

5.0

MOBILITY+GENERAL ACCESS



5.1 PEDESTRIAN / BICYCLE NETWORK

Principles for the pedestrian / bicycle network include:

- Promoting transit-supportive development;
- Promoting active-transportation; and,
- Enhancing connectivity through a highly permeable street and block pattern.

Building on the pedestrian and bicycle network identified in the Secondary Plan, the Allen East District will have:

- Sidewalks on both sides of all streets (including major and minor streets).
- A multi-use trail/two way cycle track along or adjacent to Street A, to accommodate bicycles.
- Cycling infrastructure through the *Mixed Use* area (connecting to future routes on the west side of Allen Road, including Transit Road).
- Proposed mid-block connections through the *Apartment Neighbourhood*.
- Pedestrian walkways through the *Neighbourhood*.

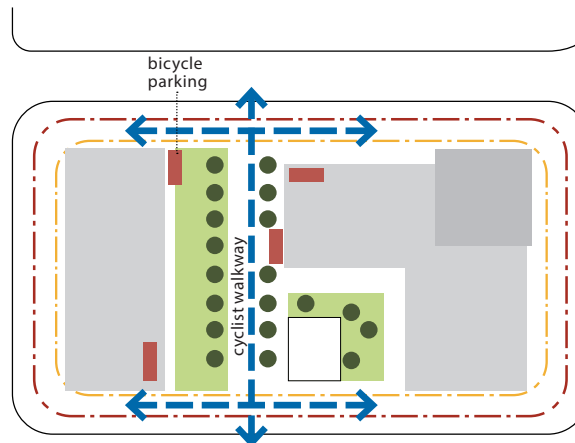
Pedestrian movement and the majority of primary building entrances will be oriented to public streets and Street A; parking and servicing areas should be located within the block and below grade and accessed from local streets and lanes, wherever possible. Parking and servicing access points must be organized to avoid

conflict with the increased pedestrian movement, consolidation of servicing facilities, where appropriate or feasible.

Bicycle Parking

Bicycle parking will be provided in proximity to the subway station as well as to office buildings and retail areas. Bicycle parking facilities should be located in areas that are sheltered, visible and safe.

Multi-unit residential buildings should make internal bicycle parking available for residents in accordance with Toronto Green Standard (TGS); it should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped



Parking for visitors should be covered, either by lobby canopies, breezeways or independent shelter structures.

access to the street. Parking for visitors may be external to the building providing it is covered, either by lobby canopies, breezeways or independent shelter structures. Bike rack designs and positioning should be integrated into the design of the open space.

Multi-unit office and employment buildings are strongly encouraged to provide bicycle parking within the building interior, in accordance with TGS.



Electronic bicycle lockers encourage commuters to bike to the subway station (El Cerrito Plaza BART rail station, San Francisco).



Indoors bicycle parking should be provided for residents.

5.2 VEHICULAR PARKING

Structured parking (below and above-grade) will be required to achieve the parking capacity needed to serve the density and lot coverage anticipated in the District. To frame the public realm (streets, opens spaces) with animated, active, and fine-grained *Building Edges* and streetscapes, parking structures should be designed to:

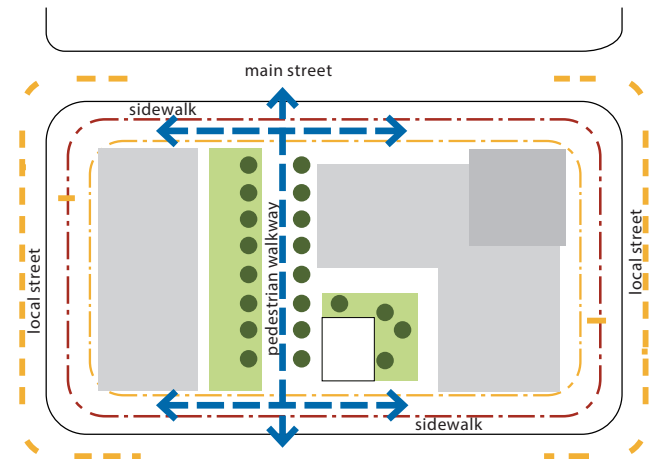
- Incorporate wrapping active uses such as retail, residential units, etc., at above-grade levels, including the ground floor as well as the upper floors.
- Be 'buried' behind other uses.
- Screen the garage with a well-articulated street wall and landscape design that complement the overall streetscape.
- Be concealed from the public realm by means of architectural treatment or landscaped screening.

Shared underground parking facilities should be considered for multiple buildings on one block, especially adjacent to residential structures. Space should be provided for car sharing programs as a means to minimize the need for additional parking spaces.

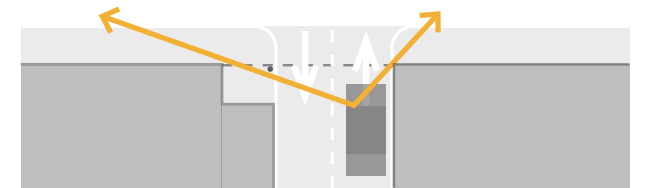
Parking at Interim Conditions

During the evolution of the *Mixed Use* area, off-road surface parking may be provided as an interim condition, as outlined in **Policy 2.3.16 and 2.3.17** of the Downsview Area Secondary Plan. Interim parking provision should conform to the following:

- Notwithstanding the previous guidelines, parking design should conform to the City's 'Greening' Surface Parking Lots standards.
- Where practical, interim surface parking conditions should not be located adjacent to public streets and, instead, should be located behind or beside buildings. When located adjacent to public streets or residential buildings, surface parking areas should include a landscaped perimeter to screen and buffer parking areas from adjacent streets as well as at-grade level views from neighbouring buildings. Separated pedestrian walkways may be provided in place of landscaping where adjacent buildings accommodate retail, commercial or institutional uses.
- Landscaping and site organization should prioritize managing stormwater quality and quantity on-site, wherever possible.



Servicing will always be from local roads to avoid interference with arterials.



Set back ground floors to ensure visibility at parking garage entrances.



An architectural element for screening the parking area

- In general increased permeability should be encouraged through the minimization of paved areas, and preferably with the use of sustainable materials and technologies.
- Parking areas should be constructed to match a site's land use build-out schedules.
- Surface parking areas should be split into parking courts using landscaped strips and walkways.
- On street parking is not preferred adjacent to Banting Park or the new neighbourhood *Park*.

5.3 ACCESS, EGRESS & SERVICING

No direct access to parking structures or service access (including ramp access) should be allowed from Allen Road and/or Street A, instead access will be provided from local streets and private streets. Access between Allen Road and the private streets will be restricted to right-in, right-out access.

Driveway access should be shared by developments within a block, where feasible. Access to private driveways and parking structures should be located in the centre of blocks and away from major intersections. All service and loading facilities should be contained within the building envelopes wherever appropriate. Wherever possible, loading facilities should be consolidated for each block. *Please refer to Map 11.*



Commercial parking lot with infiltration (Minneapolis).



Map 11 - Allen East District Plan - At grade frontage and service access

5.4. TRANSIT ACCESS & BUS TERMINAL

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.

Buses will be entering and exiting the terminal through three different access points, depending on the bus route:

- A bus-only right-in/right-out access at Sheppard Avenue West, just east of Allen Road (the existing driveway);
- From Street A at the signalized intersection on Sheppard Avenue, entering/exiting the terminal through Avenue A; and
- A bus-only access off Allen Road directly into the bus terminal, providing access to and from the north.

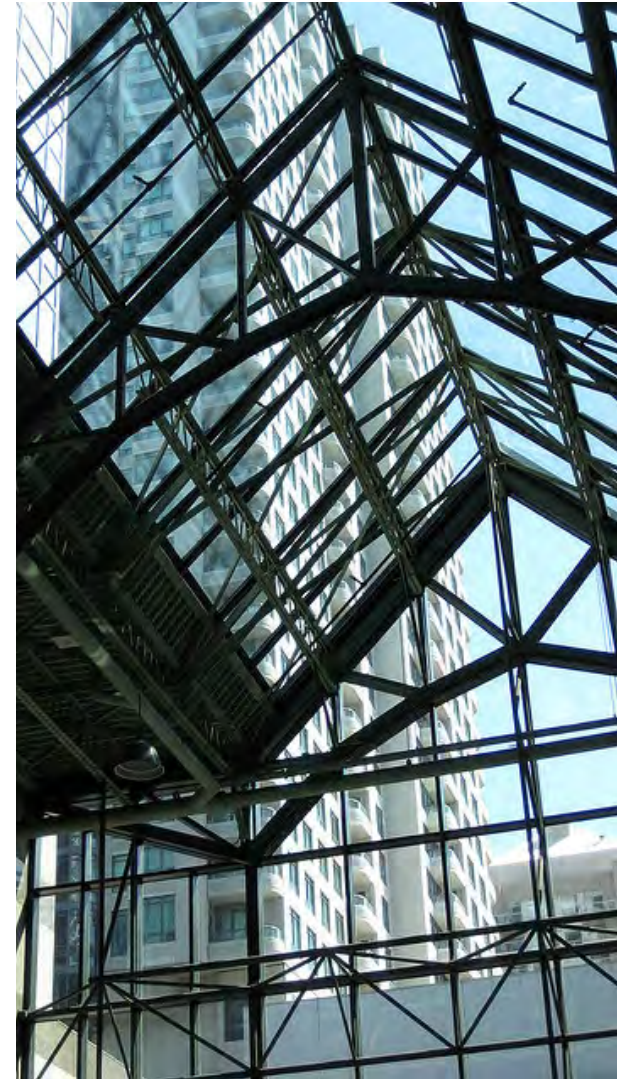
At the time of full build-out, the area will be intensified and the bus facility will be integrated into the ground level of any building that fronts onto Allen Road and Sheppard Avenue. The bus loop will also be accessed from Avenue A.

Proposed signalized intersections may be located at Avenue A / bus terminal entrance and Avenue A / Street A, subject to further study.

Pedestrian access to the transit facility will be provided both from the Allen Road side of the building as well as the internal street.

An entrance to the subway will be integrated into the atrium of any future building on this site with direct access to the urban plaza (section 4.3.4.a). The design for this entrance should consider the following guidelines:

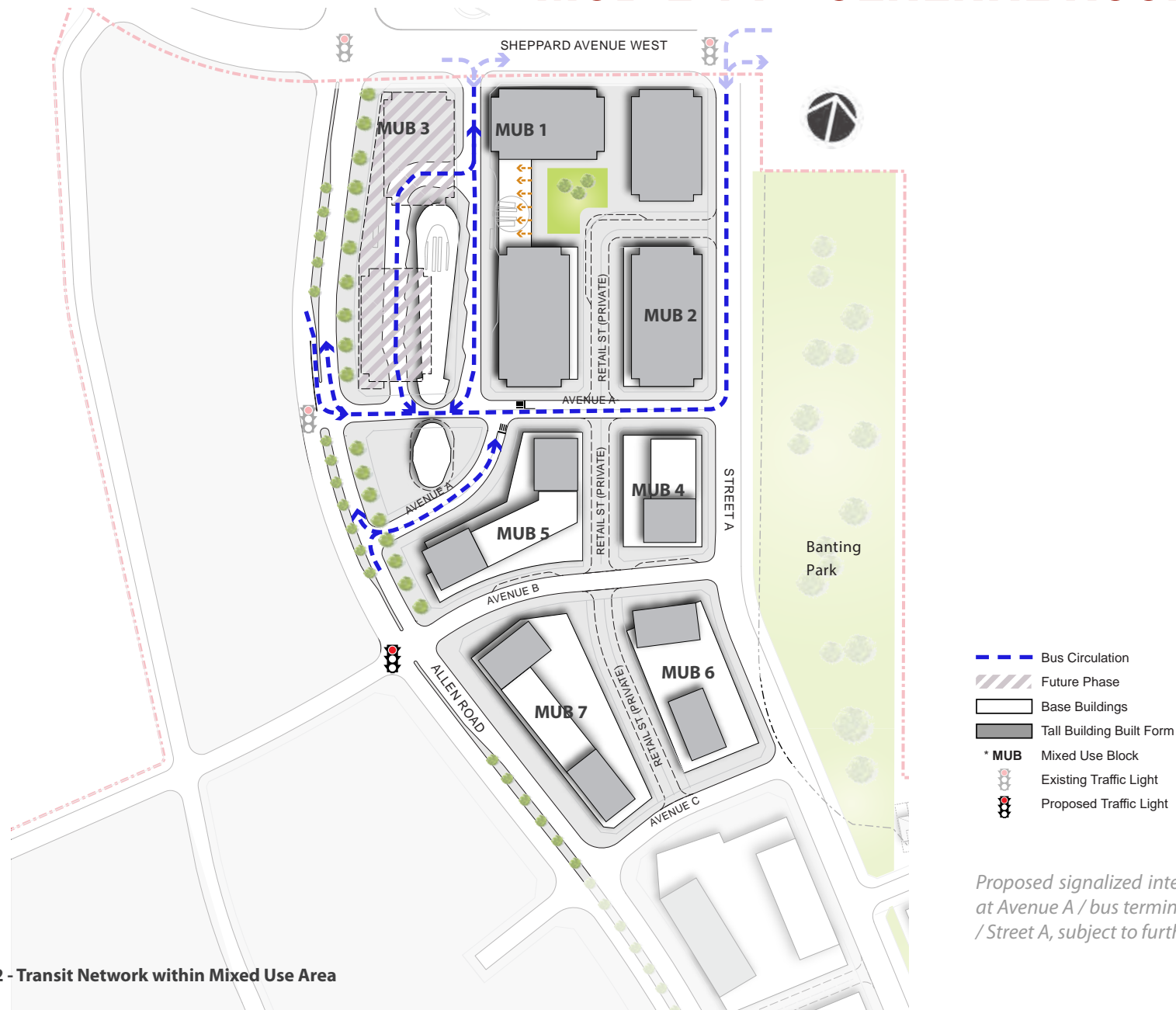
- Access should be maintained during TTC hours of operation.
- Ease of access, wayfinding, and pedestrian comfort and safety should be provided.
- Visibility and ease of recognition should be a priority.
- The entrance should be welcoming and clearly signed with a strong street presence.
- High quality architecture and public realm design around the station entrances should be encouraged.
- Where possible, the entrance to the subway should integrate retail uses to respond to customer demand and convenience.



North York City Centre, Toronto

Market Common Clarendon - demonstrates the pedestrian path link from the plaza to the atrium clearly

MOBILITY + GENERAL ACCESS 5.0



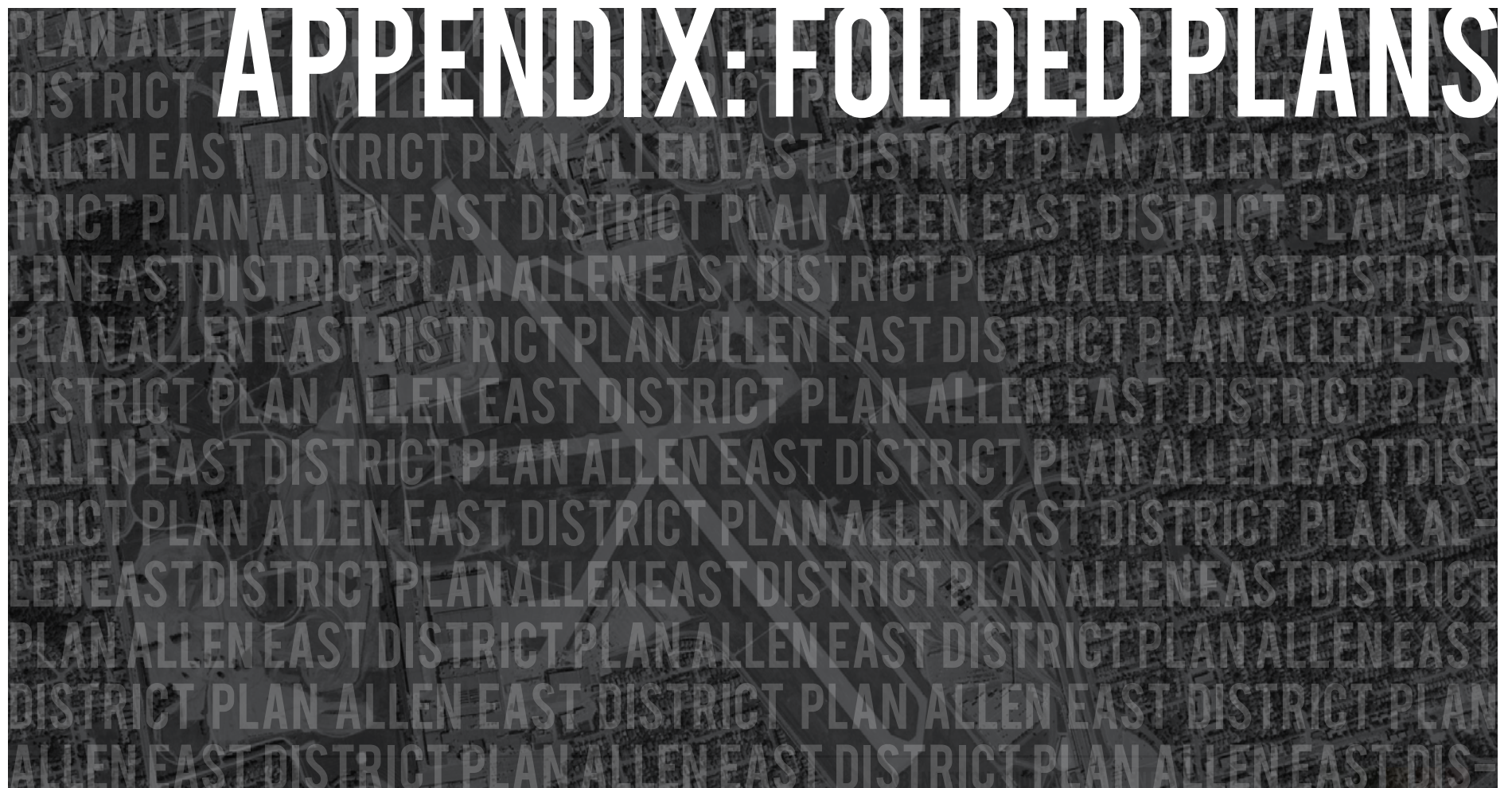
Proposed signalized intersections may be located at Avenue A / bus terminal entrance and Avenue A / Street A, subject to further study.

Map 12 - Transit Network within Mixed Use Area

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APPENDIX: FOLDED PLANS



Each of the following fold-out plans combine information that is contained on the various diagrams in the previous sections of this report; the information is generally organized to correspond to the Secondary Plan Mapping, including the following:

- A.1 - Proposed Development Framework Plan; it combines the Structure Plan and the street network from the Transportation Network Plan.
- A.2 - Proposed Public Realm Plan; it combines the open spaces system (existing and proposed *Parks* and green spaces, as well as proposed privately owned publicly-accessible spaces (POPS)), proposed stormwater management (SWM) and Ontario Tennis Association (OTA) facilities, and the pedestrian and cycling networks from the Transportation Network Plan.
- A.3 - Proposed Demonstration Plan Statistics; it includes the land use designations and each area's density calculations including Floor Space Index (FSI), units and building heights.
- A.4 - Proposed Demonstration Plan; it illustrates a possible build-out scenario for the Allen East District, based on the vision and guiding principles of the Secondary Plan.
- A.5 - Proposed 3-Dimensional Model; it provides additional bird's eye views of the Demonstration Plan.

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PROPOSED DEVELOPMENT FRAMEWORK PLAN A.1

- Parks and Open Space
- SWM Facility
- Greenway
- Existing Arterial or Collector
- Major Street / Collector (24 - 27m ROW)
- Minor Street / Collector (20m ROW)
- Local Street (16.5m to 18.5m ROW)
- Private Street (generally 16.5m to 20m ROW)
- Residential Lane (8m)
- Transit Only Access Lane
- Proposed Signalized Intersection

STRUCTURE PLAN ELEMENTS (Downsview Area Secondary Plan)

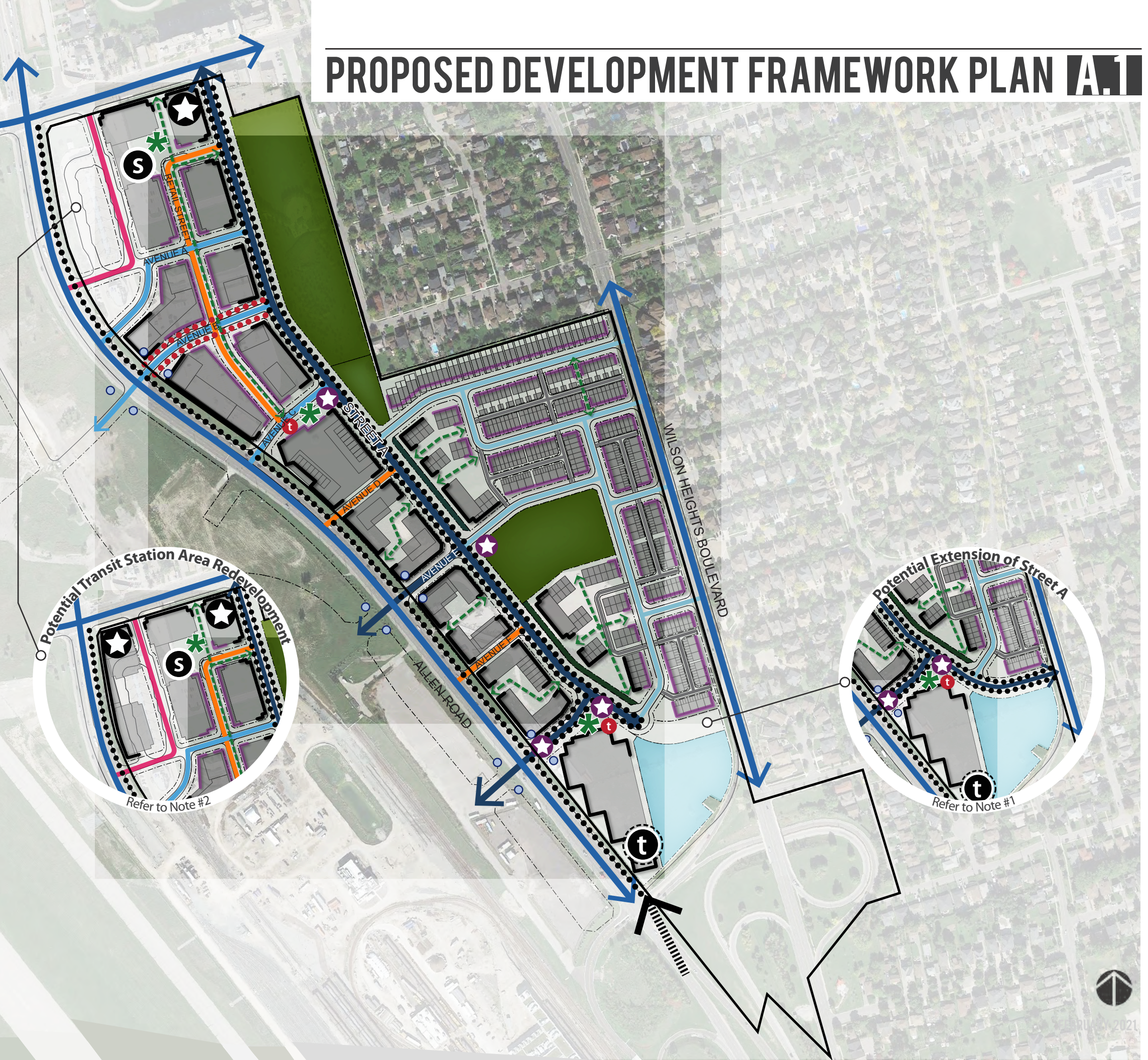
- Potential Building Edge
- Existing Subway Station
- Significant Views and Vistas
- Enhanced Streetscape
- Gateway
- View Terminus

ADDITIONAL ELEMENTS (Allen East District)

- Potential Building Edge
- Enhanced Streetscape
- Potential Secondary Gateway
- View Terminus
- Potential POPS
- Proposed Mid-Block Pedestrian Connection
- Allen East District Boundary

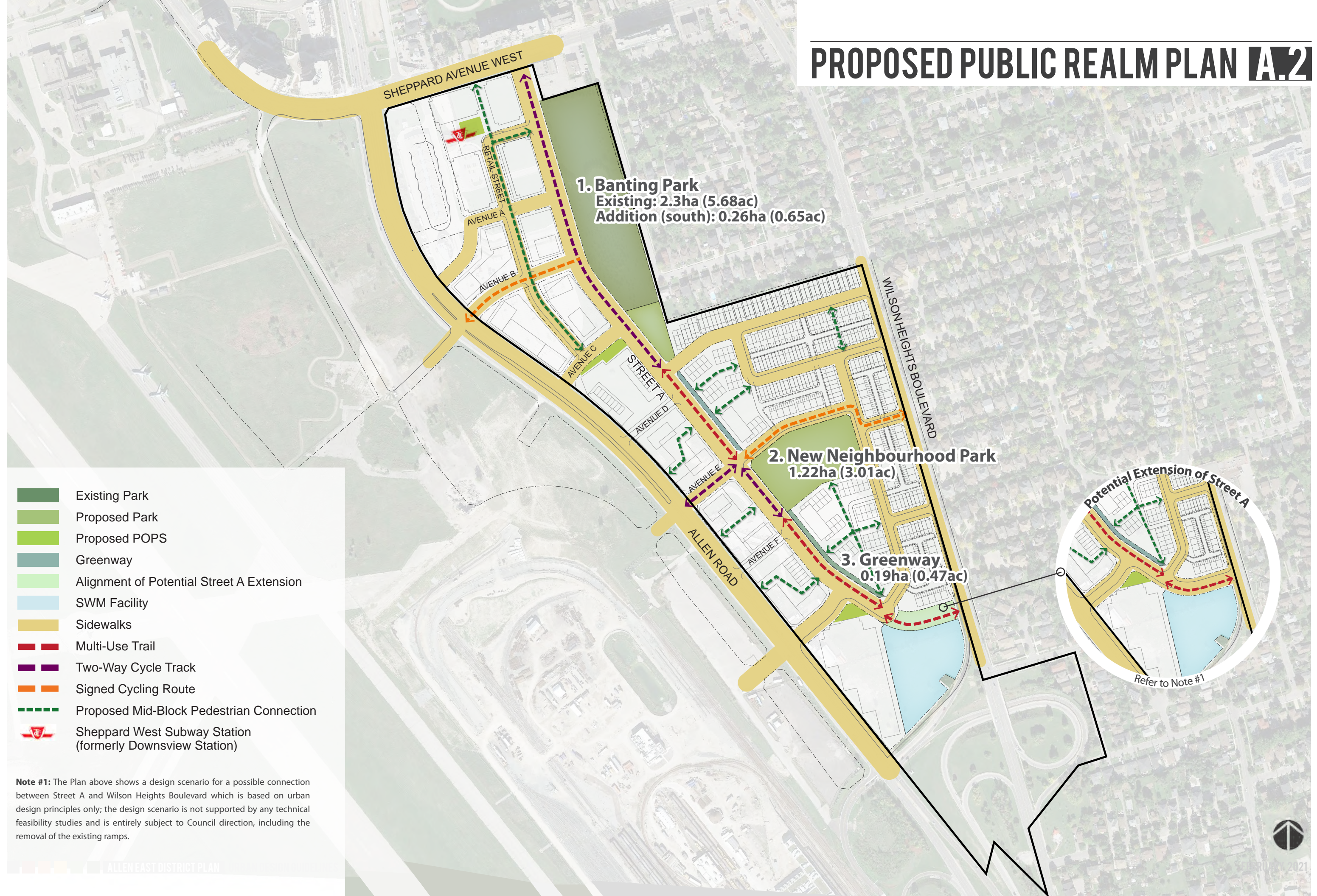
Note #1: The Plan shows a design scenario for a possible connection between Street A and Wilson Heights Boulevard which is based on urban design principles only; the design scenario is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of the existing ramps.

Note #2: The Plan 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.



2021

PROPOSED PUBLIC REALM PLAN A.2



1. Banting Park
Existing: 2.3ha (5.68ac)
Addition (south): 0.26ha (0.65ac)

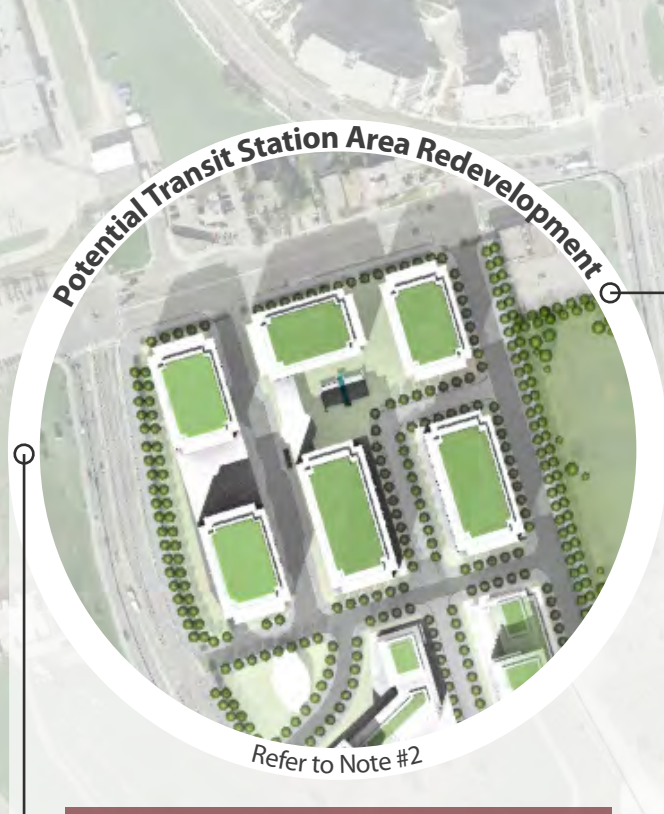
2. New Neighbourhood Park
1.22ha (3.01ac)

3. Greenway
0.19ha (0.47ac)

- Existing Park
- Proposed Park
- Proposed POPS
- Greenway
- Alignment of Potential Street A Extension
- SWM Facility
- Sidewalks
- Multi-Use Trail
- Two-Way Cycle Track
- Signed Cycling Route
- Proposed Mid-Block Pedestrian Connection
- Sheppard West Subway Station (formerly Downsview Station)

Note #1: The Plan above 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 scenario is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of the existing ramps.

PROPOSED DEMONSTRATION PLAN STATISTICS A.3



MIXED USE AREA

Including Potential Transit Station Area Redevelopment

Area: 10.65ha
FSI: 2.43 Combined
0.90 Residential
1.53 Non-residential
Units: 1,323
Max. Height: 14 storeys

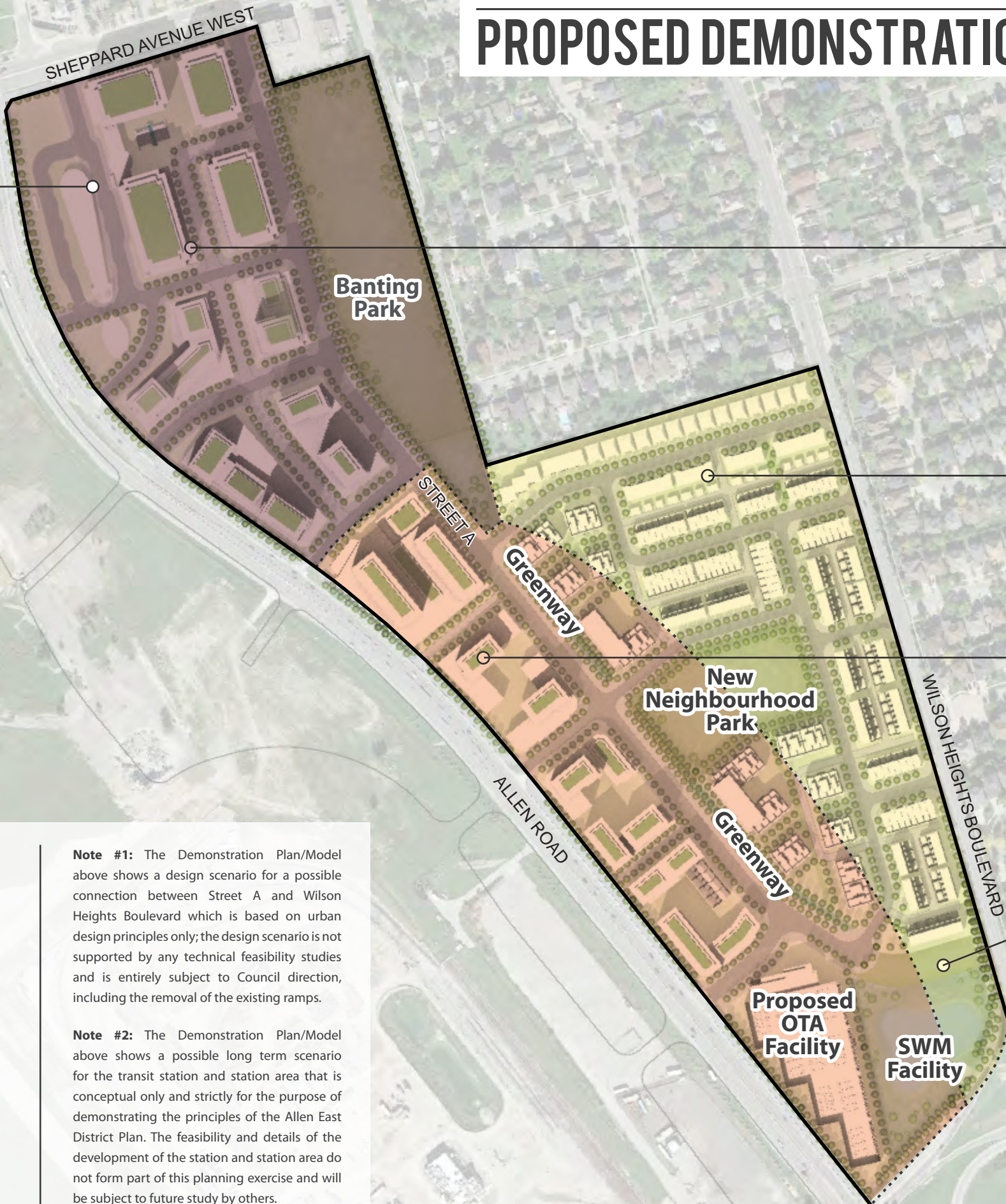
DOWSVIEW AREA SECONDARY PLAN MAXIMUM FSI

Mixed Use Area: 3.0 Combined
1.0 Residential
2.0 Non-Residential

Apartment Neighbourhood: 1.5
Neighbourhood: 0.85

LAND USE DESIGNATIONS

- Mixed Use
- Apartment Neighbourhood
- Neighbourhood



MIXED USE AREA

Area: 10.65ha
FSI: 1.99 Combined
0.90 Residential
1.09 Non-residential
Units: 1,323
Max. Height: 14 storeys

NEIGHBOURHOOD

Area: 8.40ha
FSI: 0.80
Units: 430
Max. Height: 4 storeys

APARTMENT NEIGHBOURHOOD

Area: 10.05ha
FSI: 1.50 Combined
1.28 Residential
0.22 Non-residential
Units: 1,753
Max. Height: 14 storeys

Note #1: The Demonstration Plan/Model above 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 scenario is not supported by any technical feasibility studies and is entirely subject to Council direction, including the removal of the existing ramps.

Note #2: The Demonstration Plan/Model above 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.



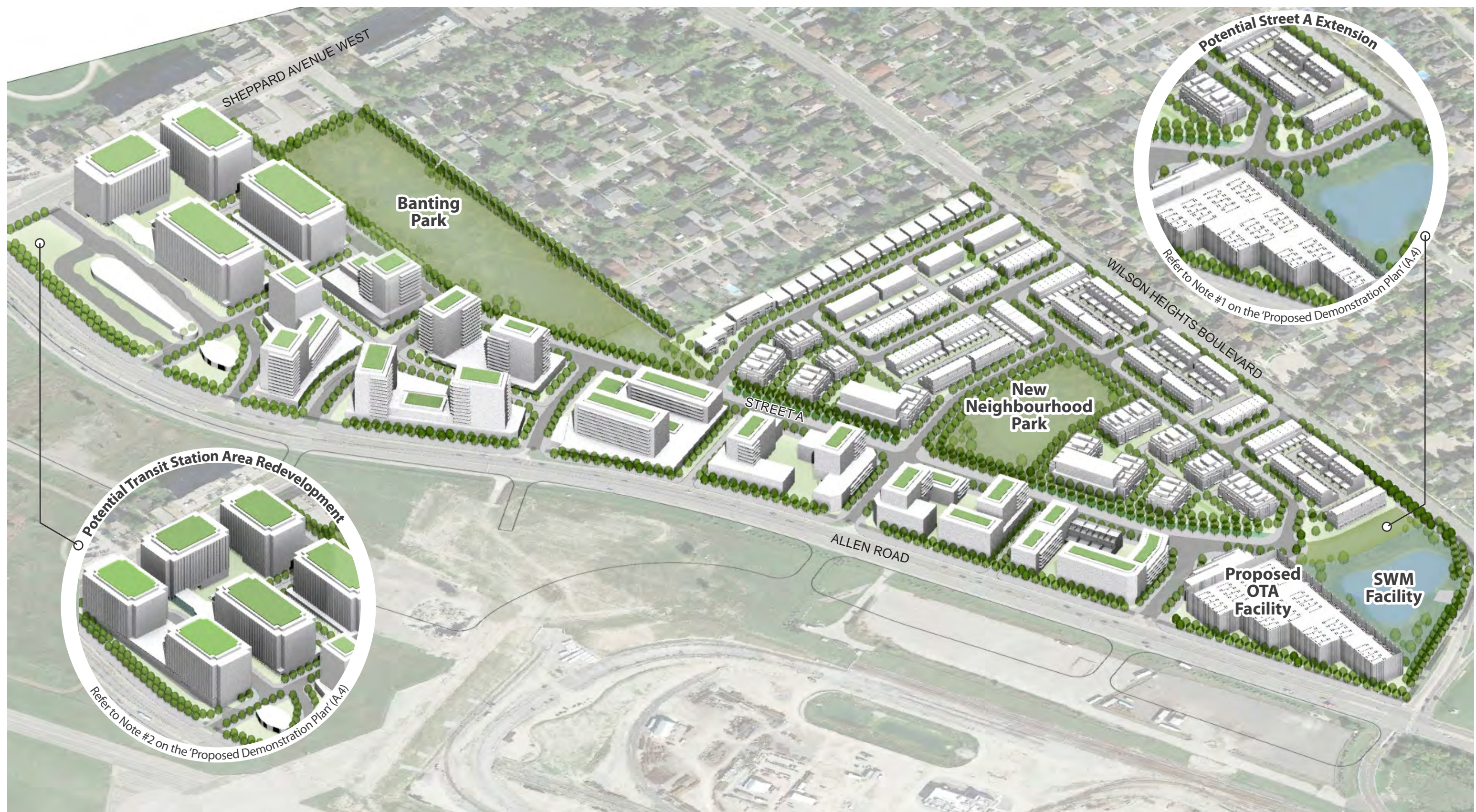
PROPOSED DEMONSTRATION PLAN A.4



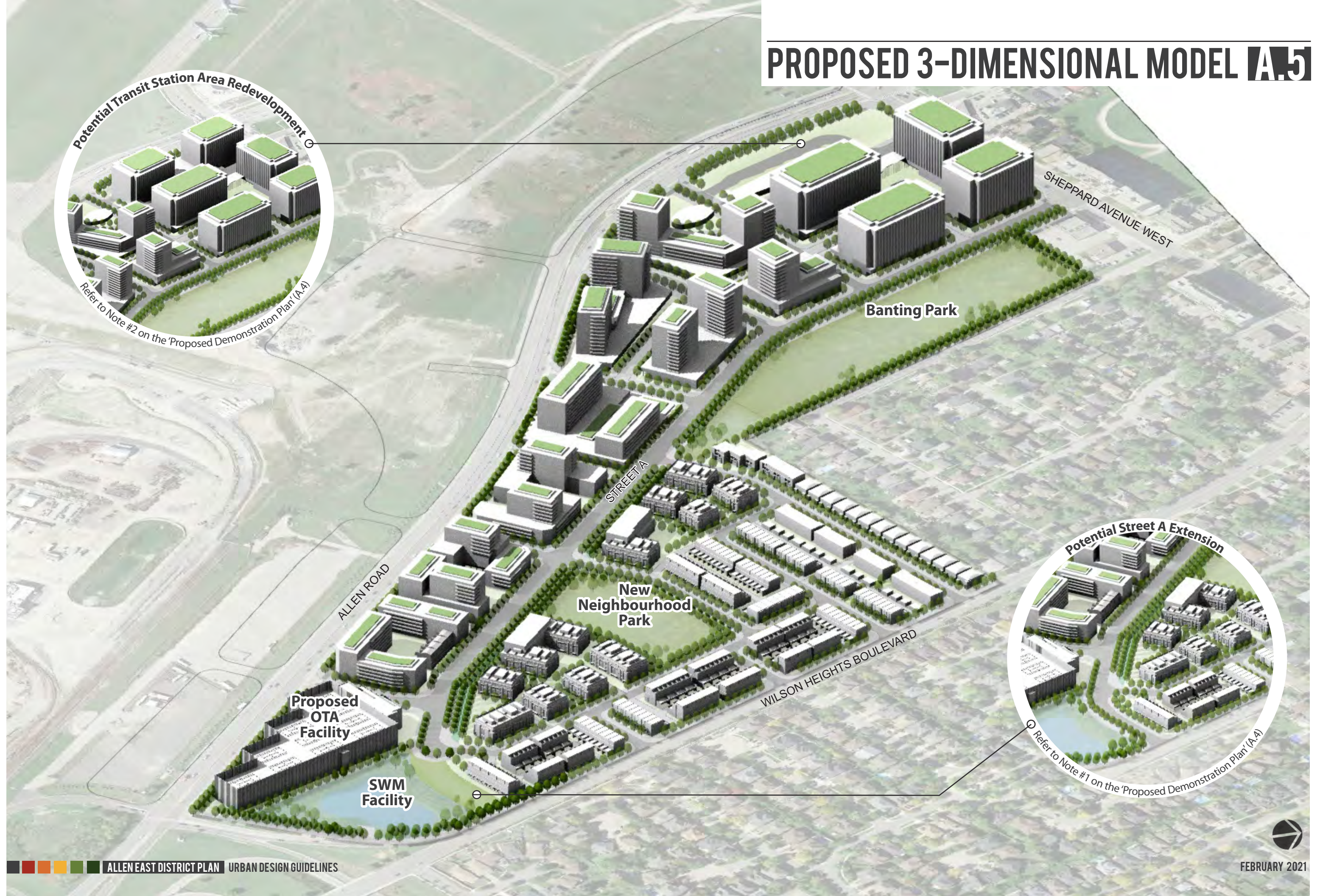
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PROPOSED 3-DIMENSIONAL MODEL A.5



PROPOSED 3-DIMENSIONAL MODEL A.5



PROPOSED 3-DIMENSIONAL MODEL A.5

