

ALLEN EAST DISTRICT PLAN REPORT



CREATETO // MARCH 2021

URBAN
STRATEGIES
INC .

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1 // INTRODUCTION & BACKGROUND

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1.1 Introduction

CreateTO is responsible for the comprehensive planning and future development of approximately 73 acres of City-owned land located within the Downsview Area Secondary Plan Area. Brought into force in 2011, the Downsview Area Secondary Plan (OPA 111) provides policies to structure future development. City-owned lands are located on the eastern edge of the Secondary Plan area, on the south side of Sheppard Avenue West, east of Allen Road.* Together with the Canada Lands Company's land holdings on the west side of Allen Road, these lands are known as the "Allen District," one of seven identified "Districts" within the Downsview Area Secondary Plan. This report concerns only the Allen East District.

This document, the Allen East District Plan Report, has been prepared in support of the Allen East District Plan. The report provides a summary of each of the studies required by the Downsview Area Secondary Plan (the "Secondary Plan"), consolidating the major components of the District Plan in one place. Greater detail can be found in each of the supporting studies. Together, these studies form the Allen East District Plan.

* Lands approved for transfer to CreateTO amount to 57.4 acres (23.2 hectares). The Sheppard West Subway Station (8.89 acres/3.6 hectares) is being comprehensively planned as part of the Allen East District, however it has not been approved for transfer to CreateTO. The existing Banting Park (5.68 acres/2.3 hectares) will remain in the City of Toronto's ownership.

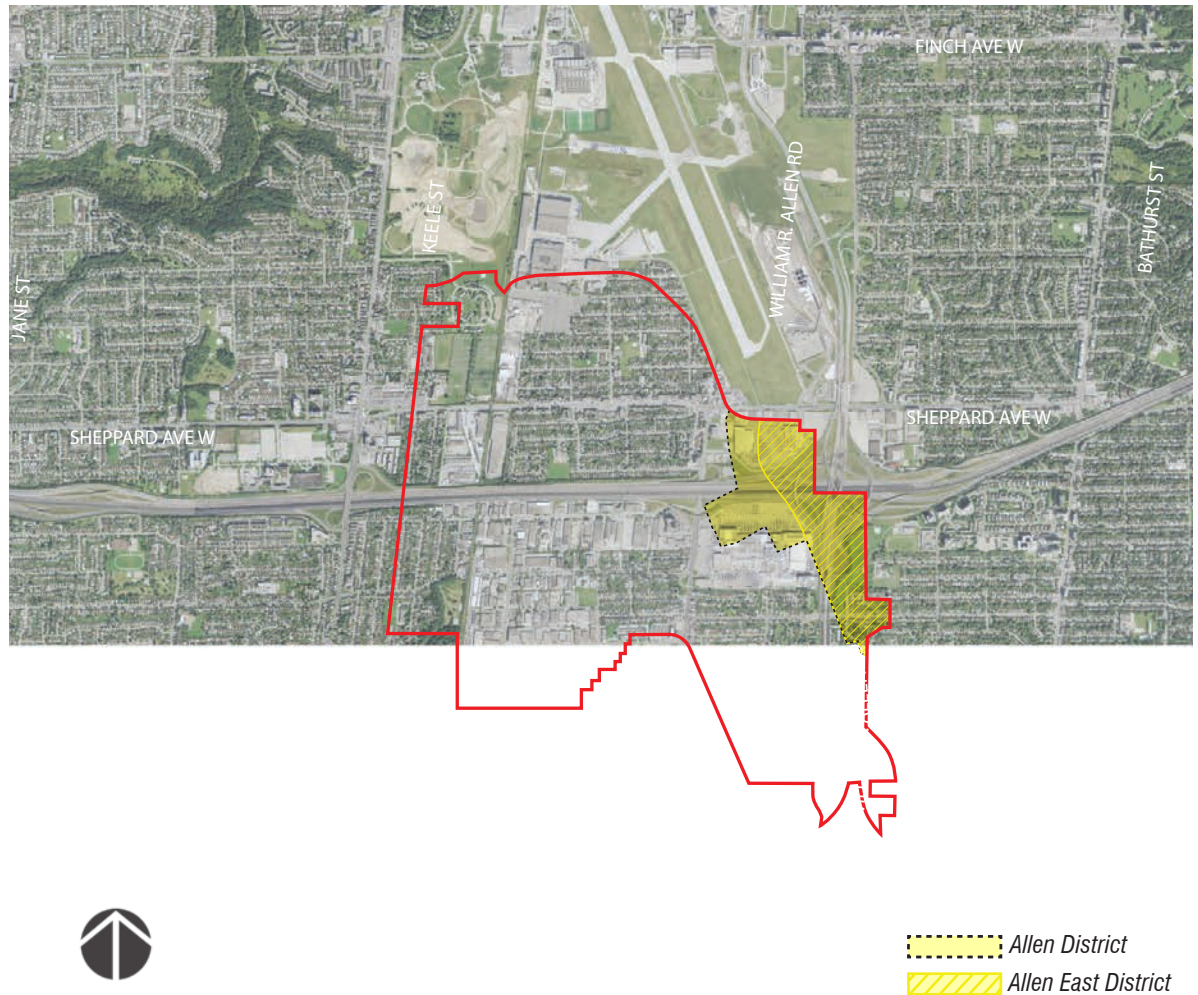


Figure 1: Aerial view of the Downsview Secondary Plan Area showing entire Allen District and Allen East District



Figure 2: Aerial view of Allen District Boundary

The report begins with an overview of the District Plan, including its vision and guiding principles and development framework plan. The report then provides summaries of the supporting studies required by the Secondary Plan, namely:

- Urban Design Guidelines
- LEED ND Feasibility Report
- Transportation Addendum to the Traffic Impact Study
- Affordable Housing Strategy
- Community Services and Facilities Strategy

A Public Art Strategy is also being prepared with respect to the Allen East District. Once completed, the report will be submitted and considered by Staff and the Toronto Public Art Commission (TPAC), and will be available under separate cover. A Functional Servicing Report was also completed as part of the original Allen East District Plan submission. Following discussions with City engineering staff, an updated letter describing the servicing impacts of updates to the Allen East District Plan has been prepared. This letter is not summarized in this District Plan Report.

This District Plan Report concludes by detailing the next steps for moving forward with the Allen East District once the District Plan has been endorsed by City Council.

The Allen East District planning process followed the planning process articulated in the Secondary Plan and included ongoing discussions with City of Toronto staff with respect to affordable housing, community services and facilities, public art, transportation, land uses, servicing, and urban design. City staff input and feedback was incorporated into each study and report.

1.2 The Planning Framework

DOWNSVIEW AREA SECONDARY PLAN

The planning framework for the Allen District is established by the Secondary Plan. The major goals of the Secondary Plan are:

- (a) to achieve a connected parks and open space system of which the National Urban Park will be the primary element;
- (b) to encourage a mix of land uses that is compact and is supportive of existing and planned transit investments and that specifically provides for transit supportive scales of development around subway stations;
- (c) to create an integrated public street network that connects lands within the Secondary Plan area to the surrounding City and has a high quality of urban design; and,
- (d) to encourage and support sustainable development and design consistent with applicable City policies such as the City's Climate Change Action Plan and Energy Strategy, "Change is in the Air" and the Toronto Green Standard. (OPA 111, Section 1.2)

The Allen District is one of seven Districts established by the Secondary Plan (Map 7-3). The Secondary Plan establishes the structure for the area, including a hierarchy of streets and a series of parks and open spaces (Map

7-2). The proposed street network (Map 7-4), bicycle network (Map 7-5), pedestrian network (Map 7-6), and conceptual locations of parks and natural heritage features (Map 7-8) are identified. Six land use designations - *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas*, *Employment Areas*, *Parks* and *Natural Areas* - apply within the Secondary Plan area (Map 7-9). Permitted density ranges throughout the Secondary Plan area are also established (Map 7-10 and 7-11).

Secondary Plan policies address the public realm, built form (including height), public art, housing (including affordable housing), community services and facilities, municipal servicing, and sustainability, among other topics. According to Section 7.1 of the Secondary Plan, District Plans are to be provided prior to any development on lands within the Secondary Plan area. District Plans are intended to provide a level of specificity for land development not possible within the Secondary Plan and to provide the City of Toronto with a context for coordinated development throughout the Secondary Plan area.

Specific Secondary Plan policies relevant to each of the supporting studies are summarized in the relevant sections of this District Plan Report.

CITY STANDARDS/GUIDELINES

In addition to the Secondary Plan which is specific to the Downsview Area, the City of Toronto has a number of city-wide guidelines and standards that will apply to the Allen East District. These include, but are not limited to, the Toronto Green Standard, Tall Buildings Guidelines, Townhouse and Lowrise Apartment Guidelines, Complete Streets Guidelines and Percent for Public Art Program.

On April 14, 2015, when the preliminary report for Allen District was considered, the North York Community Council adopted a recommendation to consider the Allen West District and Allen East District separately.

1.3 Community Consultation

The development of the Allen East District Plan has involved significant consultation with the local community. A series of pre-consultation conversations were held with six local residents' groups in the Downsview area in 2016 to introduce the project and the project team, get a sense of community interests, get early input and advice on any community concerns and answer questions. A Local Advisory Committee (LAC) consisting of residents' groups, other community groups and large landowners in the area was also formed and met in 2016 and 2017. The purpose of the LAC was to provide advice and feedback on the Allen East District Plan and the public engagement process and to support community outreach for the community consultation. The participants in the residents' group and LAC meetings included:

- Bathurst Manor Action Group
- Bathurst Manor Neighbourhood Advocacy Group
- Bathurst Manor Homeowners' Association
- Banting Park Homeowners' Association
- Downsview Residents' Association
- Downsview Lands Community Association
- Balmoral Homeowners' Association
- Duke Heights BIA

- Lawrence Heights Inter-Organizational Network
- Toronto North Local Immigration Partnership
- Toronto Youth Cabinet
- Canada Lands Company
- Department of National Defence

A public community consultation meeting to share information, answer questions and receive comments on the Plan was held in 2016 as well. Approximately 75 members of the public participated in the public community consultation meeting. A website - thealldistrict.ca - was launched in 2016 and acts as a repository for project documents and a source for project updates. The community feedback gathered from these consultation sessions was used to inform the District Plan.

The community consultation program for the Allen East District Plan will be concluded with a final Local Advisory Committee meeting and community consultation meeting in Q2 2021. The final Public meeting will be held at North York Community Council in Q2, 2021.

2 // DISTRICT PLAN OVERVIEW

2

DISTRICT PLAN OVERVIEW

2 // DISTRICT PLAN OVERVIEW

2.1 Vision & Principles

VISION

‘Allen – will develop as a mixed-use district with primarily non-residential development near Downsview Subway Station [now Sheppard West] 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 the 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.’

Downsview Area Secondary Plan Policy 2.2.1(f)

The Allen East District Plan is guided by six principles that articulate the overarching planning and urban design objectives for the District. The plan has been developed to reflect the principles which emphasize the importance of strategically planning and designing the District to include: an activated public realm guided by Complete Streets Guidelines, focal points of prominent locations, appropriate transitions in building heights which respect neighbouring low-rise areas, pedestrian connectivity and comfortable walkable environments, a mix of land uses, and meeting sustainability requirements by planning for green buildings and infrastructure.

PRINCIPLES



Buildings oriented to the street, landscaping and other streetscaping elements create a pedestrian environment

1 // “CIVILIZE” ALLEN ROAD

Streets are the avenues of movement, the connecting elements and the defining edges of a community. Streets are also important components of the public realm - they serve as informal places for community interaction and provide space for passive recreation and activities. Guided by the Complete Streets Guidelines, the east side of Allen Road will be developed as an urban edge and high quality pedestrian environment, that sees buildings frame the street, the creation of new streetscapes and walkways that connect to the subway and the introduction of new signalized intersections across the Allen Road.



Landmark buildings, distinguished by height, design, orientation, help to reinforce gateways

2 // REINFORCE GATEWAYS

Within the Allen East District Plan, the Secondary Plan identifies two *Gateway* locations. These are located at Sheppard Avenue West and Allen Road, and Sheppard Avenue West and Street A. In addition to these primary *Gateways*, secondary ‘*Gateway*’ locations may be developed to mark prominent locations, transitions or focal points within the community. In these locations, transitions or focal points it is recommended that built form and landscape/public realm elements be combined and organized to create landmarks in the community.



Building setbacks, orientation and landscaping combine to create pedestrian-oriented edges, which are appropriate transitions to adjacent uses

3 // PROVIDE APPROPRIATE TRANSITIONS

A fundamental principle of good planning and urban design is to ensure that new development is compatible with existing development in proximity. The existing residential neighbourhoods to the east, characterized by low-rise house forms, mixed use areas along Sheppard Avenue West, where a mix of apartment buildings and commercial buildings are focused, and *Employment Areas* to the west, currently occupied by the Bombardier Aerospace manufacturing facility/runway and TTC rail yard. Proposed uses and built form will be arranged and configured to provide appropriate transitions to these areas.



Parks should be designed for flexibility in programming and allow a wide range of active, passive and social activities to occur throughout the year

4 // **CREATE A VIBRANT, CONNECTED, AND ANIMATED PUBLIC REALM**

In addition to the existing Banting Park, the open space system will include a new centrally located neighbourhood *Park*, a *Greenway* and a stormwater management facility that will be connected through a series of walkways, mid-block connections and private open spaces. Development of the public realm will provide enhanced connections to the subway station and Sheppard Avenue West (Secondary Plan Policy 2.2.1f).

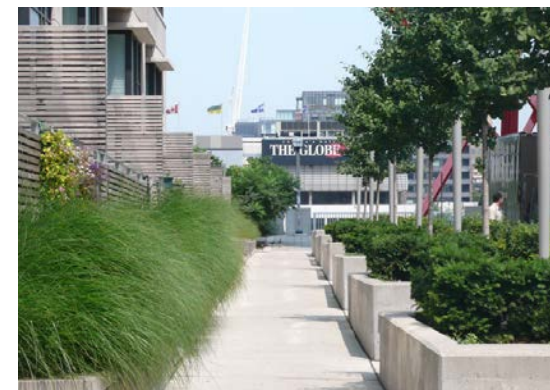
Guidance from the Complete Streets Guidelines and City-wide built form guidelines will ensure that pedestrian-oriented building to street relationships will be established along all public streets.



At-grade retail/commercial uses are provided within residential buildings

5 // **ENSURE A MIX OF LAND USES**

A mix of land uses will be provided in the Allen East District, in accordance with the Secondary Plan. This includes office, retail and residential uses within the *Mixed Use* character area and residential uses, in various building forms, within the *Apartment Neighbourhood* and *Neighbourhood* character areas. *Parks and Open Space* uses will be provided throughout the plan area. Additionally, the proposed Ontario Tennis Association (OTA) facility located at the south end of the *Apartment Neighbourhood* will contribute to the mix and diversity of uses within the community.



Landscaping is provided in a variety of structured and less structured areas

6 // **SUSTAINABILITY**

The LEED (Leadership in Energy and Environmental Design) ND Feasibility Report relates to the Toronto Green Standard requirements. Sustainable neighbourhood design means effectively addressing three master plan issues identified by LEED: site development and linkage to neighbouring communities, neighbourhood development, and green building and infrastructure.

The Toronto Green Standard addresses low impact site design and linkages to neighbouring development by encouraging alternate modes of transportation, providing



Bioswale incorporated into the boulevard design

accessible and effective pedestrian walkways, reducing the urban heat island effect, effectively managing stormwater and encouraging native & adaptive as well as drought tolerant vegetation.

An urban forest strategy for the Allen East District will be based on increasing tree canopy coverage and species diversity through the planting of deciduous shade trees on public and private lands.

Future development within the Allen East District will aim to reduce greenhouse gas (GHG) emissions, contributing to the City's objective of reaching net zero by 2050.

2.2 District Plan Overview

The Downsview Area Secondary Plan envisions the Allen District to be developed as a compact and walkable mixed-use District that includes a range of uses enhanced and supported by access to public transit, a well-defined street network and proximity to an array of community facilities and amenities. This section provides an overview of the District Plan for the Allen East District including the land use designations (also referred to as character areas), street network, and open space system and how they come together into the proposed development framework and demonstration plan for the District.



Figure 3: Illustration of Land Use Designations within the Allen East District

CHARACTER AREAS

Building on the land use designations and general boundaries established in the Secondary Plan, the Allen East District will comprise of the following three character areas: *Mixed Use*, *Apartment Neighbourhood* and a *Neighbourhood*.

MIXED USE CHARACTER AREA

The *Mixed Use* character area is focused around the subway station, and will be characterized by a mix of tall buildings— office, commercial and residential, in combination with compact, pedestrian-scaled streetscapes that are framed and animated by active, at-grade uses located in the base of adjacent buildings.

APARTMENT NEIGHBOURHOOD CHARACTER AREA

The *Apartment Neighbourhood* character area, extending south along both sides of Street A, will be characterized by a mix of residential building forms – taller apartment buildings along Allen Road and lower apartment buildings toward the east, as a transition to the Neighbourhood. It may also include some street level commercial / retail uses for those buildings that are close to the *Mixed Use* character area.

NEIGHBOURHOOD CHARACTER AREA

The *Neighbourhood* character area, located between the *Apartment Neighbourhood* character area and Wilson Heights Boulevard, will be characterized by low-rise forms of residential development that may include semi-detached dwellings, townhouse dwellings, stacked townhouses and low-rise apartments that generally transition in height from 2.5 storeys close to Wilson Heights Boulevard to 4 storeys towards the west.

Street A is the central spine road that connects Sheppard Avenue West at the north to Allen Road at the south. There will also be one direct street connection between Street A and Wilson Heights Boulevard. As the central spine, it will be the main connection for the three character areas, and link the existing Banting Park to the new neighbourhood park, stormwater management facility, and proposed Ontario Tennis Association (OTA) facility via a greenway and continuous multi-use path/cycle track.

STREET NETWORK

The Secondary Plan states that 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 and to support the continued development of the Secondary Plan.'

On this basis, the Allen East District Plan will include:

Street A (27.0m ROW) and Avenue E (24.0m ROW)
- Major Streets/Collectors that will have an apartment neighbourhood residential street character, with Street A serving as a central spine for the community.

Minor Streets/Collectors (20.0m ROW), including Avenues A, B and C, some of which may provide at-grade connections between the east and west sides of the District.

Local Streets (16.5m to 18.5m ROW - neighbourhood residential streets) that create a walkable grid of permeable streets that provide limited access from Allen Road to Wilson Heights Boulevard.

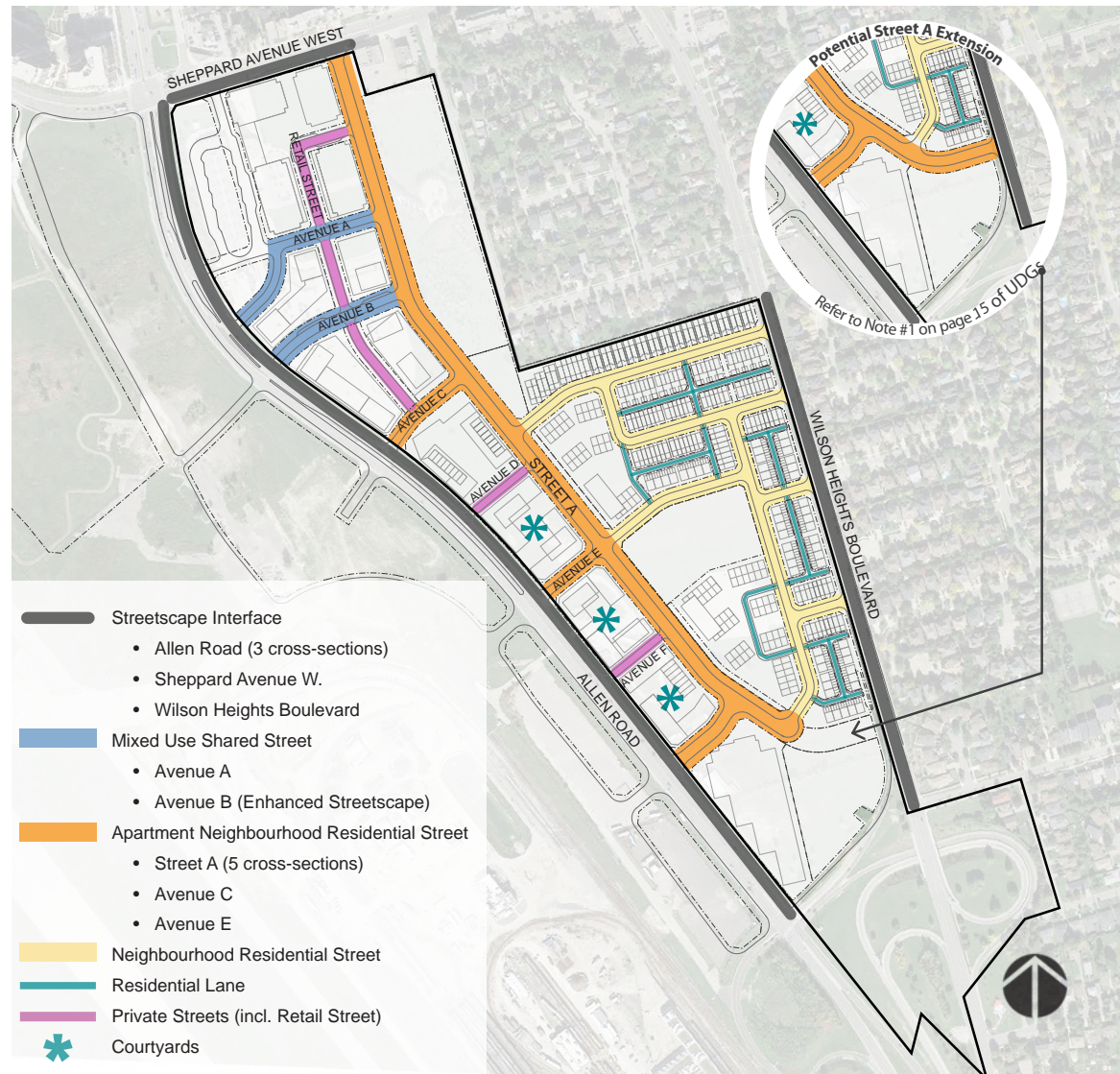


Figure 4: Allen East District Street Network

Private Streets (generally 16.5m to 20.0m ROW) - Localized streets that will remain in private ownership but will be designed to look and function similar to a public street. They include Avenues D and F (16.5m ROW) and the Retail Street (20m ROW) that connects the north and south ends of the *Mixed Use* character area.

Residential Lanes (8m) - Rear access lanes primarily located in the *Neighbourhood* character areas to provide access to parking/garages at the rear of the lots.

Moreover, the street network will be designed to achieve the City's vision for 'Complete Streets', as identified in the Toronto Complete Streets Guidelines, Edition 1, Volume 1, 2017. Complete Streets serve a multitude of roles, functions and users based on a design approach that prioritizes people, creates a sense of place and promotes the prosperity of residents and businesses. Streets in the Allen East District will be designed to become vibrant and attractive public spaces, respect the local context, promote healthy and active living and connect to the surrounding neighbourhoods, provide multiple travel options for users and give people mobility choices through a connected multimodal network.

The character of the streets in the Allen East District will be based generally on the typologies in the Complete Streets Guidelines. The street network will also be consistent with the City's Development Infrastructure Policy & Standards (DIPS) and Lane Width Guidelines, along with any future development review process. More details on the streets in the Allen East District can be found in the Urban Design Guidelines, Section 3.1.

OPEN SPACE SYSTEM

The Secondary Plan states that the physical structure of the area will be based upon a 'hierarchy of public streets and parks and open spaces that connect and integrate the districts, and achieve a functional, well-defined, vibrant and integrated public realm.' It requires that three parks be provided in the Allen District. The three parks are to have a total area of 5.7 hectares, including the existing Banting Park at the north end of the district.

The goal of the proposed open space system is to provide a balanced range of options for passive and active recreation, that encourage walking, cycling and transit, to make the most efficient use of existing and future transportation infrastructure and to support the continued development of the District.

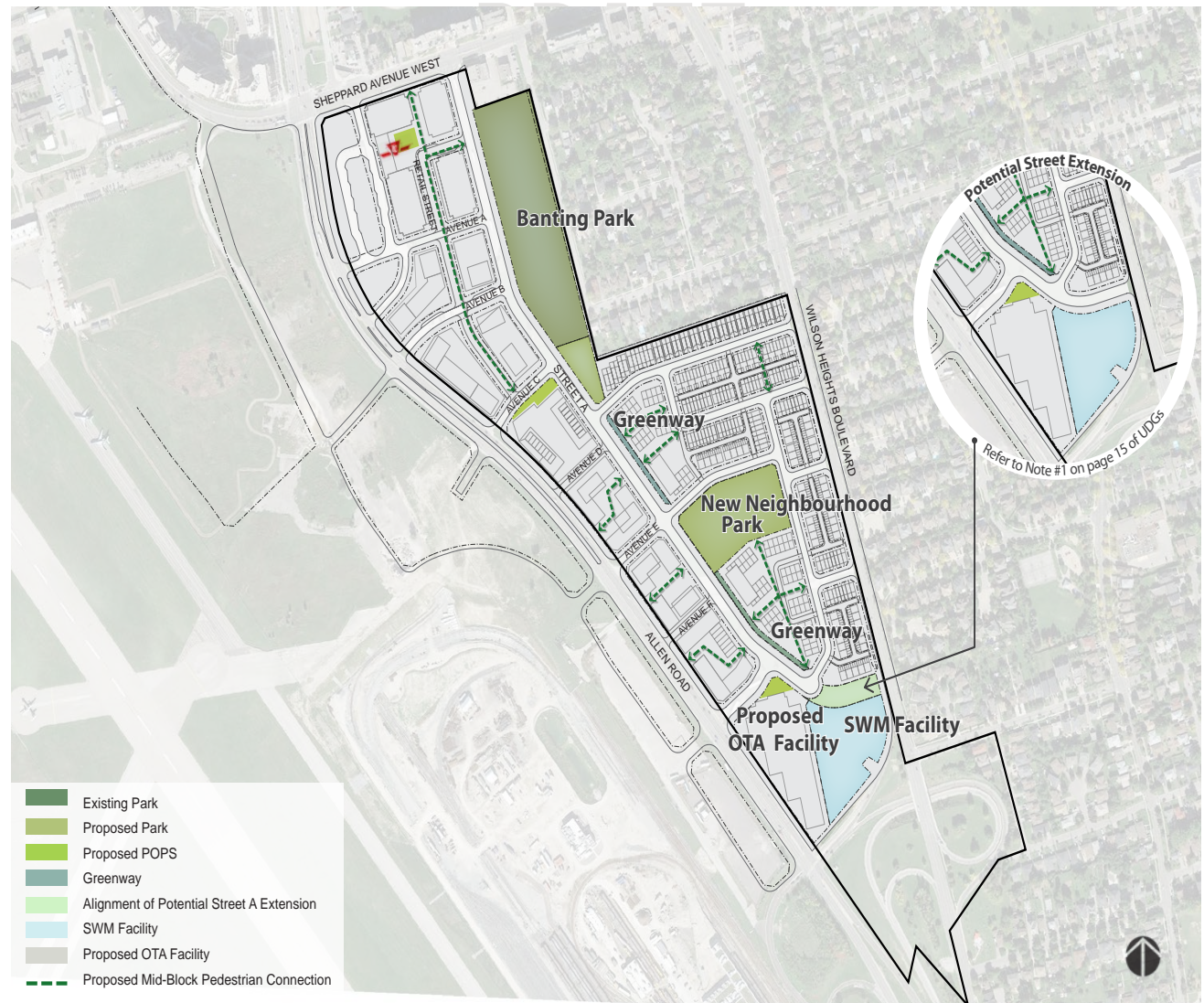


Figure 5: Allen East District Open Space Plan. Banting Park and a new neighbourhood park in the centre of the District will be connected by a greenway link.

The open space system for the Allen East District has been planned as a series of parks and a stormwater management facility connected by a system of pedestrian and bicycle paths, and a greenway. It includes:

1. **Banting Park:** an addition at the south end is proposed to this existing public park.
2. **New Neighbourhood Park:** a new park located in the Allen East District is proposed on the east side of Street A.
3. **Greenway:** a linear park will connect the existing Banting Park with the new Neighbourhood Park centrally located within the Allen East District and the stormwater management facility located at the south end of the District.
4. **Stormwater Management Facility (SWM):** a stormwater management facility designed for collecting and treating runoff, along with controlling flood potential in the low-rise *Neighbourhood* character area. This stormwater area may also be used as a passive open space including walking trails, seating, lighting, and viewing areas.
5. **POPS:** a series of privately owned public spaces will be primarily located in the *Apartment Neighbourhood* character area. They may be provided in the form of interior courtyards, parkettes or small plazas.

Together with the street network and privately owned public spaces (POPS), the open space system will support a connected public realm.

Parkland in the Allen District

Park	Area
Banting Park (existing)	2.3 ha (5.68 ac)
Banting Park (south addition)	0.26 ha (0.64 ac)
Greenway	0.19 ha (0.46 ac)
New Neighbourhood Park	1.22 ha (3.01 ac)
Allen East District Total	3.97 ha (9.81 ac)
Remaining parkland requirement (to be provided in the Allen West District).	1.52 ha (3.76 ac)

STRUCTURE PLAN

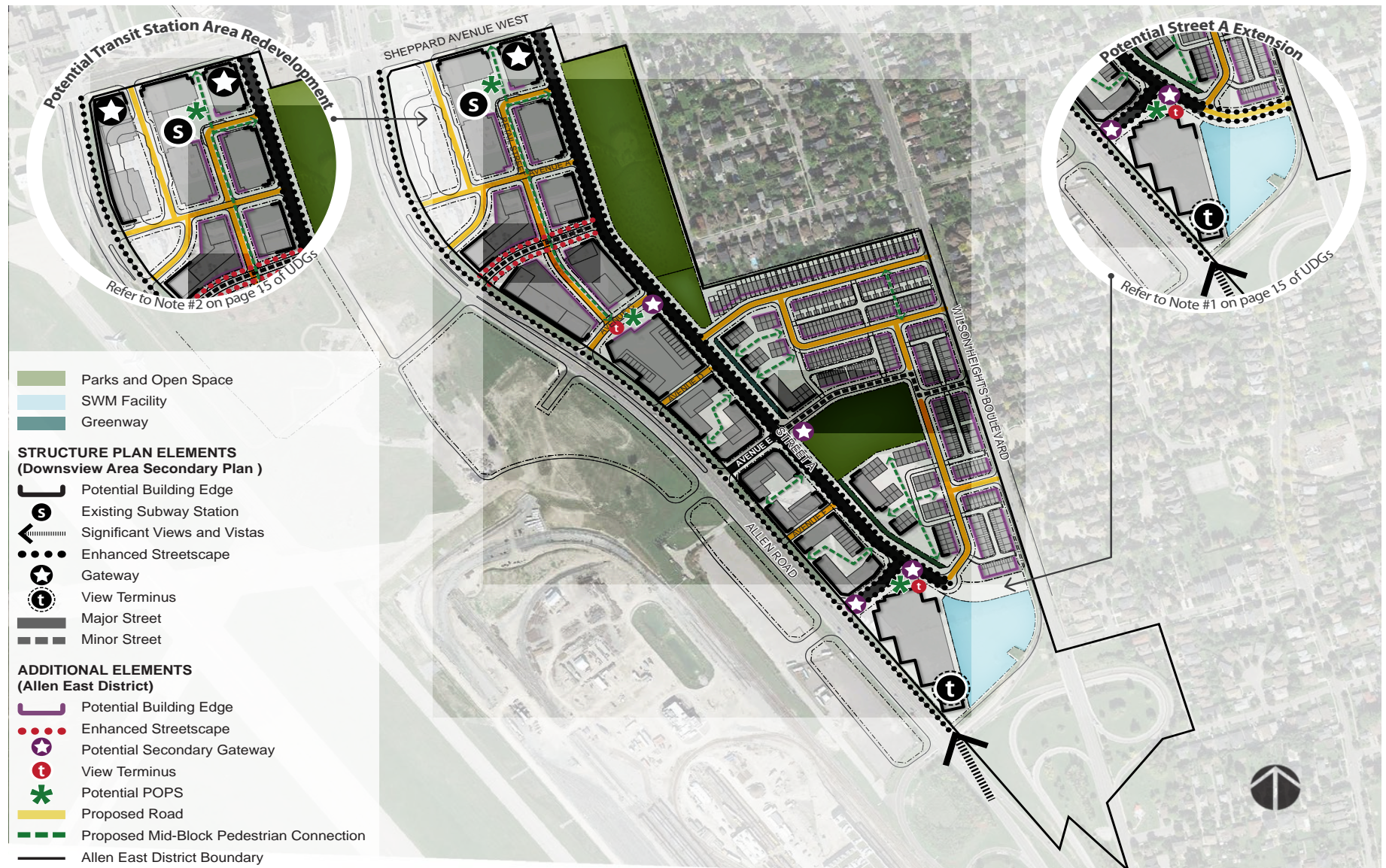


Figure 6: Allen East District Structure Plan

PROPOSED DEMONSTRATION PLAN

The proposed demonstration plan for the Allen East District brings together the elements of the development framework and illustrates how the plan implements the principles. It shows one of many possible design scenarios given the block structure and building types permitted.

The full size version of the demonstration plan is included as a fold out in the Urban Design Guidelines.

Note #1

The Demonstration Plan/Model on pages 44 and 45 of the Urban Design Guidelines shows a design scenario for a possible connection between Street A and Wilson Heights Boulevard which is based on urban design principles only; the design portfolio is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of existing ramps.

Note # 2

The Demonstration Plan/Model on pages 44 and 45 of the Urban Design Guidelines shows a possible long term scenario for the transit station and station area that is conceptual only and strictly for the purpose of demonstrating the principles of the Allen East District Plan. The feasibility and details of the development of the station and station area do not form part of this planning exercise and will be subject to future study by others.



Figure 7: Allen East District Demonstration Plan

3 // URBAN DESIGN GUIDELINES

3 // URBAN DESIGN GUIDELINES

3.1 Public Realm

The Allen East District Urban Design Guidelines document demonstrates how proposed development realizes the Secondary Plan's vision for the District. It sets out the development framework for the District, as presented in Section 2 above, and also provides detailed design guidance on the public realm, built form, general access, connections, and movement. Demonstration Plans are provided for each of the three character areas - the *Neighbourhood* area, *Apartment Neighbourhood* area, and *Mixed Use Area* - to illustrate potential build out scenarios that would respect the principles of the Guidelines.

The complete Urban Design Guidelines document can be found in Appendix 1 of this report.

The Secondary Plan envisions a high quality public realm in the Downsview Area that creates an urban and park-like character. It identifies streets requiring an enhanced streetscape which are to be designed to provide safe, comfortable and amenable pedestrian and cycling routes/ environments, enhanced street tree planting and other streetscape features.

The Allen East District Urban Design Guidelines document provides a vision and principles for the public realm and details on the public and private open space system, the characteristics of streets, and public art. Street cross sections are provided for each of the main streets/street typologies found in the District.

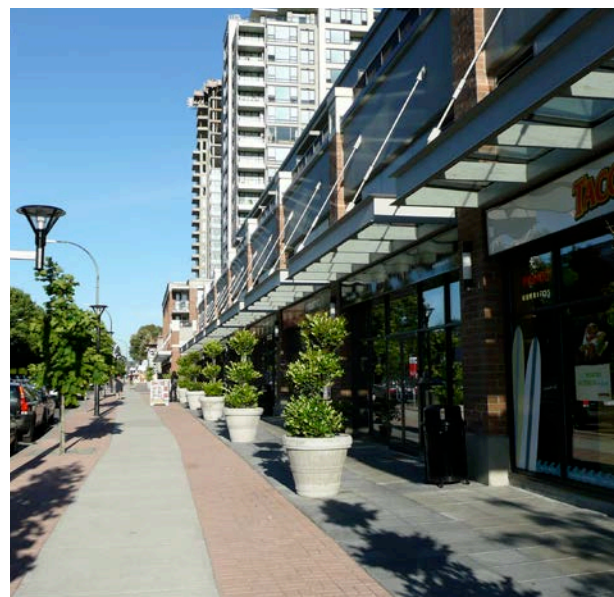
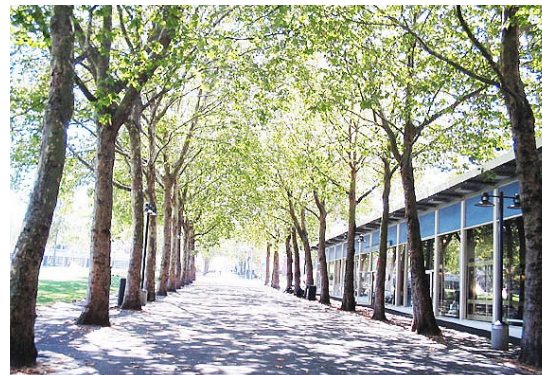
Further detail on the public realm in the Allen East District can be found in Section 3.0 of the Urban Design Guidelines.

VISION

Public realm design will unify and coordinate the various areas within the Allen East District and reinforce the pedestrian-oriented, lively and animated streetscape environment that is envisioned for the community.

In addition to the specific guiding principles outlined in the sections describing the *Mixed Use*, *Apartment Neighbourhood* and *Neighbourhood* character areas, a number of general principles shall guide the development of the public realm as follows:

- Establish a pedestrian-oriented building to street relationship
- Create vibrant, animated and inviting spaces that enhance the quality of the community
- Support diverse recreational and social activities
- Incorporate sustainable design measures
- Increase tree canopy coverage and diversity



3.2 Built Form

The built form policies of the Secondary Plan provide guidance on building height and scale and permitted densities. Building height and scale are to be organized with the tallest buildings and greatest scale of development located at the intersections of major streets, fronting onto major streets, or near a transit station. The predominant scale in the Secondary Plan area is a mix of tall and mid-rise buildings, with low-rise development in *Neighbourhood* character areas. Minimum building heights are established for different types of streets, and maximum building heights are determined based on the Bombardier airport height restrictions and the local context.

Should Schedule 'D' Airport Hazard Zoning Map be repealed in the future, additional height may be considered in the *Apartment Neighbourhood* character area, west of Street A, and the *Mixed Use* character area subject to further study at the time a Zoning By-law Amendment application is submitted.

Each of the land use designations in the Allen East District constitutes a distinct character area for which the Urban Design Guidelines provide detailed direction for block design, setbacks, open spaces, building typologies, heights and architectural features.

The following images depict how the built form may be distributed throughout the various character areas. Further details on built form can be found in Section 4.0 of the Urban Design Guidelines.

Demonstration Plan - *Neighbourhood Character Area*

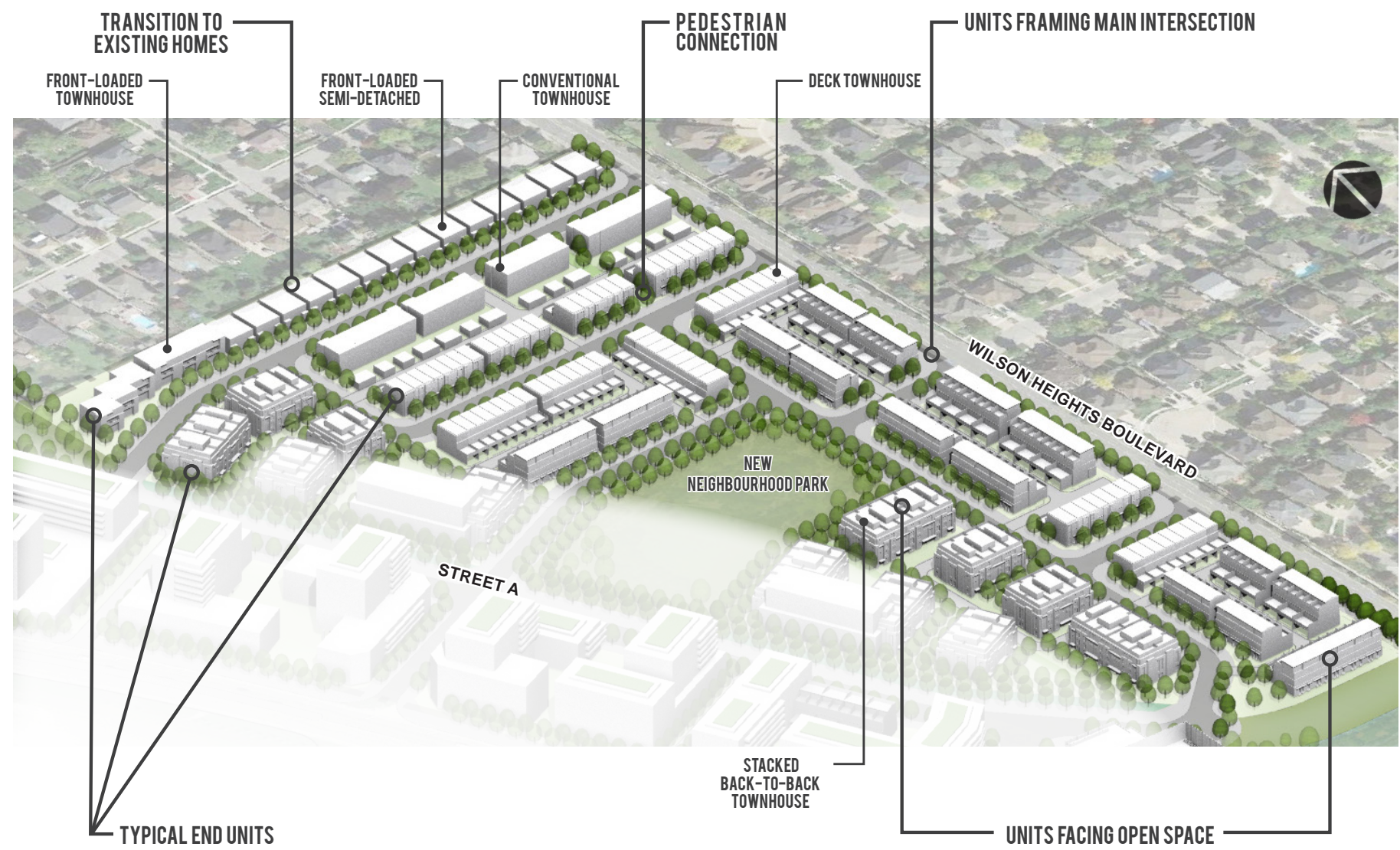


Figure 8: Allen East District - Neighbourhood Character Area Demonstration Plan

Demonstration Plan - Apartment Neighbourhood Character Area

Demonstration Plan Only - Apartment Neighbourhood Area

The demonstration plan only shows one of many possible design scenarios for the *Apartment Neighbourhood* area given the block structure and building types permitted.

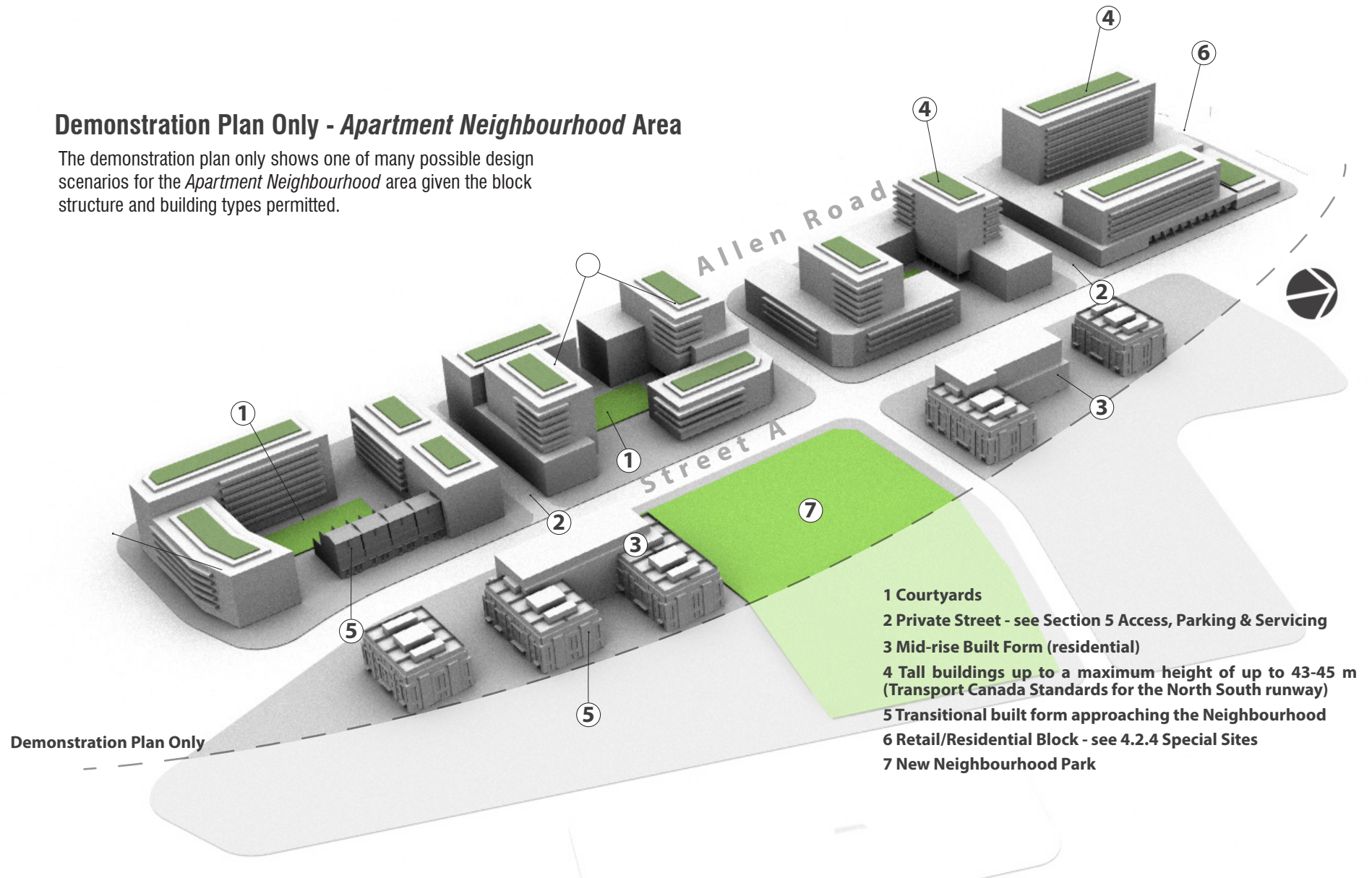


Figure 9: Allen East District - Apartment Neighbourhood Character Area Demonstration Plan

Demonstration Plan - *Mixed Use Character Area*

- 1 At-grade Townhouses
- 2 Mixed Use Built Form (residential)
- 3 Max. height up to 43-45 m
(Transport Canada Standards for the
North South runway)
- 4 Mixed Use Built Form (office)
- 5 Potential Retail Street (see 4.A.3.5)
- 6 Subway Station Entrance
- 7 Urban Plaza (see 4.A.3.5)
- 8 Potential Passenger Pick-Up
and Drop-Off (PPUDO)
- 9 Green Roofs
- 10 Future Office Building with
integrated Bus Terminal

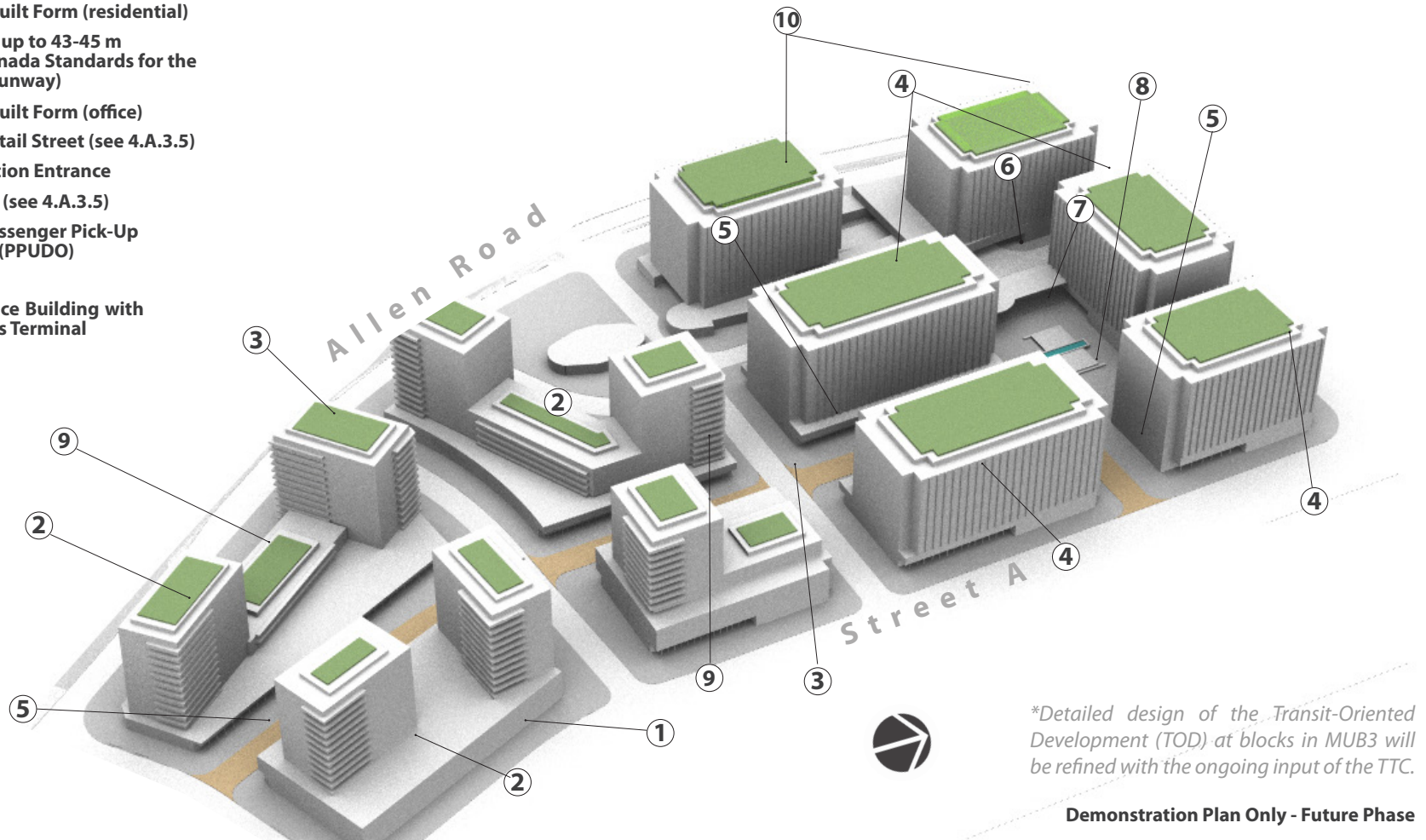


Figure 10: Allen East District - Mixed Use Character Area Demonstration Plan

4 // SUSTAINABILITY

The Secondary Plan requires that a sustainable development strategy be developed as a component of the District Plan. The sustainable development strategy must identify the mechanisms and techniques that will be used to mitigate the environmental impacts of development. Development within the Secondary Plan area is also encouraged to meet Tier 2 of the Toronto Green Standard.

One of the primary goals for the Allen East District is to be a showcase of sustainable development. Currently, the design of Allen East District seeks to achieve LEED ND. A full LEED ND Feasibility Report, undertaken by Enermodal Engineering, is attached to this report as Appendix 2.

The LEED ND Feasibility Report within the Allen East District Plan inherently relates to the Toronto Green Standard requirements. Sustainable neighbourhood design means effectively addressing three master plan issues identified by LEED® (Leadership in Energy and Environmental Design): site development and linkage to neighbouring communities, neighbourhood development, and green building and infrastructure. The Toronto Green Standard addresses low impact site design and linkages to neighbouring development by encouraging alternate modes of transportation, providing accessible and effective

pedestrian walkways, reducing the urban heat island effect, effectively managing stormwater and encouraging native & adaptive as well as drought tolerant vegetation.

The sustainability framework in the Allen East District is founded on the following five guiding principles:

- 1 // Implement Green Standards and LEED Certification
- 2 // Achieve significant reductions in energy use, water use and waste production
- 3 // Reduce single occupancy vehicle travel
- 4 // Promote a mixed-use, dense and diverse community
- 5 // Increase walkability

NEIGHBOURHOOD DESIGN

CONNECTIVITY

The Allen East District's multi-modal network will provide internal and external connectivity. New streets connect well with existing streets, and the new residential neighbourhood provides excellent pedestrian and cycling connections between the park and existing neighbourhoods. Commercial and retail uses are clustered within walking distance of neighbourhoods and existing transit stations. A comprehensive cycling network will make the Allen East District bicycle-friendly.

ECOLOGICAL AND BUILDING CONSERVATION

The site is currently flat open space with no wetlands or woodlands and as such is unlikely to contain any threatened or endangered species. Nevertheless, if any threatened species are found, the developer will work with a qualified biologist to minimize any impact.

WALKABILITY

The community has been designed so that primary destinations are within a two to five-minute walk of residents. Pedestrians should feel safe walking alongside a roadway. The street layout and design of the Allen East District will aim to promote both transportation efficiency and walking by providing safe, appealing and comfortable street environments.

HOUSING DIVERSITY

A well balanced community in terms of economic levels, household sizes and age groups is more sustainable because it is better able to adapt to change. The Allen East District Plan incorporates a variety of housing sizes and types including townhomes, and low- and high-rise residential apartment buildings.

DENSITY

Allen East District will develop higher densities to conserve land and promote liveability, walkability and transportation efficiency. The higher densities will be situated near the main intersection and transit hub located at Allen Road and Sheppard Avenue.

DIVERSITY (LAND USE)

The Allen East District has been designed to accommodate a variety of land uses that include residential areas and employment areas in the form of retail, offices and local services. This diversity enhances and ensures walkability between home and work/transit, reduces car dependence, improves the viability of local shops and provides local jobs.

PUBLIC REALM DESIGN

LOCATION OF PUBLIC SPACES

Providing a variety of open spaces close to work and home facilitates physical activity, social networking and sense of community while creating better links to natural areas.

The Allen East District includes various shared green spaces in close proximity to homes and businesses. There are two major park existing or planned in the District, each serving the surrounding community. A greenway will connect the northernmost existing Banting Park with the new park along Street A and will provide a natural link between the mixed-use neighbourhood to the north and the residential neighbourhoods to the south.

LANDSCAPING STRATEGY

The strategic planting of canopy trees can significantly reduce the heat island effect along hard surface right of ways. Trees planted in appropriate proximity to buildings, in conjunction with roof overhangs and window treatments, can provide shade in summer while reducing cooling energy demand, and in winter months allow solar warming of buildings nearby, reducing heating energy demand. This includes an effective stormwater management system and/or low impact site design strategies, which are related to water use reduction principles.

5 // **TRANSPORTATION**

The Secondary Plan requires that transportation planning in support of development within the Secondary Plan area be undertaken in relation to the objectives of the Downsview Area Secondary Plan Transportation Master Plan (2010).

In January 2010, WSP (formerly MMM Group) prepared and submitted a Traffic Impact Assessment to evaluate the traffic impacts of proposed development in the Allen District. After the plan changed in response to proposed modifications to the Downsview Area Secondary Plan, WSP prepared a Traffic Impact Assessment Update in November 2010, and another update following the submission in January 2011.

In 2013, the Traffic Impact Study was updated for submission of the Allen East District Plan to reflect additional changes to the development proposal and proposed road network. An addendum to the report addressing City comments to the 2013 Traffic Impact Study has been prepared in February 2021 and is attached to this report as Appendix 3.

NEW CONNECTIONS

The proposed road network is intended to facilitate better pedestrian and vehicular movements across Allen Road, as well as create block dimensions that are more suitable to the proposed development. 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 Transit Road EA.

STREET CONFIGURATION

Since the first submission of the Allen East District Plan there has been some re-alignment within the street network to accommodate the new location of the park and provide improved access to the proposed Ontario Tennis Association facility at the south end of the District.

TRANSIT ACCESS

The existing bus terminal facility at Sheppard West station will remain until the transit station area is ready for redevelopment. Transit circulation will remain the same in both the interim phase and full build-out phase with a slight change from the current situation.

At the time of a full build-out, the area will be intensified and options to potentially integrate the bus facility into the ground level of any building that fronts onto Allen Road, Sheppard Avenue and the internal street parallel to Allen Road will be explored. 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.

PEDESTRIAN/BICYCLE NETWORK

Encouraging the transit supportive development envisioned for the Downsview community, the Allen East District Plan builds on the proposed pedestrian and bicycle networks for the Secondary Plan area. This District Plan includes a network of pedestrian and cycling routes which provide connections throughout the community, to the Parks and Open Spaces, and proposed community facilities. It 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 buildings and retail areas.

VEHICULAR PARKING

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.

INNOVATIVE MOBILITY STRATEGIES/TDM

Through corresponding research and guidance from City of Toronto staff, 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 TDM measures, the specifics of which are dependent on their purpose, relative location and accessibility to larger local and regional networks.

Interchange EcoMobility developments in the Allen East District Plan provide a mix of travel modes at major junctions, typically with the inclusion of a bus stop, bike lanes, vehicular access and mixed use paths. The large scale EcoMobility development promotes connections with the transit interchange, linking the residential zones with tertiary links to primary nodes such as Sheppard West Station. Smaller scale EcoMobility development encompasses the local links in terms of bike lanes, mixed use paths and automobile traffic. These provide permeable active transportation connections into residential areas, linking them to a larger and more diverse network. Complementing these connections is the Smart Commute program, operated by Metrolinx in conjunction with governments, businesses and residents, which encourages users to utilize travel modes which reduce congestion and traffic on GTA roadways. Cycling infrastructure is also proposed, and connects with the approved 2016-2025 cycling network which borders the Allen East District. CreateTO acknowledges the growing trends in innovative mobility strategies such as ride-share programs, car-sharing, and bike-sharing. Facilitating such trends and fostering the infrastructure needed for these emerging travel modes in the Allen East District is also key to diversifying travel options for last mile trips.

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

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

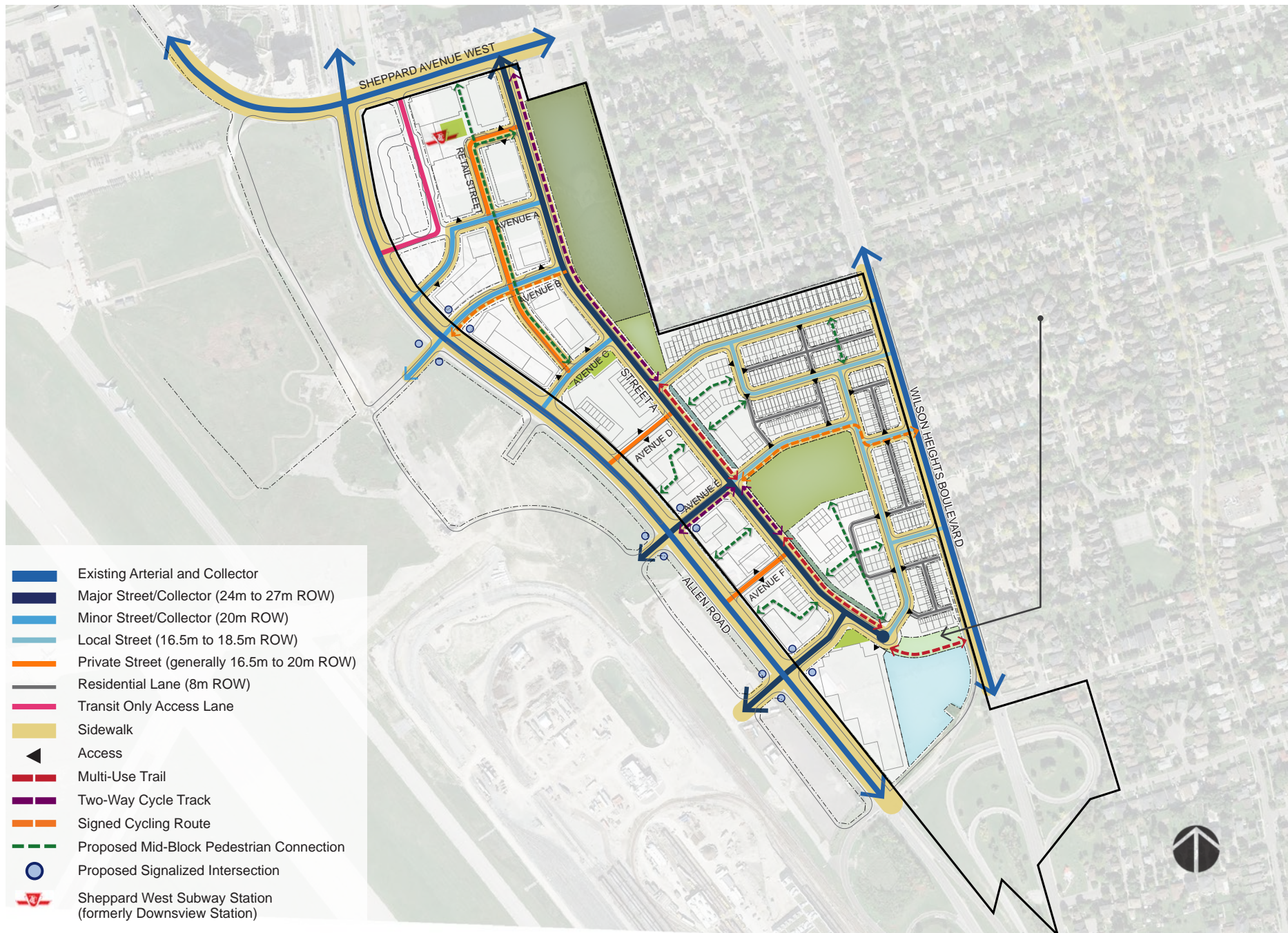


Figure 11: Allen East District Transportation Network

6 // AFFORDABLE HOUSING

6 // AFFORDABLE HOUSING

AFFORDABLE HOUSING FRAMEWORK

Section 3.5 of the Secondary Plan provides policies with respect to the provision of affordable housing in the Downsview Area. A full discussion of the policy requirements can be found in the Affordable Housing Strategy in Appendix 4 of this report.

The Secondary Plan directs that 300 units of affordable housing are to be provided on CreateTO lands. Of these units, at least 50% are to be affordable rental units. This affordable housing requirement will be calculated and achieved on a district basis and will not be based on the size of individual development parcels.

Affordable housing units in each district are to be provided generally in the same proportion (total number of units) and mix (unit type) as non-affordable units. A higher proportion of units with two or more bedrooms is encouraged in the affordable housing component.

Affordable units will be provided using mechanisms available to the City under the *Planning Act*. The affordable housing requirement may be achieved by the conveyance of land in the Secondary Plan area to the City, subject to the City's discretion.

UNITS BY NEIGHBOURHOOD, TENURE AND TYPE

In accordance with the Secondary Plan, 300 affordable housing units will be provided in the Allen East District, of which a minimum of 150 will be affordable rental units. The following targets will be used to guide the geographic distribution of the affordable housing units throughout the Allen East District:

- A target of approximately 25 affordable housing units will be provided in the *Neighbourhood* character area in low-rise form. This is based on a unit count of approximately 450 units in the *Neighbourhood* character area; should the number of units in the *Neighbourhood* character area be reduced in revisions to the master concept plan, this target will be lowered accordingly and the remaining units will be made up in the *Apartment Neighbourhood* and/or *Mixed Use* character areas.
- A target of 100 affordable housing units will be provided in the *Mixed Use* character area. Should it be determined, due to the nature of the proposed commercial development or other site planning issues related to the *Mixed Use* character area, that the *Apartment Neighbourhood* character area provides better locational choices for affordable housing, then these units may be transferred to the *Apartment Neighbourhood* character area. This will be determined

at the time of rezoning applications in the *Mixed Use* character area. CreateTO is targeting 75 of these units to be affordable rental housing.

- A target of 175 affordable housing units will be provided in the *Apartment Neighbourhoods* character area. This number may be higher should some of the units from the *Neighbourhood* character area or *Mixed Use* character area be transferred over. CreateTO is targeting 75 of these units to be affordable rental housing.

These numbers are all suggested targets and final unit counts regardless of ownership and rental will be able to be shifted between land use designations. The location of the affordable housing units by block/building will be determined at the time of the rezoning applications within each neighbourhood. The mix of affordable unit types will be reflective of the unit mix of the market units within the development at the time the development application is being reviewed and community benefits are negotiated. Unit types may include townhouses, stacked townhouses, apartments and condominiums provided within the Allen East District.

In order to contribute to the creation of healthy, vibrant and mixed use neighbourhoods in the Allen East District, at least 10% of the 300 affordable units will have three or more bedrooms, ensuring that families with children can find suitable housing in the District.

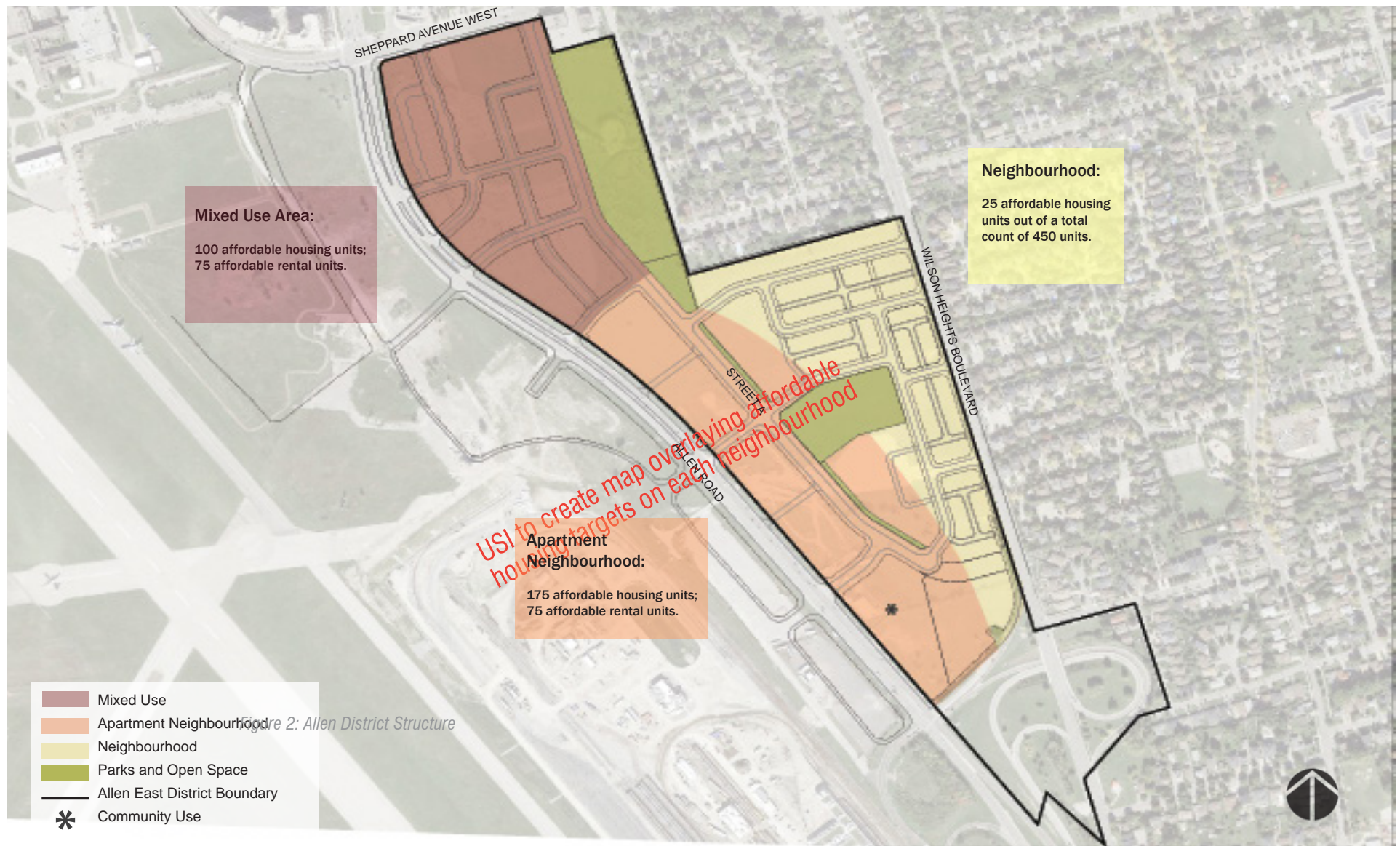


Figure 12: Affordable housing unit targets by neighbourhood. The minimum number of affordable housing units (300) and minimum percentage of affordable rental units (50%) are fixed by the Secondary Plan, but the numbers within each neighbourhood may shift.

Figure 12: Allen East District Affordable Housing Distribution

TIMING OF AFFORDABLE UNITS

To ensure the affordable units are developed in phases similar to the market units, building permits will be required to be issued for 50% of the required affordable units in each neighbourhood before building permits can be issued for more than 50% of the total market units in that neighbourhood. The proposed timing will be finalized with the Housing Secretariat and Planning Policy staff prior to the approval of development applications within each neighborhood.

LENGTH OF TERM OF AFFORDABILITY

The term of affordability for both rental and ownership units will be a minimum of 20 years. Definitions of affordable ownership by unit type and resale models for these units will be determined at the development application stage based on the City's definitions and standard practice in place at that point.

ZONING BY-LAW AMENDMENT APPLICATIONS

At the time of the Zoning By-law Amendment application for each phase, an updated Housing Issues Report will be submitted that details the unit mix, delivery method, and timing for delivery of the affordable housing units in that phase. The affordable housing details will be required to be finalized prior to the approval of the Zoning By-law Amendment and secured through a Section 37 agreement. The City may require certain conditions to be implemented as part of the approval to ensure the timely provision of the affordable housing units, such as holding provisions.

AFFORDABLE HOUSING DELIVERY OPTIONS

CreateTO will leverage its land holdings to meet the affordable housing objectives and requirements for the Allen East District. This report is the beginning of an ongoing process and collaboration between City of Toronto staff and CreateTO. As CreateTO moves forward in the development of the Allen East District, it anticipates working with City of Toronto staff, the Housing Secretariat and future development partners to determine the most effective delivery method. Although there are many ways to deliver affordable housing, this strategy presents the following four options:

OPTION 1 // DEVELOPMENT PARTNERSHIP

CreateTO will work directly with future development partners to have them build the affordable component of the development. A commitment to build affordable units would be written into a Request for Proposal (RFP) for a development parcel, and subsequently in a Development Agreement which is registered on title at closing. For example, the RFP could stipulate that in the neighbourhood area, of the 450 units, 25 are to be affordable ownership housing. The development partner could either build the required number of housing units themselves, or partner with a third-party affordable housing provider.

The benefit of this option is that it secures the building of affordable housing by the private sector.

OPTION 2 // WORK WITH THIRD-PARTY AFFORDABLE HOUSING PROVIDERS

Rather than placing the obligation to build affordable housing onto future development partners, CreateTO would set aside sufficient land for the provision of a specific number of affordable housing units and, with the assistance of the Housing Secretariat, seek third-party affordable housing providers to develop affordable housing units. This option would rely on third-party affordable housing providers (e.g. non-profits) securing housing subsidies, likely through the Housing Secretariat.

OPTION 3 // THIRD-PARTY HOUSING PROVIDER

If adequate funding cannot be made available through the Housing Secretariat, CreateTO could, in conjunction with its development partners, provide affordable rental units distributed through various market condominium buildings and identify a third party housing provider to maintain the affordable rental housing within market development.

OPTION 4 // CONVEYANCE TO THE CITY

A fourth alternative is to simply set aside sufficient fully serviced and remediated land for the provision of affordable housing and provide this directly to the City of Toronto. The City could then either seek a third-party affordable housing provider (similar to Option 2) or could work with other levels of government to secure affordable housing.

7 // **COMMUNITY SERVICES & FACILITIES**

7 // COMMUNITY SERVICES & FACILITIES

COMMUNITY SERVICES AND FACILITIES STRATEGY

This section provides a summary of the Community Services and Facilities Strategy undertaken by Urban Strategies Inc. The full study can be found in Appendix 5.

In 2008, a Community Services and Facilities Study was undertaken as part of the Downsview Area Secondary Plan Review process. The results of this report were used by City staff to identify three priority community facilities and services required to support new communities in the Secondary Plan Area. Section 3.6 of the Secondary Plan provides policies with respect to the provision of community services and facilities.

COMMUNITY RECREATION CENTRE

The first priority is a community recreation centre with an indoor pool to support the new residents in the Secondary Plan area.

DAYCARE FACILITIES

The second priority is the provision of 460 child-care spaces for children aged 0-9 years in the Secondary Plan area.

PARK SPACE

In addition to the National Urban Park, the Secondary Plan requires approximately 13 hectares of local parkland to be provided throughout the Secondary Plan area.

GENERAL CRITERIA FOR COMMUNITY SERVICES AND FACILITIES

The Secondary Plan directs that community services and facilities are to be implemented as part of the district planning process and innovative approaches for providing community infrastructure are to be considered, including shared uses and integrating facilities within private developments. The general criteria for community services and facilities are as follows:

FACILITY/SITE REQUIREMENTS

The Secondary Plan encourages the development of multi-purpose facilities that are able to share services in order to provide a range of programs and activities, or allow for shared services or joint programming. Facilities should have the capacity to adapt to the changing needs of area residents in order to provide different or enhanced services in the future. Community facilities that are co-located on parks should maximize the amount of open space for recreation.



LOCATION CRITERIA

Community facilities within the Secondary Plan area should be accessible by public transit and in close proximity to residents and businesses within the area. Facilities should be highly visible from the street, and offer barrier-free, grade-related uses.

IMPLEMENTATION GUIDELINES

Community facilities should be delivered as development occurs in order to support new residential and non-residential growth. In order to ensure appropriate services and facilities in the Allen East District, as development advances, the adequacy of community facilities should be monitored and reviewed.



COMMUNITY USE

CreateTO has set aside a minimum of one acre of its land in the Allen East District for a community use located at the south west area of the District for a proposed Ontario Tennis Association (OTA) facility. CreateTO will work with Parks, Forestry, and Recreation and/or Social Development, Finance, and Administration on a Shared Use Agreement between the City and the OTA, which will identify how many

hours per week the tennis courts will be made available to the general public. The Shared Use Agreement will also outline how the approximately 1,394 m² (15,000 ft²) of community space within the OTA facility will be used, and when community programming will take place.



DAYCARE FACILITIES

The Secondary Plan, Appendix 1, provides direction about daycare facility site requirements, assumptions related to location criteria, and implementation guidelines for assessing daycare demand.

Daycares within the Secondary Plan Area are required to accommodate 52-86 children, and provide 110 square feet (approximately 10.2 square metres) of interior space and 60 square feet (approximately 5.6 square metres) of exterior play space for each child (Appendix 1). Access to each daycare must be acceptable for all users, including children, parents and custodians and provide acceptable drop-off and pick-up locations for children. Daycares must comply with appropriate Provincial regulations and policies with respect to their location, although daycares provided at grade are preferable. Prior to selecting a final site, sun, air and noise studies must be completed (Appendix 1).

It is anticipated that a minimum of one daycare centre will be accommodated in the Allen East District. As development occurs in the Allen East District, CreateTO will work with its development partners to provide a daycare centre that will adhere to the built form requirements and location criteria established by the Secondary Plan. Future development applications will identify the specific locations for a daycare facility, however it is anticipated that it will be located within the *Mixed Use* or *Apartment Neighbourhood* character areas.

8 // NEXT STEPS

8 // NEXT STEPS

Following approval of the Allen East District Plan by City Council, CreateTO will move forward with the implementation of the Plan. This will involve the following steps:

PLAN OF SUBDIVISION APPLICATIONS

A draft Plan of Subdivision application will be required to create the streets, blocks and open spaces as set out in the District Plan. CreateTO will initiate this process as it determines the process for bringing on development partners. Specific conditions related to phasing, parkland conveyance, infrastructure, etc will be secured at the time of draft Plan of Subdivision approval.

REZONING APPLICATIONS

A Zoning By-law Amendment application will be submitted for each development phase as it proceeds. The zoning by-law will be consistent with the District Plan but will also provide more specific details as required by staff related to development. In addition, updates to background reports will be considered as part of a complete application for each phase of development.

Specific public benefits including affordable housing will be secured by mechanisms available to the municipality under the *Planning Act*. The location of affordable housing units by block/building will be determined at the time of the first rezoning application for each neighbourhood.

The first Phase of development will likely be the *Neighbourhoods* character area and will include the new neighbourhood park, Street A, the stormwater management facility, as well as the proposed Ontario Tennis Association facility.

SITE PLAN APPLICATIONS

Site Plan Approval applications will be submitted for specific building proposals once a draft Plan of Subdivision and rezoning are initiated. Site Plan Approval applications may proceed concurrently with Zoning By-law Amendment applications.

BRINGING DEVELOPMENT PARTNERS ON BOARD

CreateTO will bring development partners on board over time to implement the plan. The number of development partners and timing of that process is still to be determined. CreateTO will work with each development partner to advance details related to the District Plan. The development partners will be responsible for the specific planning approvals required.

MEETING CITY STANDARDS

Each of these applications will be consistent with City of Toronto standards and guidelines including the Toronto Green Standard, Tall Buildings Guidelines, Townhouse and Lowrise Apartment Guidelines, Complete Streets Guidelines, Percent for Public Art Program and any other guidelines that the City may put in place.

Street and lane design are subject to the Development Infrastructure Policy & Standards (DIPS), and the Lane Width Guidelines.

9 // CONCLUSION

9 // CONCLUSION

The District Plan Report was prepared in support of the Allen East District Plan and provides a summary of the supporting studies that are being included in CreateTO's submission to the City of Toronto. The Allen East District Plan supports the policies of the City of Toronto's Official Plan and follows the planning process described in the Downsview Area Secondary Plan while adhering to the Secondary Plan's policies, physical structure, and land use designations for the Allen East District.

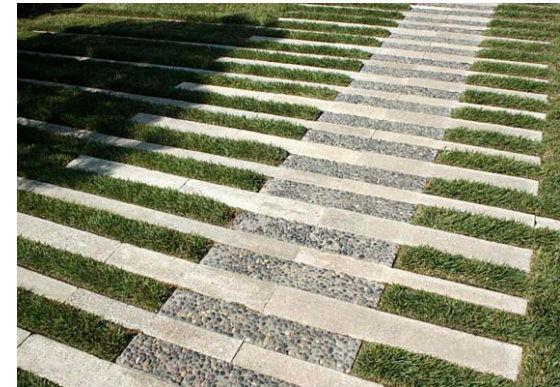
These studies will help ensure that the Allen East District meets the goals articulated by the Downsview Area Secondary Plan to achieve connected parks and open spaces, encourage a mix of uses, provide a well integrated and designed public street network and encourage sustainable development and therefore constitute good planning.

APPENDICES



APPENDIX 1 // URBAN DESIGN GUIDELINES

The Allen East District Urban Design Guidelines demonstrate how proposed development realizes the vision for the District set out in the Secondary Plan. The guidelines provide a high level of detail to guide the development of the *Neighbourhood* character area, *Apartment Neighbourhood* character area, *Mixed Use* character area, public realm and open spaces in the District.



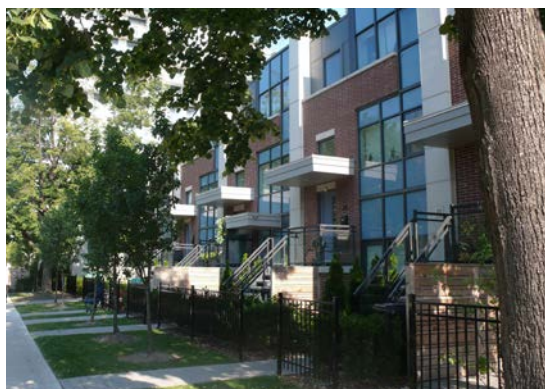
APPENDIX 2 // LEED ND FEASIBILITY REPORT

One of the key objectives of the Secondary Plan is to promote the creation of sustainable communities. The requirements and guidelines contained in the District Plan will enable future development partners to seek LEED Certification.



APPENDIX 3 // **TRANSPORTATION ADDENDUM**

The transportation network in the Allen East District will support the anticipated traffic associated with the proposed developments. The street typologies proposed are in line with the City of Toronto's Complete Streets Guidelines.



APPENDIX 4 // **AFFORDABLE HOUSING STRATEGY**

The Affordable Housing Strategy achieves the policy directions articulated in Section 3.5 of the Secondary Plan and presents the general location, type of units, and potential implementation strategy and delivery options for the required 300 units of affordable housing.



APPENDIX 5 // **COMMUNITY SERVICES & FACILITIES STRATEGY**

The required Community Services & Facilities will be provided throughout Downsview Secondary Plan area. In the Allen East District, the required parkland will be provided at the north end by the existing and expanded Banting Park and with a new neighbourhood park in the centre of the District and will be joined by a greenway link. A proposed Ontario Tennis Association facility in the south of the District will provide a community amenity for residents and visitors.

