

### 3.0 Proposed and On-Going Development

The Area Profile completed by the City as part of the Review indicates that overall City population is increasing, with an increase of approximately 1% between 2001 and 2006 to a population of just over 2.5 million. By comparison, the study area experienced population decline with a 2006 population of just over 95,000, down approximately 1.5% from the 2001 population of almost 97,000.

It is only in the last few years that the study area has experienced significant redevelopment. This activity has primarily been focused along Sheppard Avenue West and Wilson Avenue. Recent developments and active applications currently under review in the study area are as follows:

- Along Sheppard Avenue West, between Allen Road and Wilmington Avenue there has been redevelopment in recent years for residential condominium buildings of between eight and ten storeys in height with commercial uses on the ground floor.
- The Idomo site at the northwest corner of Allen Road and Sheppard Avenue West is currently under development for four residential condominium buildings ranging in height from fourteen to seventeen storeys.
- Development applications are under review for lands on the south side of Wilson Avenue at Tippet Road (just east of Allen Road) to permit residential condominium buildings of between twelve and fifteen storeys.
- Lands near the northwest and southeast corners of the Keele Street and Wilson Avenue intersection have been redeveloped in recent years for a ten storey residential condominium building and townhouses.

Also, the Province of Ontario has announced plans to redevelop the Ministry of Transportation lands at the southwest corner of the Keele Street and Wilson Avenue intersection for a hospital and a forensics institute, in addition to the offices currently on the lands.

## 4.0 Precedents

In addition to reviewing the policy context, the consulting team's existing conditions work included precedents research. A review of work that has been completed for similar types of projects and plans can provide insight into how to address similar opportunities and challenges as part of the Secondary Plan Review, and can also provide on-the-ground examples of success.

To address the full range of themes associated with the Downsview Secondary Plan area, the team's precedents research started with a review of plans and projects in the following categories: Transit Oriented Development; Integrated Parks and Cities; and Development of Military Lands. The following is a list of plans or projects reviewed under each of these categories:

### Transit Oriented Development:

- Yonge Subway Development (Toronto)
- Warden / Victoria Park (Toronto)
- Sheppard Subway Development (Toronto)

### Integrated Parks + Cities:

- High Park (Toronto)
- Prospect Park (Brooklyn)
- Central Park (New York)
- Parc de Monceau (Paris)
- Swanee Town Centre (Georgia)
- Anse a L'Orme (Montreal)
- Parc Citroen (Paris)
- Millennium Park (Chicago)
- Scotio Audubon Park (Columbus)
- Magnuson Park (Seattle)

### Military Development Lands:

- Orange County Great Park (Irvine CA)
- Garrison Woods (Calgary AB)

- The Presidio (San Francisco CA)
- Alameda Point Station (Alameda CA)
- McClellan Park (Sacramento CA)

From this long list of precedents, the team selected a few for further analysis, focusing on Integrated Parks and Cities (High Park, Parc Citroen, Central Park, Parc de Monceau, and Prospect Park). Through future phases of the study, some of the precedents that did not make the short list for phase one, will be re-examined to inform the development of options and selection of the preferred plan. For this more detailed analysis, the consulting team marked up images of well-known park and city locations with the land use terminology used in the existing Downsview Secondary Plan (e.g. Neighbourhoods, Mixed Use Areas, etc.), in order to determine the types of uses, level of pedestrian and cyclist access to the park, as well as ability to provide well-defined gateways to the park. Results of this precedent analysis are summarised below, with images provided in Figures 7 through 11:

**High Park:** The park is surrounded by neighbourhood areas, and is in close proximity to an apartment neighbourhood. High and medium density mixed-use development lines the north edge of the park. Pathways provide access for pedestrians and cyclists through the park, however the west side is void of gateways, and is segregated from surrounding neighbourhoods. Employment areas are integrated within the park.

**Parc Citroen:** Main roads are located underground and train tracks are elevated to allow for at-grade pedestrian access to the waterfront. Park employment areas are well spread out along the park's edges. Employment, apartment neighbourhood, and high and medium mixed-use areas surround the park. Roads and pathways provide direct access to the park for mixed traffic.

**Central Park:** The park edge is defined by streets lined with high and medium density mixed-use areas. An integrated system of pathways provides access through the park with connections to neighbourhoods on all sides. Park employment areas, including museums, are well spread out along the park's edges. It should also be noted that parks such as Central Park were designed and developed over a very long time period.

**Parc de Monceau:** Gateways into the park are well-defined by apartment neighbourhoods that frame the park's edge. A direct transit link is located on park lands and surrounded by high density mixed-use areas.

**Prospect Park:** Park employment areas are well spread out along the park's edges. A direct transit link is located within the park and is surrounded by high density mixed-use areas. Apartment neighbourhoods frame the park's edges.

These precedents address planning considerations similar to those the Secondary Plan Review Study will need to address, including the relationship of residential, employment and mixed use areas to park lands; providing transit access to and through park lands; and developing a hierarchy of streets to serve the park and surrounding areas. The precedent parks described above provide a broader understanding of how the large scale redevelopment of major parks in urban areas can be undertaken.



Figure 7: High Park, Toronto.



Figure 8: Parc Citroen, Paris.



Figure 9: Central Park, New York.



Figure 10: Parc de Monceau, Paris.



Figure 11: Prospect Park, Brooklyn.

## 5.0 Review of Existing Conditions

The following is a summary of phase one Review work completed for each of the study component areas.

### 5.1 Planning and Urban Design

#### *Purpose*

planningAlliance is providing the planning and urban design expertise for the Review. The phase one tasks included a background review of documents which is summarized in Section 2 of this Memorandum, and an analysis of existing conditions and the identification of opportunities and challenges, as summarized in Section 7 of this Memorandum.

### 5.2 Transportation

#### *Purpose*

The firm of AECOM is undertaking the transportation work for the Review which includes the preparation of a Transportation Master Plan. Attached to this memorandum as Appendix 1 is the work completed by AECOM which sets out the background review and existing conditions related to transportation.

This work includes a description of the existing transportation infrastructure for the Downsview Area Secondary Plan, including transit, roads, cycling and pedestrian conditions and their characteristics. The report also provides an introduction to key transportation-related policies and objectives of the Downsview transportation network that will be considered in the review of a new TMP, including the identification of a Problem and Opportunity Statement.

Figure 6, above, identifies areas for improvement approved in the existing Transportation Master Plan (TMP).

#### *Policy Context*

Since the approval of the initial TMP for the Downsview area in 1999 the Spadina Subway Extension has been approved, plans to construct a new GO Transit station connecting with the subway are underway, and PDPI has released an updated vision for their lands. As such, a new TMP is warranted to set out a clear transportation vision that accounts for these major infrastructure development initiatives and reflects an updated planning framework for the area. The TMP will also reflect the policies contained throughout several important municipal, provincial and federal documents and programs for managing growth in and around major transit stations and intensification corridors, employment areas, neighbourhoods, and public spaces.

The following is a list of some key policy documents and programs which are covered in Appendix 1:

- The Provincial Policy Statement (PPS), March 2005
- The Growth Plan for the Greater Golden Horseshoe (Growth Plan), June 2006
- City of Toronto Official Plan (TOP), September 2007, (including the Downsview Area Secondary Plan)
- Transit City
- Metrolinx Regional Transportation Plan, September 2008 (approved by Metrolinx Board in November 2008; the Plan has now been forwarded to the Minister of Transportation as required by the Greater Toronto Transportation Authority Act)
- Transportation Demand Management programs, including Smart Commute North Toronto Vaughan

### *Existing Transportation Conditions*

A summary of the existing road and transit conditions in the study area is provided below. A more detailed discussion is provided in Appendix 1.

### **Road Network**

**Highway 401:** Highway 401 which forms the southern boundary of the southeast portion of the study area. In the City of Toronto, the number of lanes for the highway varies from 6 to 8 lanes in each direction through a core collector system. The Secondary Plan area can be accessed from Highway 401 via interchange ramps at Keele Street, Dufferin Street, and Allen Road.

The study area also includes a number of major streets, as identified in the Official Plan, and outlined below.

**Allen Road:** Allen Road has a designated right-of-way of 45 metres and accommodates between four and six lanes with a concrete median. The combination of the relatively wide right-of-way, speed permissions, and interchanges on Allen Road lends it an expressway character. Currently, there are no sidewalks on Allen Road, however, the Allen-Sheppard Urban Design Guidelines identify proposed changes to the local street pattern that would introduce a street crossing Allen Road at the location of the existing TTC signal (south of Sheppard Avenue West), and sidewalk and landscaping improvements along Allen Road.

**Transit Road:** Transit Road links Allen Road and Wilson Avenue adjacent to the Wilson TTC station and transit rail yard. The existing designated right-of-way is 27 metres. The street does not have sidewalks. The Allen-Sheppard Urban Design Guidelines

propose to enhance the pedestrian character of the street within the designated right-of-way.

**Sheppard Avenue West:** Sheppard Avenue West is the north boundary of the plan area and is a major east-west arterial street in the City. The designated right-of-way is 36 metres and there are sidewalks on both sides of the street through the Secondary Plan area. The Official Plan identifies the section of Sheppard from Kodiak Crescent west of Allen Road and eastward an *Avenue*.

**Keele Street:** Keele Street is the western boundary of the plan area. Keele Street is a major north-south arterial street in the City, with a designated right-of-way of 36 metres and sidewalks on both sides of the street. The Official Plan identifies the entire section of the street through the Secondary Plan area as an *Avenue*.

**Wilson Avenue:** Wilson Avenue is a major east-west arterial roadway located at the south end of the plan area. The section of the street between Keele and Allen Road has a designated right-of-way of 36 metres, however in the section between Murray Road and Dufferin Street development encroaches on the right-of-way. There are sidewalks along both sides of the street. Wilson Avenue often assumes Highway 401 overflow or bypass traffic.

**Dufferin Street:** Dufferin Street is a discontinuous street, broken by the Secondary Plan Area and Allen Road. The section of Dufferin Street within the Secondary Plan area – from Wilson Avenue to Highway 401 – is identified in the Official Plan as an *Avenue* and provides a connection to Highway 401. This section has a designed right-of-way of 30 metres and there are sidewalks

on both sides of the street. North of Sheppard Avenue, Dufferin Street has a designated right-of-way of 45 metres and there are no sidewalks. Development along this section of the street typically does not face or address the street.

**Wilson Heights Boulevard:** Wilson Heights Boulevard is a north-south collector road and is the eastern boundary of the Secondary Plan area. The street has a designated right-of-way width of 36 metres and there are sidewalks on both sides of the street. Area residents have expressed concerns regarding traffic infiltration and the potential for increased traffic volumes and on-street parking associated with development of the Downsview lands.

**Chesswood Drive:** Chesswood Drive is a north-south two lane collector road between Sheppard Avenue West and Finch Avenue West. The street passes through an employment area and has a designated right-of-way width of 27 metres with a sidewalk and the west side of the street between Finch Avenue and Vanley Crescent.

**Grandravine Drive:** Grandravine Drive is a two lane east-west collector road between Keele Street and Jane Street. Area residents have expressed concern with an extension of Grandravine east of Keele throughout the Secondary Plan area.

**Billy Bishop Way:** Billy Bishop Way is a two-lane minor arterial road extending south from Wilson Avenue then west to Dufferin Street, just north of Highway 401. This street has a designated right of way of 27 meters. There are sidewalks on the west and north sides of the street.

## Transit Network

The area is well served by transit, with existing service including regional GO Transit rail service, and TTC subway and bus service. As well, a dedicated bus-only lane providing service from Downsview subway station to York University is currently under construction, the Spadina Subway Extension has been approved, and dedicated surface rapid transit is under review for Finch Avenue West and Jane Street which form the north and west boundaries of the larger study area.

**GO Transit:** GO Transit provides transit access to the study area through weekday peak hour rail service to their station at Canarctic Circle on the Toronto-Bradford line. With the extension of the Spadina subway, this station will be closed and a new station will be opened in the vicinity of CN Rail and Sheppard Avenue West within the Downsview Area Secondary Plan lands to provide a connection between GO and TTC services. There is also a GO Bus terminal at Yorkdale Mall south of the study area, which provides a range of regional bus services and a link to the TTC Yorkdale subway station.

**TTC Subway:** Downsview and Wilson TTC stations are located within the Secondary Plan area. A third subway station, known as Sheppard West Station, is proposed with the extension of the Spadina subway. This will result in exceptional transit service for the Secondary Plan and surrounding area, further decreasing walking distances to higher order transit as well as providing a connection to GO Transit service.

Downsview station is located within the plan area at the southeast corner of Allen Road and Sheppard Avenue West and includes a vehicle drop-off area, bicycle lockers and a 640-space

commuter parking lot. The lands surrounding the station are designated to permit medium density mixed use development.

Wilson subway station is located on the north side of Wilson Avenue between Transit and Allen Roads and provides a total of approximately 2,100 parking spaces.

**Buses:** There are several TTC bus routes along the major streets surrounding the plan area which provide accessible surface transit service and connections with either the Downsview or Wilson subway stations. Seasonal and peak hour services are also available within the Secondary Plan area. The 35 Jane, 41 Keele, 84 Sheppard West, 96 Wilson, 7 Bathurst, and 36 Finch West bus routes provide regular and frequent service within the study area.

**Busway:** A busway from Downsview Station to York University Campus is currently under construction to accommodate York Region Transit and GO Transit plans to begin operating higher speed express bus service from north of Steeles Avenue to Downsview Subway Station, and build transit ridership in the area. Additional information on the busway can be accessed on the TTC website [www.ttc.ca](http://www.ttc.ca)

### **Cycling Network**

No designated on-street cycling lanes currently exist within the Secondary Plan area. However, the approved City of Toronto Cycling Master Plan identifies potential routes in the surrounding area. Appendix 1 contains more detailed information on the Toronto Bike Plan as it relates to the Downsview Area Secondary Plan study area.

### **Pedestrian Environment**

The quality of the pedestrian environment within the study area varies, but generally provides limited convenient and desirable pedestrian environments to access services and amenities in the area. The predominance of low density land uses, deep setbacks, vacant lands fronting major roads and a lack of sidewalks contributes to this condition.

The pedestrian realm will be an important part of the transportation work undertaken for the Secondary Plan review and the TMP. The extension of the subway and the policy direction for revitalization of the major streets establishes an encouraging policy context for pursuing a more pedestrian-friendly condition.

**Sidewalks:** As part of the summary of existing conditions, the consulting team reviewed pedestrian activity at major intersections as well as the level of service of the existing sidewalks. Overall the sidewalks meet the required standards, however, there are some that are below the acceptable standard, including sections along Sheppard Avenue West, Wilson Avenue and Keele Street.

### **5.3 Servicing**

#### ***Purpose***

AECOM is undertaking the servicing analysis and the preparation of a Servicing and Stormwater Master Plan for the Secondary Plan Review. For this phase one memorandum, an inventory of existing conditions was completed. The following is a summary of existing conditions related to servicing for the Secondary Plan and broader study areas.

## Stormwater Management

The study and Secondary Plan areas fall between the Humber River and Don River watersheds. As a result, within the Secondary Plan area stormwater generally drains to both the east and the west. Because the soil in the area has moderate to poor drainage capability, most stormwater runs off. Within the Secondary Plan area there is currently a high proportion of undeveloped land and permeable surfaces. Existing stormwater infrastructure in the Secondary Plan area is primarily ditches and culverts.

## Water Supply

The location of existing internal and external water supply networks are shown in Figures 12a and 12b. The following provides a description of the networks.

**Watermains:** Currently there is an existing 300 mm diameter watermain that runs east-west across the PDPI lands and forms a looped watermain with the City's network from Keele Street in the west to the intersection of Sheppard Avenue West and Allen Road in the east. The southwest area of the Secondary Plan is serviced from a branch line from this east-west watermain and has a dead-end in the southwest of this area. The potential to link this subsystem with the neighbouring Bombardier land water network and thereby create a looped system will be considered and evaluated as part of the work being completed for the Review.

The City watermains on the perimeter of the Secondary Plans area include:

### West side of Secondary Plan area

Watermains to the west of the Secondary Plan area run on the western side of Keele Street and include:

- A 400 mm diameter watermain from Wilson Avenue to Calvington Street.
- A 300 mm diameter watermain northerly from Calvington Street.
- 

### North side of Secondary Plan area

North of the Secondary Plan area there is a 400 mm diameter watermain that runs easterly from the intersection of Grandravine Drive and Keele Street to Sheppard Avenue West and along northern side of Sheppard Avenue West to beyond the eastern boundary of the Secondary Plan area.

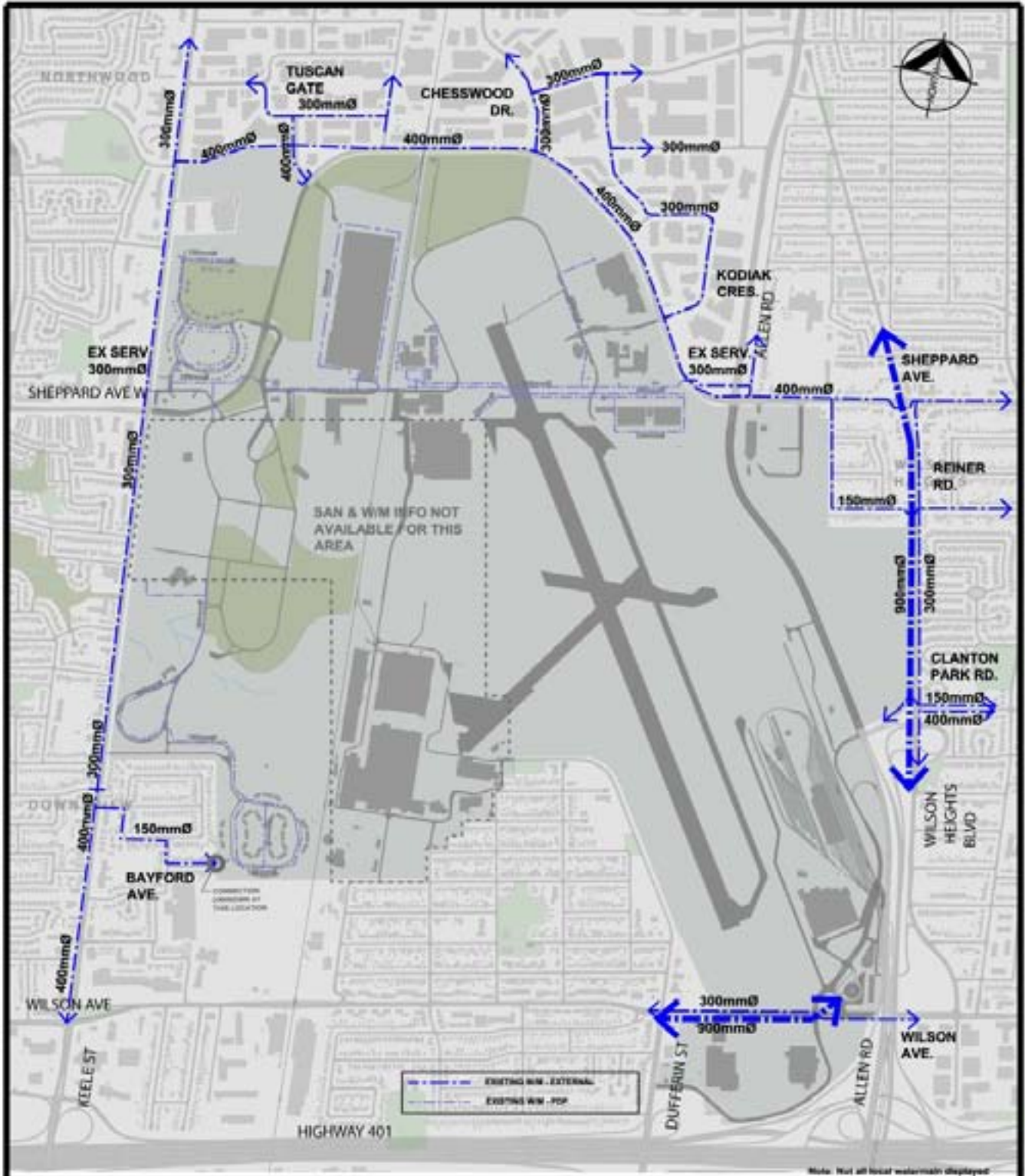
### South side of Secondary Plan area

There is no watermain on the southern boundary of the Secondary Plan area on the west side of the CN rail line. However, there is a 300 mm diameter watermain on the north side of Wilson Avenue between Dufferin Street and Allen Road. As well, a 300 mm diameter watermain services the Bombardier lands.

### East side of Secondary Plan area

On the east side of the Secondary Plan area, the watermain is located along Wilson Heights Boulevard. The watermain is 900 mm in diameter, and is located on the western side of the right-of-way.

To determine the sufficiency of the water supply for the Secondary Plan area, a water network analysis of the existing watermain system will be conducted in phase two of the Review.



Note: Not all local watermain displayed

<b>AECOM</b>	PROJECT:	<b>PARC DOWNSVIEW PARK</b>		DRAWN BY:	M. COLLINS	PROJECT No.:	42-80541
	DESCRIPTION:	<b>EXISTING WATERMAINS ADJACENT TO STUDY AREA</b>		SCALE:	N.T.S	DATE:	07/10/2008
						DRAWING No.:	<b>FIG-1</b>

Figure 12a: Existing watermains adjacent to the study area



**Sanitary Sewers**

**Existing wastewater discharge network:** Information about the existing internal and external wastewater discharge networks is shown in Figure 12 and described below.

Table 2 summarizes the trunk and collector sewers with respect to their location outside of the PDP development area.

**Table 2: Location, direction and size of sewers**

Location	Direction	Size (mm)
Bayford Avenue	Black Creek Trunk	250
Maryport Avenue	Black Creek Trunk	525/600
Dovehouse Road.	Black Creek Trunk	250
Tuscan Gate	Metro Trunk	300
Chesswood Drive*	Metro Trunk	300
Kodiak Crescent*	Metro Trunk	375/450
Sheppard Avenue	Metro Trunk	250
Reiner Road	Metro Trunk	250
Clanton Park Road.	Metro Trunk	250
Wilson Avenue	Metro Trunk	500

Currently all wastewater from the lands on the west side of the Secondary Plan area is drained or pumped to the Maryport Avenue sub-trunk, which flows westerly and discharges into Black Creek Metro Trunk Sewer. The flows from the west side of the Secondary Plan area combine at the entry point of this sub-trunk, which is on Keele Street south of Maryport Avenue. The sub-trunk has a diameter of 525 mm for the first 242 m stretch and 600 mm on the final 558 m stretch, and is 800 m in length.

**Trunk sewers:** As noted above, the Secondary Plan area is located between the Don River watershed in the east and the Humber (or

Black Creek) watershed in the west. The external sewers on the eastern side of the Secondary Plan area drain to a Metro Trunk Sewer that runs southerly in the Don Valley, and those on the western side drain to the Black Creek Metro Trunk Sewer that runs southerly in the Black Creek Valley.

The Black Creek Metro Sewer is reported to have capacity problems during peak wet weather flows and sewage backup has previously been experienced. A relief trunk sewer, called the Maryport Relief Sewer was designed to provide additional capacity for this system. The first part of the relief sewer has been constructed and presently terminates on Keele Street. This sewer section was constructed as a first step to create a future sanitary trunk sewer along Keele Street. Presently the relief sewer has two end points on Keele Street. The one point ends in a shaft within the Keele ROW and the other ends with a bulkhead, also within the Keele ROW. When flow is high in the Black Creek Trunk it spills into the relief sewer. Since this sewer is not completed, the sewage that spills therein is pumped out at the abovementioned shaft and is discharged into the Maryport sub-trunk to flow back to the Black Creek Trunk.

**Maryport Avenue Sub-Trunk:** Apart from the flows from the west side of the Secondary Plan area, the Maryport Avenue sub-trunk also receives one 250 mm diameter contributory sewer that services a large building complex and which enters the sub-trunk in the 525 mm diameter section.

**Collectors:** Below is a short description of the external collector sewers:

#### West side of Secondary Plan area

- Southwest: There is a local sewer on Bayford Avenue that commences near the southwest limit of the Secondary Plan area and flows westerly
- Central west: Maryport Avenue Subtrunk, as reported above
- West and Northwest: Local sewers flowing westerly from Keele street on Tavistock Road, Whitburn Crescent, Denbigh Crescent, Maryport Avenue, Diana Drive, Wycombe Road, Sheppard Avenue West, Dovehouse Avenue and Grandravine Drive.

#### North side of Secondary Plan area

Local sewers flowing northerly and then easterly towards the Don Valley Trunk Sewers, commencing near the street intersections of Tuscan Gate and Sheppard Avenue West, Chesswood Drive and Sheppard Avenue West, and Kodiak Crescent and Sheppard Avenue West. The local sewers flowing northerly and then easterly towards the Don Valley Trunk Sewers were designed and constructed to service the existing DTAF facility and the build out on the external lands in this area. It has very limited surplus capacity. The City has advised that no future servicing is permitted along this existing external collector system.

#### East side of Secondary Plan area

There are local sewers flowing easterly towards the Don Valley Trunk Sewers, commencing near the street intersections of Sheppard Avenue West and Allen Road, Reiner Road and Banting Avenue, and Allen Road and Wilson Heights Boulevard/Clanton Park Road.

#### South side of Secondary Plan area

At the south end, or just south, of the Secondary Plan area there are two sewers flowing easterly towards the Don Valley Trunk Sewers as follows:

- a 500 mm diameter sub-trunk on the northern side of Wilson Avenue flowing into a reduced diameter (375 mm) sewer at the Wilson Avenue and Allen Road intersection.
- a 300 mm diameter sewer on the southern side of Wilson Avenue flowing into the same 375 mm diameter sewer at the Wilson Avenue and Allen Road intersection.

### **5.4 Heritage**

#### *Purpose*

A draft Heritage Review has been completed by ERA Architects Inc. for the Secondary Plan area. The purpose of the heritage review is to undertake historical research and field work to provide:

- heritage policy recommendations for the Secondary Plan related to identified heritage buildings as well as development of adjacent lands;
- specific recommendations on each built heritage feature and cultural landscape ; and
- direction and recommendations for those resources identified as having heritage merit.

A draft report has been prepared and is currently under detailed review and discussion with City staff. The review will be finalized for release as part of the Phase 2 Summary Memorandum. Following is a summary historical overview of the area and preliminary comments on the cultural landscape and heritage buildings.

### **History of the Downsview Area**

The settlement of Downsview occurred gradually after the founding of York in 1793. The area was originally heavily forested, but was cleared to provide lumber for construction and other uses. Throughout the early part of the nineteenth century, immigrants settled in the area, constructing farmsteads on the newly cleared land.

In 1929, the de Havilland Aircraft Company purchased a 28 hectare (70 acre) site in the Secondary Plan area and began construction of a 20,000 square foot facility. This site was located at the highest and flattest point in the Toronto area.

In 1939, de Havilland purchased an additional 39 hectares (96 acres) adjacent to its existing facility to expand their airport manufacturing operations and construct planes in aid of the Canadian military's war efforts. A number of aircraft used in basic Royal Canadian Air Force (RCAF) training and operations were produced in the new plant. By 1943, de Havilland had a workforce of over 4,700 and produced approximately 17% of Canada's aircraft contribution to the allied war effort.

Shortly after the war, the federal government announced that Downsview would become the RCAF's new Air Materials Base. As a result, de Havilland relocated its operations to its current location at the south end of the Secondary Plan area.

Between 1950 and the late 1960s the area around Downsview became urbanized and new communities developed. As the surrounding community grew so did conflicts between residents and the base. A number of highly publicized incidents occurred between 1954 and 1968 which raised concerns of residents regarding the safety of the airport.

As military and aviation technology changed, the ability of Downsview to adapt became increasingly hampered by its urban site. In 1996 CFB Downsview was decommissioned following a 1994 announcement by the Federal Government that the base would become Canada's first urban national park. A military presence is retained at Downsview with the Armoury, Department of Defence Research and Development, and Military Family Resource Centre operations at Allen Road and Sheppard Avenue West, and Canadian Forces housing on the west side of the Secondary Plan area. Bombardier Aerospace, de Havilland's successor, continues to operate a manufacturing facility and runway in the south end of the Secondary Plan area.

### **Cultural Heritage Landscapes**

The Secondary Plan area is located within the area known as Downsview Heights, one of the highest points in the City, between the Don River Valley and the Humber River Valley. Historic use of the Downsview lands for aviation purposes is due to the elevation of the site, which provides better headwind and reduced fog. This elevation also provides extensive views south towards Lake Ontario.

The Downsview Secondary Plan area contains two woodlots, both on the west side of the Plan area. One woodlot is located north of Sheppard Avenue in the Canadian Forces housing area and the

other is near the CN rail line south of Sheppard Avenue. These woodlots predate the area's development from an agricultural area to an industrial area and military base.

Other landscapes of note include the runway, which occupies a large area of land in the centre of the plan area. In the 1950s, Sheppard Avenue West was realigned to accommodate the extension of the runway. The realignment resulted in a rare break in Toronto's typical road grid and provides a strong indication of the area's aviation history and airport presence.

### Heritage Buildings

A review of heritage buildings was undertaken to evaluate their historical, architectural and contextual merit.

Five buildings are already listed on the City's Inventory of Heritage Properties:

- Canadian Forces Base Downsview Plant No. 1, located on PDPI lands;
- the Defence Research Medical Laboratories Plant No. 2, located on PDPI lands;
- Workshop Building No. 54, located on Defence Research and Development Canada lands;
- Garage No. 55, located on Department of National Defence lands; and
- Workshop Building No. 58, located on Department of National Defence lands.

All of these properties, with the exception of Workshop Building No. 54 located on Defence Research and Development Canada lands, are also designated by the Federal Building Review Office.

The initial review, completed for the Downsview Area Secondary Plan Review, has identified 15 buildings be listed on the City of Toronto Inventory of Heritage Buildings. These buildings include the five buildings already on the City's Inventory.

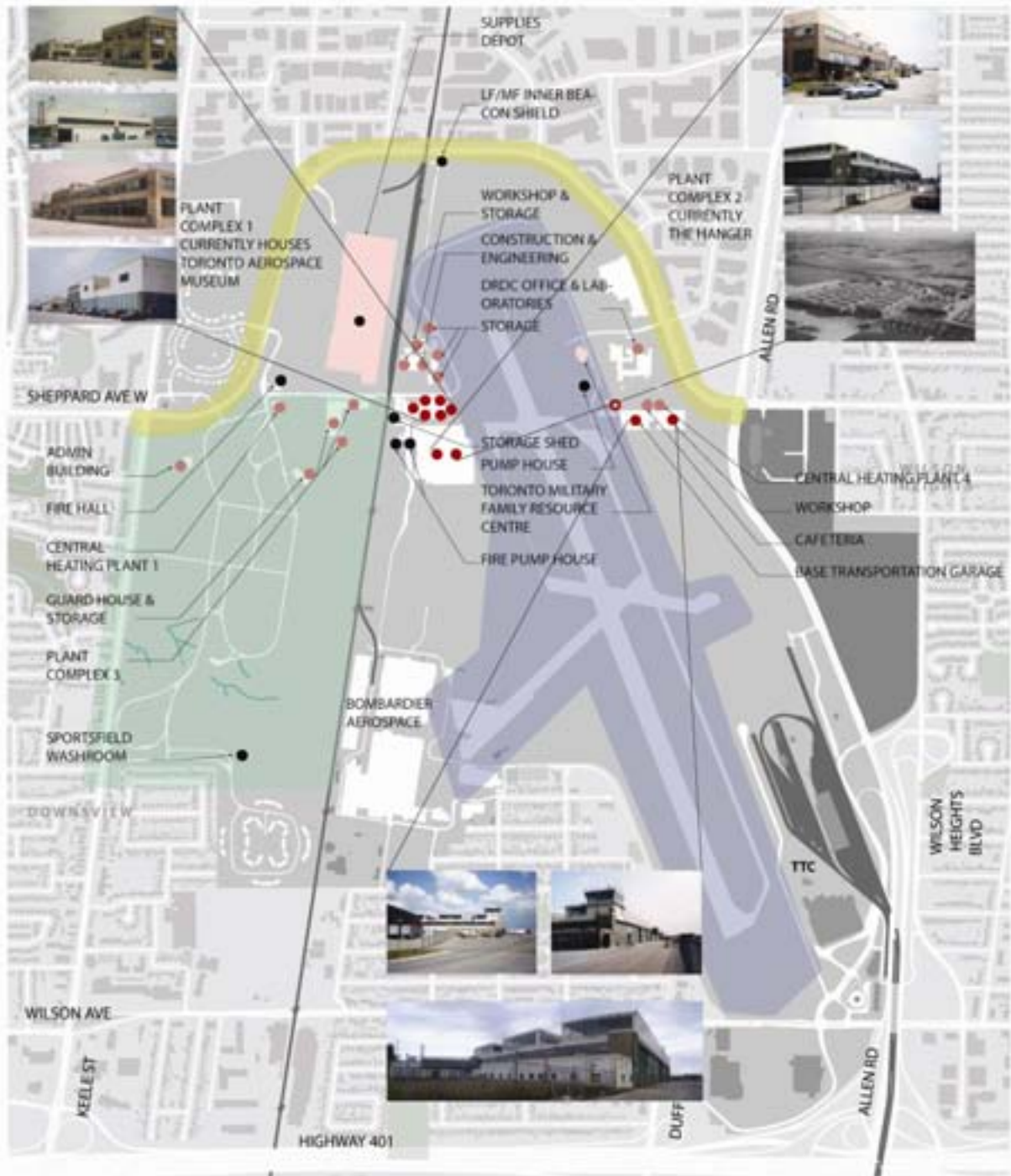
These buildings include two building complexes:

- De Havilland Plant Complex 1 (building numbers 1, 3, 4, 6, and 9); and
- Plant Complex 2 (building numbers 2 and 8)

Figure 13 identifies the location of heritage buildings and the results of the initial heritage review. This figure also identifies the three main heritage landscapes that define the area: the runway, the realigned section of Sheppard Avenue West; and, the large open space area on the west side of the Secondary Plan area.

The draft heritage report is under review and discussion with City staff and a final report and recommendations will form part of the Phase 2 Summary Memorandum.

# HERITAGE



## HERITAGE BUILDINGS

- FEDERALLY RECOGNIZED HERITAGE BUILDING & MUNICIPALLY LISTED HERITAGE PROPERTY
- MUNICIPALLY LISTED HERITAGE PROPERTY
- RECOMMENDED TO BE LISTED AS CITY OF TORONTO HERITAGE PROPERTY
- NOT RECOMMENDED TO BE LISTED
- NOT RECOMMENDED TO BE LISTED BUT OF HIGH ARCHITECTURAL SIGNIFICANCE



## HERITAGE LANDSCAPES

The runway (blue), the open space area (green), and the curve of Sheppard Avenue (yellow) are all large scale landscape elements that relate to the area's history and are of cultural interest. The sense of unbroken large scale open space and the relationship of this landscape to the area's history should be reflected in future development.

Figure 13: Heritage buildings and landscapes in the Secondary Plan area. This summary includes the results of an initial heritage review. A final heritage review report will be released with the Phase 2 Summary Memorandum, and some of the building listing and landscape designations may change from what is currently shown.