

## **Allen East District Plan – Final Report**

Date: May 31, 2021

To: North York Community Council or City Council

From: Acting Director, Community Planning, North York District

Wards: York Centre

**Planning Application Number:** 15 202615 NNY 10 OZ

### **SUMMARY**

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This report recommends that City Council endorse the Allen East District Plan which is comprised of a series of strategies, reports, and guidelines submitted by CreateTO to guide future development within the 57 acres of land generally located south of Sheppard Avenue West, on the east side of William R. Allen Road (Allen Road). The Downsview Area Secondary Plan (DASP) requires the completion of a District Plan, to the satisfaction of the City, prior to any development proceeding in a District. The purpose of the District Plan is to outline development principles and guidelines at a finer level of detail to guide the future development of the area. The District Plan establishes more detailed information on key elements of the District, including land use, built form, blocks and structure plan, the delivery of affordable housing, and the massing and treatment of the public realm and parks and open spaces. The Downsview Area Secondary Plan is under review as a result of the Downsview Airport ceasing operations in the future and it may be necessary to revisit the Allen East District Plan in the future. The current plan, however, reflects those policies of the DASP that are in force today.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council endorse the Allen East District Plan Final Report and the Allen East District Plan documents submitted by CreateTO to the Acting Director, Community Planning, North York District on March 15, 2021, and direct City staff to review all future development applications within the Allen East District against the documents listed below:

- a) Allen East District Plan Report, prepared by Urban Strategies Inc., dated March 2021, included as Attachment 13 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District;
- b) Allen East District Plan Urban Design Guidelines, prepared by The Planning Partnership and Perkins + Will, dated February 2021, included as Attachment 14 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District;

- c) Allen East District Plan Affordable Housing Strategy, prepared by Urban Strategies Inc., dated March 2021, included as Attachment 15 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District;
- d) Allen East District Plan Community Services & Facilities Strategy, prepared by Urban Strategies Inc., dated March 2021, included as Attachment 16 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District;
- e) Allen East District Plan Transportation Addendum, prepared by WSP, dated February 2021, included as Attachment 17 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District;
- f) Functional Servicing Memorandum, prepared by WSP, dated March 5, 2021, included as Attachment 18 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District; and
- g) Allen District Plan LEED Neighbourhood Development Feasibility Report, prepared by Enermodal Engineering, dated May 2013, included as Attachment 19 to the report (May 31, 2021) from the Acting Director, Community Planning, North York District.

2. City Council direct CreateTO and their future development partners to submit a Housing Issues Report at the time of the Zoning By-law Amendment application for each development phase to further detail the unit mix, delivery method, and timing for delivery of the affordable housing units in that phase.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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The DASP was initially approved in 1999 and amended in 2001, however, at its meeting of April 28 and 29, 2008, City Council directed City Planning staff to undertake a review and update of the DASP. In February 2010, a Final Report from the Director Community Planning, North York District recommended adoption of amendments to the Official Plan, including an updated Secondary Plan and approval of a Transportation Master Plan and Servicing and Stormwater Master Plan. Consideration of the Final Report was deferred three times by North York Community Council. At its meeting of April 21, 2011, North York Community Council recommended adoption of the Secondary Plan with amendments. At its meeting of May 17, 18 and 19, 2011 City Council referred the recommended Plan back to North York Community Council for further consideration following more public consultation. An appeal was made to the former Ontario Municipal Board and on August 17, 2011, the Board approved the updated Downsview Area Secondary Plan and related amendments to the City's Official Plan. The Downsview Area Secondary Plan can be found at the following link: <https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>

At its meeting of April 14, 2015, North York Community Council adopted the Allen District Plan – Preliminary Report from the Director, Community Planning, North York District, dated December 14, 2014, with amendments. North York Community Council directed City Planning staff to conduct community consultation to consult the landowners and residents in the area of the Allen District. Community Council also directed the Director, Community Planning, North York District to consider the Allen West District and Allen East District separately.

The Allen District Plan – Preliminary Report and Community Council's direction can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY5.29>

## **BACKGROUND**

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### **District Plan Purpose and Requirements**

Given the large area of the Downsview Area Secondary Plan and the range of physical characteristics, conditions, and land uses within the Secondary Plan area, the Secondary Plan established seven Districts, see Attachment 3: Districts. The seven Districts reflect the different physical locations, characteristics, and development expectations within the Secondary Plan area. District Plans are to outline development principles and guidelines at a level of detail not practical within the Secondary Plan, to the satisfaction of the City.

Policy 2.2.1 of the Secondary Plan describes Allen District as a "mixed-use District with non-residential development near the Downsview [now Sheppard West] Subway Station and residential development to the south. At-grade street connections across Allen Road will be established to connect and link the west and east sides of this District. Three local parks will be provided in this District; one on the west side of Allen Road and two on the east side of Allen Road. The parks on the east side of Allen Road will be linked via an enhanced greenway linkage and together be a focus for the District and enhance connections to the subway station and Sheppard Avenue."

Section 7.1 of the DASP states, "District Plans are intended to provide a context for coordinated development, a framework within which capital initiatives for the public realm may be developed, and a tool to evaluate a development's conformity with the Official Plan." According to Policy 7.1.2 of the DASP, District Plans will be submitted prior to, or as part of, a development application and are meant to provide a context within which to prepare and review development applications, such as Zoning By-law Amendments and Draft Plans of Subdivision. Policy 7.1.3 of the DASP summarizes the typical components of a District Plan, which includes:

- a) A description of the intended character and key elements of the District;
- b) Structure and block plans;
- c) Context plan showing how the public roads and parks and open space network will be integrated with surrounding lands, including pedestrian and bicycle connections;
- d) The land use mix;
- e) Conceptual building locations and massing;
- f) How elements of the DASP's Structure Plan are being addressed; and phasing.

Policy 7.1.14 of the Secondary Plan states that studies, strategies, and reports may be required at the District Plan stage, including: public art strategies, provisions for securing the conservation of heritage buildings and resources, Stage 2 Archaeological Assessments, community services and facilities strategies, an affordable housing strategy, a natural heritage impact study, urban design guidelines, a sustainability strategy, functional servicing reports, stormwater management reports, and transportation impact studies.

Further, Policy 7.1.15 directs the urban design guidelines to either take the form of new guidelines or an update to the existing approved Downsview Area or Allen-Sheppard Urban Design Guidelines. In either form, the DASP requires the urban design guidelines convey the following information:

- a) The design framework for the public realm and the relationship of buildings and private spaces to the public realm;
- b) Urban design concepts for the lands to support the coordination of development and individual sites and blocks;
- c) The location, treatment, and character of component elements of the open space network including streets, parks, and accessible open space on private lands;
- d) Requirements to ensure attractive, safe, and pedestrian friendly streets;
- e) Requirements to protect natural heritage features;
- f) Criteria for ensuring appropriate urban built form and massing, public safety, and pedestrian circulation;
- g) Locations for public art; and
- h) Criteria ensuring new development respects and supports identified heritage resources.

The documents that form the Allen East District Plan submitted by CreateTO satisfy the studies, strategies, and reports required by the Secondary Plan and each item will be summarized later in this report.

### **Allen East District Plan Area**

The Allen District is comprised of land to the south of Sheppard Avenue West, on either side of Allen Road. In 2015, North York Community Council directed the Director, Community Planning, North York District to consider the lands on the east and west sides of Allen Road, south of Sheppard Avenue West, separately. The 72 acres of land on the east side of Allen Road form the Allen East District and would be subject to the District Plan elements discussed in this report. CreateTO is responsible for the comprehensive planning and future development of these lands within the DASP.

Allen East District is generally bound by Sheppard Avenue West to the north, Wilson Heights to the east, Transit Road to the south, and Allen Road to the west. Included in this area is the TTC's Sheppard West subway station and Banting Park, a City-owned park.

See Attachment 1: Allen District and Allen East District for a graphic of the lands that comprise the broader Allen District and scoped Allen East District.



## **POLICY CONSIDERATIONS**

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### **Provincial Land Use- Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a Policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides Policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs, including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial Policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among Policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "the official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Allen East District Plan is consistent with the PPS as it would contribute to the achievement of a healthy, liveable, and safe community that accommodates an appropriate range and mix of residential, commercial, recreational, parks and open space uses to meet long-term needs. Through the DASP and District Plan, the City

identified appropriate locations and development standards for intensification and redevelopment. The District Plan requires the provision of an appropriate range and mix of housing types with access to transit and active transportation options. Lastly, the PPS states the Official Plan is the most important vehicle for implementing the PPS and as such, the District Plan's conformity to the Official Plan and DASP is paramount. In the opinion of Staff, the Allen East District Plan is consistent with the PPS (2020).

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the Policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an

approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities.

The Allen East District Plan conforms to the Growth Plan (2020). The Growth Plan directs municipalities to develop an intensification strategy throughout delineated built-up areas that are to be implemented through official plan policies and designations, plan for a mix of housing options to accommodate a diverse range of household sizes and incomes, emphasize a complete streets approach to support active transportation, the provision of public open space by creating a system of publicly-accessible parkland and open spaces, and develop and implement urban design and site design policies that direct the development of a high quality public realm and compact built form. The Allen East District Plan, together with the policy direction of the DASP, supports and promotes the objectives of the Growth Plan (2020) that seeks to achieve a complete community with a high quality and compact urban form that is transit supportive. Both the DASP and Allen East District Plan conforms, and does not conflict, with the Growth Plan (2020).

## **Toronto Official Plan**

The City of Toronto's Official Plan is a long-term vision for how the City should grow and provides insight into long-term planning objectives.

The Official Plan contains policies for steering growth and change to some parts of the City, while protecting the City's neighbourhoods and green spaces from development pressures. Section 2.2 Structuring Growth in the City, states that "future growth within Toronto will be steered to areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential." The Official Plan describes growth areas generally as "locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations."

The Official Plan also contains policies to guide growth by integrating social, economic, and environmental perspectives in the decision-making process to create an attractive Toronto with a strong economy and complete communities. The policies focus on the built environment, the human and natural environments, economic health, and new neighbourhoods.

Section 3.1.1 contains policies with respect to the public realm and recognizes the importance of good design in creating a great city. The policies encourage excellence in architecture, landscape, and urban design while recognizing city streets are significant public open spaces which connect people and places as well as supporting the development of sustainable, economically vibrant, and complete communities.

Section 3.1.2 relates to ensuring that new development in the City can fit harmoniously within the existing area. Policies provide direction on how to ensure that buildings and their facades fit within their existing and/or planned context and requires that each new building promote and achieve the overall objectives of the Official Plan.

Official Plan Amendments (OPA) 479 (Public Realm) and 480 (Built Form) were adopted as part of the Five-Year Official Plan Review pursuant to Section 26 and Subsection 17(34) of the *Planning Act*. On September 11, 2020 the Minister of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form, and built form types. The policies reflect the continuous evolution of the application of urban design principles to achieve critical city building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design.

A key objective of the Official Plan is to ensure development contributes to livable, healthy, and inclusive communities. Providing for a full range of housing and community services within neighbourhoods is a key component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

Official Plan Policy 3.3.1, 3.3.2, and 3.3.3 direct that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. The policies also highlight the need to carefully integrate these neighbourhoods into the surrounding fabric of the City, while having community services and parks that fit within the wider system and a housing mix that contributes to the full range of housing.

Official Plan Policy 3.2.1.9 states: large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size, in accordance with, and subject to Section 5.1.1 of this Plan, where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. Through the land use designations, the Official Plan identifies areas where to direct major growth. The Allen East District is comprised of *Mixed Use Areas*, *Apartment Neighbourhoods*, *Neighbourhoods*, and *Parks and Open Space Areas*.

According to the Official Plan, *Mixed Use Areas* provide for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* is subject to the development criteria in Policy 4.5.2. The development criteria requires developments to: locate and mass new buildings to provide transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*; provide good site access and circulation and an adequate supply of parking for residents and visitors.

Developments are also required to: provide an attractive, comfortable, and safe pedestrian environment; locate and screen service areas, ramps, and garbage storage to minimize the impact on adjacent streets and residences; and provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development, among other requirements.

The Official Plan distinguishes *Apartment Neighbourhoods* from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. Policy 4.2.2 provides the development criteria for new development in *Apartment Neighbourhoods*, indicating new buildings are required to be located and massed to provide: transition between areas of different intensity and scale; limit shadow impacts on *Neighbourhoods*; and to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces, among other criteria.

Toronto's *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings as well as parks, low scale local institutions, home occupations, cultural and recreational facilities, and small-scale retail, service, and office uses. Policy 4.1.9 contains the development criteria for infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation. These developments will: have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties; have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties; provide adequate privacy, sunlight, and sky views for occupants of new and existing buildings; front onto existing or newly created public streets; provide safe, accessible pedestrian walkways from public streets; and locate, screen, and wherever possible, enclose service areas and garbage storage, and parking.

Toronto's *Parks and Open Space Areas* are the parks and open spaces, valley, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green space system in Toronto. The City's parks are to be used primarily to provide public parks and recreational opportunities. *Parks and Open Space Areas* are to: protect, enhance or restore trees, vegetation and other natural heritage features; preserve or improve public visibility and access; maintain and create linkages between parks and open spaces area to create continuous recreational corridors; maintain or expand the size and improve the usability of publicly owned *Parks and Open Space Areas*; respect the physical form, design, character, and functional of *Parks and Open Space Areas*; and provide comfortable and safe pedestrian conditions.

While the Official Plan provides a general guide to change and growth, it cannot encompass every circumstance. Further implementation plans and strategies dealing with important components of the City, like housing, transportation, community services and facilities, and parkland, are needed to bring the Plan to life. In areas of the City identified for growth, more detailed guidance than the Official Plan will be required, in these cases, Secondary Plans, area studies, and urban design guidelines will be needed. In the case of Allen East District, the Downsview Area Secondary Plan establishes a more detailed, area specific, planning framework.

The policies of the Official Plan informed and guided the Allen East District Plan. Each component of the District Plan is consistent with, and conforms to, the policy direction of the Official Plan. Subsequent development applications submitted by CreateTO or successor entities, and their development partners, are also required to conform with the Official Plan.

## **Downsview Area Secondary Plan**

The planning framework for each District is established by the Downsview Area Secondary Plan. The Secondary Plan provides a "land use and development framework that supports the significant public investment in rapid transit infrastructure and the National Urban Park and achieves a mix of transit-supportive land uses of a high quality of urban design."

### **Physical Structure**

The Secondary Plan promotes an urban character with a focus on providing for an increased scale of development on Avenues, and at and near major transit stations. The structure of the DASP, though Policy 2.1.2, directs development to areas which support Official Plan objectives regarding growth based on the following:

- a) A hierarchy of public streets and parks and open spaces that integrate the Districts, and achieve a functional, well-defined, vibrant, and integrated public realm;
- b) A network of municipally and federally-owned streets which define the edges of the National Urban Park and development blocks, and connect parks;
- c) A mix of building types at a range of scales that provide appropriate relationships with each other, the edges of streets and blocks, and transitions within Districts and to the surrounding City; and
- d) The retention of distinct physical characteristics of the landscape.

Refer to Attachment 2: Downsview Area Secondary Plan Map 7-2 Structure Plan.

### **Transportation**

The DASP provides policy direction on the broad structure of the Districts including the location of major and minor streets, parks, cycling and pedestrian networks, land use designations, heritage resources, natural heritage features, and minimum and maximum densities. The Secondary Plan also provides direction related to the public realm, built form, public art, housing, and community services and facilities.

The recommended transportation system of the DASP, as stated in Section 2.3, will "achieve a balanced range of travel options and encourage walking, cycling, and transit to make the most efficient use of existing and future transportation infrastructure to support the continued development of the Secondary Plan." The transportation related policy objectives of the DASP include:

- All improvements to the transportation system, shown on Maps 7-4, 7-5, and 7-6, will be developed as integral extensions to the City's public street network, bike plan, and pedestrian plan;
- All new streets shown on Map 7-4 are to be municipal streets;
- Surrounding local streets will not be used to support the transportation needs of development in the Secondary Plan area;
- The existing configuration and physical structure of the on and off ramps that move traffic to and from Wilson Heights Boulevard and Allen Road shall be preserved and maintained;

- Existing pedestrian links to rapid transit stations will be improved as development occurs to further encourage transit use by existing and future residents and employees;
- Short-term and secure bicycle parking facilities will be provided in new public and private developments, including subway stations. The creation of bicycle sharing stations will be encouraged as an additional measure to reduce dependence on private auto use;
- Appropriate parking standards will be established through implementing zoning by-laws having regard for proximity to public transit, shared parking, and transportation demand strategies;
- The establishment of new surface parking lots or the expansion of existing surface parking lots is discouraged and the removal of existing surface parking is encouraged. New or replacement parking lots for any development, other than re-use or conversions of existing buildings, should be provided below grade;
- Development proponents 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, shared parking arrangements, public parking structures, and payment-in-lieu of parking may be considered on sites within walking distance of rapid transit stations; and
- To ensure pedestrian and cyclist comfort and safety, routes will be well-designed, attractive, appropriately lit, and maintained.

Within the lands that comprise Allen East District, the Secondary Plan, through Map 7-4, there is direction for the creation of a finer grained street network that includes:

- A new north-south Major Street (Street A) between Sheppard Avenue West and the Wilson Heights Boulevard ramps; and
- Four new east-west streets:
  - Two Major Streets between Street A and Allen Road;
  - One Minor Street between Street A and Allen Road; and
  - One Minor Street between Street A and Wilson Heights Boulevard.

These new streets, shown on Map 7-4 of the DASP, were recommended in the Downsview Area Transportation Master Plan (2010) to provide opportunities to improve street network connections and to accommodate development within the Secondary Plan.

According to Policy 2.3.5 of the DASP, the minor and major streets shown on Attachment 4: Downsview Area Secondary Plan Map 7-4 Proposed Street Network are conceptual and the exact number and location of minor streets will be determined at the district plan stage.

Maps 7-5 and 7-6 of the DASP conceptualize the proposed cycling and pedestrian networks within the Districts. The proposed cycling network in Allen East District includes bike lanes along Street A and within the right-of-way of the northernmost east-west major street and signed routes on the two east-west minor streets. The pedestrian connections shown include sidewalks along Street A and two east-west streets in the

District and three east-west neighbourhood pedestrian connections, of which one would connect to Reiner Road and the other two would connect to Wilson Heights Boulevard. See Attachment 5: Downsview Area Secondary Plan Maps 7-5 and 7-6 Proposed Cycling and Pedestrian Networks.

### **Public Realm**

The DASP recognizes that streets, parks, accessible landscapes, and public buildings are all elements of the public realm. Policy 3.1.1 requires a high quality public realm that supports the goal of achieving an urban park-like character be established and organized to connect each District to the other and to the surrounding City. Through Policy 3.1.2, streets are to be designed to be safe, comfortable, and amenable to pedestrian and cycling routes and environments and contain enhanced street tree planting and other streetscape features. Lands associated with, or adjacent to, the Sheppard West subway station and open space directly adjacent to transit entrances are important spaces are to be designed to accommodate large pedestrian volumes.

### **Built Form**

The built form policies of the DASP indicate, "building height and scale will be organized with the tallest buildings and greatest scale of development at the intersection of major streets, fronting onto major streets, or near a transit station." Policy 3.2.2 directs that the predominant scale of built form in the Secondary Plan area is to be mid-rise buildings fronting public streets. Mid-rise buildings are defined as having a maximum height that equals the width of the adjacent street right-of-way. Policy 3.2.4 requires the *Neighbourhoods* to contain low-rise development with low-rise buildings having four-storeys or less. Policy 3.2.6 of the DASP also requires private open space on development blocks be organized and located to provide amenity for residents and workers. According to the DASP, sites which terminate or frame important views will organize development and locate buildings and landscape to maintain and enhance public access to such views and vistas. The view terminus and gateways within the Allen East District are shown on Attachment 2: Downsview Area Secondary Plan Map 7-2 Structure Plan. The DASP is currently under review and while staff cannot draw any conclusions as to the outcome of the study, heights and densities will be reviewed as part of this work.

### **Public Art**

Public art is recognized as contributing to a strong sense of place and to strengthen local identity. Policy 3.3.1 of the DASP encourages new development of significant scale in prominent locations provide on-site public art in publicly visible and accessible locations. The identification of potential public art locations and opportunities is to form part of the District Plans.

### **Housing**

The provision of a full range of housing in terms of type, tenure, and affordability, including purpose-built rental housing, is an important objective of the Secondary Plan and the City's Official Plan. In order to ensure this objective is achieved, the DASP requires an affordable housing strategy be included as part of the development of each District. Policy 3.5.2 requires a minimum of 30 percent of new housing units in each District be in forms other than single and semi-detached houses. The variety of unit types is to also include housing with three or more bedrooms. Policy 3.5.4(a) also



required that the Build Toronto lands, now CreateTO, provide a minimum of 300 affordable housing units, of which, at least 50 percent are affordable rental housing. Policy 3.5.8 directs affordable housing units be provided generally in the same proportion (total number of units) and mix (unit type) as the residential units that are not affordable housing units.

### **Community Services and Facilities**

Community services and facilities (CS&F) are required to support and meet the needs of residents and employees in the Secondary Plan area. Policy 3.6.2 identifies a community centre with a pool as well as childcare centres are required to support the level of development provided for in the DASP. The criteria listed in Policy 3.6.3 requires CS&F in the Secondary Plan area be located: in an area in close proximity to resident and work populations and in highly visible and accessible locations with strong pedestrian and transit connections; be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the varied needs of the area; and be delivered in a timely manner to support residential and non-residential growth. District Plans are to provide CS&F strategies that will be used to determine preferred locations for CS&F and specific requirements based on the actual land uses and densities that will be developed in each District, inventories of existing CS&F, identification of gaps in service provision, and the consideration of CS&F provided by Parc Downsview Park Inc. Policy 3.6.5 encourages the use of innovative approaches for providing CS&F including, shared uses and integrating facilities within private developments.

### **Environmental Stewardship and Sustainable Design**

The DASP supports sustainability by focussing future growth around major transit facilities and supporting and encouraging sustainable development practices. Policy 3.8.1 directs the development of sustainable development strategies as a component of the District Plans. These strategies are to identify mechanisms and techniques to be used to mitigate the environmental impacts of development such as, District heating/cooling, renewable energy, green roofs, bio-swales, permeable paving, and rainwater harvesting. Policy 3.8.2 encourages developments to meet Tier 2, the enhanced performance measures, of the Toronto Green Standards.

### **Municipal Servicing**

Section 3.9 of the DASP identifies that ensuring there is sufficient municipal servicing capacity to accommodate the anticipated growth is critical to the success of the Secondary Plan. The DASP requires public streets and municipal servicing to be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost. Where public streets are constructed, municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure. Policy 3.9.4 requires servicing reports be required on a District basis to identify whether sufficient capacity exists within local municipal servicing to accommodate the proposed development, identify improvements required to existing municipal servicing to support the level of development, and determine mitigation measures to minimize any impacts.

## **Parks and Open Spaces Areas**

Policy 4.3.1 of the DASP requires the provision of new local parks to provide a focus and serve the recreation needs of persons living and working in the area. Local parks are to be prominent features within neighbourhoods, centrally located within the Districts, situated on public streets in highly visible and easily accessible locations, and provide linkage and connectivity to other parks and open spaces throughout the Secondary Plan area. Approximately 13 hectares of dedicated municipal parkland is required within the Secondary Plan Area. Appendix 1: Community Services, Facilities and Local Parks Summary outlines that in the Allen District, 5.7 hectares of parkland is required, including the existing 2.38 hectare Banting Park. The parkland to be provided is exclusive of any school facilities, and will be neighbourhood oriented, to provide passive and active recreational opportunities. Map 7-8 of the Secondary Plan directs the provision of two parks within the Allen East District, which includes an expansion to the existing Banting Park, located towards the northern limit of the District, and a new central neighbourhood park, located towards the centre of the District. Policy 4.3.3.b also directs the provision of a greenway linking Banting Park with the new central neighbourhood park. See Attachment 6: Downsview Area Secondary Plan Map 7-8 Conceptual Parks and Natural Heritage Features.

## ***Neighbourhoods, Apartment Neighbourhoods, and Mixed Use Areas***

The mix of land uses permitted in the Districts supports the development framework provided for in the Secondary Plan. The character of each land use is largely shaped by the form and arrangement of development and their relationship to adjacent uses and the public realm. Map 7-9 of the DASP illustrates the four land uses within the Allen East District and the extent of each. Located around the Sheppard West subway station and along Sheppard Avenue West towards the northern limit of the Allen East District, the *Mixed Use Areas* are a transit supportive area that can support an increased scale and level of development. Policy 4.5.1 directs the lands around the Sheppard West subway station to develop as a sub-centre with predominantly commercial, office, retail, and service commercial uses. The *Apartment Neighbourhoods* lands are located to the south of the *Mixed Use Areas*, located largely between Allen Road and new Street A, however, the designation extends east of Street A at the southern limit of the Banting Park expansion. The *Neighbourhoods* are located along the eastern limit of the District, south of the Banting Park expansion, between Street A and Wilson Heights Boulevard. Through Policy 4.1.1, the DASP encourages the use of rear lanes or shared private driveways for vehicular access to residential development within the *Neighbourhoods* and is required for development along Wilson Heights Boulevard and major streets shown on Map 7-4 within or abutting *Neighbourhoods*. As discussed above, the Parks and Open Spaces Areas in the District include an expansion to Banting Park and a new central neighbourhood park. See Attachment 7: Downsview Area Secondary Plan Map 7-9 Land Use.

## **Density**

The mix of land uses and levels of development provided for in the DASP reflect the utilization of transportation infrastructure and assume all new streets are developed and the height restrictions associated with the Bombardier airport remain. Minimum and maximum densities have been established to ensure that sufficient development occurs to support the investment in high-order transit infrastructure. Maps 7-10 and 7-11 outline the minimum density requirements and maximum density permissions. The Plan calls

for a minimum density of 2.0 times and maximum density of 3.0 times, of which residential uses are limited to 1.0 times, within the *Mixed Use Areas*, a minimum density of 1.0 times and a maximum density of 1.5 times within the *Apartment Neighbourhoods*, and a density of up to 0.85 times, to a maximum of 450 units, within the *Neighbourhoods*. See Attachment 8: Downsview Area Secondary Plan Maps 7-10 & 7-11 Minimum Density Requirements and Maximum Density Permissions. The DASP is currently under review and while staff cannot draw any conclusions as to the outcome of the study, heights and densities will be reviewed as part of this work.

## **Height**

The policies of Section 6 of the DASP outline general height requirements and permissions. Building heights, except where not possible due to Bombardier airport operational requirements, will be a minimum of 13.5 metres or 4-storeys on Sheppard Avenue and Allen Road, 10.5 metres or 3-storeys for buildings fronting other major streets shown on Map 7-4, and 6 metres or 2-storeys for buildings fronting minor streets. The policies also require the ground floor of mixed-use or non-residential buildings be a minimum of 4.5 metres in height. Maximum building heights will be evaluated through the District Plans, in consideration of the Bombardier airport height restrictions, and established through implementing zoning. With the departure of the Downsview Airport, heights may be reviewed as part of the ongoing review of the DASP.

The DASP provides the planning framework for Allen District and identifies the elements of the District that cannot be changed without amendment. These elements include the location and extent of the land use designations, the minimum provision of affordable housing units, minimum and maximum densities, street network, location of parks, and the minimum building height requirements along Sheppard Avenue West and Allen Road.

## **Downsview Area Transportation Master Plan (2010)**

The Downsview Area Transportation Master Plan (2010) (TMP) is an update to the TMP that was prepared as part of the DASP that was initially approved in 1999 and amended in 2001. The TMP (2010) assessed and identified the necessary transportation infrastructure requirements to support growth and development within the DASP. The TMP provides for a multi-modal transportation system to 2031 and includes plans, policies, and strategies for a comprehensive transit network, pedestrian and cycling infrastructure, and road network. The TMP fulfilled Phase 1 and 2 requirements of the Municipal Class Environmental Assessment (MCEA) process.

In 2014, a Schedule C MCEA study was initiated for selected major roads within the DASP and is known as the Downsview Major Roads Municipal Class Environmental Assessment (EA). The EA study area included the major streets in the DASP that are located on the west side of Allen Road. Street A is expected to be built as part of the Allen East District, and therefore, was not included as part of the Downsview Major Roads EA. Despite this, CreateTO was involved in the EA process and the street network within the Allen East District was designed to ensure that the external connections are aligned with the EA preferred street alignments and the proposed signalized intersections at Allen Road.

## City-wide Guidelines

In addition to the policies of the Official Plan and Downsview Area Secondary Plan, numerous City-wide guidelines apply to the Allen East District, many of which were used to guide the creation of materials that form the Allen East District Plan. The relevant and applicable City-wide guidelines include, but are not limited to:

- Tall Building Design Guidelines;
- Mid-Rise Building Performance Standards and Addendum;
- Townhouse and Low-Rise Apartment Guidelines;
- Retail Design Manual;
- Complete Streets Guidelines;
- Percent for Public Art Program Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Bird-Friendly Guidelines;
- Privately Owned Publicly-Accessible Space Urban Design Guidelines; and
- Lane Widths Guideline.

## CONSULTATION

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Throughout the District Plan process, staff and CreateTO have engaged with community members and have led various community consultation and local advisory committee meetings. The District Plan process included two community consultation meetings that were held on May 25, 2016 and May 12, 2021, three local advisory committee meetings that were held on May 2, 2016, June 21, 2017 and April 21, 2021, as well as a series of informal meetings between staff and resident associations.

Throughout the consultation process, comments that were heard include feedback and concerns with:

- Existing traffic conditions worsening as a result of the build-out of the District;
- The direction of the Downsview Area Secondary Plan, particularly the permitted increase in densities and the number of residential units that would be created;
- The modelled height of the *Mixed Use Areas* which cannot exceed 14-storeys due to the height limitations associated with the Airport Hazard Zoning Map was thought to be too tall;
- The provision of affordable housing units;
- Civilizing Allen Road and the planned traffic signals which were believed to impact the flow of traffic;
- Ensuring the commercial area is attractive so businesses will choose to locate there;
- What the one acre of community use will be used for;
- Capacity constraints of the existing schools in the surrounding area;
- Loss of parking in association with the Sheppard West subway station;
- Servicing capacity and the timing of the Almore sewer upgrades;
- Programming of Banting Park and the new central neighbourhood park;
- Coordinating District elements with the landowners of Allen West District;

- Impacts to the existing Wilson Heights Boulevard ramps at the southern limit of the District;
- Increased traffic along Wilson Heights Boulevard and the infiltration of traffic into the existing neighbourhood through Joel Swirsky Boulevard; and
- The negative impacts of future construction related to dust and noise.

In addition to the items listed above, the community and resident associations expressed significant concern related to the following four items: too many travel lanes on Street A, the extent of the *Apartment Neighbourhoods* on the east side of Street A and the built form contemplated within that portion of the character area, transition to the existing residential neighbourhood located to the north and east of Allen East District, and the capacity of existing schools in the area surrounding the District area.

Throughout the course of the District Plan process, concern with the number of lanes proposed for Street A was discussed, particularly the potential safety issues of a four lane street.

Direction for the provision of Street A and the recommended right-of-way width comes from the DASP and Downsview Area TMP, respectively. Street A was identified as one of four key infrastructure elements in the Downsview Area TMP, it is an important link of a broader area street network to support the growth in the Downsview Area. The TMP recommended Street A be designed as a four lane street with a right-of-way width of 27 metres. The Allen East District Urban Design Guidelines identify that Street A will be designed based on characteristics of the Complete Streets Guidelines' apartment neighbourhood residential streets, with elements borrowed from a mixed use connector street. The cross-section for Street A contemplates the 27 metres to be distributed in the following way:

- 5.5 metres for a sidewalk and tree-zone;
- 12.6 metres for four travel lanes; and
- 8.9 metres for a tree zone, sidewalk, buffer, and two-way cycle track, when abutting Banting Park and the new central neighbourhood park, or 8.9 metres for a tree zone, sidewalk, and another tree zone, when abutting the greenway linkage.

The principles that will guide the future design of Street A include:

- A wide pedestrian clearway adjacent to mixed use buildings;
- A two-way cycle track/multi-use trail parallel to parks and other open spaces;
- Consistent and continuous street tree planting to create an urban canopy and protective zone for pedestrians;
- Well-lit pedestrian zones, in combination with a coordinated street furniture program; and
- Lane widths may be reduced pending discussion with the TTC regarding future or rerouted bus routes on Street A.

In addition to the above principles, the ultimate design of Street A will be finalized during the Draft Plan of Subdivision application and will be informed by the Complete Streets

Guidelines, Lane Widths Guideline, the Downsview Area TMP, Allen East District Plan Traffic Impact Assessment and Addendum, and Vision Zero Road Safety Plan. With less than half the right-of-way width dedicated to travel lanes, the ultimate design of Street A will focus on the widened boulevards and the provision of pedestrian and cycling amenities as well as landscaping zones.

Street A has been identified as a key infrastructure element within the Downsview Area and is therefore a necessary component of the Allen East District Plan. Staff are of the opinion that the ultimate design of Street A can both respond to its role as one of the major streets in the Downsview Area while also being a safe and attractive street for all users, including pedestrians and cyclists.

The DASP outlines the extent of each land use designation within Allen East District and staff don't have direction to study any amendments to the policies of the DASP. The *Apartment Neighbourhoods* is located to the south of the *Mixed Use Areas* and extends to the southern limit of the District. The majority of the *Apartment Neighbourhoods* is located west of Street A, however, a portion does extend east of Street A and abuts the *Neighbourhoods* designation that forms the easternmost part of the District.

The materials submitted as part of the 2014 and 2018 District Plan contemplated various townhouse building types east of Street A, including a series of stacked back-to-back townhouse blocks. Between 2018 and 2020, staff and CreateTO worked to resolve a number of technical issues with the District Plan materials, including the feasibility of the stacked back-to-back townhouse blocks. The number of stacked back-to-back townhouse units that were contemplated in the *Apartment Neighbourhoods* east of Street A raised a number of functional concerns including, fire access, garbage storage and collection, vehicle access and parking, and street network and connections. A potential solution to the functional concerns was the provision of underground parking in association with the stacked back-to-back townhouse blocks, however, numerous underground parking garages to service these blocks raised different concerns.

In order to address the concerns identified, the 2021 District Plan materials removed a majority of the stacked back-to-back townhouse blocks in this portion of the *Apartment Neighbourhoods* and replaced them with low and mid-rise apartment buildings with underground parking. The provision of low and mid-rise apartment buildings on the east side of Street A was identified during the local advisory committee meeting as being too tall and dense and would negatively impact the existing residential *Neighbourhood* to the north of the District. Low and mid-rise apartment buildings are a permitted building type within the *Apartment Neighbourhoods* designation and act as a transition from the tall buildings on the west side of Street A to the low-rise *Neighbourhoods* area to the east. The provision of low and mid-rise apartment buildings on the east side of Street A has not increased the density of the *Apartment Neighbourhoods*, maintaining the maximum permitted density of 1.5 times. In addition, the future design of these low and mid-rise apartment buildings will be subject to the Low-Rise Apartment and Town Guidelines and the Mid-Rise Building Performance Standards as well as the applicable development criteria in the Official Plan to limit shadow and privacy impacts. Staff are of the opinion that the proposed low and mid-rise apartment buildings within the portion of the *Apartment Neighbourhoods* east of Street A is contextually appropriate and can be

designed to limit impacts on the existing residential *Neighbourhoods* abutting the District.

The transition from the *Neighbourhoods* character area within the Allen East District to the abutting residential *Neighbourhoods* to the north and east of the District was raised as a concern over the course of the District Plan process. The feedback that was shared during the consultation process included the request for a linear park connection that would extend from the southern limit of Banting Park east along the District's northern boundary and would be located between the rear of the built form in the District and the backyards of the dwellings that front Reiner Road. Community feedback also included a request for the lowest-scale of built form along the north and east edges of the District.

In addition to the DASP not directing the provision of the requested linear park, Parks, Forestry and Recreation staff found a linear park in the requested location wasn't feasible for a number of reasons, including significant safety concerns. In response to the request for a green buffer and provision of the lowest-scale built form, the Allen District Plan contemplates the provision of semi-detached dwellings, the lowest-scale built form contemplated in the District, with a minimum rear yard setback of 7.5 metres to match the standard setback requirement of the zoning that applies to the existing residential area along the northern edge of the District. The contemplated built form and rear yard setback appropriately responds to characteristics of the existing residential *Neighbourhood*.

As it relates to the District's eastern edge along Wilson Heights Boulevard, the street is characterized by the rears and sides of dwellings, with no dwellings directly fronting the street. With its planned right-of-way width of 27 metres, Wilson Heights Boulevard functions as a buffer between the Allen East District and the established neighbourhood to the east. The District Plan contemplates various townhouse buildings along the eastern edge with frontage onto Wilson Heights Boulevard. With the existing dwellings seemingly 'turning away' from Wilson Heights Boulevard, the provision of lower-scale townhouse units along this edge will help to animate the street. Townhouses are a permitted building type in *Neighbourhoods* and the design of future townhouses would be required to address the development criteria listed in Policy 4.1.9 of the Official Plan to ensure new development respects characteristics of the existing nearby residential properties. As a result, staff opine that low-scale townhouses are an appropriate built form along this edge, however, staff encourage CreateTO and their future development partners to incorporate materiality and landscape patterns that respond to the character of the established neighbourhood to the east.

At the community consultation meeting on May 12, 2021, numerous community members identified concerns related to the capacity of the existing schools within the area surrounding Allen East District. They also raised concerns with the District Plan's CS&F Strategy not addressing concerns related to school capacity.

The school boards were circulated the materials that formed the Allen District submission and staff received comments from the Toronto Catholic District School Board and French Public School Board indicating, in 2016, they had no comments related to the District Plan and decided against securing a land interest in the Allen

District. The other two boards, Toronto District School Board and French Catholic School Board, did not provide comment. Staff are aware of the constraints on existing schools that have resulted from development pressures in the area surrounding Allen East District in recent years. The school boards will have another opportunity to provide comment and express interest in locating a school in the Allen East District through the development review process, once development applications are submitted.

The CS&F Strategy that forms part of the Allen East District Plan focuses on the delivery of the CS&F priorities identified in the DASP that are required to support new communities in the Secondary Plan area. Those priorities were identified as a community recreation centre with an indoor pool, childcare centres that provide 460 childcare spaces for children aged 0-9 years located throughout the Secondary Plan area, and 13 hectares of local parkland to be located throughout the Secondary Plan Area. The Allen East District CS&F Strategy proposes to respond to the CS&F priority needs through the provision of a minimum one acre community use, a minimum of one childcare centre, and approximately 4.0 hectares of local parkland.

The provision of a new school was not identified through the Allen East District CS&F Strategy because school facilities were not identified as a projected Secondary Plan need listed in Appendix 1 of the DASP. The DASP, through Policy 3.6.4, requires a CS&F Strategy be required as either part of the District Plan or with the submission of development applications. In order to ensure the CS&F needs of the Allen East District are accurately captured, an updated CS&F Strategy, that assesses school capacities among other CS&F considerations, is to be submitted as part of future development applications.

These comments and other feedback were closely considered by staff throughout the District Plan process.

## **COMMENTS**

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### **Allen East District Plan Report and Demonstration Plan**

The Allen East District Plan Report, included as Attachment 13 to this report, together with the other reports and strategies that form the Allen East District Plan, address the District Plan requirements listed under Policy 7.1.3 of the DASP. The Allen East District Plan is guided by six principles that represent the broader planning and urban design objectives for the District, which include:

1. Civilize Allen Road;
2. Reinforce Gateways;
3. Provide Appropriate Transitions;
4. Create a Vibrant, Connected, and Animated Public Realm;
5. Ensure a Mix of Land Uses; and
6. Sustainability.

The District Plan reflects these six principles which emphasize the importance of strategically planning and designing the District to include, an activated public realm guided by the Complete Streets Guidelines, focal points of prominent locations,



appropriate transitions in building heights which respect neighbouring low-rise areas, pedestrian connectivity and comfortable and walkable environments, a mix of land uses, and meeting sustainability requirements by planning for green buildings and infrastructure.

Policy 2.2.1 of the DASP envisions the Allen District to be developed as a compact and walkable mixed-use District that includes a range of transit-supportive uses, a well-defined street network, and proximity to an array of CS&F and amenities. The Allen East District Plan Report provides an overview of the District Plan, including the character areas which reflect the land use designations, street network, and the parks and open space system. These elements come together to form the development framework and the Demonstration Plan for the District. These elements are consistent with the policy direction of the Official Plan and DASP.

Building off the land use designations and general boundaries established by the DASP, the Allen East District will be comprised of three character areas: *Mixed Use Areas*, *Apartment Neighbourhoods*, and *Neighbourhoods*.

Focussed around the Sheppard West subway station, the *Mixed Use Areas* will be characterized by a mix of office, commercial, and residential uses within tall buildings. This character area will also provide compact, pedestrian-scaled streetscapes that are framed and animated by active, at-grade uses, located in the base of buildings.

Extending south along both sides of Street A, the *Apartment Neighbourhoods* will be characterized by a mix of residential built forms, including tall buildings along Allen Road and low and mid-rise buildings towards the east, as a transition to the *Neighbourhoods*. The *Apartment Neighbourhoods* may also include at-grade commercial and retail uses for those buildings that are close to the *Mixed Use Areas*. The *Apartment Neighbourhoods* also accommodates for the provision of the Ontario Tennis Association (OTA) facility. This facility, located at the southern limit of the *Apartment Neighbourhoods* area, between Street A and Allen Road, is proposed to serve as the community use in the District.

Located between the *Apartment Neighbourhoods* and Wilson Heights Boulevard, the *Neighbourhoods* will be characterized by low-rise forms of residential development that may include semi-detached, townhouse, stacked townhouse, and low-rise apartment dwellings that generally transition in height from 2.5-storeys close to Wilson Heights Boulevard to 4-storeys towards the western limit of the character area.

The DASP states the goal of the proposed street network is "to provide a balanced range of travel options that encourage walking, cycling, and transit to make the most efficient use of existing and future transportation infrastructure." Attachment 9: CreateTO's Allen East District Street Network Plan illustrates the street network proposed within the District. As required by the DASP, streets shown on Attachment 4: Downsview Area Secondary Plan Map 7-4 Proposed Street Network are required to be public streets. In addition to those streets conceptualized in the DASP, the majority of the District's streets are intended to be public, including the major streets/minor arterials, minor streets/collectors, and local streets.

The District's major streets/minor arterials are Street A and Avenue E, these streets would have a right-of-way width of 27 metres and 24 metres, respectively, with dedicated cycling facilities. Street A will serve as the central north-south spine road through the District. Before terminating towards the southern part of Allen East District, Street A extends west across Allen Road. Avenue E will also connect Street A to the west side of Allen Road, through the *Apartment Neighbourhoods* area.

The District's minor streets/collectors are east-west streets that connect Street A to Allen Road, and include Avenues A, B, and C. Avenue A is located within the extent of the *Mixed Use Areas* and it provides access to the TTC bus terminal at Sheppard West subway station. These streets would all have a right-of-way width of 20 metres.

The District's local streets are located within the *Neighbourhoods* area, east of Street A, and would have right-of-way widths between 16.5 and 18.5 metres. These streets create a walkable grid of streets that provide limited access from Allen Road to Wilson Heights Boulevard.

The proposed street network also contemplates private streets that would remain in private ownership but would be designed to look and function like public streets. The private streets would have right-of-way widths between 16.5 metres and 20 metres. The private streets include Avenues D and F within the *Apartment Neighbourhoods* and the retail street within the *Mixed Use Area* that connects the north and south end of this character area.

The street network would also include rear lanes, that are typically 8 metres wide, and would primarily be located in the *Neighbourhoods* to provide access to parking and garages at the rear of residential lots.

The street network will be designed to be vibrant and attractive, respect the local context, promote healthy living and connect to the surrounding neighbourhoods, provide travel options for people, and give people mobility choices through a connected multimodal network. The character of the streets in the Allen East District will be based on street typologies found in the Complete Street Guidelines. The street network will also be consistent with the City's Development Infrastructure, Policy and Standards (DIPS) and the Lane Widths Guideline.

Policy 1.2 recognizes that one of the major goals of the DASP is to achieve a connected parks and open space network. The parks and open spaces proposed within the Allen East District provide a balanced range of options for passive and active recreation. Attachment 10: CreateTO's Allen East District Parks and Open Space Plan illustrates the parks and open space network in the District.

The Allen East District Plan would provide the two parks required by the DASP and the greenway linkage. The existing Banting Park, 2.38 hectares in size, and its southern expansion, 0.26 hectares in size, would be located towards the northern limit of the District and would total 2.64 hectares. The new neighbourhood park would be centrally located in the District and would total 1.22 hectares in size. A stormwater management (SWM) facility would be located at the southern limit of the District and could also be used as a passive open space, but would not contribute to the municipal parkland

contribution required by the DASP. The greenway linkage is a linear park with a multi-use trail, 0.19 hectares in size, which would extend along the east side of Street A and would connect Banting Park, the new central neighbourhood park, and the SWM facility. The total amount of public parkland to be provided in the Allen East District is approximately 4.0 hectares. Privately-owned public spaces (POPS), primarily located in the *Apartment Neighbourhoods* and *Mixed Use Areas*, and may also be provided in the form of plazas, setbacks, mid-block connections, interior courtyards, and other open spaces. These spaces would further supplement the parks and open space plan.

Together the character areas, street network, and parks and open spaces form the development framework of the Allen East District. These elements combined with permitted building types in each character area result in a Demonstration Plan, see Attachment 11: CreateTO's Proposed Demonstration Plan. The demonstration plan shows one of many possible design scenarios of the Allen East District.

### **Urban Design Guidelines**

The Allen East District Urban Design Guidelines (UDG), included as Attachment 14 to this report, is a comprehensive document that will guide future development in all three character areas of Allen East District. The UDG address the criteria of Policy 7.1.5 of the DASP by providing principles to guide the design framework for the public realm and the relationship of buildings and private spaces, support the coordination of development of individual sites and blocks, provide attractive, safe, and pedestrian friendly streets, and ensure appropriate urban built form and massing. The UDG also respond to District-specific conditions and implement the direction of numerous City design guidelines.

Public art is another component of the UDG criteria listed in the DASP. A separate Public Art Strategy forms part of the Allen East District Plan and will be discussed later in this report.

### **Concept Plan**

The Allen East District Concept Plan which forms part of the UDG builds on and is consistent with the direction of the DASP, in particular the elements that form Map 7-2 Structure Plan, which includes streets and blocks, potential building edges, parks and open space, the greenway, gateways, transitions, and enhanced streetscapes. These elements are shown on Attachment 12: CreateTO's Proposed Development Framework Plan.

The formation of the streets and blocks in the concept plan will facilitate continuous movement and an enhanced pedestrian experience throughout different areas of the District. The structure of the street and blocks include: Street A, the central north-south spine road in the District that will have an enhanced streetscape to create a safe and comfortable pedestrian environment; a grid of local and collector streets that connect to Street A to provide access and connectivity through the District; and mid-block connections that will provide further opportunities for connectivity through the District.

In accordance with Map 7-2 Structure Plan of the DASP, the potential building edges are identified along both sides of Street A and along Allen Road, where active at-grade

uses are encouraged. Building edges are also shown along Sheppard Avenue West and within the *Neighbourhoods* where potential buildings edges will frame the streets and parks.

The parks and open spaces within the concept plan include the expansion of the existing Banting Park, a new central neighbourhood park, and the SWM facility which are all focussed along Street A, ensuring their prominence and accessibility within the District. In addition to the parks required by the DASP, the concept plan identifies opportunities for POPS within the *Mixed Use Areas* and *Apartment Neighbourhoods*. The greenway that connects Banting Park to the new central neighbourhood park and SWM facility, will function as a safe and comfortable connection through the District through the provision of a continuous multi-use trail and two-way cycle track.

In accordance with the DASP, primary gateways in the District are located along Sheppard Avenue West. In addition to these gateways, potential secondary gateways were considered which include the north corners of the OTA facility, the southwest corner of Street A and Avenue C, and the northwest corner of the new neighbourhood park. Gateway locations provide opportunities for landmarking and placemaking through the coordinated design of buildings and public spaces.

The boundaries of the Allen East District creates edges where appropriate transition will be required. The edges within the District are found along Allen Road where an appropriate scale of built form, setbacks, and design of the public realm will create a pedestrian scaled urban edge; along Sheppard Avenue West where mixed use buildings will contribute to the existing commercial corridor; along Wilson Heights Boulevard where new townhouse blocks will be placed, with front doors facing the street to animate the street and provide transition to the existing stable neighbourhood to the east; and along the District's northern boundary where semi-detached dwellings have been placed to back onto the existing single detached lots to the north.

Development along the District's northern edge that abuts the existing established *Neighbourhoods*, should respond to and incorporate characteristics of the existing neighbourhood, like sufficient rear yard setbacks and landscaping patterns. Incorporating the lowest scale built form within the District along this *Neighbourhood* edge will help to further respect and reinforce the character of the existing neighbourhood. The District's eastern edge along Wilson Heights Boulevard faces the sides and rears of existing dwellings on the east side of Wilson Heights Boulevard. The existing dwellings seemingly 'turn away' from Wilson Heights Boulevard and the provision of lower-scale townhouse units along this edge will help to animate the street. With its planned right-of-way width of 27 metres, Wilson Heights Boulevard functions as a buffer between the Allen District and the established neighbourhood to the east. As a result of this condition, it is the opinion of Staff that low-scale townhouses are an appropriate built form along this edge. Staff encourage CreateTO and their future development partners to incorporate materials and landscape patterns that respond to the character of the established neighbourhood to the east.

Street A and Allen Road are identified as having an enhanced streetscape. In addition, enhanced streetscape elements will be provided along Avenue B, which serves as an important function of connecting Banting Park and the new park to be provided within

the Allen West District. As a connector between park spaces, Avenue B will incorporate a combination of tree planting or other landscape treatments and enhanced pedestrian paving materials, along with additional seating and street furnishings.

In addition to the elements described above, the concept plan also includes the land use designations and the street network previously described in the above 'Allen East District Plan Report and Demonstration Plan' section of this report. These elements address and expand on the Structure Plan contained in the DASP and provide the framework for the public realm, built form, and mobility and general access sections of the UDG.

### **Public Realm**

The DASP envisions a high quality public realm in the Downsview area that creates an urban and park-like character. The policies of the DASP require enhanced streetscapes which are to be designed to provide safe, comfortable, and amenable pedestrian and cycling routes and environments, enhanced tree planting, and other streetscape features. The vision and principles for the public realm focus on the character of streets, the public and private open space system, and public art.

The UDG state that the streets in the Allen East District will be developed as complete streets that serve a multitude of roles, functions, and users, prioritize people, create a sense of place, and promote the prosperity of residents and businesses. Streets in the Allen East District will be designed to be vibrant and attractive public spaces, reflect the local context, promote healthy and active living, connect to the surrounding neighbourhoods, provide multiple travel options for users, and give people choices through a connected network. The character of streets in the Allen East District are generally based on the street typologies in the Complete Street Guidelines, including apartment neighbourhood residential streets, mixed use area shared streets, neighbourhood residential streets, and residential lanes. The UDG include a series of cross-sections that illustrate how the right-of-way elements of streets in the Allen East District could be designed and distributed, including the location and width of the travelled portion of the street, tree zones, sidewalks, and bike lanes. The ultimate design of these streets will be finalized through the Draft Plan of Subdivision application process and will be informed by the Complete Streets Guidelines, Lane Widths Guideline, Downsview Area TMP, Transportation Impact Study, DIPS, and Vision Zero Road Safety Plan.

In addition to the streets in the Allen East District, the parks and open spaces in the District form part of the public realm. The objectives of the parks and open spaces are to create places of interest and destination, provide a balanced range of options for passive and active recreation, encourage walking, cycling, and transit, and make the most efficient use of existing and future transportation infrastructure. The open space system in the District has been planned as a series of landscaped open spaces, both public and private, that are connected by sidewalks, pedestrian and bicycle paths, and a greenway linkage. In addition to the greenway linkage, the parks and open spaces include the existing Banting Park and its expansion, the central neighbourhood park, SWM facility, and POPS.

## Built Form

Built form within the Allen East District will respond to the character of each of the three character areas, *Mixed Use Areas*, *Apartment Neighbourhoods*, and *Neighbourhoods*, and the built form policies of the DASP. The DASP built form principles require: building height and scale be organized with the tallest and greatest scale of buildings located on major streets or near transit; the predominant scale of built form in the Secondary Plan area will be mid-rise buildings fronting major streets; and low-rise development to be located in *Neighbourhoods*.

Due to its proximity to the Sheppard West subway station, the *Mixed Use Areas* will be an area predominantly of taller buildings that incorporate a mix of residential, commercial, and office uses that are supported by a coherent and connected public and private realm. The character area has been designed in the UDG around the retail and pedestrian oriented streets, as well as the activity around the subway station, and will allow for flexibility in the future build-out of the area. The UDG begin to conceptualize a potential future scenario where the existing Sheppard West subway station is reconstructed to be integrated within a mixed use development. The UDG contemplate this scenario strictly for the purposes of demonstrating the principles of the Allen East District Plan. The feasibility of the redevelopment of the station and station area did not form part of the planning analysis of the District Plan.

The UDG identify design principles related to high-rise built form in the *Mixed Use Areas*, which include direction to:

- Incorporate retail uses and residential units at-grade to activate the frontage of buildings;
- Setback buildings three metres along all streets to allow for larger landscaped areas and to enhance the public realm;
- Maintain a minimum tower separation distance of 25 metres and a maximum tower floorplate of 750 square metres; and
- Comply with the maximum height limits permitted through Schedule D Airport Hazard Zoning Map.

In addition to these design principles, the future design and build-out of the *Mixed Use Areas* will be guided by applicable design guidelines, including the Tall Building Design Guidelines and the Retail Design Manual. As shown on Attachment 11: CreateTO's Proposed Demonstration Plan, the build-out of the *Mixed Use Areas* contemplates a combined density of approximately 2.0 times, with non-residential gross floor area totalling approximately 1.1 times and residential gross floor area totalling 0.9 times. The demonstration plan contemplates a total of 1,323 residential units and a maximum height of 14-storeys. The density contemplated in the *Mixed Use Areas* is consistent with the density permissions of the DASP. The DASP is currently under review and although staff cannot draw any conclusions as to the outcome of the study, heights and densities will be reviewed as part of this work. There may be opportunities to revisit the feasibility of taller buildings or greater densities as part of any subsequent review of this District Plan, should it occur and if supported by the necessary hard and soft infrastructure.

The *Apartment Neighbourhoods* character area, located to the south of the *Mixed Use Areas*, will consist of a range and mix of building types including tall, mid-rise, and low-rise buildings and the provision of some non-residential uses. The structure of the *Apartment Neighbourhood* character area balances flexibility for future build-out while adhering to the development framework, including the density and height limits. On the west side of Street A, the character area will allow for a limited number of tall buildings and mid-rise buildings organized around central courtyards. On the east side of Street A, low to mid-rise buildings will be used to appropriately transition the height and massing towards the adjacent *Neighbourhoods*.

The UDG identify design principles related to development in the *Apartment Neighbourhoods*, which include direction to:

- Organize each block with private courtyards forming the primary structure. These courtyards will provide accessible outdoor amenity, be generously scaled, be animated by active uses at-grade, and potentially act as mid-block connections;
- Setback buildings three metres to augment wide boulevards and provide space for transitions to residential uses;
- Utilize mid-block connections to provide public access to courtyards and break-up continuous streetwalls. Mid-block connections will also be designed to be consistent with POPS Guidelines;
- Site buildings to maintain a continuous streetwall along all four sides of the block and facades longer than 80 metres will be articulated appropriately;
- Limit the height of podiums along Allen Road to 6-8-storeys and limiting the height of podiums along Street A to 4-6-storeys; and
- Comply with the maximum height limits permitted through Schedule D Airport Hazard Zoning Map.

In addition to these design principles, the future design and build-out of the *Apartment Neighbourhoods*, will be guided by applicable design guidelines, including the Tall Building Design Guidelines, Mid-Rise Building Performance Standards, and Townhouse and Low-Rise Apartment Guidelines. As shown on Attachment 11: CreateTO's Proposed Demonstration Plan, the build-out of the *Apartment Neighbourhoods* contemplates a combined density of approximately 1.5 times, with non-residential gross floor area totalling 0.22 times and residential gross floor area totalling 1.28 times. The demonstration plan contemplates a total of 1,753 residential units and a maximum height of 14-storeys. The density contemplated in *Apartment Neighbourhoods* is consistent with the density permissions of the DASP.

The UDG have also identified four 'special sites' in both the *Mixed Use Areas* and *Apartment Neighbourhoods* characters areas. The 'special sites' create opportunity for enhancing the unique character of the neighbourhood and have a chance to become extensions of the local community.

In the *Mixed Use Areas*, these sites include the urban plaza around the Sheppard West subway station and the private retail street that travels north-south between the urban plaza and Street A. In the *Apartment Neighbourhoods*, these sites include the retail residential block towards the northern limit of the character area and the OTA facility at

the southern limit of the character area. The UDG include numerous design principles for each special site.

For the *Mixed Use Areas* and the portion of the *Apartment Neighbourhoods* west of Street A, the UDG indicate that should Schedule D Airport Hazard Zoning Map be repealed in the future, additional height may be considered, subject to further study, including the need for a Planning Rationale and Urban Design brief and a cumulative analysis of wind and shadow impacts.

Located between Street A and Wilson Heights Boulevard, the *Neighbourhoods* character area will consist of a range of low-rise building types, including townhouses and low-rise apartments. Semi-detached dwellings, the District's lowest-scale building type, will be located along the District's northern limit that abuts the existing established neighbourhood. The demonstration plan tests various low-rise building typologies that are found within the Low-Rise Apartment and Townhouse Guidelines. Built form in the *Neighbourhoods* character area may also include emerging and innovate forms of development as long as they fit within the structure of the character area.

The UDG identify design principles related to development in the *Neighbourhoods*, which include direction to:

- Locate deck and stacked townhouses closest to Wilson Heights Boulevard;
- Locate stacked and back-to-back stacked townhouses towards the west end of the character area, as a transition from the low-rise apartments fronting Street A;
- Explore underground parking for those blocks closest to the *Apartment Neighbourhoods*;
- Establish setbacks that provide buffer between private and public space and encourage 'eyes on the street';
- Create a human scale environment and allow for landscaping that will result in an urban tree canopy;
- Provide transition to adjacent built form through combinations of height and massing, building siting and orientation, and form and materials;
- Reinforce prominent/highly visible locations and provide an enhanced level of design considerations; and
- Create a consistent street character.

In addition to these design principles, the future design and build-out of the *Neighbourhoods* will be guided by applicable design guidelines, including the Townhouse and Low-Rise Apartment Guidelines. As shown on Attachment 11: CreateTO's Proposed Demonstration Plan, the build-out of the *Neighbourhoods* contemplates a density of approximately 0.8 times and a total of 430 residential units and a maximum height of 4-storeys. The density contemplated in the *Neighbourhoods* is consistent with the density permissions of the DASP.

The UDG identify special conditions in the low-rise *Neighbourhoods*. These priority locations include corner/end units, T-intersection units, and open space facing units. Additional design principles will apply to these sites to ensure they are designed to appropriately reflect their special condition.



## **Mobility and Access**

The UDG also provide general principles related to mobility and access. These principles apply to the pedestrian and bicycle network, vehicular parking, access, egress and servicing, as well as transit access and bus terminal and include:

- Promoting transit-supportive and active-transportation development;
- Enhancing connectivity through a highly permeable street and block pattern;
- Providing sidewalks on both sides of the streets;
- Providing mid-block connections in the *Apartment Neighbourhoods* and walkways through the *Neighbourhoods*;
- Providing bicycle parking in proximity to the subway station as well as within multi-unit residential buildings;
- Limiting surface parking and incorporating active uses and screening to conceal parking structures from the public realm;
- Encouraging shared underground parking facilities for multiple buildings in one block;
- Restricting direct access to parking structures or service areas from Allen Road and Street A;
- Sharing driveway access between developments within a block and locating them away from intersections;
- Containing servicing and loading facilities within building envelopes and consolidating these facilities, where possible;
- Limiting impact to TTC bus service coming in and out the Sheppard West subway station bus terminal through the provision of three different access points and the possible provision of signalized intersections to help to further facilitate these movements; and
- Integrating an entrance to the subway in any future building with direct access to the urban plaza.

## **Affordable Housing Strategy**

As required by Policies 3.5.10, 3.5.11, and 7.1.4 of the DASP, the Allen East District Plan includes an initial Affordable Housing Strategy, included as Attachment 15 to this report, that details the breakdown of the 300 required affordable housing units by tenure, unit mix, and sub-district.

The proposed distribution of the 300 units of affordable housing by character area and tenure is as follows in Table 1. The revised Affordable Housing Strategy also notes that the location of the affordable housing units by block/building will be determined at the time of the Zoning By-law Amendment applications within each neighbourhood and as such, these targets may be shifted based on more detailed planning at the re-zoning stage. Unit types may include townhouses, stacked townhouses, apartments and condominiums provided within the Allen East District, and the unit mix will be reflective of the market unit mix.

Table 1: Affordable housing distribution by Character Area and tenure

Area	# of Affordable Rental Units	# of Affordable Ownership Units
Neighbourhood Area	0	25
Mixed Use Area	75	25
Apartment Neighbourhood Area	75	100
<b>Total</b>	<b>150</b>	<b>150</b>

Source: Affordable Housing Strategy, 2021

The revised Affordable Housing Strategy states that the term of affordability for both rental and ownership units will be a minimum of 20 years.

As noted in Section 3.5.13 of the Secondary Plan, the affordable housing will be secured and implemented through implementing zoning and Section 37 Agreements. The District Plan, including the Affordable Housing Strategy, will serve as the basis for reviewing future Zoning By-law Amendment applications and will inform future Section 37 agreements.

More specifically, each development phase will require a rezoning application, and at that point development specifics for that phase will be further defined and a Section 37 Agreement will be entered into to secure specific public benefits, including affordable housing. An updated Housing Issues Report will be submitted for each rezoning application that details the unit mix, delivery method, and timing for delivery of the affordable housing units in that phase.

The City may require certain conditions be implemented as part of the approval of the development applications to ensure the timely provision of the affordable housing units in each character area, such as holding provisions. The revised Affordable Housing Strategy proposes that building permits will be required to be issued for 50% of the required affordable units in each area before building permits can be issued for more than 50% of the total market units in that area. The proposed timing will be finalized with the Housing Secretariat and Planning Policy staff prior to the approval of development applications within each neighbourhood.

Specifics such as detailed floor plans and the design of amenity spaces for the affordable units, will also need to be approved as part of the approval of the Zoning By-law Amendment applications.

Housing Now is an initiative to activate City-owned sites for the development of affordable housing within mixed income, mixed use, and transit oriented communities. It is one component of the City's HousingTO 2020-2030 Action Plan. Should land within the Allen East District be identified as Housing Now sites, the new affordable rental units would remain affordable for 99 years, providing affordable housing for future generations. The possible identification of Housing Now sites within the Allen East District would likely occur at the time of future Zoning By-law Amendment applications.

## Community Services and Facilities

As required by the DASP, the Allen East District Plan includes a CS&F Strategy, included as Attachment 16 to this report, that builds on the 2008 CS&F Study that was undertaken as part of the DASP Review Process. The Study identified an inventory of existing CS&F within the Secondary Plan area including, schools, libraries, fire and ambulance stations and hospitals, parks, and recreation facilities. The results of the 2008 Study were used to identify three priority CS&F needs required to support new communities in the Secondary Plan area. Those priorities were identified as a community recreation centre with an indoor pool, childcare centres that provide 460 childcare spaces for children aged 0-9 years located throughout the Secondary Plan area, and 13 hectares of local parkland to be located throughout the Secondary Plan Area. The CS&F Strategy that forms part of the Allen East District Plan proposes to respond to the CS&F priority needs through the provision of a minimum one acre community use, a minimum of one childcare centre, and approximately 4.0 hectares of local parkland.

The minimum one acre of land for a community use that the Allen East District provides for is located towards the southwestern limit of the District. The CS&F Strategy indicates the land identified to serve as the community use can accommodate a proposed OTA facility. The extent in which the OTA facility serves as the community use will need to be further negotiated. A future Shared Use Agreement between the City and the OTA will need to identify how many hours per week the tennis courts will be made available to the general public and how the approximately 1,394 square metres of community space within the OTA facility will be used, and when community programming will take place.

The CS&F Strategy responds to the need for childcare centres by identifying that CreateTO will work with their future development partners to provide a minimum of one childcare centre that will adhere to the built form requirements and location criteria identified in Appendix 1 of the DASP. The facility and site requirements includes the provision of a centre that can accommodate 52-86 children and is to provide a minimum interior and exterior play space per child and the interior space must be adjacent to the exterior play space. Access to the childcare centre must be acceptable to all users and provide acceptable pick-up and drop-off locations. The location criteria for childcare centres includes, being accessible by public transit, barrier-free, grade-related, having good visibility from main streets, and located in close proximity to residents and businesses in the Secondary Plan area. Based on the location criteria listed in Appendix 1 of the DASP, the CS&F Strategy identifies either the *Mixed Use Areas* or *Apartment Neighbourhoods* as the priority location for a childcare centre.

The third CS&F priority identified in the DASP is the provision of local parks. The DASP requires the provision of approximately 13 hectares of parkland within the Secondary Plan area. In Allen East District specifically, the DASP directs the provision of two parks that are connected by a greenway linkage. The Allen East District Plan would provide the existing Banting Park and its southern expansion, the greenway, and a new central neighbourhood park, which totals approximately 4.0 hectares of public parkland.

Future development within the District is to respond to the identified CS&F needs and implement the findings of the CS&F Strategy through the provision of the facilities described above. CreateTO and their future development partners will be required to

deliver these facilities in accordance with the implementation guidelines listed in Appendix 1 of the DASP.

## **Public Art Strategy**

Public art is recognized for contributing to a sense of place by strengthening local identity and image. The DASP encourages the provision of public art within new developments of significant scale or in prominent locations. The DASP requires the identification of potential public art locations and opportunities to be included in District Plans, in the form of a District Public Art Plan.

The Allen East District Public Art Strategy forms part of the Allen East District Plan and proposes a district-wide program, for the lands east of Allen Road, which allows for a comprehensive approach to the identification of opportunities to allocate public art projects throughout the Allen East District. The Public Art Strategy identifies public art opportunities that may be delivered as a component of developments and neighbourhood infrastructure. The UDG inform the Public Art Strategy with respect to the street network, enhanced streetscapes, parks and open spaces, land uses, and gateways and view corridors which form the foundation of public art opportunities in Allen East District.

On May 19, 2021 the Public Art Strategy was presented before the Toronto Public Art Commission (TPAC) who voted in support of the Strategy. Staff will be bringing forward a separate report to City Council on the Public Art Strategy at its meeting of September 30 and October 1, 2021.

## **Sustainability**

The Leadership in Energy and Environmental Design for Neighbourhood Development (LEED ND) Feasibility Report, included as Attachment 19 to this report, forms part of the Allen East District Plan and identifies recommendations and use principles that can be applied to the design process of future development applications. The design of the Allen East District seeks to achieve LEED ND. Sustainable neighbourhood design addresses three master plan issues identified by LEED, including site development and linkage to neighbouring communities, neighbourhood development, and green buildings and infrastructure. The sustainability framework of the Allen East District is founded on the following five principles that will influence the neighbourhood and public realm design:

- Implement Green Standards and LEED Certification;
- Achieve significant reductions in energy use, water use, and waste production;
- Reduce single occupancy vehicle travel;
- Promote a mixed-use, dense, and diverse community; and
- Increase walkability.

Future development in the Allen East District is to implement the principles that form the sustainability framework to mitigate the environmental impacts of development. The provision of a Community Energy Plan may be required before development within the District proceeds to provide guidance and direction on how development can support

the City's Climate Change Action Plan and Energy Strategy. Staff will also continue to encourage future developments in the District achieve Tier 2 of the Toronto Green Standards.

## **Transportation Addendum**

CreateTO submitted a Transportation Addendum as part of the Allen East District Plan, included as Attachment 17 to this report, which addresses comments by City staff and other commenting Divisions on the 2013 Traffic Impact Study and 2018 addendum. The proposed street network in the Allen East District is intended to facilitate better movements across Allen Road for all road users, as well as to create more pedestrian-friendly and suitable development block sizes. Three new signalized intersections are proposed on Allen Road. The intersection spacing is consistent with spacing on many of the City's arterials and assists in the urban design objective of civilizing Allen Road, further to the direction from the approved Downsview Major Roads EA.

The existing bus terminal facility at the Sheppard West subway station will remain until the station area is ready for redevelopment. Surface transit circulation will generally remain the same in both the interim phase and full build-out phase with a slight change from the current pattern. Pedestrian access to the transit facility will be provided both from the Allen Road side of the building as well as the internal street. The bus loop will also be accessed from the internal street.

The Allen East District Plan builds on the proposed pedestrian and bicycle networks for the DASP. This District Plan includes a network of pedestrian and cycling routes that provide connections throughout the community, to the parks and open spaces, and proposed community facilities. It also includes sidewalks on both sides of all streets, multi-use trail/two-way cycle tracks, signed cycling routes, and mid-block pedestrian connections. Bicycle parking will be provided in proximity to the subway station, as well as office and residential buildings, and retail areas.

A variety of parking approaches will be required in the Allen East District, with emphasis on parking solutions that minimize the environmental and visual impact of surface parking as well as streamlining both pedestrian movement and vehicle movement. Key considerations in the identification of potential locations for on-street parking, off-street parking and car-share and bike-share facilities include:

- Adoption of the "Complete Streets" approach to proposed streetscapes and roadways;
- Minimizing local traffic and maximizing access to surrounding land uses; and
- Maximizing the future uptake of car-share and bike share to reduce motorized vehicle traffic in the District.

The inclusion of eco-mobility hubs were identified as important in planning multimodal interchanges within the Allen East District. An EcoMobility hub is identified as infrastructure that provides a comfortable environment to facilitate transportation options, diversifying transit interchanges for residents and employees. These hubs encompass multiple Transportation Demand Management (TDM) measures, the

specifics of which are dependent on their purpose, relative location and accessibility to larger local and regional networks.

The proposed initiatives to be investigated during the Site Plan Approvals stage are:

- Carpool services and spaces, including electric vehicle charging facilities and spaces;
- Incentives for bike sharing;
- Transit infrastructure integrated into street design and building to accommodate transit traffic; and,
- Participation in regional TDM programs such as Smart Commute.

The transportation policy objectives of the DASP are reflected and appropriately addressed in the Transportation Addendum. The Addendum focuses on the delivery of a connected street network, including those streets identified in Map 7-4, to accommodate future development in the District, the provision of pedestrian and cycling infrastructure to facilitate routes that are well-designed and attractive, solutions to parking, and the inclusion of eco-mobility hubs that encompass multiple TDM measures to reduce demand for automobile travel.

## **Servicing**

The Allen East District Plan includes consideration of stormwater management design, site servicing, and the required Almore sanitary sewer upgrade, as detailed in the Functional Servicing Memorandum, included as Attachment 18 to this report.

The Allen East District Plan will be designed to allow for a continuous overland flow route to the SWM facility which is proposed towards the southern limit of Allen East District, between the OTA facility and Wilson Heights Boulevard. The SWM facility is designed to collect and treat runoff, along with controlling flood potential in the low-rise *Neighbourhood*. The Functional Servicing Memorandum identifies Allen East District can be serviced through the extension of City services to the District Plan area. The existing external services, including the sanitary sewer and watermain, requires upgrades prior to the approval of each development block. The Memorandum also acknowledges that an upgrade to the Almore sanitary sewer is required to facilitate development in Allen East District. The design and construction of the upgrade is being undertaken by the City and construction is anticipated to begin in late 2021 or early 2022.

Engineering and Construction Services, Development Engineering, have identified the following items to be resolved upon submission of Draft Plan of Subdivision and Zoning By-law Amendment applications:

- The existing sanitary sewer capacity, proposed sanitary service connection, release rates, and any required external upgrades;
- The storm sewer connections, SWM pond size and design, allowable release rates, storage volumes, and quality control requirements; and
- The proposed watermain connections, the existing watermain available flow and pressure, and any required external upgrades.

The submission of Functional Servicing Reports, other supporting plans and drawings, and the resolution of the items listed above through the Draft Plan of Subdivision and Zoning By-law Amendment applications would satisfy the DASP's servicing requirements.

## **Conclusion**

The Allen East District Plan builds upon the policies of the Official Plan and the Downsview Area Secondary Plan to provide a clear vision for the future development of lands that comprise the District. The vision and goals of the DASP are to create a transit-supportive complete community that supports the significant investment in public infrastructure. The Allen East District Plan will guide the creation of a complete community.

The Allen East District Plan has been reviewed against the policies of the PPS (2020), Growth Plan (2020), and the Official Plan. Staff are of the opinion that the District Plan is consistent with the PPS (2020) and conforms, and does not conflict, with the Growth Plan (2020). The District Plan is in keeping with the intent of the Official Plan and Downsview Area Secondary Plan.

## **CONTACT**

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## **SIGNATURE**

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John Andreevski, Acting Director  
Community Planning, North York District

## **ATTACHMENTS**

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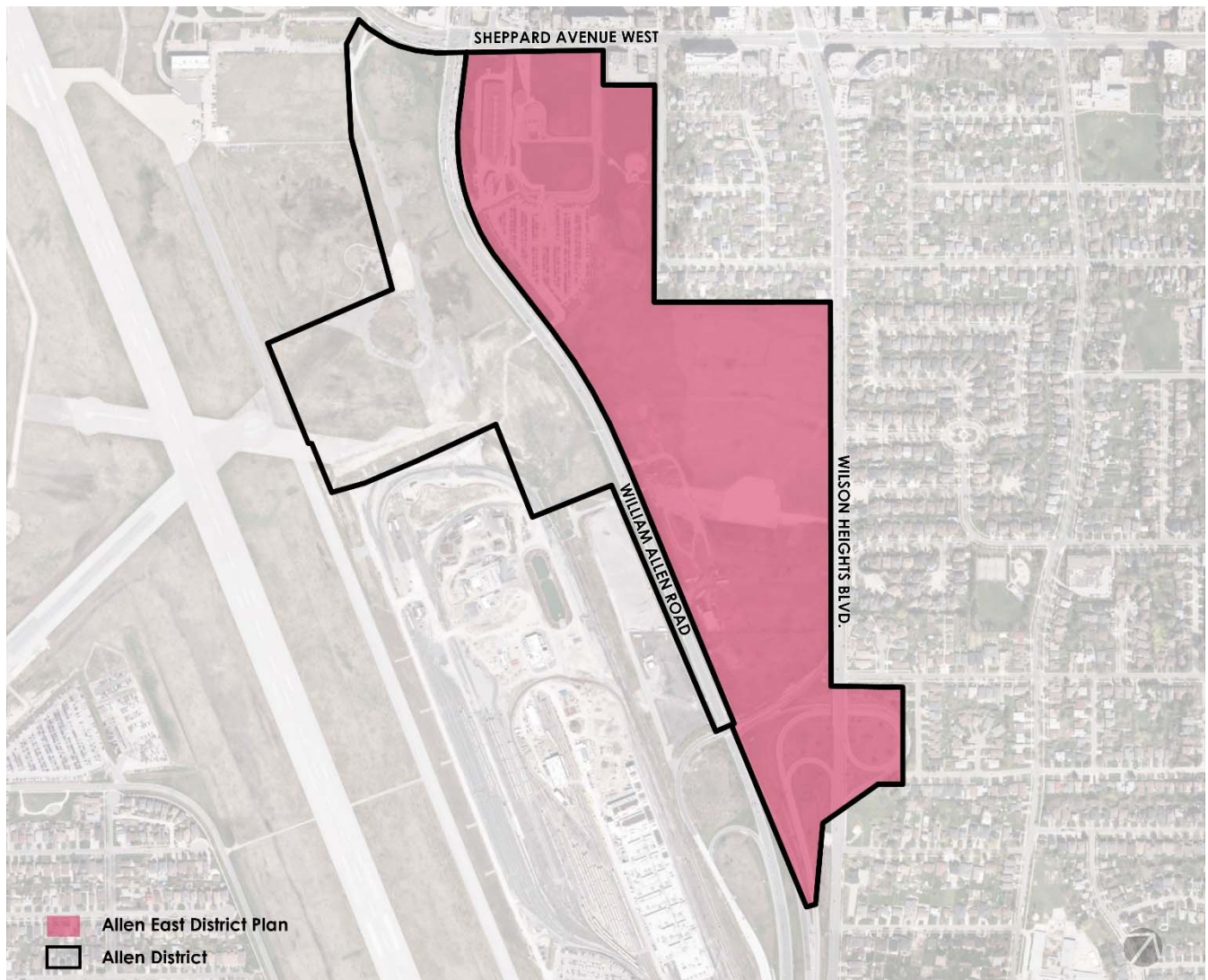
### **City of Toronto Data/Drawings**

- Attachment 1: Allen District and Allen East District
- Attachment 2: Downsview Area Secondary Plan Map 7-2 Structure Plan
- Attachment 3: Downsview Area Secondary Plan Map 7-3 Districts
- Attachment 4: Downsview Area Secondary Plan Map 7-4 Proposed Street Network
- Attachment 5: Downsview Area Secondary Plan Maps 7-5 & 7-6 Proposed Cycling and Pedestrian Networks
- Attachment 6: Downsview Area Secondary Plan Map 7-8 Conceptual Parks and Natural Heritage Features
- Attachment 7: Downsview Area Secondary Plan Map 7-9 Land Use

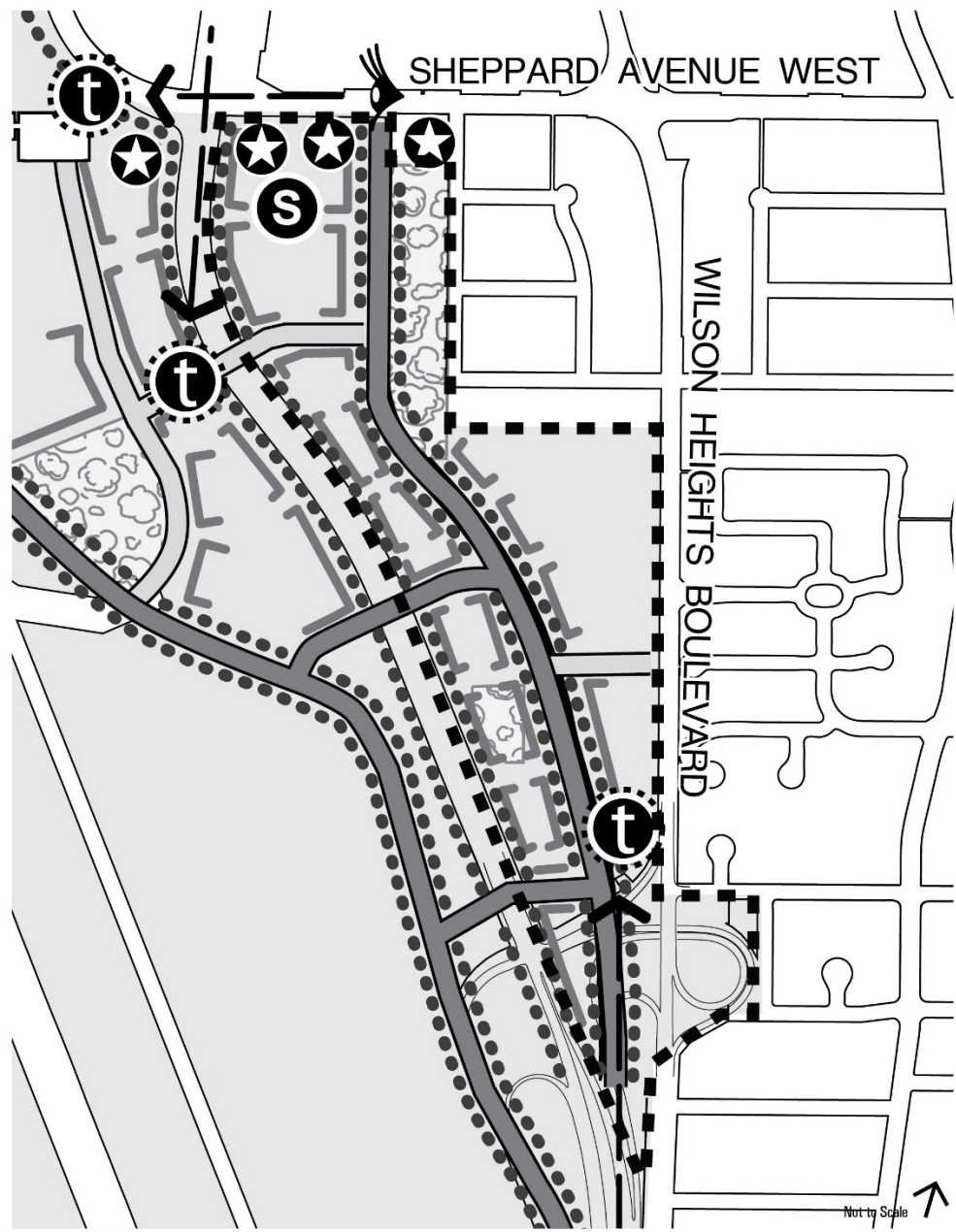
Attachment 8: Downsview Area Secondary Plan Maps 7-10 & 7-11 Minimum Density Requirements and Maximum Density Permissions  
Attachment 9: CreateTO's Allen East District Street Network Plan  
Attachment 10: CreateTO's Allen East District Parks and Open Spaces Plan  
Attachment 11: CreateTO's Proposed Demonstration Plan  
Attachment 12: CreateTO's Proposed Development Framework Plan  
Attachment 13: Allen East District Plan Report  
Attachment 14: Allen East District Plan Urban Design Guidelines  
Attachment 15: Allen East District Plan Affordable Housing Strategy  
Attachment 16: Allen East District Plan Community Services & Facilities Strategy  
Attachment 17: Allen East District Plan Transportation Addendum  
Attachment 18: Functional Servicing Memorandum  
Attachment 19: Allen District Plan LEED Neighbourhood Development Feasibility Report



## Attachment 1: Allen District and Allen East District



## Attachment 2: Downsview Area Secondary Plan Map 7-2 Structure Plan



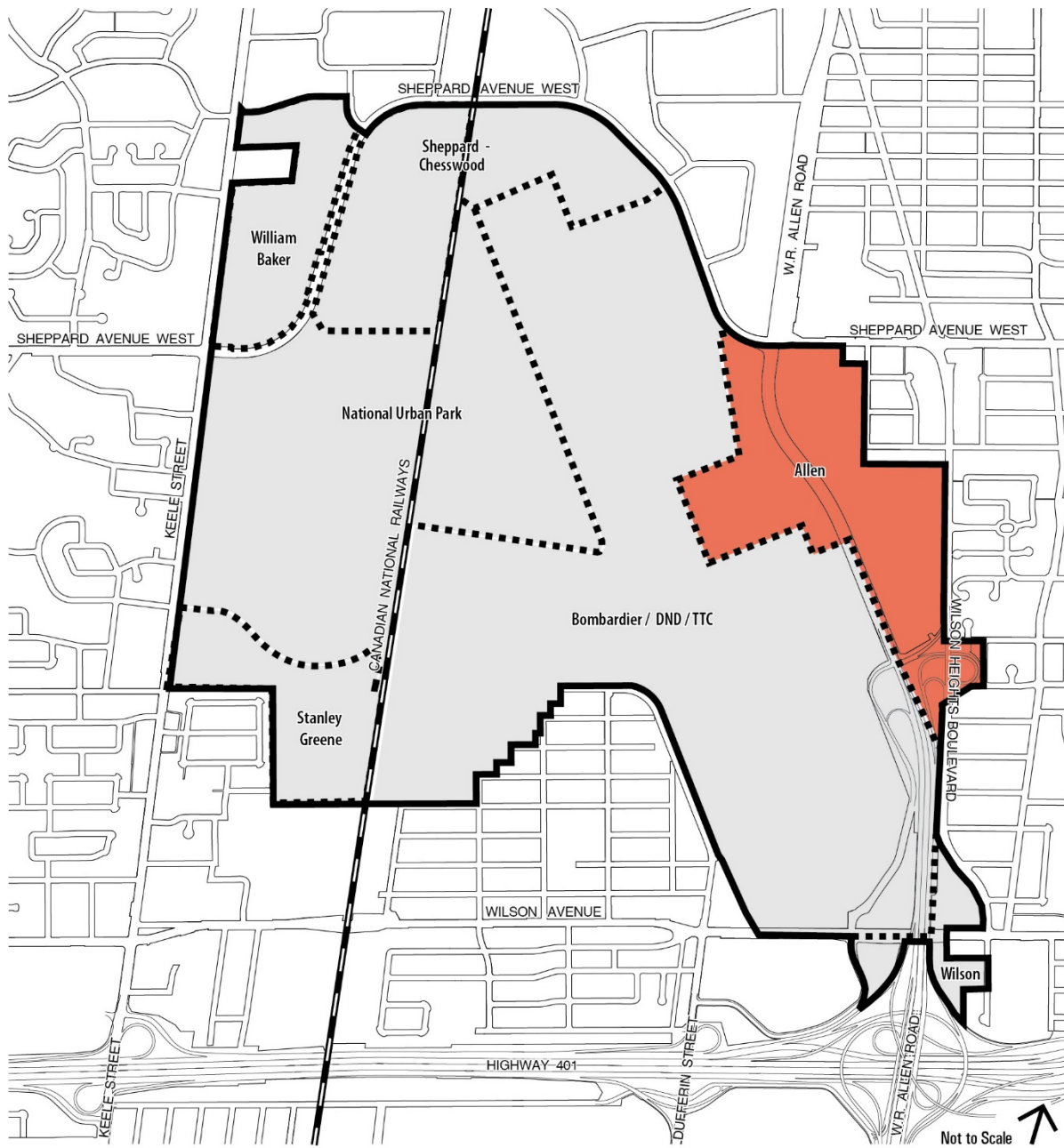
### Downsview Area Secondary Plan

MAP 7-2 Structure Plan

Allen East District Plan	Proposed Road	Enhanced Streetscape	Grade Separated Structures
Parks	Existing & Potential Building Edge	Pavilion	Heritage Building
Natural Heritage Features	Existing Subway Station	Gateway	
Major Streets	Proposed Subway & GO Station	View Terminus	
Minor Streets	Significant Views and Vistas	At Grade Rail Crossing	

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## Attachment 3: Downsview Area Secondary Plan Map 7-3 Districts



### Downsview Area Secondary Plan

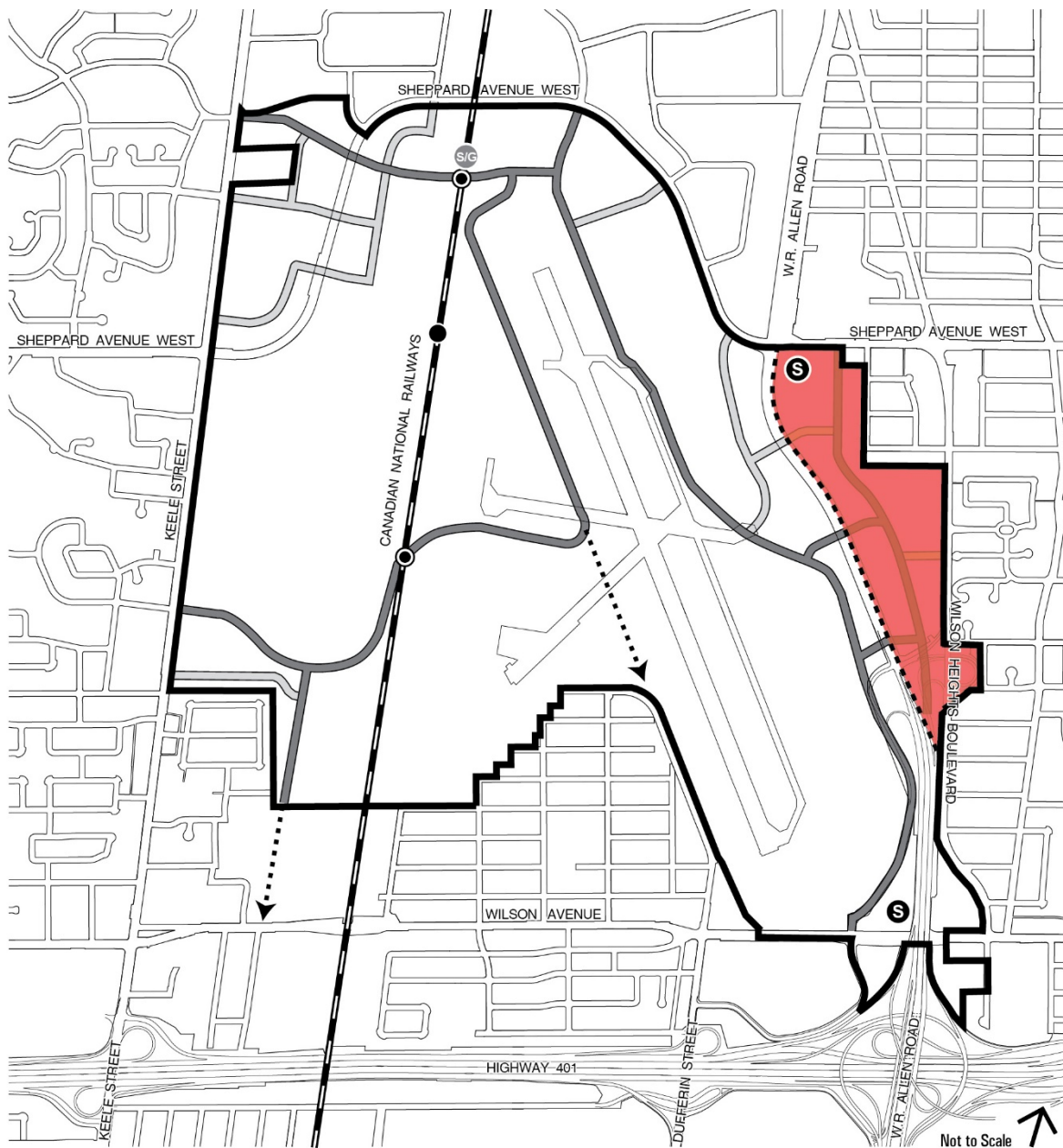
MAP 7-3 Districts

- Secondary Plan Boundary
- District Boundary
- Allen District

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## Attachment 4: Downsview Area Secondary Plan Map 7-4 Proposed Street Network



### Downsview Area Secondary Plan

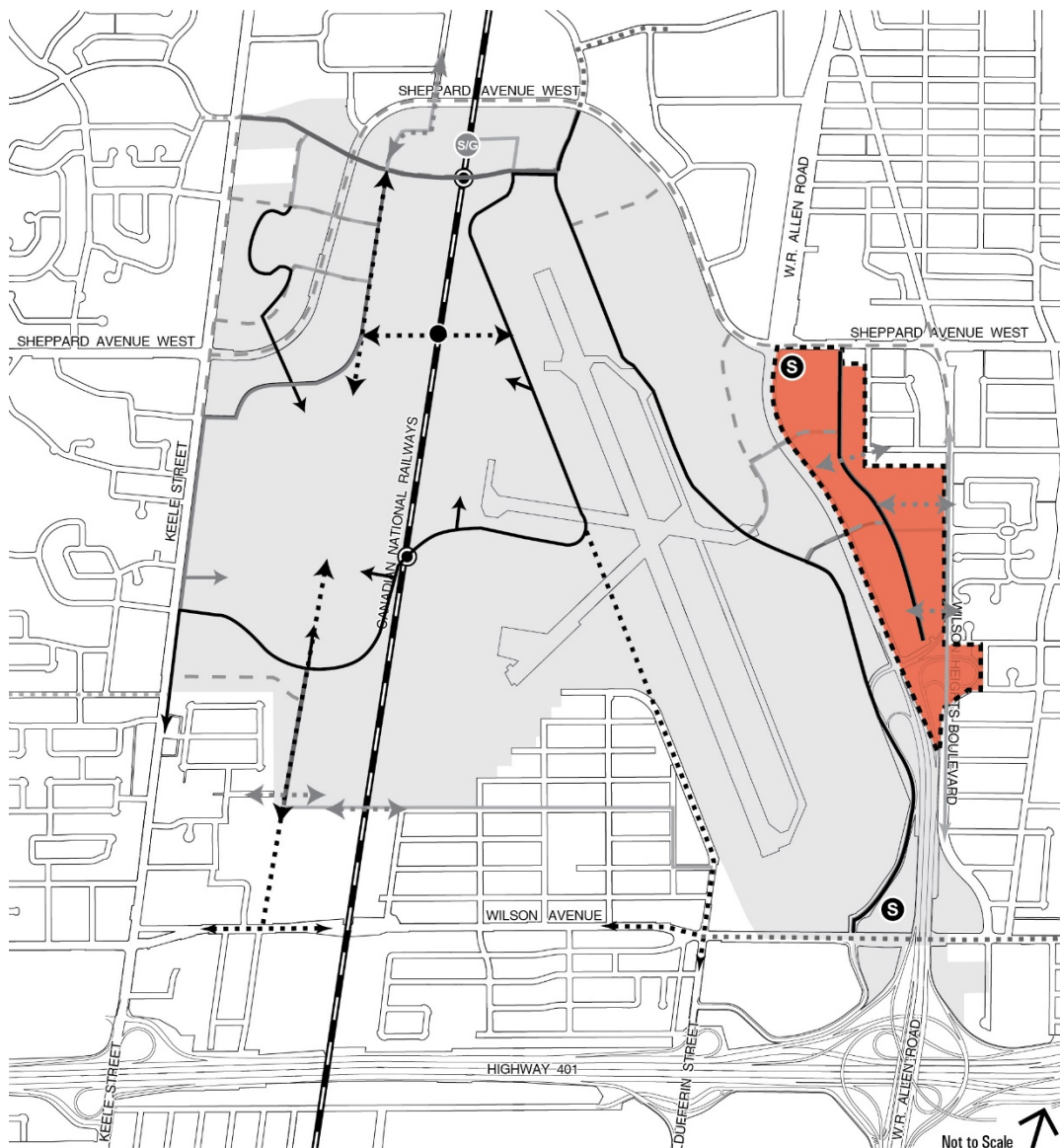
#### MAP 7-4 Street Network

- |                          |                              |
|--------------------------|------------------------------|
| Secondary Plan Boundary  | Grade Separated Structures   |
| Allen East District Plan | At Grade Rail Crossings      |
| Major Streets            | Existing Subway Station      |
| Minor Streets            | Proposed Subway & GO Station |
| Potential Future Streets |                              |

Note: The minor streets identified on this Map are conceptual. The exact number and location of these streets will be determined at the district plan stage.

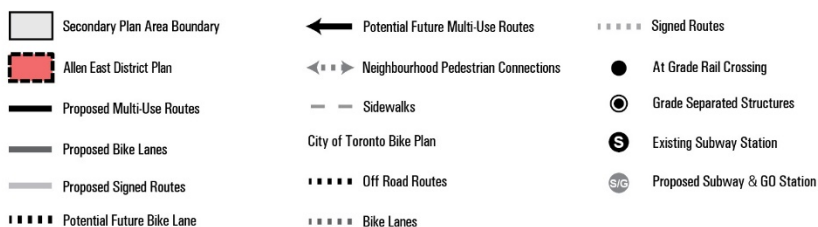
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## Attachment 5: Downsview Area Secondary Plan Maps 7-5 & 7-6 Proposed Cycling and Pedestrian Networks



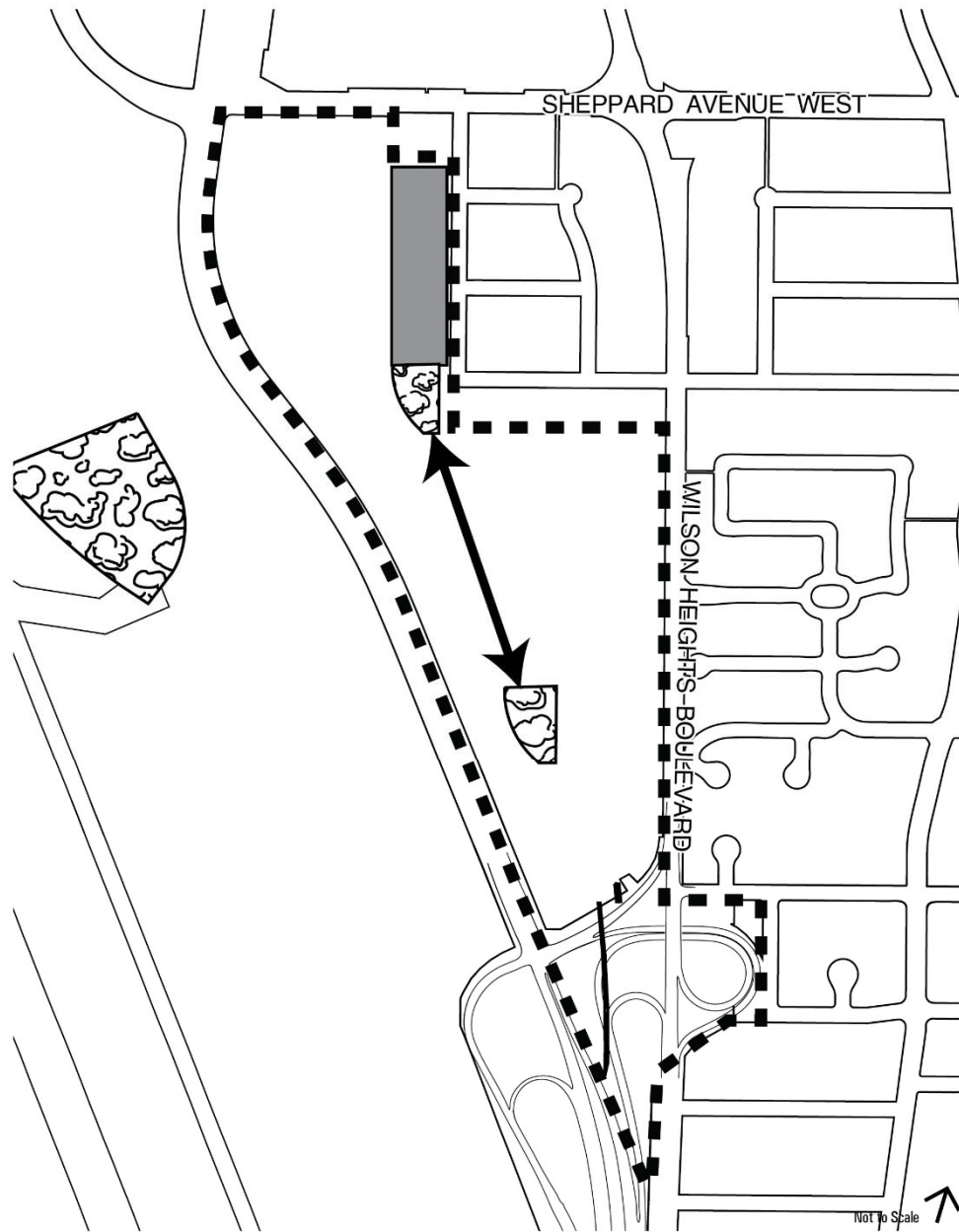
### Downsview Area Secondary Plan

MAP 7-5 & Map 7-6 Proposed Bicycle Network & Proposed Pedestrian Network







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# Attachment 6: Downsview Area Secondary Plan Map 7-8 Conceptual Parks and Natural Heritage Features

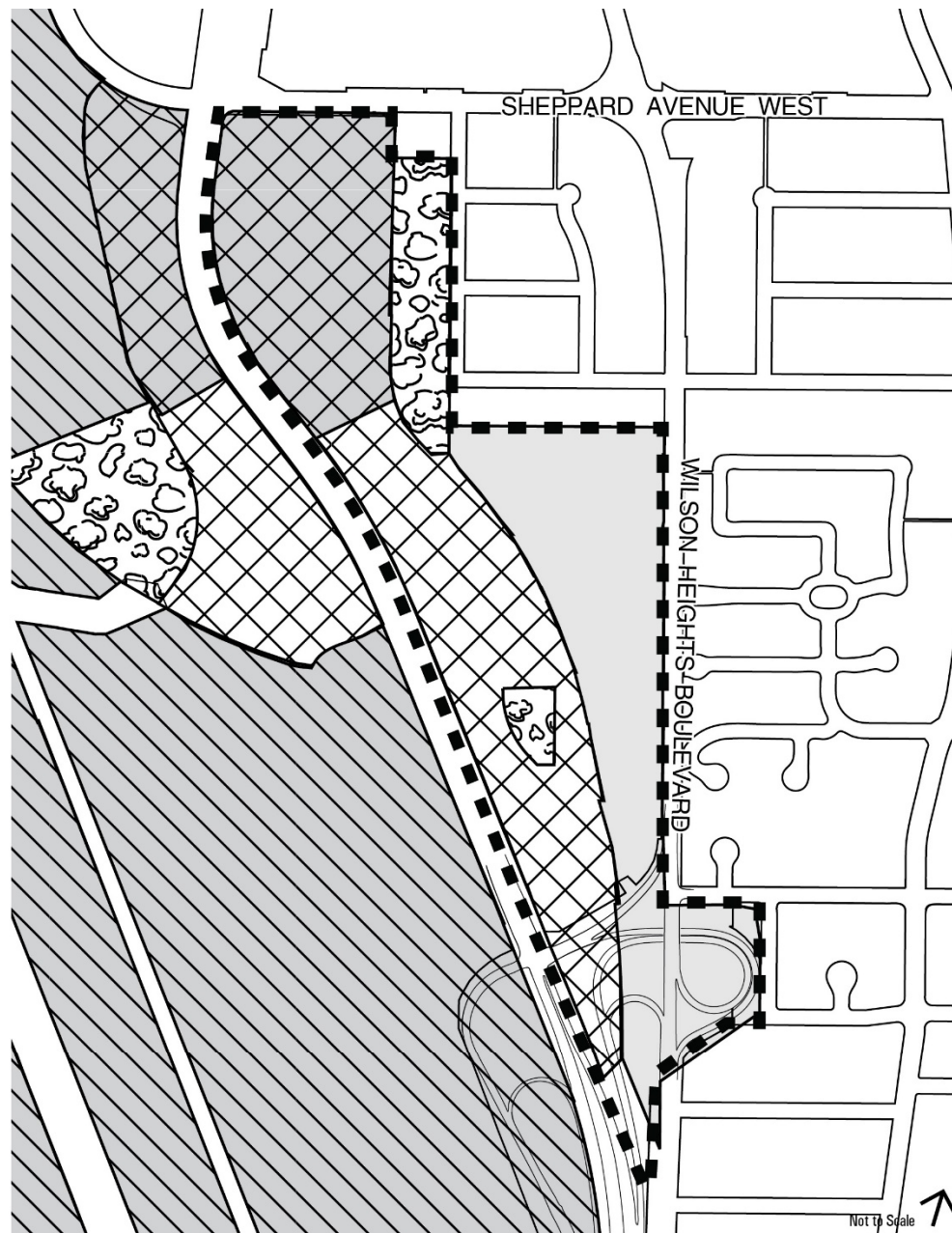


## Downsview Area Secondary Plan MAP 7-8 Conceptual Parks and Natural Heritage Features

-  Allen East District Plan
-  Greenways
-  Existing Parks
-  Proposed Parks

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## Attachment 7: Downsview Area Secondary Plan Map 7-9 Land Use



### Downsview Area Secondary Plan

MAP 7-9 Land Use

- Allen East District Plan
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Employment Areas

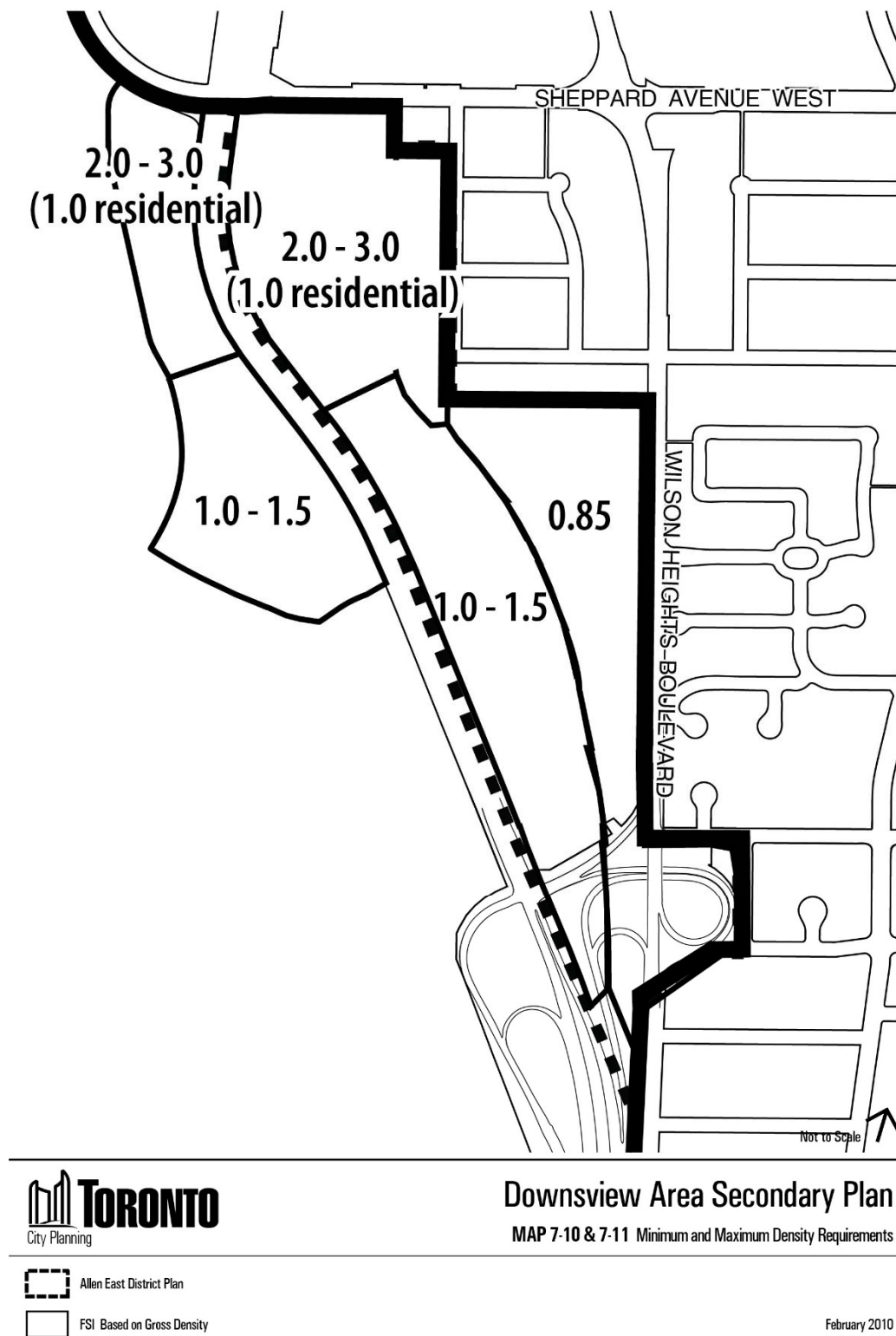
#### Parks and Open Space Areas



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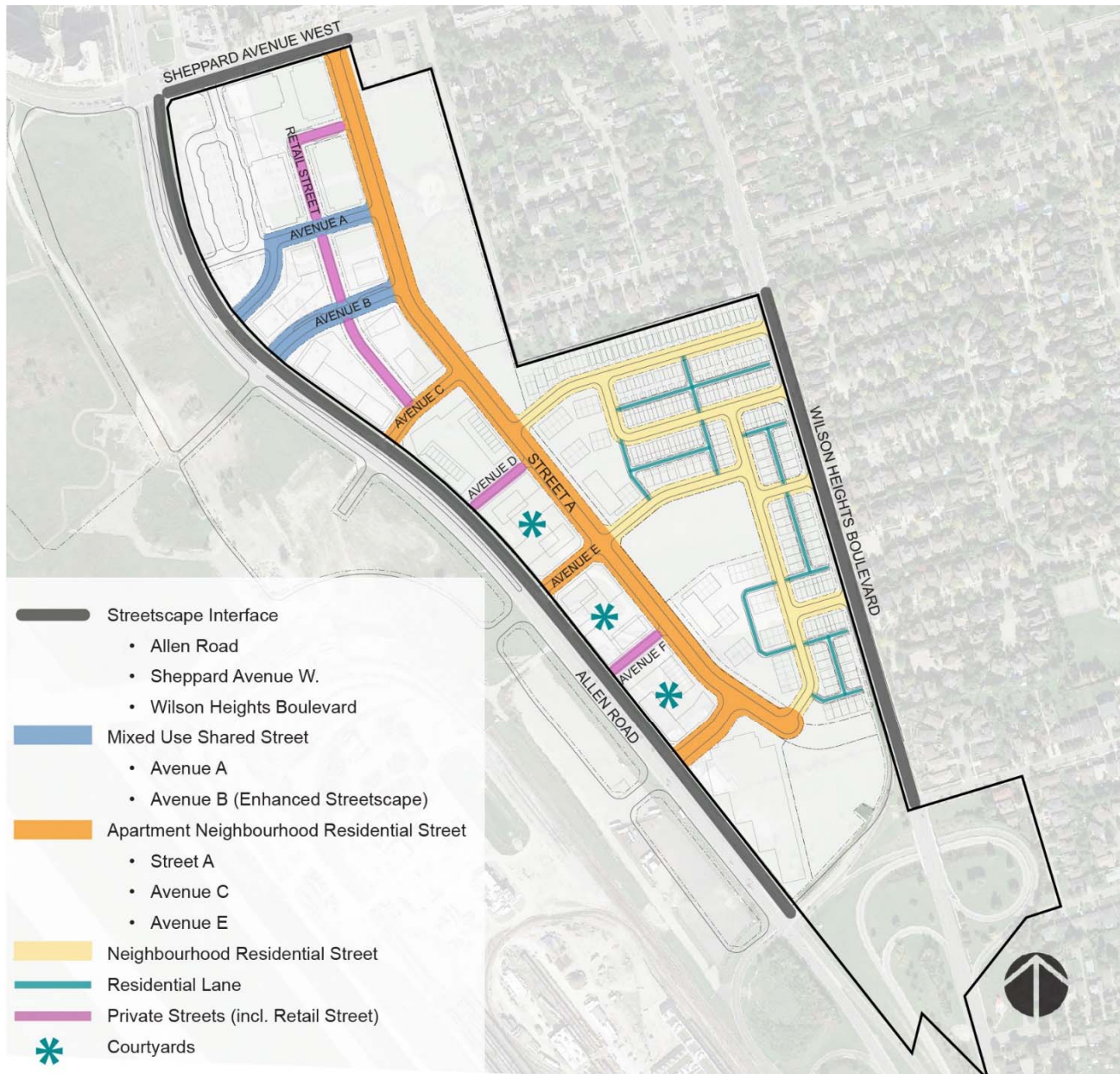


Attachment 8: Downsview Area Secondary Plan Maps 7-10 & 7-11 Minimum Density Requirements and Maximum Density Permissions

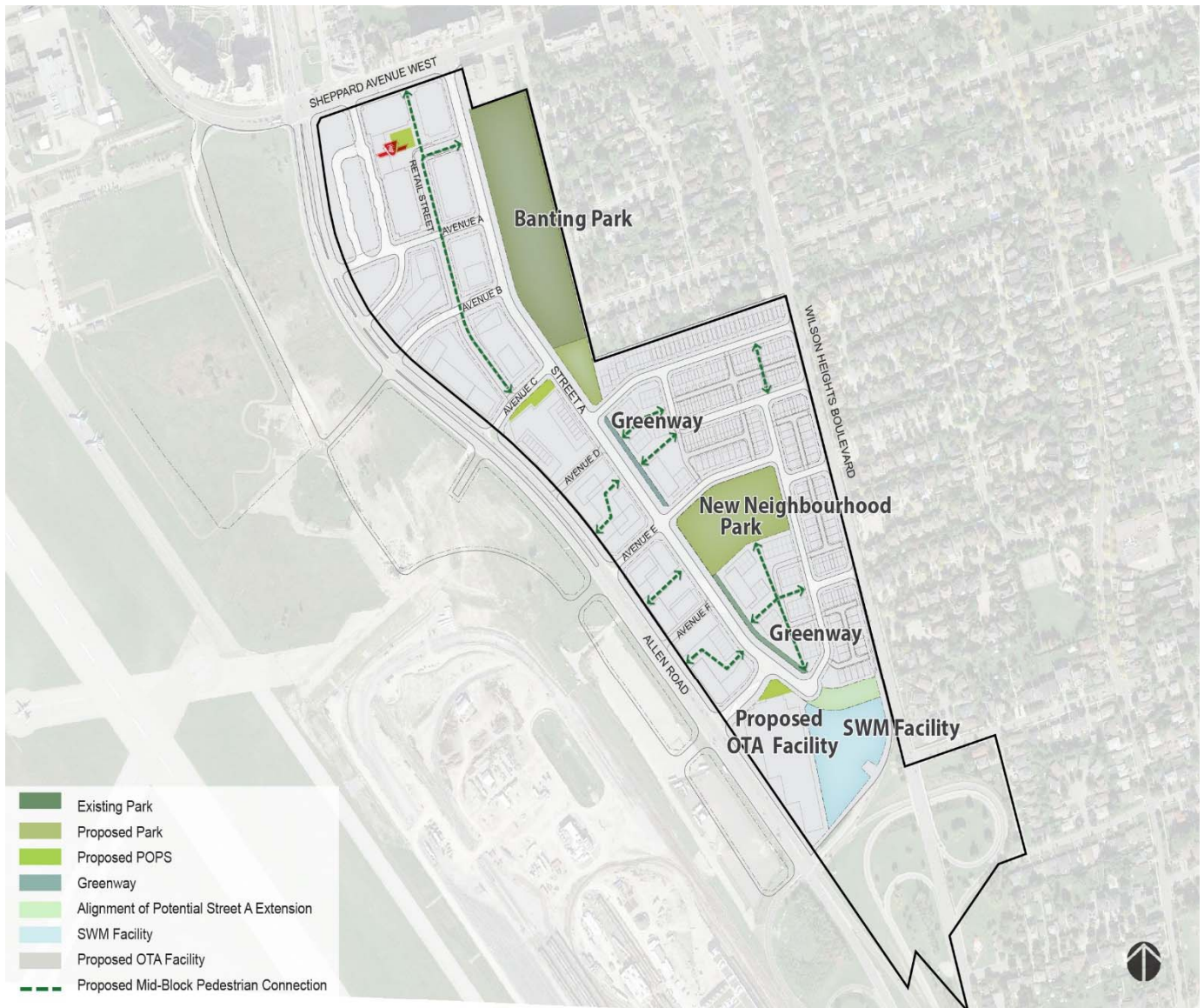




## Attachment 9: CreateTO's Allen East District Street Network Plan



## Attachment 10: CreateTO's Allen East District Parks and Open Spaces Plan







## Attachment 12: CreateTO's Proposed Development Framework Plan

