate locations;
- (e) a system of attractive and generously proportioned park, trail and pedestrian linkages across key components of the Secondary Plan area, with connections to surrounding communities; and
- (f) an urban design framework identifying the unique historic and physical characteristics of the lands that are to be preserved and enhanced, and establishing policies to ensure the development of a high-quality urban environment.

Within the Downsview Area Secondary Plan, development areas include those areas shown on Map 7-1 as *Parks and Open Space Areas, Employment Area ‘A’, Employment Area ‘B’, Employment Area ‘C’, Employment Area ‘D’, Employment Area ‘E’, Mixed Use Area ‘A’, Mixed Use Area ‘B’, Neighbourhoods, Apartment Neighbourhoods and Institutional Areas.*

#### **4. STRUCTURE, FORM AND PHYSICAL AMENITY**

The following principles regarding the structure, form and physical amenity of the Downsview Area Secondary Plan will guide development within the Secondary Plan area.

##### **4.1 Overall Development Structure**

Overall development of the Secondary Plan area will be structured by:

- (a) a system of high quality linked parks and open spaces which contribute to the establishment of a cohesive park identity and a strong sense of place centred on the major park on Keele Street and conveyed throughout key development areas, particularly the research-technology park (*Employment Area ‘A’*), the cultural campus (*Employment Area ‘B’*), the office and employment area (*Employment Area ‘C’*), the *Institutional Areas* and the *Mixed Use Areas*;
- (b) a network of public streets and development parcels which create a comprehensive street pattern;
- (c) the unique natural features of the area, including the meadows, ridges, natural drainage and low lying areas, as well as the views and vistas to the open prairie-like landscape, wooded areas and downtown;
- (d) the re-establishment of the old Sheppard Street alignment along portions of Carl Hall Road and near the Allen Sheppard intersection, as an important organizing element for pedestrian activity; and
- (e) land uses, densities and building heights compatible with adjacent communities and with the height limitations imposed by the presence of the Downsview Airport.

##### **4.2 Park-Like Character of the Public Realm**

In order to achieve an attractive, inviting, comfortable and safe public realm, and to promote the extension of a “park character” within the Secondary Plan area, the following standards will be ensured:

- (a) the continuity, dimension and quality of public sidewalks will reflect their importance in the overall pattern of streets, parks and public open spaces linkages;
- (b) pedestrian and cycling trails will be established with linkages to the regional open space system;

- (c) new buildings will have primary entrances on public streets and will incorporate, where appropriate, outdoor activity plazas and urban squares which relate to the broader circulation system; and
- (d) buildings, streets, sidewalks, parks and other publicly accessible open space will be designed and developed to promote public safety, including the creation of clear visual and physical access to public open spaces from the street and other public open spaces.

#### 4.3 Urban Design Guidelines

The purpose of the Urban Design Guidelines for this area is to:

- (a) illustrate and describe urban design concepts for the lands generally and for specific land use districts;
- (b) provide a context for co-ordinated incremental development; and
- (c) assist in the evaluation of development applications.

The Urban Design Guidelines address matters such as, but not limited to:

- (a) the location, treatment and character of the linking elements of the open space network, including the linear parkway, park edges, alcove parks and activity plazas;
- (b) measures to mitigate the impact of all parking facilities, including the visual impact of large surface parking lots;
- (c) requirements to ensure attractive, safe and pedestrian friendly streets and protect unique natural features; and
- (d) principles for ensuring appropriate built form and massing, public safety and pedestrian circulation in all precincts as well as the identification of detailed urban design requirements specific to each land use district.

## 5. HERITAGE AND PUBLIC ART POLICIES

### 5.1 Heritage

- (a) The preservation of buildings of heritage significance is encouraged. The incorporation of aspects of the aviation and military heritage of the Secondary Plan area will be promoted within parks and publicly owned open spaces, particularly in Parc Downsview Park and the cultural campus (*Employment Area 'B'*).
- (b) Prior to approving development of lands in the Secondary Plan area, an archaeological assessment of land proposed for development may be required after consultation with the Province of Ontario. In the event that any significant archaeological remains are discovered, an appropriate mitigation strategy will be prepared by the developer for the approval of the City and the Province.

### 5.2 Public Art

- (a) The achievement of public art in publicly accessible locations in the Secondary Plan area is supported and encouraged as a means to create an interesting and attractive urban environment and to commemorate the

military and aviation history associated with the lands.

- (b) To meet this objective, public art, including but not limited to sculptures, landscape design, structures, architectural treatment, murals, statues, functional elements such as street furniture and related elements created by artists or in collaboration with an artist, will be provided at appropriate locations in the Secondary Plan area. More particularly, the following apply:
  - (i) opportunities will be provided for public art on City owned lands;
  - (ii) significant public art in all developments exceeding 20,000 square metres of total gross floor area will be secured; public art contributions of one per cent of the gross construction cost of the development will be sought; and
  - (iii) the Downsview Trust will be strongly encouraged to develop a District Public Art Plan for all lands under its jurisdiction to ensure that public art is provided in a co-ordinated manner.

## **6. BUILDING HEIGHT**

Development in the Secondary Plan area is subject to height limitations based upon Transport Canada criteria related to the continued operation of the Downsview Airport. Within the constraints of the airport height limits and consistent with the objectives of this Secondary Plan regarding physical form, compatibility with nearby low density residential neighbourhoods and encouraging transit-supportive development, maximum height limits will be established that are appropriate to specific locations in the Secondary Plan area.

## **7. TRANSPORTATION AND CIRCULATION POLICIES**

### **7.1 General**

- (a) The *Downsview Area Transportation Master Plan*, as approved by Council forms the basis of the transportation policies contained within this Secondary Plan. Development within the area covered by this Secondary Plan will be consistent with the principles and objectives of the *Downsview Area Transportation Master Plan*.
- (b) The streets and transit services providing access to and circulation within the Downsview Area Secondary Plan will be developed as integral extensions of the City's street network and transit system.
- (c) The transportation system should provide a balanced range of travel options which encourage walking, cycling and transit to make the most efficient use of existing and future transportation infrastructure.
- (d) Transportation infrastructure and parking will be provided as required to both meet the needs of new land uses and to ensure that adjacent neighbourhoods are protected from any impacts resulting from the new uses.
- (e) Transportation infrastructure facilities will have as a first priority the intent to mitigate impact on the surrounding residential community.

## 7.2 Public Roads

- (a) There will be no reliance on the local residential streets of adjacent communities to support the land uses or development levels associated with the Secondary Plan;
- (b) Road connections to the adjacent arterial network will be located and designed to minimize the potential for vehicles to infiltrate through adjacent communities, such as Grandravine Drive and Whitburn Crescent, but with appropriate integration with the surrounding arterial road network in order to provide the adjacent communities with access to the Secondary Plan area's amenities. No through roads connecting the W.R. Allen Road and Wilson Heights Boulevard, or Sheppard Avenue and Wilson Heights Boulevard, will be permitted; and
- (c) New transportation infrastructure serving the Secondary Plan area includes grade-separations offering high vehicle capacity and providing direct access from the W.R. Allen Road to development on the former Base lands.

## 7.3 Public Transit

The following potential future rapid transit improvements will be protected:

- (a) an inter-modal transfer station in the vicinity of the CN railway line (Newmarket Subdivision) and Sheppard Avenue West to connect GO train service with the TTC subway system which could occur with the future extension of the Spadina subway line north and west from the Downsview station towards York University; and
- (b) a potential future extension of the Sheppard subway west from Yonge Street to the CN railway line (Newmarket Subdivision) and a potential future inter-modal transfer station in the vicinity of Carl Hall Road.

Until such time as there is a commitment to extend the subway system, both options will be protected.

## 7.4 Parking

Public transit is encouraged and unnecessary automobile use is discouraged. In support of these objectives, parking in the Secondary Plan area should be controlled and operated through means such as co-ordinated management of supply and demand, including the use of shared parking, minimum and maximum parking standards related to distance from public transit facilities, time limits, shuttle buses, and appropriate operational and administrative policies, subject to municipal review. A review of provisions for commuter parking in relation to the Wilson and Downsview stations will be undertaken, in co-operation with the Toronto Transit Commission and the Toronto Parking Authority.

## 7.5 Bicycle and Pedestrian Circulation

To encourage walking and the use of bicycles in and through the Secondary Plan area, the following will be provided:

- (a) well designed and safe off-road bicycle trails and on-street bicycle lanes;
- (b) pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops; and
- (c) an adequate supply of secure bicycle parking on public sidewalks, near transit stations and high activity areas, and in park areas.

## **8. SCHOOLS**

- (a) Schools are recognized as an integral community resource that serve the educational and community needs of residents. Accordingly, the provision of adequate school facilities will be sought to meet the demand of new residential development in the Secondary Plan area on a timely basis.
- (b) When considering rezoning or subdivision applications for proposed residential development, the Toronto District School Board and the Toronto Catholic District School Board will be consulted to assess the anticipated impact of development on the adequacy of existing and proposed school facilities designated to serve students from proposed development and the need for additional school facilities.
- (c) To address the capital school facility requirements generated by residential development in the Secondary Plan area, the provision of school facilities, or appropriate financial contributions thereto will be sought through appropriate agreements with each residential land owner and the School Boards.
- (d) Based on a detailed analysis of the requirements for the provision of elementary school facilities, an appropriate site for an elementary school in the Secondary Plan area, or required expansion to facilities in adjacent areas will be identified in consultation with the Toronto District School Board.
- (e) The development of joint facilities is encouraged among the Toronto District School Board, the Toronto Catholic District School Board and the City, and with other public or private interests to maximize the effectiveness of public investment opportunities.

## **9. MUNICIPAL SERVICING**

- (a) New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve proposed development will be provided and paid for by the developer.
- (b) Conduits and associated infrastructure to support the installation of future telecommunications networks within the road allowance will be provided.
- (c) Development proponents will provide required engineering studies and designs to assess the desirability and feasibility of proposed engineering works and modifications, and all required infrastructure will be designed and built to City standards, be provided at approved locations and be conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure.
- (d) During the review of studies and designs for development-related engineering works and modifications, opportunities will be explored to enhance the levels of service provided in adjacent areas. Where appropriate and feasible, service improvements may be sought within the context of the proposed development-related engineering works.
- (e) Satisfactory stormwater management facilities will be provided in consultation with the Toronto and Region Conservation Authority. Sustainable management of stormwater runoff, not to exceed pre-development flows, is encouraged.
- (f) Cash in lieu of on-site water quality treatment facilities will be considered in order to achieve the goal of water quality treatment on a comprehensive watershed basis.

**10. DEVELOPMENT POLICIES FOR LAND USE DISTRICTS**

The land use districts which apply to lands in the Secondary Plan area are shown on Map 7-1 and are described in the following sections.

**10.1 *Parks and Open Space Areas***

**10.1.1 Role and Function**

The *Parks and Open Space Areas* comprises a major public park, consistent with the Federal government’s objective of creating a unique urban recreational greenspace. The *Parks and Open Space Areas* will act as the hub from which a network of green “parkways” incorporating road, bicycle and pedestrian routes and landscaping would connect with adjacent land use districts. It is intended that the *Parks and Open Space Areas* be a showcase for environmentally sensitive land and stormwater management techniques, preserving and regenerating the natural environment, and will be the location for facilities and complementary uses that meet a balance of local and regional park and recreational needs and that convey the military and aviation heritage of the lands.

**10.1.2 Land Use and Density**

Lands designated *Parks and Open Space Areas* will have a minimum area of 88 hectares (218 acres).

- (a) Lands designated *Parks and Open Space Areas* will be used for parks and open space purposes and may include cultural, educational and recreational services for the public such as arenas, gardens, recreation centres, interpretative centres, pedestrian and bicycle trails, and accessory uses such as food service outlets to serve park patrons and service buildings.
- (b) A maximum area of 5 hectares (12 acres) located on the west side of the future southerly extension of Chesswood Drive may be used by the Department of National Defence for military purposes, such as an outdoor training area, notwithstanding the provisions of subsection (a) above.
- (c) A maximum of 4 per cent of lands designated *Parks and Open Space Areas* may be used for buildings and structures.

**10.1.3 Development Policies**

- (a) Natural features in lands designated *Parks and Open Space Areas*, such as existing wood lots, vistas from high points of land and water features, are to be preserved, restored and enhanced, where feasible.
- (b) A predominantly green edge will be provided along Sheppard Avenue, Keele Street and along any future public road forming the edge between the park area and the south residential neighbourhood. This edge may include appropriate park facilities and park-related uses such as gateway structures, recreational facilities, food service outlets to serve park patrons and service buildings.
- (c) Public roads in the park will be designed to minimize pavement area and will have a green edge treatment consistent with the linear parkway.
- (d) The existing wood lot west of Sheppard Avenue will remain visible from public roadways and any development

within lands designated *Neighbourhoods* adjacent to the woodlot will have a buffer sufficient to safeguard the wood lot's environmental integrity.

## 10.2 *Neighbourhoods*

### 10.2.1 Role and Function

Lands designated *Neighbourhoods* on Map 7-1 will be developed as high quality, low density residential neighbourhoods, with attractive and safe public streets and walkways providing linkages to park areas, commercial facilities and adjacent communities.

### 10.2.2 Land Use and Density

- (a) A maximum density of 30 dwelling units per hectare (12 units per acre) will be permitted on lands designated *Neighbourhoods* on Map 7-1.
- (b) On lands designated *Neighbourhoods*, the following will be permitted:
  - (i) a mix of detached, semi-detached and townhouse dwellings; and
  - (ii) at the immediate northeast corner of Keele Street and Sheppard Avenue, a maximum area of 1 ha. (3 acres) may be developed with one or more multiple unit residential buildings having a maximum height of six storeys, the ground floor of which may be used for retail and service commercial uses; or for retail and service commercial uses, which may include residential uses, to a maximum density of 1.0 times the lot area.
- (c) A minimum 1.6 hectare (four acre) linear park should be protected for on lands designated *Neighbourhoods* located east of the Allen Road. Other civic uses that may be deemed appropriate for these lands may also be accommodated.

### 10.2.3 Development Policies

- (a) *Neighbourhoods* will be designed as safe and attractive areas. Approvals of new development in *Neighbourhoods* will ensure that:
  - (i) a variety of housing types is located on each street;
  - (ii) dwellings front or flank on public streets;
  - (iii) a variety of facade treatments is provided;
  - (iv) porch features are encouraged and garage projections are minimized;
  - (v) reverse lotting is not permitted adjacent to public roads or *Parks and Open Space Areas*; and
  - (vi) opportunities are provided for significant views to the *Parks and Open Space Areas* system.
- (b) Where townhouses are proposed to be developed, they will be dispersed throughout each neighbourhood, and

not concentrated in one area of the neighbourhood. Generally, no more than six townhouse units should be included in each townhouse building.

- (c) When approving development in the north *Neighbourhoods*, a road or walkway connection from the *Neighbourhoods* to the commercial plaza and nursing home lands (Casa Verde) located on the east side of Keele Street, north of Sheppard Avenue will be sought.
- (d) A fire station site of approximately 3,900 square metres (1 acre) may be required in the south *Neighbourhoods*, near the intersection of Keele Street and Tavistock Road. A station incorporated into a larger development may be considered, provided adequate access to a public street is maintained.
- (e) In approving development in the *Neighbourhoods*, the design review process set out in Section 11.5 of this Secondary Plan is to be adhered to.
- (f) No direct access will be permitted from lands in the Secondary Plan to Wilson Avenue through the Mount Sinai Cemetery.

### 10.3 *Apartment Neighbourhoods*

#### 10.3.1 Role and Function

Lands designated *Apartment Neighbourhoods* on Map 7-1 will be developed as high quality, mid-density residential neighbourhoods, with attractive and safe public streets and walkways providing linkages to park areas, commercial facilities and adjacent communities.

#### 10.3.2 Density

A maximum density of 1.5 times the lot area will be permitted on lands designated *Apartment Neighbourhoods* on Map 7-1.

#### 10.3.3 Development Policies

The *Consolidated Allen Sheppard Urban Design and Development Framework Study*, as adopted by Council on June 7, 8 and 9, 2000 forms part of the guiding framework for future development at the Allen Road and Sheppard Avenue intersections.

### 10.4 *Employment Area 'A'*

#### 10.4.1 Role and Function

*Employment Area 'A'* is a research-technology park, intended to be a business park with a high-technology focus that will accommodate office, research, technology and related uses in a park-like setting. Development of *Employment Area 'A'* will foster economic growth, provide employment opportunities and assist in the creation of supportive relationships with businesses in nearby business parks. The re-use of the existing supply depot which occupies most of the district north of Carl Hall Road, presents an exciting and challenging design opportunity to be encouraged.

#### 10.4.2 Land Use and Density

- (a) Lands designated *Employment Area 'A'* as shown on Map 7-1, will be used for a range of research, technology and office employment uses such as, but not limited to, research laboratories, business offices and uses which store or process information. Of the 26 hectares (65 acres) designated for such purposes, a maximum of 12 hectares (30 acres) may be located south of Carl Hall Road.
- (b) Retail stores, service commercial uses and restaurants are also permitted in the area indicated on Map 7-1, provided they are located on the ground floor and front on to Carl Hall Road so as to encourage pedestrian activity along this street.
- (c) It is intended that the lands designated *Employment Area 'A'* on Map 7-1 be developed up to a maximum gross floor area of 278,700 square metres (3,000,000 square feet). The development will be limited to a maximum gross floor area of 92,900 square metres (1,000,000 square feet) until such time as detailed transportation and parking studies satisfactorily demonstrate that this level of development can be supported.

#### 10.4.3 Development Policies

- (a) Carl Hall Road bisecting *Employment Area 'A'* is intended to have a small town, main street character linking *Employment Area 'A'*, the *Employment Area 'B'* (the cultural campus) and *Parks and Open Space Areas*. Development fronting on Carl Hall Road will support the development of a small town, main street character for this portion of Carl Hall Road.
- (b) Buildings in *Employment Area 'A'* will:
  - (i) be sited in a park-like setting;
  - (ii) be designed to be sensitive to and complement the surrounding park; and
  - (iii) have a maximum height of six storeys.
- (c) Parking in *Employment Area 'A'* will be principally located in structures or below ground.
- (d) To encourage visual connections and movement between *Parks and Open Space Areas* and *Employment Area 'B'*, a view corridor will be maintained on the south side of Carl Hall Road, west of the CN railway line, by the use of building setbacks or other appropriate measures.

#### 10.5 *Employment Area 'B'*

##### 10.5.1 Role and Function

*Employment Area 'B'*, the cultural campus, will develop as a fine-grained, urban, pedestrian-oriented area, with a festive atmosphere celebrating the military and cultural history of the Downsview lands. Development should preserve, reinforce and replicate the informal, close knit context created by existing buildings and support the shared use of rights-of-way by pedestrians and vehicles. A series of intimate public spaces, sense of spatial complexity and the informality of existing buildings will contribute to its role as a public destination at the heart of the Secondary Plan area.

## 10.5.2 Land Use and Density

- (a) Lands designated *Employment Area 'B'* on Map 7-1 will be used for small craft industries, retail and service commercial uses, restaurants, museums, business and professional offices, cultural uses, theatres, galleries, educational uses, festive market areas, recreational activities, and similar purposes.
- (b) Retail stores, service commercial uses and restaurants are encouraged to locate on the ground floor of buildings fronting on Carl Hall Road to reinforce the small town, main street character of the street.
- (c) A maximum area of 14 hectares (35 acres) in the southerly part of *Employment Area 'B'*, occupied by a decommissioned east-west runway, may be used by de Havilland for aircraft testing and servicing and a maximum area of 25 hectares (61 acres) south of the existing hangars may be used by the Department of National Defence for military training purposes.
- (d) This Secondary Plan does not specify a maximum permitted building area for *Employment Area 'B'*. Maximum gross floor area will be based on the application of relevant objectives, principles and parameters set out in this Secondary Plan and the Urban Design Guidelines, and will be established on the basis of a Development Plan, as set out in Section 11.6 of this Secondary Plan. Until such a Development Plan is approved, development in *Employment Area 'B'* will be limited to the existing buildings and minor additions thereto.

## 10.5.3 Development Policies

- (a) New development should maintain the close siting of buildings, maintain and augment the area's series of intimate public spaces, and its sense of complexity and informality. To support the building context established by existing structures, the renovation of existing buildings to accommodate new uses is particularly encouraged. New buildings should reflect the existing building context by using an appropriate scale and built form and complementary building materials and elements.
- (b) The portion of Carl Hall Road extending through this area is to have a small town, main street character and act as part of the principle connection linking *Parks and Open Space Areas* and *Employment Area 'C'*. To create a focus for *Employment Area 'B'*, the provision of an outdoor public space including features such water elements, public seating, a perimeter colonnade and public art is encouraged on the north side of Carl Hall Road.
- (c) Parking in this area is to be provided in small lots dispersed around the periphery of *Employment Area 'B'* or along pedestrian rights-of-way.
- (d) Development in *Employment Area 'B'* will protect for a driveway south from Carl Hall Road to a future parking lot north of de Havilland's existing manufacturing facility.

## 10.6 *Employment Area 'C'*

### 10.6.1 Role and Function

Lands designated *Employment Area 'C'* on Map 7-1 comprise an office and employment area including a range of office, sport, entertainment, retail and service uses. This area should provide employment opportunities including tourist attractions and create supportive relationships with businesses located on nearby industrial and commercial lands, which would capitalize on the public infrastructure investments made in the Downsview subway station and the direct connection to Highway 401 created by the W.R. Allen Road.

Development will help to integrate these vacant lands into the surrounding area and stimulate re-investment in the area, particularly along Sheppard Avenue West.

#### 10.6.2 Land Use and Density

- (a) *Employment Area 'C'* lands will be used for a range of office, sport, entertainment and commercial retail and service uses including, but not limited to, entertainment studios and production facilities, administrative offices, hospitality uses, restaurants, retail warehouse and retail stores, excluding gambling casinos. Retail development in the northern portion of this designation (north of the *Institutional Areas*) may include the provision of new format retail uses in an urban setting.
- (b) Subject to Section 11.7 (b) of this Secondary Plan, a maximum of one retail warehouse having a gross floor area greater than 9,000 square metres will be permitted in the *Employment Area 'C'* lands north of the *Institutional Areas*.
- (c) A maximum density of 1.0 times the lot area will be permitted on lands designated *Employment Area 'C'* on Map 7-1, of which a maximum of 65,030 square metres (700,000 square feet) may be used for commercial office purposes.
- (d) A maximum lot size of 10 hectares (25 acres) will be permitted.
- (e) On the basis of transportation studies submitted in support of development applications, limitations may be applied to development, including restrictions on the range or size of uses, to address the transportation impacts of mixing permitted uses.
- (f) A minimum 0.5 hectare (1.4 acre) public park owned and operated by Parc Downsview Park, the Federal government and/or the City should be provided.

#### 10.6.3 Development Policies

The following development policies apply to *Employment Area 'C'*:

- (a) a well-defined, pedestrian walkway of not less than 20 metres in width will be located generally along the former Sheppard Avenue right-of-way. The design, siting and key elements of this pedestrian walkway, will be consistent with the principles of this Secondary Plan and the design criteria as set out in the Urban Design Guidelines and the *Consolidated Allen Sheppard Urban Design and Development Framework Study*. In the event that the Defence and Civil Institute of Environmental Medicine (DCIEM) facility is relocated in whole or in part, appropriate adjustments to the location of the walkway and park gateway element will be required and satisfactorily secured;
- (b) an activity plaza, being an active outdoor programmed area, is to be provided generally along the former Sheppard Avenue right-of-way. The design of the activity plaza should support active and passive uses, and be flexible in its design to accommodate large and small groups of people and should include such elements as trees, formal plantings, lighting, seating, public art and other public features. Guidelines for the nature and form of the activity plaza will be determined during the zoning process in consultation with the neighbouring community;

- (c) development on these lands should establish an appropriate urban streetscape by, among other things, siting commercial uses along street frontages, minimizing the amount of surface parking at the street line, combining entrance driveways to individual buildings and the provision of landscaping and other streetscape improvements. The provision of small retail stores with direct pedestrian access to Sheppard Avenue West or the new Transit Road Extension is also encouraged;
- (d) large surface parking areas are generally discouraged and, in the long term, parking is encouraged to be located below grade. Where surface parking must be provided, the visual impact of large surface lots will be mitigated with significant landscaping and pavement treatments including trees and lighting, throughout parking lots and along the edges;
- (e) buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale, texture, architectural detail and expression;
- (f) street related buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces;
- (g) the public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a continuous manner like the walls of a room;
- (h) buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade-related dwellings, retail uses and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on public street frontage, visible and accessible from the public sidewalk;
- (i) parking, servicing, mechanical equipment and automobile drop off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are to be provided for these functions and ramps to parking garages should be provided within the building;
- (j) buildings, streets and publicly accessible open spaces are to be designed to be barrier free; and
- (k) to promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:
  - (i) well-designed, co-ordinated landscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks and where appropriate, laneways are to be provided in a manner that promotes access, orientation and confidence of personal safety;
  - (ii) high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes, are to be provided in conjunction with new development; and
  - (iii) a pedestrian weather protection system of canopies, awnings or colonnades are to be incorporated into new development along the sidewalk edge of important pedestrian streets or edges of certain open spaces and at the entrances to commercial and residential buildings.

## 10.7 *Institutional Areas*

### 10.7.1 Role and Function

Lands designated *Institutional Areas* on Map 7-1 provide for a continued military presence and recognize the ongoing operation of the DCIEM. In the event that these lands are not required for military purposes, they may be used for institutional uses.

### 10.7.2 Land Use and Density

- (a) Lands designated *Institutional Areas* on Map 7-1 may be used for military purposes, including outdoor training areas, an administrative building and armoury, and the DCIEM.
- (b) A maximum density of 1.0 times the lot area will be permitted on lands designated *Institutional Areas* on Map 7-1.

### 10.7.3 Development Policies

- (a) Military facilities will comply with Section 4.2 of this Secondary Plan while recognizing their military security requirements.
- (b) In the event that the DCIEM facility is relocated in whole or in part, appropriate adjustments to the location of the walkway and park gateway element located generally along the former Sheppard Avenue right-of-way in *Employment Area 'C'* will be satisfactorily secured.

## 10.8 *Employment Area 'D'*

### 10.8.1 Role and Function

Lands designated *Employment Area 'D'* on Map 7-1 will support the evolution and expansion of retail and service commercial uses, including the provision of new format retail uses in an urban setting. Development in *Employment Area 'D'* will help to integrate these isolated lands into the larger commercial structure and stimulate re-investment in the area, particularly along Wilson Avenue.

### 10.8.2 Land Use and Density

- (a) On lands designated *Employment Area 'D'*, the following uses will be permitted: retail and service commercial uses such as retail stores, restaurants, supermarkets and complementary retail and service commercial uses.
- (b) The continued use of the Dennison Armoury lands for military purposes is permitted.
- (c) A maximum density of 0.5 times the lot area will be permitted on lands designated *Employment Area 'D'* on Map 7-1.
- (d) On the basis of transportation studies submitted in support of development applications, limitations to development may be applied, including restrictions on the range or size of uses, to address the transportation impacts of mixing permitted uses.

### 10.8.3 Development Policies

- (a) Development on these lands will establish an appropriate urban streetscape by, among other things, siting commercial uses along street frontages, minimizing the amount of surface parking at the street line, combining entrance driveways to individual buildings and the provision of landscaping and other streetscape improvements. The provision of small retail stores with direct pedestrian access to Wilson Avenue is also encouraged.
- (b) The consolidation of the TTC commuter parking lot in this area into a larger development parcel is encouraged in order to provide improved access from the Wilson Station to new retail and service development in this district.

### 10.9 *Employment Area 'E'*

#### 10.9.1 Bombardier Aerospace Lands (de Havilland)

##### Role and Function

The existing aircraft manufacturing facility and associated runway, owned by Bombardier Aerospace (de Havilland) is the City's largest manufacturing employer and a significant component of the Greater Toronto Area's aerospace industry. The continued operation of de Havilland at Downsview is supported by this Secondary Plan.

##### Development Policies

De Havilland is encouraged to undertake site improvements, such as enhanced buffering and landscaping adjacent to the Ancaster Community and development of a new north parking lot with access to Carl Hall Road. These improvements will be secured in the context of any development approval for these lands.

#### 10.9.2 TTC Yards

##### Role and Function

The TTC Yards perform an essential public service in support of the City's rapid transit objectives.

##### Development Policies

Improvements to the visual impact of the TTC Yards will be sought through landscaping and other measures and such improvements will be secured as part of the Transit Road extension.

### 10.10 *Mixed Use Areas 'A' and 'B'*

#### 10.10.1 *Mixed Use Area 'A'*

Lands designated *Mixed Use Area 'A'* on Map 7-1 support the establishment of an intensive mixed use, transit-oriented sub-centre in the vicinity of the Downsview subway station.

#### 10.10.1.1 Land Use and Density

- (a) *Mixed Use Area 'A'* lands will be used for residential, office, retail and service commercial uses, public parkland, transportation facilities and public parking.
- (b) The predominant use of the lands will be for both commercial office and residential purposes. New development will be focused primarily along W.R. Allen Road and Sheppard Avenue West frontages and proponents will be encouraged to locate non-residential uses such as retail or small offices at grade.
- (c) A maximum density of up to 3.0 times the lot area will be permitted based on the Development Policies noted in Section 10.10.3.

#### 10.10.2 *Mixed Use Area 'B'*

Lands designated *Mixed Use Area 'B'* on Map 7-1 support the establishment of mixed use transit-oriented developments in the vicinity of the Downsvue subway station.

##### 10.10.2.1 Land Use and Density

- (a) *Mixed Use Area 'B'* lands will be used for residential, office, retail and service commercial uses, public parkland, transportation facilities and public parking.
- (b) The predominant use of the lands will be for residential purposes.
- (c) A maximum density of up to 2.0 times the lot area will be permitted based on the Development Policies noted below in Section 10.10.3.
- (d) A minimum 2 hectare (5 acre) neighbourhood park should be provided.

#### 10.10.3 Development Policies

The following development policies apply to both *Mixed Use Areas 'A'* and *'B'*:

- (a) height and building intensity are to be concentrated at the intersection of Sheppard Avenue and W.R. Allen Road. Buildings at the intersection may have a height of 45 metres;
- (b) buildings are to step down in height away from the corner to provide a transition to the surrounding stable areas. Buildings along W.R. Allen Road and Sheppard Avenue are to define the streets in a balanced manner;
- (c) buildings are to be massed, at an appropriate scale, to ensure good sunlight, sky views and wind conditions in streets, parks and open spaces as described in the *Consolidated Allen Sheppard Urban Design and Development Framework Study*;
- (d) buildings are to be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, scale, texture, architectural detail and expression;
- (e) buildings are to be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy as described in the *Allen Sheppard Urban Design and Development Framework Study*. All streets, parks and publicly accessible open spaces are to be overlooked by active building faces;

- (f) street related buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces;
- (g) the public faces of these buildings are to align with neighbouring buildings to define public spaces in a continuous manner like the walls of a room;
- (h) buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade-related dwellings, retail uses and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on a public street frontage, visible and accessible from the public sidewalk;
- (i) parking, servicing, mechanical equipment and automobile drop off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are to be provided for these functions and ramps to parking garages should be provided within the building;
- (j) resident, visitor and retail parking should be generally located below grade;
- (k) to promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:
  - (i) well-designed, co-ordinated landscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks and where appropriate, laneways that promotes access, orientation and confidence of personal safety;
  - (ii) high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
  - (iii) a pedestrian weather protection system of canopies, awnings or colonnades incorporated into new development along the sidewalk edge of important pedestrian streets or edges of certain open spaces and at the entrances to commercial and residential buildings; and
  - (iv) buildings, streets and publicly accessible open spaces are to be designed to be barrier free;
- (l) a well defined, pedestrian walkway of not less than 20 metres in width will be located generally along the former Sheppard Avenue right-of-way west of Allen Road. The design, siting and key elements of this pedestrian walkway will be consistent with the principles of this Secondary Plan and the design criteria as set out in the Urban Design Guidelines. In the event that the DCIEM facility is relocated in whole or in part, appropriate adjustments to the location of the walkway and park gateway element will be required and secured to the satisfaction of the City;
- (m) large surface parking areas are generally discouraged and, in the long term, parking is encouraged to be located in structures. Where surface parking must be provided, the visual impact of large surface lots will be mitigated with significant landscaping and pavement treatments including trees and lighting throughout parking lots and along the edges;
- (n) indoor community facilities located on the ground floor of buildings adjacent to the neighbourhood park are encouraged; and

- (o) developments which exceed 5,000 square metres (53,820 square feet) in gross floor area will be required to provide a Transportation Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:
  - (i) the site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties;
  - (ii) the development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for nearby residential communities;
  - (iii) the project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use; and
  - (iv) the traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.

## 11. IMPLEMENTATION

### 11.1 General

This Secondary Plan is to be implemented by the separate and combined actions of both the public and private interests in the Downsview Area Secondary Plan area. This Secondary Plan is to be implemented using some or all of the following:

- (a) detailed zoning by-laws, Section 37 by-laws, Holding (H) provisions, plans of subdivision, consents, part lot control, and site plan review; and
- (b) subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Secondary Plan, such as, but not limited to, the provision of public infrastructure, pedestrian and vehicular bridges and underpasses, public art, off-site improvements, park gateways, sanitary and storm sewers, municipal water supply and easements for such facilities and services.

No density transfer between or among land use districts within the Secondary Plan area will be permitted.

### 11.2 Holding (H) By-laws

- (a) When enacting by-laws to permit development in accordance with this Secondary Plan, an "H" symbol may be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law will specify the use to which lands, buildings or structures may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.
- (b) The Holding (H) Symbol will be removed from the by-law at such time as agreements pursuant to Sections 37, 41 or 50 of the *Planning Act*, 1990, as the case may be, have been executed to secure the provision of such facilities, services or matters required for the desirable development of the land or which meet public objectives set out in this Secondary Plan and the Official Plan, as set out in Section 11.1(b), above.

## 11.3 Transportation

### 11.3.1 Transportation Master Plan

In order to support the levels and types of development contemplated by this Secondary Plan, a number of new transportation facilities as well as improvements to the existing road network will be required as development proceeds. These facilities and improvements are detailed in a *Transportation Master Plan*, prepared as a separate document which forms the basis for future environmental assessments that may be required for specific transportation works.

The major transportation improvements required to support the development levels permitted in the Secondary Plan include the following:

- (a) extension of Transit Road northerly to Chesswood Drive and southerly to Dufferin Street;
- (b) grade-separated directional ramps between the W.R. Allen Road and extension of Transit Road;
- (c) internal collector roads connecting the northerly extension of Transit Road westerly to Sheppard Avenue and Keele Street;
- (d) a road/rail grade separation across the existing CN Rail line at the new east-west internal collector;
- (e) a centre turn lane on Keele Street from Wilson Avenue to Finch Avenue;
- (f) signalized intersections on the Allen Road to service *Employment Area 'C'* and *Mixed Use Areas*;
- (g) protection for future public rights-of-way (shown as local roads) connecting Sheppard Avenue to the northerly Transit Road extension at Yukon Lane and generally in the vicinity of Kodiak Crescent; and
- (h) a direct grade-separated pedestrian connection from the Downsview Subway Station to development at the south-west corner of Sheppard Avenue and W.R. Allen Road.

These improvements will be refined, protected for and implemented as needed through the development approval process.

Additional modifications to existing roadways, new intersections and intersection improvements, including a potential signalized intersection on Wilson Avenue to serve *Employment Area 'D'*, and related monitoring activities are elaborated upon in the *Transportation Master Plan*.

### 11.3.2 Environmental Assessment

The location and design of major new roads, road improvements and intersection improvements are subject to the requirements of the *Environmental Assessment Act*. The *Transportation Master Plan* forms the basis and foundation for future environmental assessments that may be required for specific transportation works under the Class Environmental Assessment for Municipal Road Projects. In accordance with the Class Environmental Assessment requirements, the work undertaken as part of this Master Plan Transportation Study is recognized as the first two phases of the planning and design process of the Class Environmental Assessment. Subsequent phases will result in an Environmental Study Report (ESR) that will detail potential social, economic and environmental effects of specific projects and appropriate mitigation measures.

### 11.3.3 Travel Demand Management

Proponents of major developments in *Employment Area 'C'* will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips, and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use, such as maximum parking standards, parking sharing arrangements, public parking structures, and payment in lieu of parking may be required on sites within walking distance of rapid transit stations.

Transportation Impact Studies submitted in support of development applications on lands in the Secondary Plan area will identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies will include implementation of a travel demand management program for the proposed development.

### 11.4 Monitoring

(a) Development of the Secondary Plan area is expected to occur incrementally over many years, and the timing and phasing of necessary transportation improvements will depend on a number of factors, including the nature and rate of development, changes in travel behaviour and transit modal split. A formal program will be developed to monitor development levels and trends and associated travel characteristics. The monitoring program will address:

- (i) traffic volumes on principal roadways and at key intersections, based on periodic traffic counts in the area;
- (ii) travel characteristics of employees, residents and visitors, including vehicle occupancy, modal split, trip distribution, peak hours of travel, etc.;
- (iii) evaluation of traffic volumes and transit ridership in the context of availability capacity;
- (iv) parking availability, location and the impacts of pricing policies;
- (v) evaluation of existing, planned and proposed development;
- (vi) traffic infiltration in residential areas; and
- (vii) the results of Transportation Demand Management measures and the extent to which the objectives of the Downsview Area Transportation Master Plan are being achieved.

The findings of the monitoring program will form the basis of future comprehensive transportation analyses, will inform the periodic reviews of the Secondary Plan, and may be considered in the review of individual development applications and the development of local neighbourhood traffic management plans.

(b) The impact of development on sanitary sewers, municipal water supplies and storm sewers will be monitored to ensure the capacity of these facilities keeps pace with development, and to ensure that levels of service in adjacent areas are not reduced. Zoning by-laws which permit development to proceed will only be enacted when adequate capacity to serve the proposed development properly is available, or will be provided prior to the occupancy of any development which relies on it.

## 11.5 Siting and Design Review for Low Density Housing

- (a) To ensure that the development of low density housing provides a pedestrian-friendly environment and an attractive public realm, the development of detached, semi-detached and townhouse dwellings on lands affected by this Secondary Plan will be subject to Siting and Design Review.
- (b) To implement this process, Siting and Design Review Guidelines will be formulated by the development proponent for approval which:
  - (i) establish appropriate siting of dwellings and garages;
  - (ii) establish the appropriate extent of garage projections;
  - (iii) control the repetition of building facades;
  - (iv) ensure the provision of front porches;
  - (v) establish special facade treatments for houses on corner lots or T-intersections, and for houses flanking open spaces; and
  - (vi) identify minimum building design performance standards relating to such matters as minimum roof pitches.
- (c) As a condition of approval of subdivision applications in *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*, the developer will engage the services of an acceptable qualified architect, who will review all building plans and certify their compatibility with the goals, objectives and policies of this Secondary Plan and applicable Siting and Design Review guidelines prior to the issuance of building permits.

## 11.6 Development Plans

- (a) To provide a context for co-ordinated incremental development and assist in the evaluation of the conformity of proposed development with the relevant provisions of this Secondary Plan and the Urban Design Guidelines, the submission of a Development Plan may be required prior to approval of development on lands in *Employment Area 'A'*, *Employment Area 'C'*, *Employment Area 'D'* and *Mixed Use Areas 'A'* and *'B'*.

A Development Plan for *Employment 'B'* will be required prior to approval of any substantial new development in that area in order to establish permitted densities and appropriate built form. For the purposes of the Development Plan in this district, the submission of one or more such plans may be considered, provided each plan includes sufficient information to enable evaluation of the proposed development's conformity with the Secondary Plan and the Urban Design Guidelines.

- (b) Development plans should indicate the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes and should demonstrate how the development policies of this Secondary Plan and of the relevant land use district will be achieved. More specifically, such plans will show:
  - (i) the proposed massing of buildings, including heights, setbacks and distribution of density;
  - (ii) the location, dimensions and character of publicly accessible private open spaces and pedestrian

routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;

- (iii) protection and enhancement of significant views and landscape focal points;
- (iv) the general location, size and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared and to assess the effect of these facilities on public sidewalks and pedestrian routes; and
- (v) the location of street-related uses and principal pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.

#### 11.7 Other Development Requirements

- (a) Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of sensitive land uses in proximity to sources of noise vibration, such as the CN Rail line, arterial roads, highways or existing industrial operations. These studies will assess existing and forecast conditions, evaluate existing on-site mitigation features, and recommend additional required mitigation measures.
- (b) Any application proposing the development of retail and service commercial uses having an aggregate total gross floor area greater than 9,000 square metres (96,900 square feet) will submit a market impact study, in an acceptable form and using acceptable methods, that demonstrates the impact of the proposal on the long term planned function of the commercial structure, including local retail strips and, where appropriate, recommending strategies to support the continued viability of local retail areas.

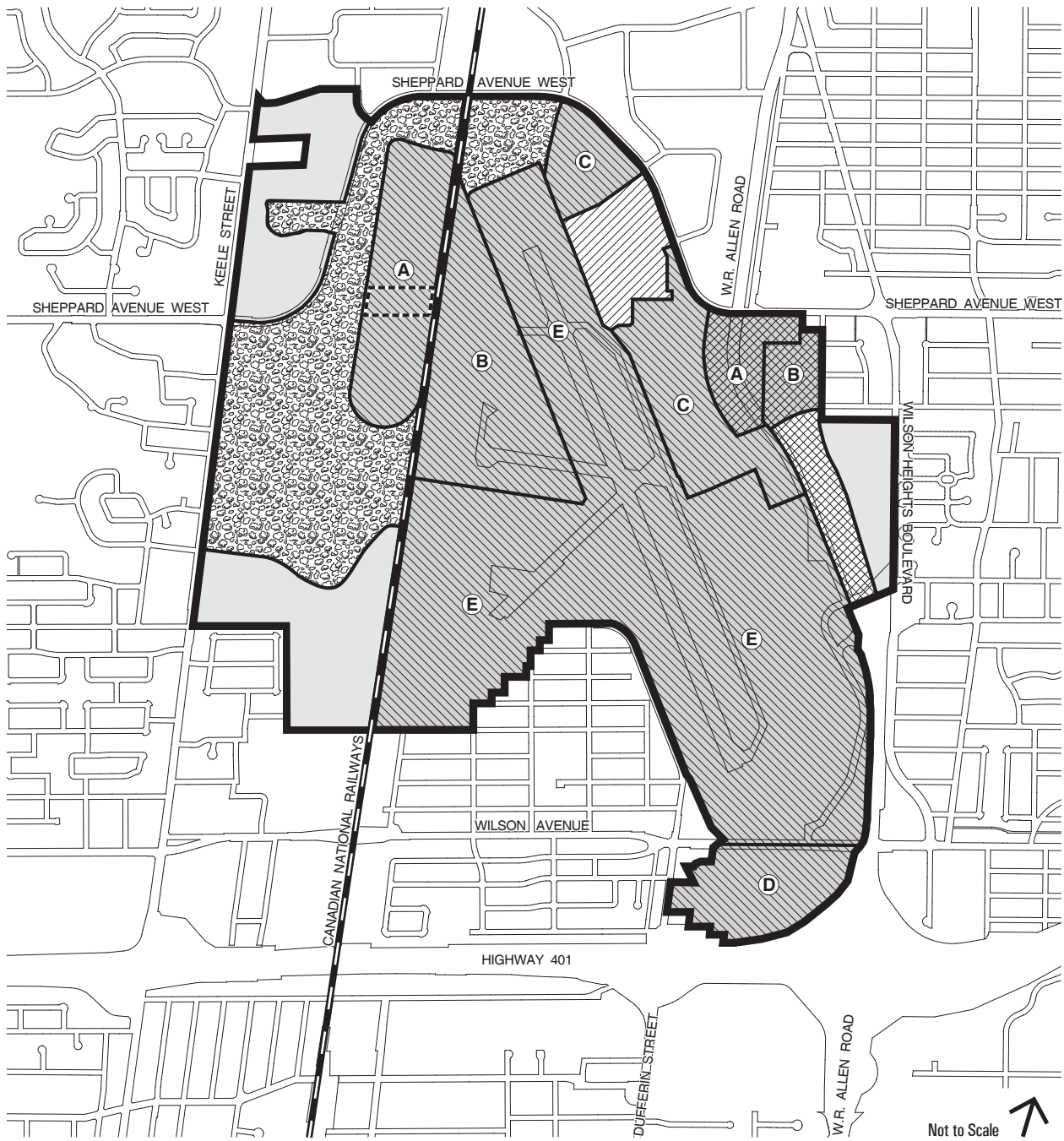
#### 11.8 Future Studies









- (a) The creation of a major public park and an associated open space network in the Secondary Plan Area is a goal of this Secondary Plan. A study will be undertaken by Canada Lands Company, in consultation with the City and other stakeholders, to identify the purpose and function of the *Parks and Open Space Areas* and may include other parts of the Secondary Plan area. In determining the program and design of the park, the study will address, and incorporate where appropriate, public comments and submissions on the proposed park and the principles and findings of the *Downsview Urban Design Study*.
- (b) Future development scenarios for *Mixed Use Areas 'A' and 'B'*, the *Neighbourhood* east of the W.R. Allen Road, and the northeast and northwest corners of the W.R. Allen/Sheppard intersection, should be refined in a public process involving residents in the adjacent communities. This study, which will include participation by representatives of the local community, will examine urban form and other built form matters and may include a design competition. Road network and future civic requirements for the lands at the W.Z. Allen/Sheppard intersection will also be addressed in this study.

#### List of Maps

For the electronic version, please note some of these files may take some time to download.

#### Map 7-1 Land Use Areas



-  Secondary Plan Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks and Open Space Areas
-  Institutional Areas
-  Employment Areas
-  See Policy 10.4.2(b)