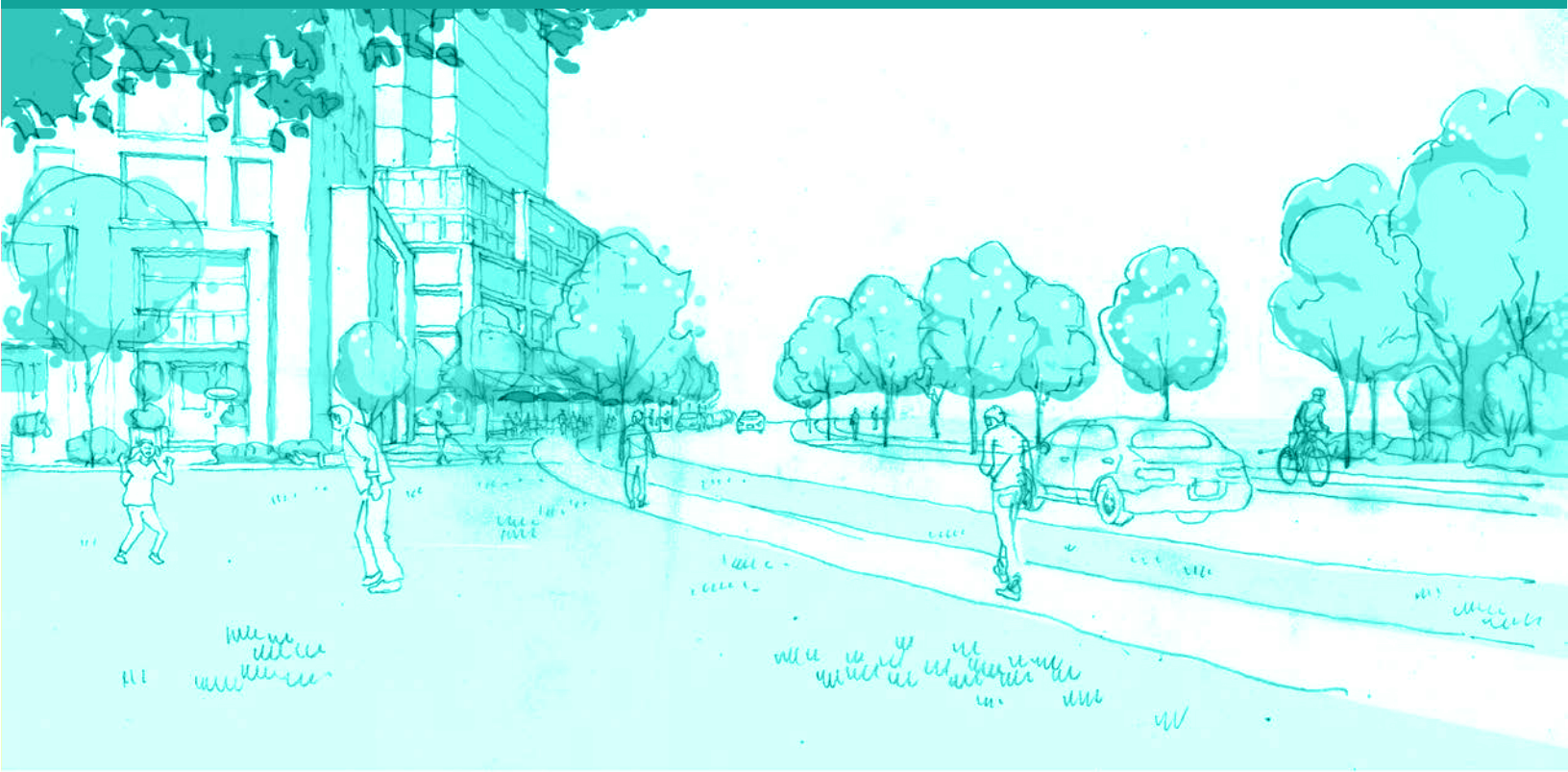
Canada Lands Company
Société immobilière du Canada

ARBO Neighbourhood

Urban and Architectural Design Guidelines



FEBRUARY 2021 (Updated May 1, 2025)

The Planning Partnership

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Preamble

The Arbo Neighbourhood

The **Arbo Neighbourhood**, formerly known as the William Baker Neighbourhood, owned by Parc Downsview Park Inc. and managed by Canada Lands Company CLC Limited ("Canada Lands"), comprises an area of approximately 25 hectares (62 acres), generally bounded by Keele Street to the west, Sheppard Avenue West to the south and east and the south end of the Keele-Dufferin Employment Area to the north. To the south and east is Downsview Park, a large 118 hectare (291 acre) urban park that combines active and passive elements, reflecting the diverse nature of the surrounding Downsview community.

The City of Toronto created the Downsview Area Secondary Plan, 2010 ("Secondary Plan, 2010") to provide a land use and development framework to support the significant public investment in rapid transit infrastructure and Canada Land's investment in Downsview Park. Given the large size of Downsview and wide range of existing conditions, the Secondary Plan, 2010 established separate districts, each of which require the creation of a Council-adopted district plan that establishes district-specific development parameters and guidance. While not statutory planning documents under the Planning Act, district plans are meant to provide a context for the preparation and review of development applications, including Zoning By-law Amendments, Draft Plans of Subdivision, and Site Plans.

The Arbo Neighbourhood is identified as William Baker in the Secondary Plan, 2010 (Figure 1). The Arbo Neighbourhood previously contained military housing, which was removed in 2013 following the decommissioning of the former Canadian Forces base.

The intention of the Arbo Neighbourhood is to foster the development of a primarily urban residential neighbourhood with a compact, dense urban built form located within walking distance of the new Downsview TTC/GO Transit hub. A large, centrally located Natural Heritage Woodlot is an unique and desirable natural heritage feature that will be protected and combined with municipal parkland to create a significant open space focus for the Arbo Neighbourhood.

The Arbo Neighbourhood District Plan

A multi-disciplinary team was formed to consult with the community and prepare the **Arbo Neighbourhood District Plan** based on community and stakeholder feedback and in accordance with the Secondary Plan. The Arbo District Plan is premised on a series of

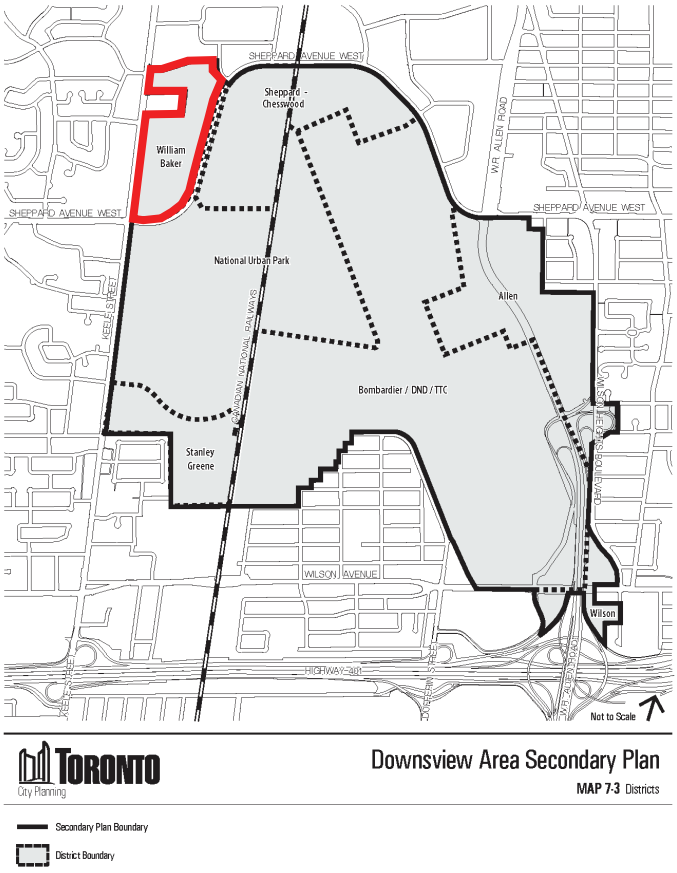

Figure 1. Arbo District in the Downsview Area Secondary Plan, 2010 (Map 7-3)

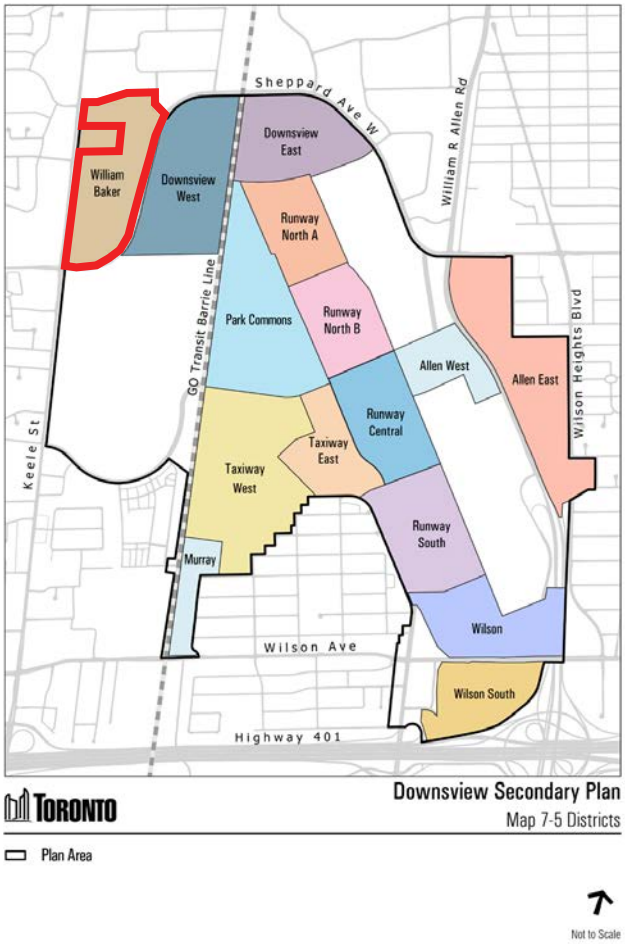

Figure 2. Arbo District in the Downsview Secondary Plan, 2025 (Map 7-5)

"Guiding Principles" developed though the consultation process, which are focused on the creation of a "complete community" with an emphasis on achieving a high degree of sustainability, inclusivity, accessibility and connectivity, provision of a range of housing options and developing a focus for the community around services and amenities as well as parks and the Natural Heritage Woodlot.

While the Arbo Neighbourhood District Plan establishes the overall objectives for the future Arbo Neighbourhood, as well as establishing land use, density, and urban structure, the intention is for the creation of the Arbo Neighbourhood to occur in phases. Each phase will require the creation and Council adoption of an implementing Zoning By-law Amendment and registration of a Draft Plan of Subdivision.

Update Downsview

On May 22, 2024, Council adopted the results of the Update Downsview process, including the updated Downsview Secondary Plan, 2024 ("Secondary Plan, 2024"). The Arbo Neighbourhood is identified as William Baker in Secondary Plan, 2024 (Figure 2).

The Update Downsview process was catalyzed by the decision of Bombardier to conclude its use of Downsview for the manufacture of commercial aircraft. This change permits the Secondary Plan, 2024 to contemplate and plan for the comprehensive redevelopment of the airport through the creation of additional districts.

Arbo Neighbourhood Phase 1

The Arbo Neighbourhood District Plan was approved by Council on July 21, 2022 while the Secondary Plan, 2010 was in force. On the same day, Council also adopted the enabling Zoning By-law Amendment (By-law 1082-2022) for **Arbo Neighbourhood Phase 1**, generally comprising the southern half of the overall Arbo Neighbourhood ("Phase 1"). On December 11, 2024, City Council approved the Draft Plan of Subdivision for Phase 1. All future planning approvals within Phase 1, and future development phases of the Arbo Neighbourhood, must conform to the Secondary Plan, 2024.

Phase 1 contains three development blocks located in the southernmost portion of the Arbo Neighbourhood. These blocks will contain a mix of tall and mid-rise residential buildings, as well as mixed use blocks near the intersection of Keele Street and Sheppard Avenue West creating a "Neighbourhood Focus" at the entrance to the community around commercial uses, transit and parks and open space. Overall building heights in Phase 1 are anticipated to range from 15 metres to 95 metres with largely mid-rise buildings and some tall buildings at key locations.

The Phase 1 development concept includes preservation of the Natural Heritage Woodlot as a defining feature of the Arbo Neighbourhood. The Natural Heritage Woodlot will be located within and complimented by an extensive public park known as Ecological Park. Phase 1 also includes a second park located between the development blocks. This Neighbourhood Park will provide for more active resident uses and features a pedestrian/cycling bridge over Sheppard Avenue West that provides a convenient link to Downsview Park.

The approved Phase 1 Zoning By-law permits a maximum of 140,000 square metres of cumulative gross floor area and a minimum of 5,000 square metres gross floor area of non-residential uses. Up to 1,700 residential units are permitted in Phase 1. A minimum of 220 units, or 20 percent of total units, whichever is greater, will be affordable housing, subject to the terms of a Section 37 agreement. The creation of dwelling units in Phase 1 will be subject to subsequent detailed design and approval through the Site Plan Approval process.

The proposed blocks and the anticipated built forms, heights and densities conform to the designations and other built form direction of the Downsview Area Secondary Plan, 2024. This Report has been prepared to help implement the Arbo Neighbourhood District Plan and guide future planning approvals in Phase 1.

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1.0 Introduction

1.1 Purpose of the Design Guidelines

This document contains 'Urban Design Guidelines' and 'Architectural Control Guidelines', hereafter referred to collectively as 'Design Guidelines', for Arbo Neighbourhood Phase 1. The purpose of the Design Guidelines is to articulate how the future streets, parks, open spaces, buildings, built form and landscape elements should work together to create a new neighbourhood that supports the overall goals of the Area Secondary Plan, 2024, and the Arbo Neighbourhood District Plan. It will do so through the use of words, conceptual maps, diagrams, and illustrations.

The Design Guidelines establish the higher-order structure of Arbo Neighbourhood Phase 1, including how it fits into its context, how the Natural Heritage Woodlot is integrated into the neighbourhood, and the design strategies that help to establish the character and function of the neighbourhood.

Arbo Neighbourhood Phase 1 Concept Plan ("Concept Plan") (Figure 3) provides a generalization of the approved Phase 1 Zoning By-law (1082-2022), including structure, land use, and built form, as well as aspects of the Section 37 agreement defined in the Zoning By-law. Several iterations of the Concept Plan are used in these Design Guidelines to illustrate different themes and topics.

Arbo Neighbourhood Phase 1 Illustrative Demonstration Plan ("Demonstration Plan") (Figure 4) is one possible scenario of how the principles of these Design Guidelines can be applied to achieve the objectives of the Downsview Area Secondary Plan, 2024, and the guiding principles for the Arbo Neighbourhood District Plan, while conforming to the approved Phase 1 Zoning By-law.

Arbo Neighbourhood Demonstration 3D Massing Model ("3D Massing Model") (Figure 5) visualizes the Demonstration Plan and a broader long-term concept for future development phases of the Arbo Neighbourhood.

Section 4 (Public Realm) provides urban design guidance for street design and street character, Natural Heritage and public parkland, multi-use pathways, green streets, and neighbourhood focus areas.

Section 5 (Private Realm) provides architectural control guidelines to shape the development blocks and buildings, including built form character, building siting and massing, setbacks and street walls, entrances, roofline, garbage/loading, materials, parking, mid-block connections, and building typologies.

Figure 3. Arbo Neighbourhood Phase 1 Concept Plan

Figure 4. Arbo Neighbourhood Phase 1 Illustrative Demonstration Plan

The Concept Plan, the Demonstration Plan, and the 3D massing model have been prepared to show how the proposed street and block network of the Arbo Neighbourhood could evolve over time. It is based on the parameters established by the Arbo Neighbourhood District Plan application materials including:

- The Draft Plan of Subdivision (approved);
- The Phase 1 Zoning By-law (approved);
- Arbo Urban and Architectural Control Guidelines; and,
- Input and reports from the study team, particularly transportation and natural heritage system considerations.

The illustrative Demonstration Plan and 3D Model show how the structure of the Arbo Neighbourhood could be articulated through building placement, building massing, driveways/access, general streetscaping, trail connections and other design elements. However, these visualizations are intended to be illustrative. However, only approved statutory planning documents have standing under the Planning Act.

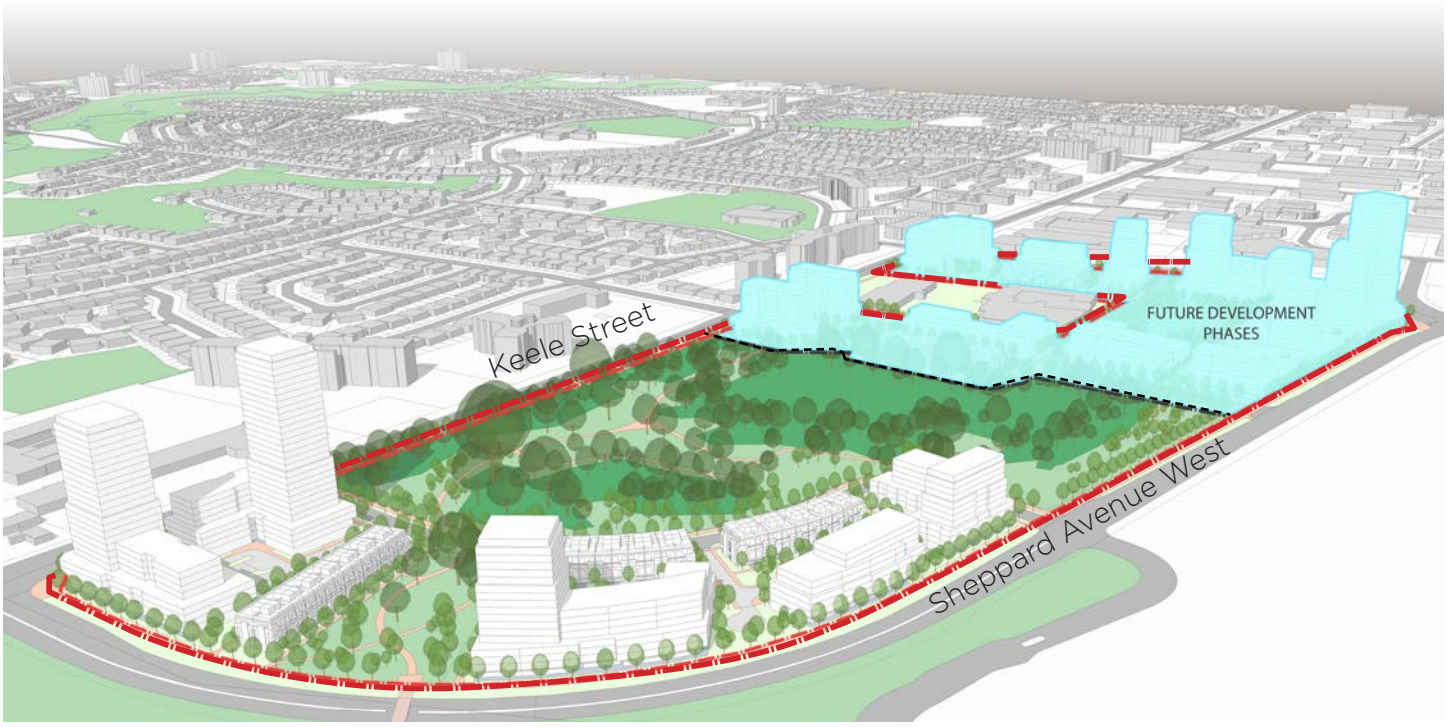


Figure 5. Demonstration 3D Massing Model of the Arbo Neighbourhood illustrating Phase 1 and Future Development Phases.

Note: The Demonstration Plan and 3D Model reflect the preliminary development concept included in the approved Arbo Neighbourhood District Plan. They have been prepared solely as the basis for other components of the submission, including the Pedestrian Level Wind Study and Shadow Impact Analysis, and represent a general building distribution for lands. They are not based on detailed site and/or building designs and, therefore, should not be construed to be the final end product.

Within these Design Guidelines, the Demonstration Plan and 3D Model serve to illustrate how the principles of these Design Guidelines could be achieved.

1.2 Local and Surrounding Context

Areas to the north of the Arbo Neighbourhood are designated Core Employment Area and General Employment Area in the Official Plan and planned as part of the "Keele–Dufferin" Employment Area. This expansive area encompassing nearly 700 hectares of Employment-designated lands extends north from Sheppard Avenue West to Steeles Avenue, and east from Keele Street to Dufferin Street. It functions as one of the largest remaining cohesive employment areas in the city and has been identified at local and Provincial levels as an area of high economic output, which is strategically located to provide stable, reliable employment and commercial services to the region.

Areas to the west of the Arbo Neighbourhood have historically functioned and been regarded as generalized suburban development that was created during the city's prolonged post-war expansion outwards from the core. It includes a wide range of existing residential suburban neighbourhoods, both in form of lower density residential communities, such as Bathurst Manor, Clanton Park and Ancaster, and also higher density "tower in the park" developments within and around York University Heights. Official Plan land use designations for this area include a combination of Mixed Use Areas, Apartment Neighbourhoods, and Neighbourhoods.

South of the Arbo Neighbourhood is Downsview Park, with Parks, Natural Areas, and Regeneration Areas Official Plan designations. To the east is the Downsview West District and broader Downsview area encompassing the decommissioned Downsview Airport. These areas contain a range of Official Plan designations, including Apartment Neighbourhoods, Regeneration Areas, General Employment Areas and Core Employment Areas.

The Toronto York Spadina Subway Extension was created to provide the northwestern areas of Toronto, including Downsview and the Arbo Neighbourhood, with enhanced higher-order transit service. Three new subway stations were created within Downsview: Wilson; Sheppard West; and Downsview Park, which also integrates a GO Train station on the Barrie Line.

The Arbo Neighbourhood is located less than 400 metres to the west of Downsview Park Station. Phase 1 is located within 700 metres of the station along Sheppard Avenue West.

The transit accessibility of Arbo Neighbourhood is further enhanced by its proximity to the future Finch West LRT (under construction). The closest station of this new 10 kilometre crosstown transit line is located 1.2 kilometres north of the Arbo Neighbourhood along Keele Street, and 1.6 kilometres from Phase 1, and linked by frequent bus service on Keele Street.

Figure 6, on the following page, locates the Arbo Neighbourhood in the local and surrounding context.

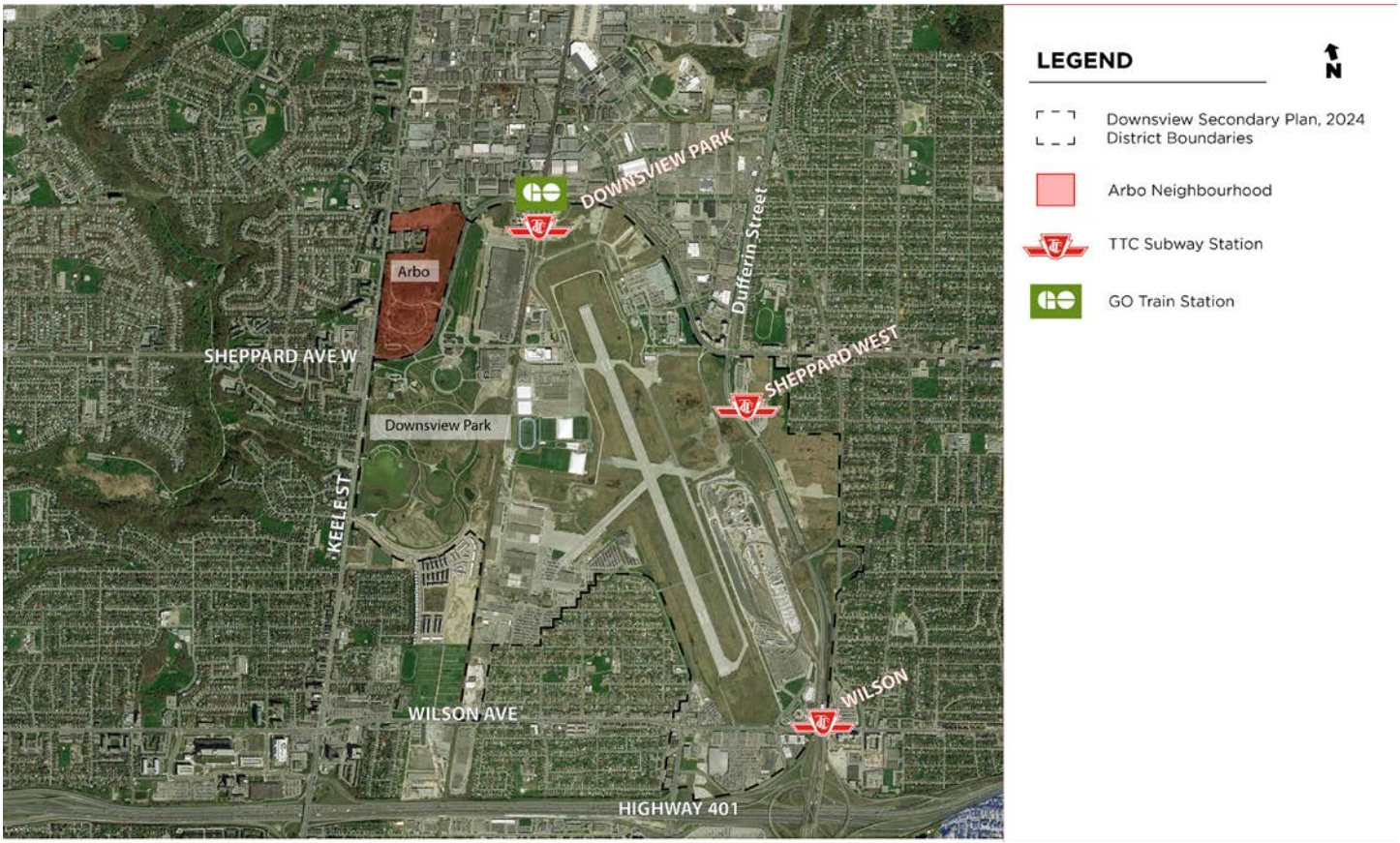


Figure 6. Arbo Neighbourhood context map

1.3 Interpretation and Document Structure

The Design Guidelines operate at a community structure level providing the framework to which all future development applications and public realm development in Phase 1 should respond. They provide, at a high level, guidance for the eventual site planning and built form of individual blocks in Phase 1.

In addition to the policies and guidelines of the Secondary Plan, 2024, development in Phase 1 will consider and be informed by city-wide design guidelines and standards, including:

- Tall Building Design Guidelines
- Mid-Rise Design Guidelines
- Townhouse and Low-rise Apartments Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Retail Design Manual
- Complete Streets Guidelines
- Green Streets Guidelines
- Percent for Public Art Program Guidelines
- Pet Friendly Design Guidelines for High Density Community
- Toronto Green Standards
- Downsview Community Development Plan

Structure of This Document

The Design Guidelines include the following sections:

2. **The Vision:** This section builds on the vision and urban design policies set out in the Downsview Area Secondary Plan, 2024, and the Arbo Neighbourhood District Plan public consultation process to articulate specific guiding principles for Arbo Neighbourhood Phase 1.

3. **The Plan:** This section introduces the overall organization of the Phase 1 street network, open space network and connections, and how they relate to the development blocks.

4. **Public Realm:** This section introduces the role and character of Phase 1 streets and public spaces.

5. **Private Realm:** This section introduces site planning and built form architectural controls that will help ensure private development reinforces Phase 1's intended character and creates positive relationships with the public realm.

2.0 The Vision

2.1 Guiding Principles

Policy 2.1.1 c of the Downsview Area Secondary Plan, 2024 envisions that the Arbo District:

"is characterized by its internal woodlot and proximity to the naturalized open spaces in Downsview Park. This District will serve residents, workers and visitors of all ages and in particular support aging in place. This District provides connectivity with adjacent existing communities and is generally residential, supported by a mixed use corridor along Keele Street. The built form character includes a mix of low and mid-rise buildings, with taller buildings and higher densities at the intersection of Keele Street and Sheppard Avenue West and towards the north, closer to Downsview Park station."

Building on this vision, Arbo Neighbourhood Phase 1 will be developed based on the following guiding principles developed in partnership with stakeholders and the community during the pre-application community consultation process:

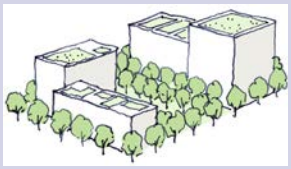
- **Create a Resilient & Sustainable Neighbourhood**
- **Create a Place for All**
- **Provide a Well-connected Network of Mobility Options**
- **Provide a Range of Housing Options**
- **Create a Neighbourhood Focus to Support Community Life**
- **Design the Parks and Woodlot as the Focus for the Neighbourhood**

These guiding principles are expanded upon on the following page and permeate each section of these Design Guidelines.

While Council adopted the Downsview Community Development Plan in 2024 through the Update Downsview process after the 2022 approval of the Arbo District Plan, many of the principles articulated by the Community Development Plan were integral to the creation of the Vision and Guiding Principles for the Arbo Neighbourhood. This included early and ongoing Indigenous engagement, and incorporating inclusivity, intergenerationality, and accessibility into all aspects of planning for Arbo Neighbourhood Phase 1, including through a family-friendly unit mix, child-friendly public realm strategies, and consideration and support for aging in place through the inclusion of a range of permitted uses in the Arbo Neighbourhood Phase 1 Zoning By-law.

Create a Resilient & Sustainable Neighbourhood

- Exceed current Toronto Green Standards
- Enhance the environment
- Manage stormwater through creation of green streets



Create a Place for All

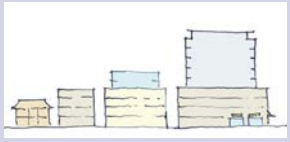
- Plan public spaces and private development so they are accessible to people of all ages and abilities (including seniors)
- Support health and wellness by providing walking connections and places to gather

Provide a Well-connected Network of Mobility Options

- Integrate streets, pedestrian connections, and cycling routes
- Connect to transit
- Prioritize non-motorized options

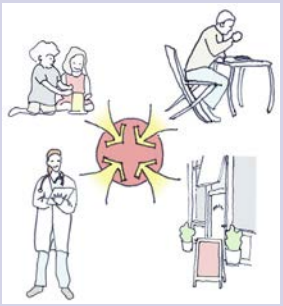
Provide a Range of Housing Options

- Plan for a mix of housing types and tenures
- Provide housing that is accessible to all (including seniors) and includes affordable options



Create a Neighbourhood Focus to Support Community Life

- Support opportunities for shops, cafes, daycare, medical services, and other uses to create a "complete community"
- Provide connections to the surrounding community and links to the potential future community centre location



- Provide higher density housing in appropriate locations to support community uses and life

Design the Parks and Woodlot as the Focus for the Neighbourhood

- Protect and enhance the woodlot
- Provide green links within Arbo Neighbourhood and to Downsview Park

3.0 The Plan

This section describes the overall organization of Arbo Neighbourhood Phase 1. Elements of the design include:

3.1 Structure Plan
3.2 Street, Bicycle and Pedestrian Network
3.3 Parks and Natural Heritage Features
3.4 Land Use
3.5 Built Form Distribution and Building Edges

The structure of Phase 1 follows the direction established by the Secondary Plan, 2024. The large Natural Heritage Woodlot area is located in the centre of the neighbourhood and, together with park space around it, forms its heart. To the north and south of the Natural Heritage Woodlot are residential neighbourhoods served by roads that create a finer block structure. A multi-use path through the Natural Heritage Woodlot will provide a link to future Arbo Neighbourhood development phases. This multi-use path continues through the neighbourhood to connect to Downsview Park via the pedestrian and cycling bridge over Sheppard Avenue West. Mixed use blocks are clustered along Keele Street.

3.1 Structure Plan

Figure 7. Arbo Neighbourhood Phase 1 Structure Plan

1. Gateway to the neighbourhood at Keele Street and Sheppard Avenue West.
2. Central green street (Street 'A') with separated cycling facilities and bio-swales.
3. Buildings on development blocks frame all public streets and active recreational parks.
4. The Natural Heritage Woodlot, central open space feature, parks, green streets and enhanced streetscaping create a strong green image for the neighbourhood.
5. Enhanced streetscapes along the neighbourhood's perimeter.

3.2 Street, Bicycle, and Pedestrian Network

Figure 8. Arbo Neighbourhood Phase 1 Street, Pedestrian, and Bicycle Network

Street & Bicycle Network

1. New East-West Street (Street A) provides access to the Arbo Neighbourhood from Keele Street and forges a new link between the existing neighbourhoods to the west and the future Downsview West neighbourhood to the east.

2. Bi-directional grade-separated bicycle lanes will extend the length of Street A.

3. There is potential for a future grade-separated multi-use path to be created along Arbo Neighbourhood's Keele Street frontage as a continuation of the existing path along Keele Street beside Downsview Park (this would be a future City of Toronto initiative).

4. A multi-use pathway through the Natural Heritage Woodlot connects the Arbo Neighbourhood to Downsview Park via bridge over Sheppard Avenue West.

Pedestrian Network

5. The multi-use pathway through the Natural Heritage Woodlot connects to Downsview Park.

6. The perimeter streets and the internal neighbourhood streets have multi-use paths and/or sidewalks on both sides.

3.3 Parks and Natural Heritage Features

Figure 9. Arbo Neighbourhood Phase 1 Parks and Natural Heritage Features

1. The Natural Heritage Woodlot is preserved and enhanced as the central feature of the Arbo Neighbourhood.
2. 'Ecological Park' is a public park intended to offer more passive uses and act as a natural landscape buffer to compliment and protect the Natural Heritage Woodlot.
3. 'Neighbourhood Park' is a public park intended to attract more active uses.
4. Pedestrian and cycling bridge located in Neighbourhood Park provides a connection across Sheppard Avenue West to link Phase 1 with Downsview Park.
5. Multi-use paths throughout Phase 1 will provide recreational cycling connections to and through the Ecological Park and Neighbourhood Park, and connect to existing and future cycling facilities outside of the Arbo Neighbourhood.
6. A green street (Street A) features a bio-swale that creates a visible green connection between the public realm and the adjacent parks and Natural Heritage Woodlot.

3.4 Land Use

Figure 10. Arbo Neighbourhood Phase 1 Land Use

1. The majority of the development blocks are designated Apartment Neighbourhoods.
2. Mixed Use Areas are located on the portion of the southwestern most development block with frontage on Keele Street and Sheppard Ave W.
3. Natural Areas designation in the northern part of Phase 1 correlate with the existing Natural Heritage Woodlot features.
4. The new Parks-designated lands fill in the areas beyond the Natural Heritage Woodlot in the northern part of Phase 1 and the space between development blocks in the southern part.

3.5 Built Form Distribution and Building Edges

Figure 11. Arbo Neighbourhood Phase 1 Built Form Distribution and Building Edges

1. A neighbourhood focus area is created at the Keele Street and Sheppard Avenue West intersection and reinforced with tall building forms, retail at grade, and continuous building edges along the frontages of Keele Street and Sheppard Ave W.
2. Tall buildings are concentrated near transit: at the Keele Street and Sheppard Avenue West intersection which is well served by multiple bus routes, and near the Downsview Park GO/TTC station. This facilitates transit use for future residents.
3. Tall and mid-rise buildings are located along major roads, where they define street edges and place people closer to transit stops.
4. Mid-rise buildings are located closer to the Natural Heritage Woodlot and are internal to the site.
5. Low-rise buildings line the western edge of Neighbourhood Park.

4.0 Public Realm

4.1 Streets/Street Character/ Streetscapes

The new street in Arbo Neighbourhood Phase 1 will be developed to address the City's vision for Complete Streets serving a multitude of roles, functions, and users based on a design approach that gives priority to people, creates a sense of place and promotes the prosperity of residents and businesses.

The new street and enhancements to existing streetscapes in Phase 1 will be designed to become vibrant and attractive public spaces, respect the local context, promote healthy and active living, connect to the surrounding neighbourhoods, provide multiple travel options for users, and give people choices and connected non-automotive linkages.

Sheppard Avenue West

A four(+) lane arterial road, Sheppard Avenue West is an important east-west street through the City of Toronto. Sheppard Avenue West defines both the southern and eastern edge of the Arbo Neighbourhood Phase 1. Along the south/east portion of the road, where it curves toward Keele Street, the elevation of Sheppard Avenue West is lower than the adjacent neighbourhood area and also contains generous new tree plantings with double and triple rows of trees ('1' in Figure 12). This grade relationship may present opportunities and challenges when designing future buildings that will be explored through the Site Plan process.

Intended Character

- Continue the strong emphasis on street tree planting.
- Take advantage of the grade change to provide a green parkway image created by native plantings of trees and understory material along the sloped areas.
- At the Keele Street and Sheppard Avenue West intersection with multiple and frequent bus services, the Site Plan process will consider how future buildings can potentially contribute to a more transit-friendly public realm.
- The ultimate right of way of Sheppard Avenue West will be 36 metres. Road widening have been taken through the Draft Plan of Subdivision process.
- Active uses at grade are provided along Sheppard Ave W. Limit servicing uses along the Sheppard Ave frontage.

Figure 12. Sheppard Ave W Intended Character

1. Area of grade change
2. TTC bus services

Keele Street (36.0m ROW)

A four(+) lane arterial Road, Keele Street is an important north-south street through the City of Toronto. The former wall associated with the Canadian Forces base along Keele Street has been removed.

Intended Character

- Provide views to the Natural Heritage Woodlot.
- Keele Street has the potential to accommodate a multi-use path along the east side within the right of way, as a continuation of the existing path along Keele Street along Downsview Park.
- At the Keele Street and Sheppard Avenue West intersection with multiple and frequent bus services, the Site Plan process will consider how future buildings can potentially contribute to a more transit-friendly public realm.

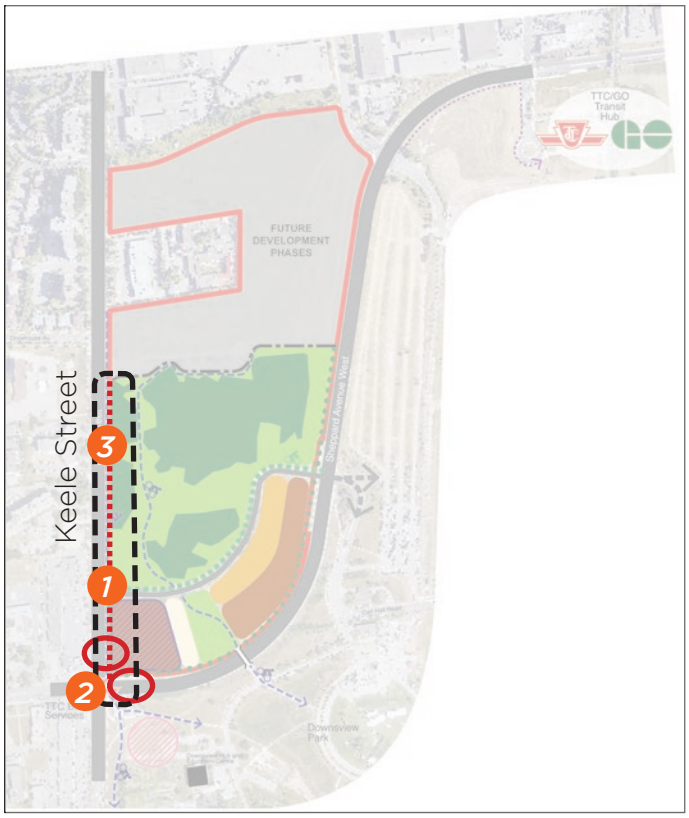


Figure 13. Keele Street Intended Character

1. New signalized intersection at Keele Street and Street A.
2. TTC bus services (transfer point between Sheppard Avenue West buses and Keele Street buses)
3. Potential future multi-use path.

Street A

This is a new local street connecting John Drury Drive at Sheppard Avenue West with Keele Street north of Sheppard Avenue West. This street is positioned along the southerly edge of the Natural Heritage Woodlot and Ecological Park. A new signalized intersection will be created at Keele Street, where it aligned with an existing commercial driveway entrance on the opposite side of Keele Street. This will create a safer and more controlled location for turn movements, and, positions the intersection as far to the north of the Keele Street/Sheppard Avenue West intersection as is feasible. Street A will provide access to all development blocks within Phase 1. Street A accommodates bi-directional cycling facilities in the form of grade-separated uni-directional bicycle paths located adjacent to the sidewalk on each side of the street and separated from travel lanes by the landscaped zone. These cycling facilities will have connections to the larger trail network within Phase 1. Street A will be a Green Street, with enhanced landscaping and opportunities for Low Impact Development measures, including bio-swales in the landscaped zone along sections of Street A adjacent to the Natural Heritage Woodlot.

Figure 14. Street A

Intended Character

- Street trees along both sides of the street.
- Low Impact Development bio-swales located within the landscaped zone along portions of the north side of Street A adjacent to the Natural Heritage Woodlot.
- Grade-separated cycling facilities in the form of uni-directional bicycle paths on both sides of the street and separated from traffic with landscaped buffers.
- Mid-block pedestrian crossing points
- Two vehicular travel lanes, with left turn bays at the Sheppard Avenue intersection and the Keele Street intersection.
- Active uses at grade are provided along Street A. Limit servicing uses along Street A.

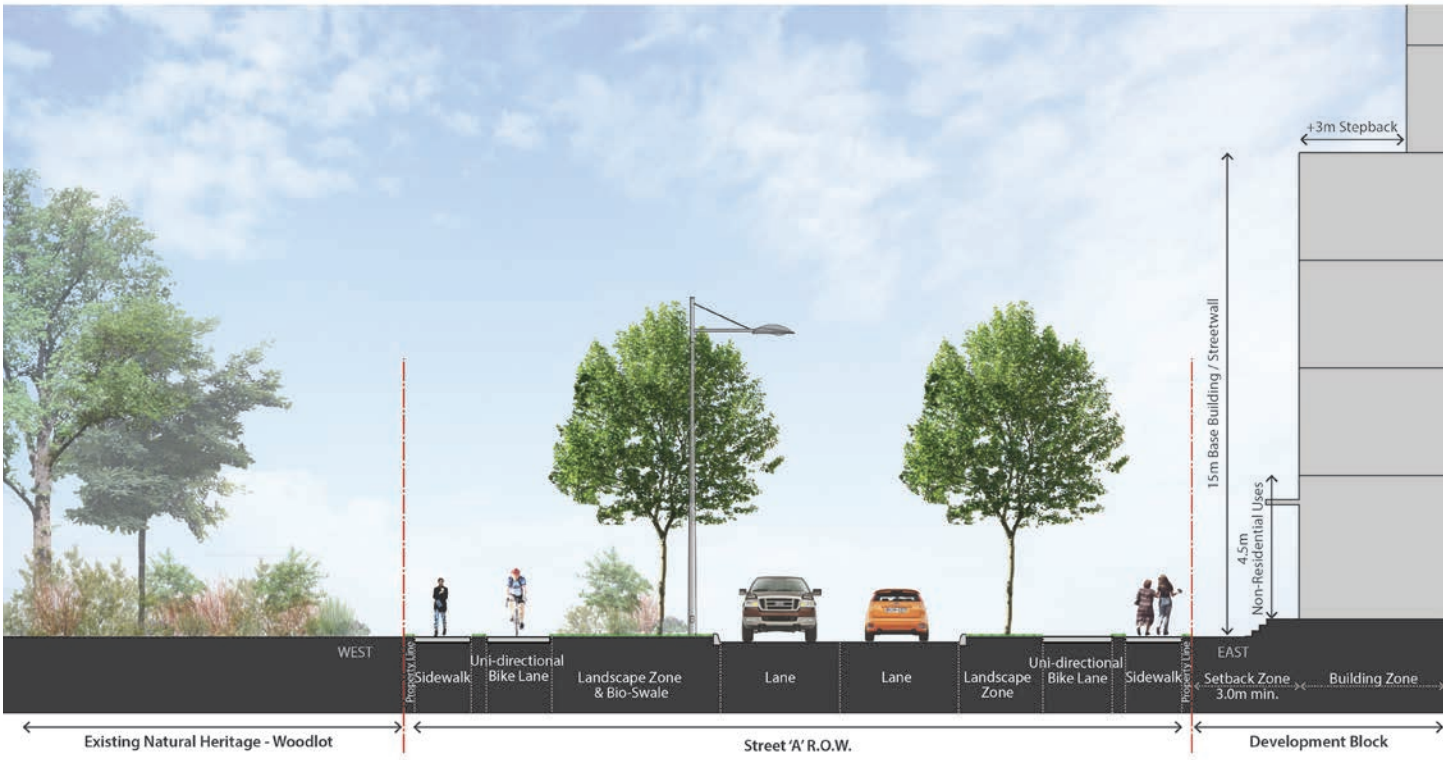


Figure 15. Street A representative cross section

Private Streets and Driveways

Vehicular access to development sites will be provided from the public street network and potentially from private streets. Private streets and driveways shall be designed to provide additional connectivity for vehicular, cycling (shared with vehicular) and pedestrian travel. They shall be designed seamlessly with the public street network and provide a finer grain to the public realm.

4.2 Green Network

The Green Network is complementary to the Street Network and together they will create a highly interconnected public realm throughout the Arbo Neighbourhood, providing for a choice of routes and experiences for movement, and a variety of passive and active recreational amenities. The Green Network includes several elements:

- The Natural Heritage Woodlot and associated buffers;
- Parks and linkages;
- Multi-use paths through the Natural Heritage Woodlot and parks; and
- Green streets.

The goal of the Green Network is to provide a balanced range of options for passive and active recreation, that encourage walking, cycling and transit use. The Green Network aims to make the most efficient use of existing and future transportation infrastructure and to support the continued development of the Secondary Plan, 2024.

Natural Heritage Woodlot and Associated Buffers

The Natural Heritage Woodlot is a unique ecological feature that is being preserved and enhanced. It is the heart and focal point of Arbo Neighbourhood Phase 1. The Street Network and the Green Network are structured to orient and create connections to the Natural Heritage Woodlot, and buffer areas serve to protect the sensitive wooded features. Over time, buffer areas will become part of the Natural Heritage Woodlot feature as their vegetation matures.

The Arbo Neighbourhood District Plan identifies blocks of land with natural heritage features that meet the test of significance – identified as 'Natural Heritage Woodlot'. It is important to note that wherever possible, individual trees located outside of the Natural Heritage Woodlot will be preserved, or replaced as part of the Ecological Management Plan.

There are three conditions of interface with the Natural Heritage Woodlot:

- Where it abuts the Ecological Park there is no specified buffer because it will be wholly integrated with the Ecological Park and will be considered through the ecological principles underpinning the vision for the park;
- Where it abuts roads and there is no continuous or contiguous part of the Ecological Park, an appropriate landscaped buffer provided; and,
- Where it abuts a development block, and there is no connected or contiguous part of the Ecological Park, there is an appropriate landscaped buffer provided.

Phase 1 Parks / Linkages

There are two parks proposed within Phase 1: Ecological Park and Neighbourhood Park. Each park serves a slightly different catchment area and a different role and function, but together provide for an abundance of parks and open spaces. The ultimate design and potential facilities within these parks will be determined in consultation with the community and City of Toronto as development proceeds.

Ecological Park

Ecological Park is a 3.75 ha (9.27 acre) "passive" park and natural landscape buffer surrounding the natural heritage woodlot, comprised of:

a. Block 23A (to be conveyed to the City as public parkland in Phase 1): 1.06 ha (6.65 acres)
b. Block 23B (to be retained by Parc Downsview Park with a public access easement and conveyed to the City in Phase 2): 2.69 ha (6.65 acres)

This park is intended to attract "passive" uses complementary to the woodlot, such as walking, hiking, and open space. The Ecological Park will act as a natural buffer for the Natural Heritage Woodlot and protect it by providing residents with public parkland that lets people feel connected to and a part of the woodlot without being in it. To accentuate this feeling, Ecological Park is anticipated to include ecological restoration areas and possibly demonstration gardens and interpretive signage. This could include information about the ways in which the Natural Heritage Woodlot and Ecological Park provide ecological services to the Arbo Neighbourhood and broader city, including:

- Stormwater management through infiltration, retention, and delayed runoff.
- Biodiversity and habitat for animals and beneficial insects like bees.
- Urban heat island mitigation and a natural wind break that make the surrounding open spaces and Arbo Neighbourhood more comfortable during summer heat, winter storms, and intense weather events throughout the year.

Neighbourhood Park

Neighbourhood Park is an "active" park strategically positioned in Block 6 between new development blocks. This park is intended to attract "active" uses, such as sports and play to reduce the pressure for such uses on the natural heritage woodlot. The Neighbourhood Park includes a connection to the pedestrian and cycling bridge over Sheppard Avenue West that connects the Arbo Neighbourhood with Downsview Park. The Neighbourhood Park will therefore serve as an important green corridor serving the wider community.

The design, construction, and maintenance of Ecological Park and Neighbourhood Park, as well as ongoing stewardship of the Natural Heritage Woodlot, is subject to the Arbo Neighbourhood Phase 1 Ecological Management Plan (EMP), which should be read in conjunction with these Design Guidelines. Furthermore, a defining characteristic of Arbo Neighbourhood Phase 1 is the significant change in grade across the site. This creates opportunities and challenges with respect to park design, street design, and stormwater management. Careful consideration and creativity will be required to celebrate and mitigate the natural topography.

Overall, the park system in Phase 1 will provide many opportunities to preserve, protect, and enhance the existing Natural Heritage Woodlot and provide for passive and active recreation to residents and visitors.

1 Ecological Park

2 Neighbourhood Park

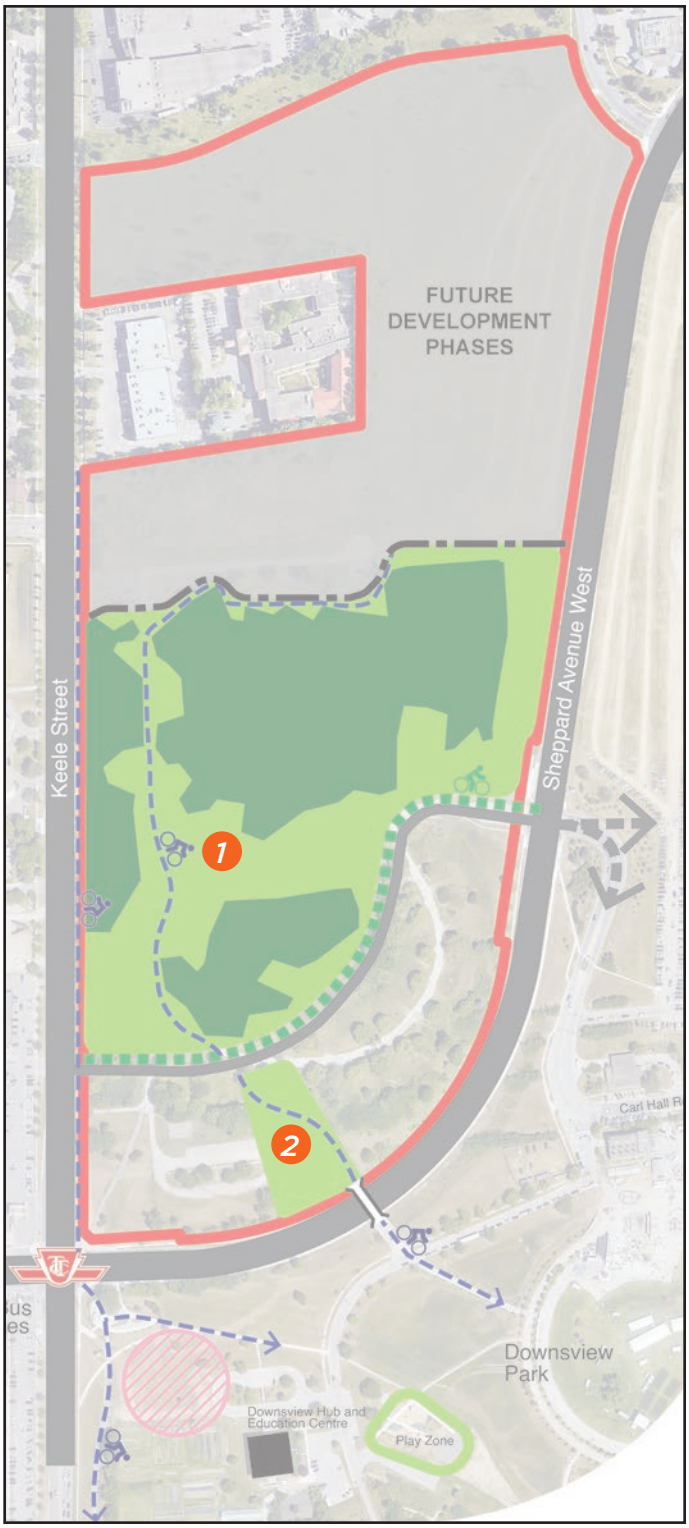


Figure 16. Arbo Neighbourhood Phase 1 Parks

Figure 17. View from within the Neighbourhood Park, looking west along Street A, towards Keele Street

The Block 6 Neighbourhood Park has frontages along Street A and Sheppard Avenue West. It provides a connection from Downsview Park into the Arbo Neighbourhood via the pedestrian and cycling bridge over Sheppard Avenue West. Neighbourhood Park will function as the central, active green space for the southerly portion of the neighbourhood.

Figure 18. Perspective Key Map

1 View location

Figure 19. View from within Neighbourhood Park, looking south towards Sheppard Avenue West

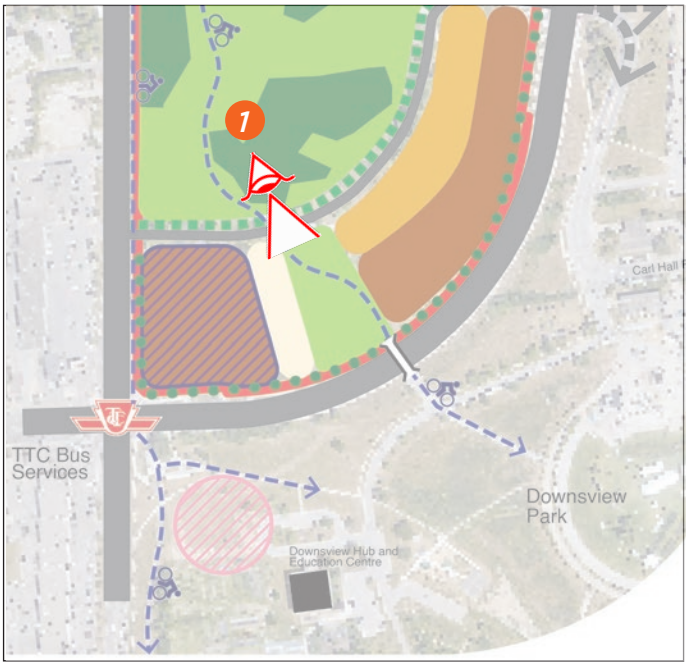


Figure 20. Perspective Key Map

1 View location

Multi-use Paths through the Natural Heritage Woodlot and Parks

As a sensitive ecological system, pedestrian access to the Natural Heritage Woodlot on paths will be carefully managed. Path locations will be selected to provide access to the Natural Heritage Woodlot while minimizing disturbance which would otherwise degrade the environment and people's experience and enjoyment of it. Path edges will be designed and managed to discourage informal trails.

A multi-use path extends north from Street A and Neighbourhood Park. This provides access to the Natural Heritage Woodlot from Phase 1 and provides a direct active transportation link to Downsview Park.

Figure 21. Natural Heritage Woodlot and Parks

1. Primary multi-use path through Natural Heritage Woodlot
2. Secondary path connections to streets
3. Multi-use bridge over Sheppard Avenue West connecting to Downsview Park
4. Ecological Park
5. Neighbourhood Park

Green Streets

The new internal street within Phase 1 will accommodate green streets function as per the *Toronto Green Streets Technical Guidelines*.

The Green Street proposed for Phase 1 includes grade-separated uni-directional bicycle paths provided adjacent to sidewalks on each side of the street. In addition, Street A will treat stormwater runoff at-source through attenuation and bio-filtering, reducing the quantity and improving the quality of stormwater that is ultimately conveyed to storm sewers. Extensive bio-swales are provided along the north side of Street A in expanded landscape zones that buffer sidewalks and bicycle path from vehicle traffic. Appropriate planting and grading conditions will be determined in conjunction with the City of Toronto.

Figure 22. Green Streets

4.3 Neighbourhood Focus

An important feature of Arbo Neighbourhood Phase 1 is the creation of a Neighbourhood Focus located around the intersection of Keele Street and Sheppard Avenue West. The Neighbourhood Focus combines existing and potential community features.

Figure 23. Arbo Neighbourhood (Phase 1) Neighbourhood Focus

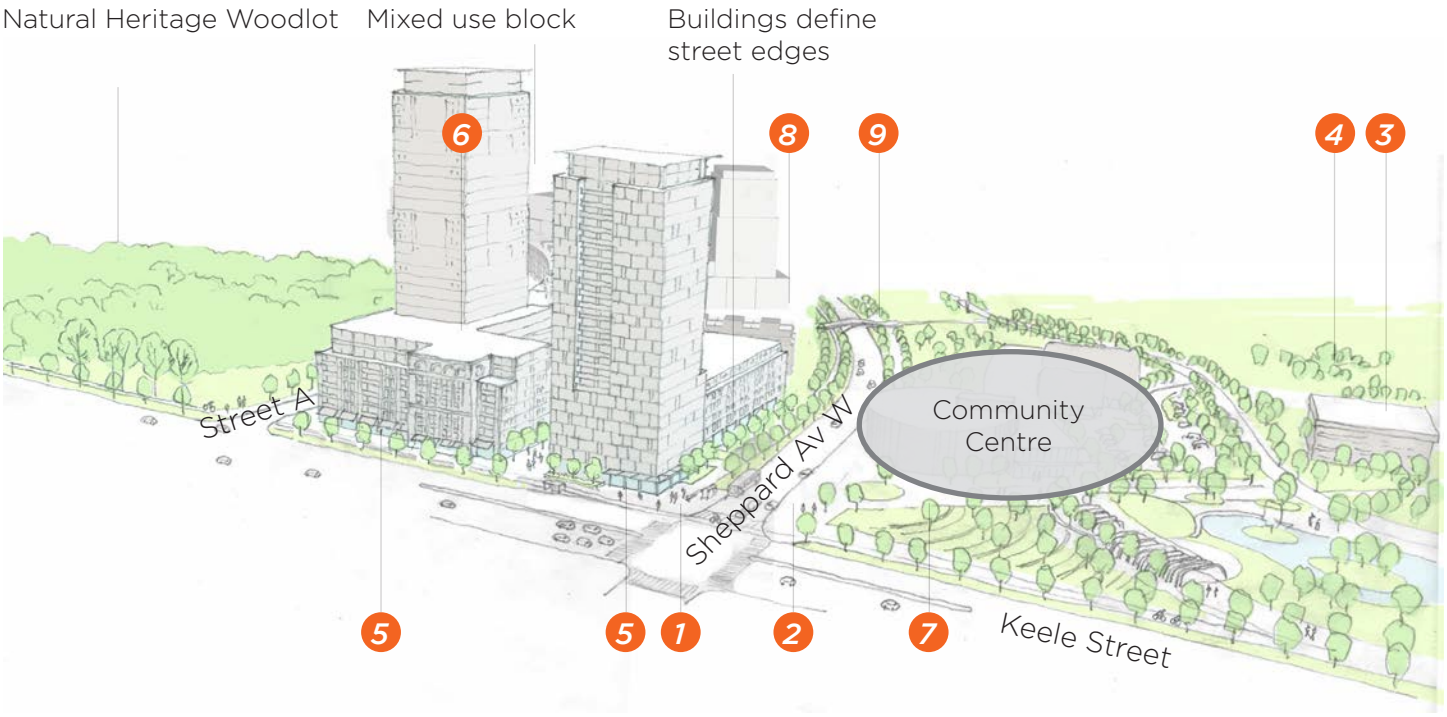


Figure 24. Neighbourhood Focus

The Arbo Neighbourhood District Plan provides for a variety of uses for the Neighbourhood Focus at Keele Street and Sheppard Avenue West. This illustrative view shows the opportunities for shops, open space, community facilities and housing. Amenities cater to residents and visitors of all ages, including seniors.

1. The TTC bus services at the intersection of busy bus routes along Sheppard Avenue West and Keele Street
2. A pedestrian entry point to Downsview Park
3. The Downsview Hub and Education Centre
4. The Play Zone
5. Retail/commercial uses at ground level
6. Higher density residential
7. The potential for a community centre on the southeast corner
8. The potential for a range of housing, including seniors housing
9. Neighbourhood Park with pedestrian and cycling bridge connection from the Arbo Neighbourhood to Downsview Park

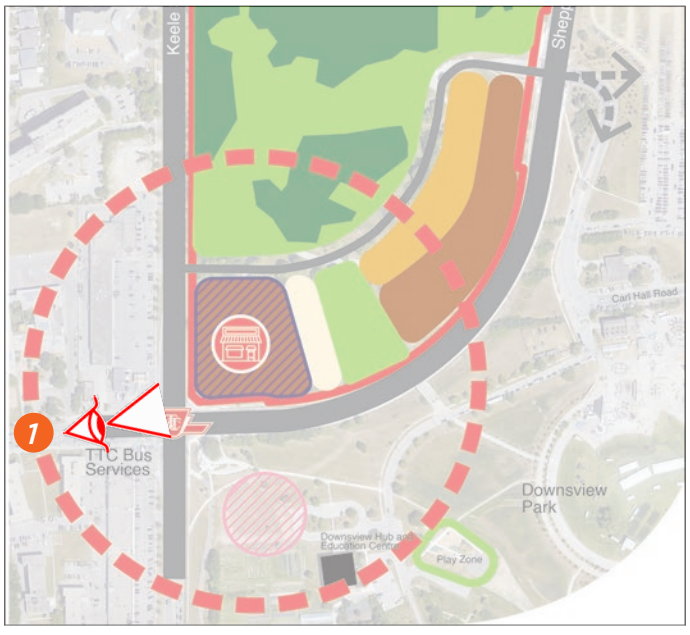


Figure 25. Perspective Key Map

1. View location

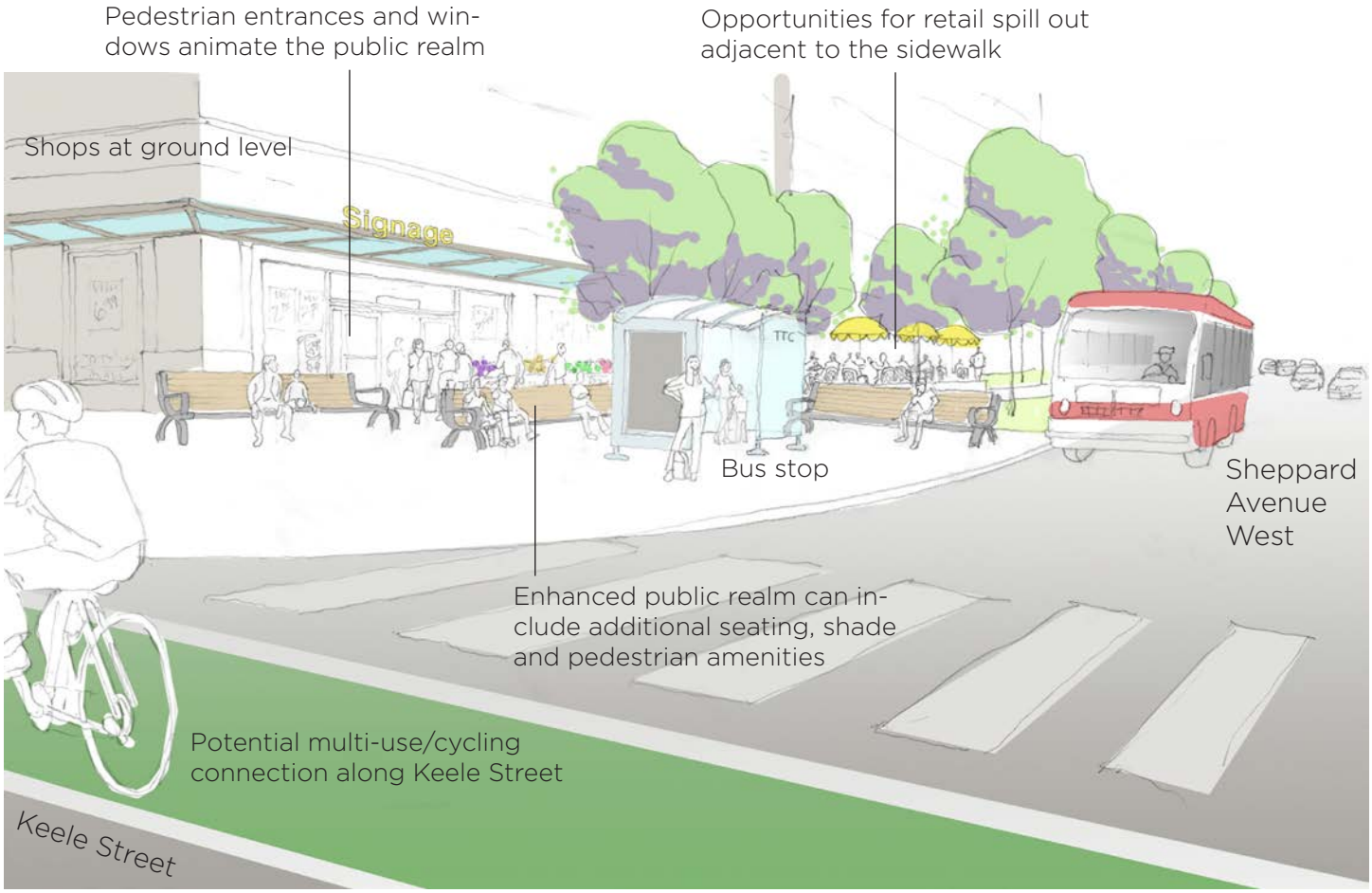


Figure 26. Illustrative view of the mixed use residential at Keele Street and Sheppard Avenue West.

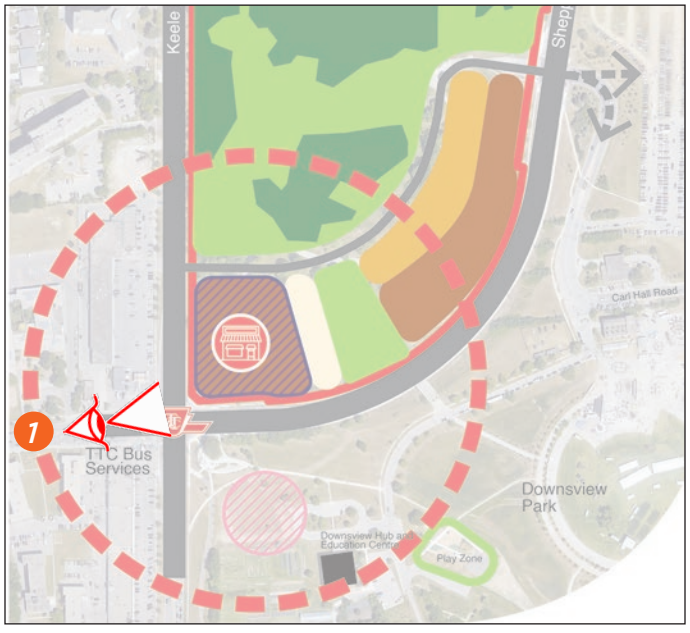


Figure 27. Perspective Key Map

1 View location

5.0 Private Realm

5.1 Built Form Principles

Built form in Arbo Neighbourhood Phase 1 will respond to the character of each of its land use designations, as well as the immediate adjacent context. There are only two development-related land use designations in Phase 1 under the Secondary Plan, 2024: Apartment Neighbourhoods and Mixed-Use Areas. Therefore, an important goal for Phase 1 is to provide a variety of built form typologies and building heights within these that will create an interesting and dynamic distribution of buildings across the neighbourhood, while ensuring that they frame and establish the scale and character of the street. These guidelines provide general guidance and built form directives will be confirmed through site-specific zoning for each phase.

1. Built form in the Apartment Neighbourhood will be characterized by predominantly mid-rise buildings with some tall buildings. Many of these buildings will have grade-related units integrated in their podium. These grade-related units will be directly accessed from the adjacent sidewalks and trails. In addition, small scale, local-serving ground floor commercial is encouraged throughout, particularly in the northeast, close to Downsview Park Station.

2. Built form in the Mixed-Use Area include mid-rise and tall buildings with commercial/retail uses at grade facing key streets, and the potential for grade-related residential units in other parts of the buildings.

3. The proximity of the development blocks to the Natural Heritage Woodlot and Ecological Park creates a duty for the responsible management of lighting. Light trespass from the development blocks must be limited to protect the habitat and wellbeing of the animals and creatures living in these ecologically sensitive areas.

Principles for the built form in Phase 1 include:

1. Mid-rise buildings generally in proximity to the centre of the neighbourhood and the central Natural Heritage Woodlot feature, and, to support the desire to define higher-order streets with taller buildings.

2. A range of mid-rise and tall buildings located along major streets (Keele Street and Sheppard Avenue West). This range of building forms help to define a street edge along these wider rights of way, and locate more people in proximity to bus services along these streets. The heights of mid-rise and tall buildings should vary from block to block throughout the neighbourhood to provide visual variety.

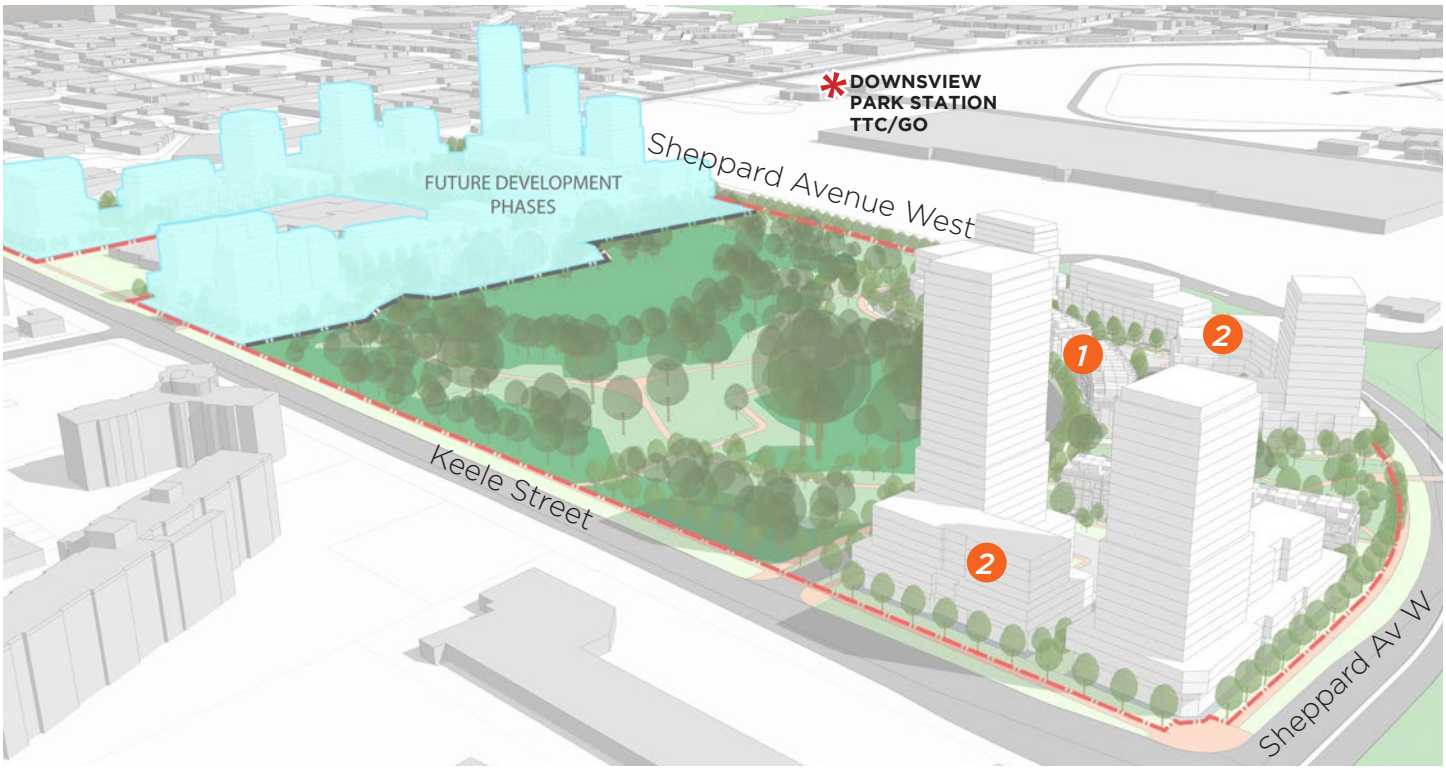


Figure 28. Perspective View Looking Northeast

3. Tall buildings located close to areas of high transit service and where they can support commercial success. The heights of tall buildings will vary, to create interest in the skyline. Tall buildings are clustered:

    - At the Keele Street and Sheppard Avenue West intersection within the Mixed-Use Area designation. Both streets have significant bus services, and there is a high degree of transit use and interchange. By locating tall buildings here it further supports transit use. It also helps support the success of retail/commercial activities in the Mixed-Use Area by providing a higher population density who can use the shops and services.

5. Buildings shall face onto streets and active recreational parks.

6. Provision of a podium or base building element to create a pedestrian-scaled and consistent street wall.

7. Tall building tower separations will be a minimum of 25 metres.

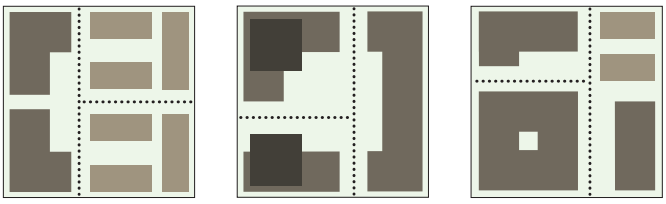
Figure 29. Perspective view looking northeast

5.2 Blocks

The streets defined in the Downsview Area Secondary Plan create a block pattern for Phase 1. Blocks provide a variety of land use opportunities including mixed use, apartments, and public open spaces. The block pattern provides an interconnected network that links the internal uses of the Arbo Neighbourhood with its surrounding context.

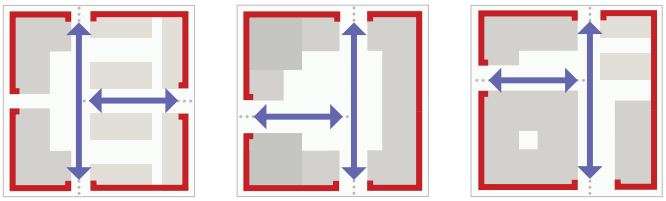
Key design principles for blocks include:

- The flexibility to accommodate a variety of built form configurations, depending on the objectives of the ultimate builders, that result in positive public realm relationships consistent with the vision of the neighbourhood.
- Provide building edges that define the public realm and views into parks or natural areas.
- Large blocks will have a pedestrian grain through the provision of private laneways/ driveways or walkway connections from buildings to adjacent sidewalks.
- Massing will be located at the corner and/or along the higher-order street.
- Mid-block pedestrian connections will enhance pedestrian permeability.
- Servicing of blocks will be from the lesser/ smaller street.



Above: blocks can be designed with a variety of building configurations and massing that achieve the principles of these Design Guidelines.

Below: large blocks will provide a pedestrian grain with lanes and mid-block connections. All buildings will address surrounding public streets and spaces.



5.3 Building Siting and Massing

- Locate buildings close to the street edge to frame and animate the public realm.
- Frame and address the active recreational parks (Neighbourhood Park) with building siting, massing and orientation.
- Orient main building elevations to major streets.
- Use building siting and massing to:
  - avoid and minimize elevation overlap;
  - protect and create view corridors and vistas;
  - maximize views and privacy for building residents;
  - protect and enhance sky views.
- Avoid empty spaces with no program or function.
- Site building types to locate the tallest buildings and denser development forms near transit hubs.
- Site taller buildings along major roads and at major intersections to support transit, and mid-rise buildings to the centre of the neighbourhood and near the central Natural Heritage Woodlot and open space feature, to provide a sense of visual and physical access to the Natural Heritage Woodlot.
- Provide transitions among building types.

Buildings located close to the street edge to frame the public realm

Figure 31. Perspective view looking east

1. Mid-rise buildings near the central Natural Heritage Woodlot and open space feature
2. Taller buildings near transit nodes
3. Low-rise buildings adjacent to Neighbourhood Park
4. Mix of tall buildings and mid-rise buildings along Sheppard Ave W

Figure 32. Building Siting and Massing

5.4 Setback and Street Wall

- Provide a setback of minimum 3 metres from the property line adjacent to all public streets except Keele Street.
- Along Keele Street, provide a minimum setback of 6 metres from the property line.
- For mid-rise and tall buildings, provide a podium / base building to establish a pedestrian scaled and consistent street wall along public streets, internal driveways, and public spaces.
- Podium height shall reflect the scale of the street where it fronts onto. Taller podiums may be appropriate along higher-order streets where the street right-of-way is wider.
- Encourage continuous streetwall conditions where appropriate.
- Above the podium or streetwall, provide a stepback.

Figure 33. View looking northwest over the Arbo neighbourhood illustrating a street wall is created adjacent to the public realm

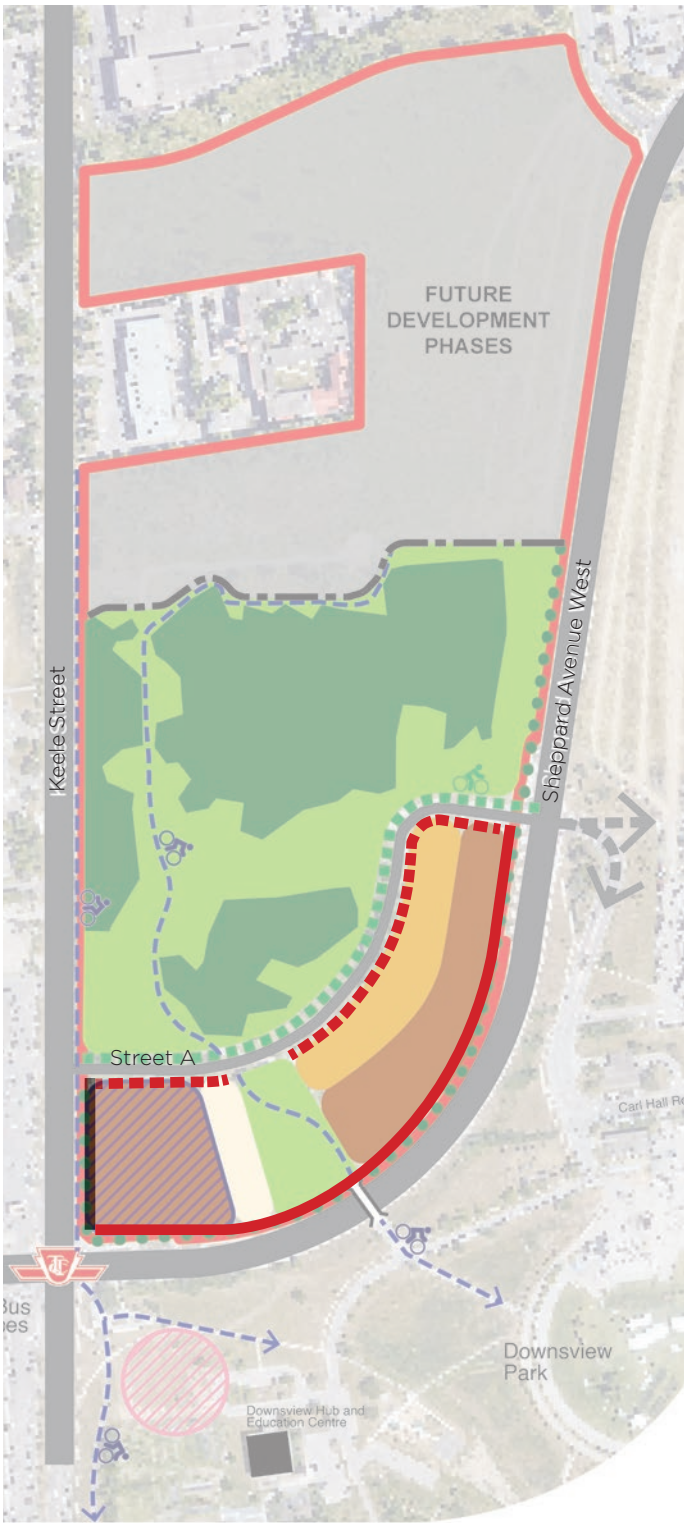


Figure 34. Street Frontages

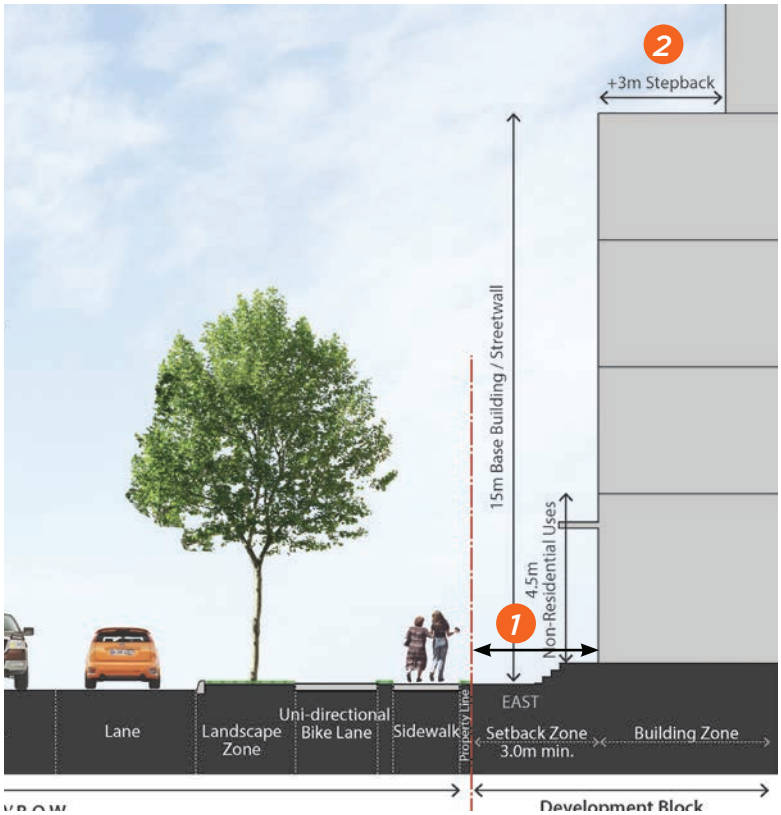
Street A

1. Setback
2. Stepback above podium

Sheppard Avenue West

1. Setback
2. Stepback above podium or streetwall

Figure 35. Street A Cross Section



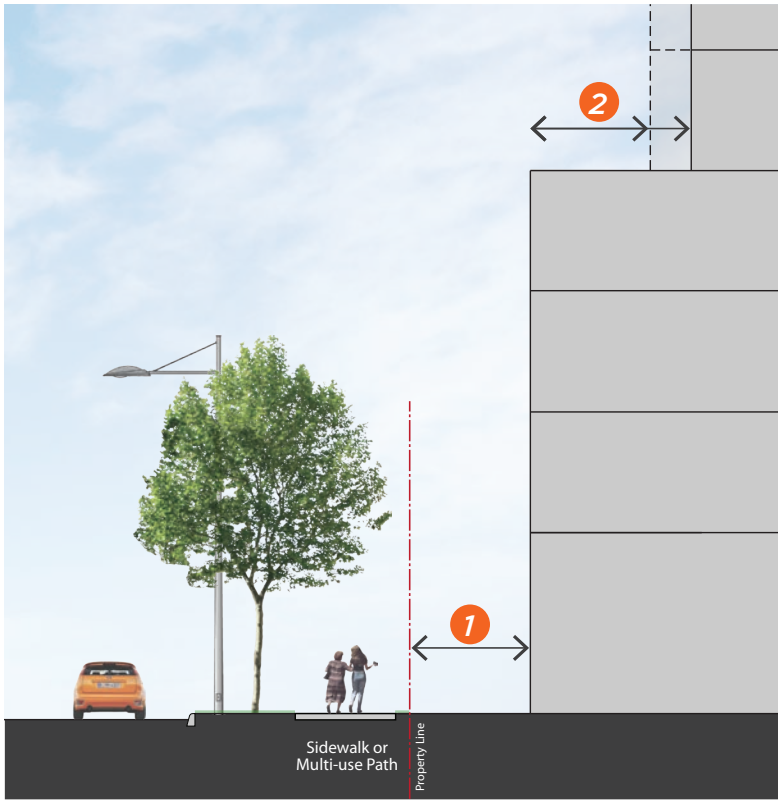
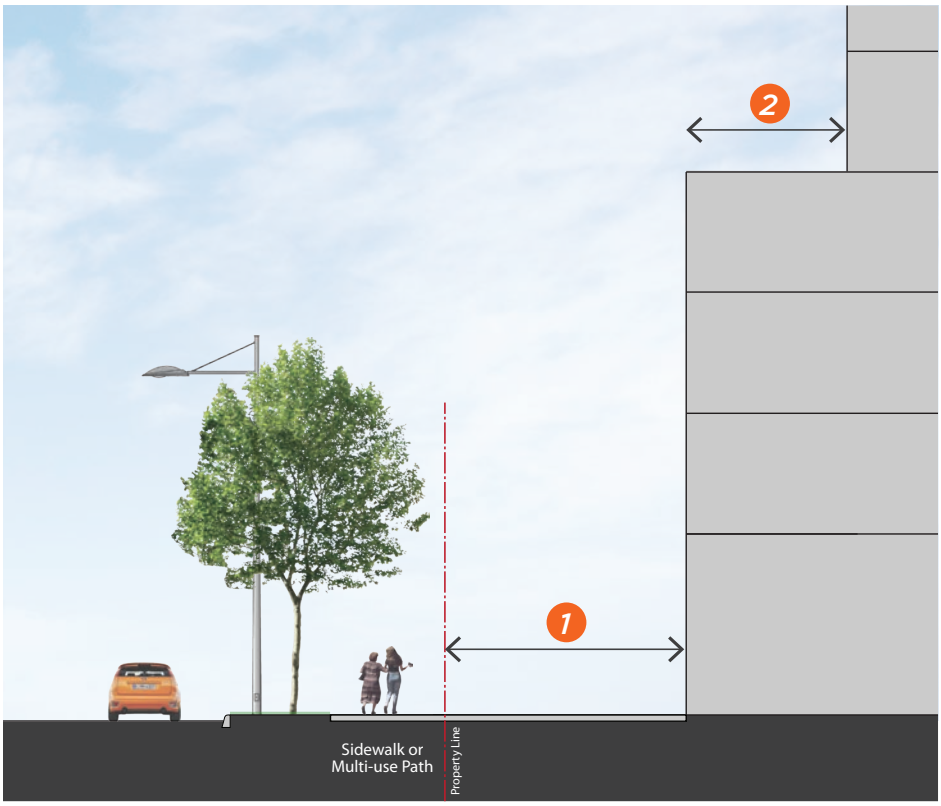


Figure 36. Sheppard Avenue West Cross Section

Keele Street

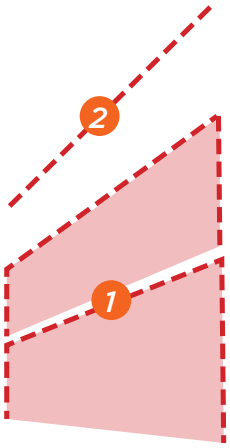
1. Setback
2. Stepback above podium

Figure 37. Keele Street Cross Section



Built form considerations of podium, base building height and streetwall height:

1. Podium / Base Building / Streetwall height to create a pedestrian-scaled and consistent street wall.
2. Podium / Base Building / Streetwall height at locations where it fronts onto a wider street right-of-way.



Establish a street wall through podium design

5.5 Prominent Sites

- Streets around the central open space feature will provide viewing opportunities or 'windows' to ensure it remains a prominent feature of the neighbourhood.
- New development and landscaping will consider public views of the central open space feature in site planning and design.
- Use built form to address gateway and other key locations within the neighbourhood, including enhanced quality of materials and detailing.

Gateways

- Taller building elements and special features at gateways are encouraged, such as turrets, rotundas, porticos, change in building plane, overhangs, special rooflines, public art, and/or street wall height, where those elements exhibit:
  - Compatibility with adjacent context, including appropriate scale
  - Compatibility with the principal building expression
  - Design excellence.
- Ensure the pedestrian realm, including sidewalks, street tree planting, transit stops, and furniture such as seating, planters and/or lighting frames the view into the neighbourhood and creates a welcoming pedestrian environment.

View Terminus Sites

- Taller building elements and special features at view termini are encouraged where they exhibit:
  - Compatibility with adjacent context, including appropriate scale
  - Compatibility with the principal building expression
  - Design excellence.
- Ensure the pedestrian realm, including sidewalks, street tree planting, transit stops, and furniture such as seating, planters and/or lighting is located to reinforce the view corridor and creates a welcoming pedestrian environment.

Corner Sites

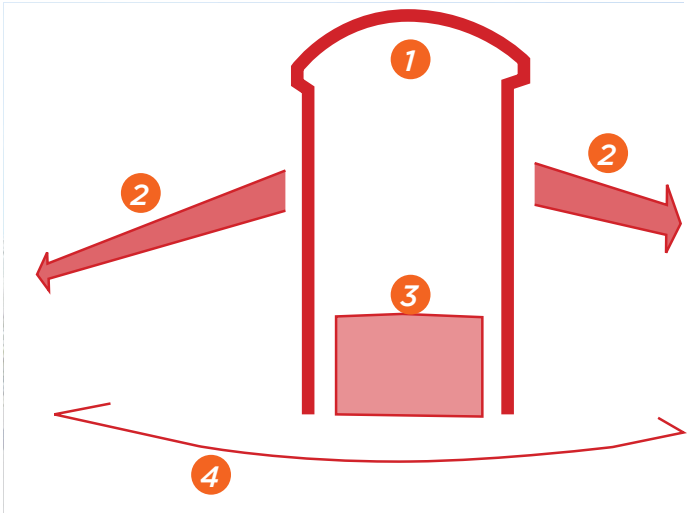
- Locate taller parts of the buildings at the corner, oriented to both intersecting streets or public spaces.
- Develop both street facing facades as front elevations with pronounced entrances oriented to the corner and/or primary streets.

Active Park Frontage

- Buildings adjacent to active parks, such as Neighbourhood Park, should contribute to the vitality of these public spaces by providing frequent ground level building entrances, active uses at grade, and windows and balconies overlooking the park.

Built form considerations for corners:

1. Special building element at the corner with taller street wall height
2. Front building expression wraps both corners
3. Corner entrance
4. Sidewalk curb extensions create greater pedestrian space at street corner



Buildings frame gateways and corners with techniques such as special architectural forms, corner entrances, and frontal elevations on both street facades.

Figure 38. Arbo Neighbourhood Phase 1 Visually Prominent Sites

5.6 Entrances

- Locate and design entrances to be prominent in the facade and create building identity. Modest exceptions to height, setback and step back are appropriate to emphasize entrances in the overall massing of the building.
- Use a high level of architectural detail and, where appropriate, landscape treatment, to emphasize primary entrances.
- Ensure main entrances accessible to the general public incorporate weather protection through recess or overhang.
- Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.
- Differentiate residential and commercial entrances in mixed use buildings.
- Provide pedestrian access to storefronts and businesses from the adjacent public street or space.
- Incorporate frequent entrances into commercial frontages facing streets.

The entrance is prominent in the facade and makes a direct connection to the street sidewalk

Built form considerations for entrances:

1. Taller massing and prominent roofline
2. Landscaping emphasizes entrance
3. Weather protection

5.7 Roofline

- Building massing, height and roofline should be varied throughout the neighbourhood to create variety.
- The expression of the building top and roof should be clearly distinguished from the rest of the building through treatments such as step backs, materials, cornice lines and overhangs.
- Mechanical penthouses should be:
- Located where they are less visible from the public realm, or
- Integrated with the architectural treatment of the roofline and building expression.

5.8 Mechanical Equipment and Utilities

- Locate utility meters, service meters, vents, telecommunications gear and other necessary mechanical equipment discretely:
  - Preferred locations are along service laneways or along areas of the building less visible to the public realm
  - Where they are visible from the public realm, they will be integrated into the design of the building through techniques such as recesses, enclosures, and under steps or stoops
  - Screened by landscaping
  - Or, use enhanced materials or public art such as a mural treatment.
- Integrate garbage storage areas into the building design wherever possible. Outdoor storage and garbage shall not be visible from surrounding public streets and spaces. Use the building mass to screen them.

5.9 Garbage / Loading

- Locate loading and servicing within the building or the rear/side of the site.
- Screen loading and servicing areas from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc).
- Provide facilities for handling, storing and separating waste and recycling, integrate them into the building design and ensure they are screened from public view through landscape and/or architectural elements.

5.10 Materials

Arbo Neighbourhood Phase 1 is a large infill site where a predominant component of the built form will be a mix of ground contact, attached dwellings, such as stacked townhouses, and apartment units in mid-rise and tall building built forms. As the first phase of the Arbo Neighbourhood, it is important that Phase 1 utilizes architecture that can organically evolve over time in future development phases.

A key goal is to avoid a monotonous look to the neighbourhood as a result of predetermined architectural controls. While these Design Guidelines do not make specific recommendations for material use, colour, style of architecture or style of building components such as windows, it is important to ensure the architecture is of a high quality, and the use of materials plays a large role in achieving this.

- Use materials and detailing to foster a sense of character and timelessness.
- Choose materials for their functional and aesthetic characteristics to exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
- Use materials and fastening systems that are authentic to their purpose and neatly detailed. Do not use materials that imitate other materials.
- For traditional building styles, choose materials and architectural details such as cornices, sign bands, lintels, etc. that are consistent with the chosen architectural style.
- For contemporary building styles, ensure materials are crisply detailed with consistent reveals. Simple materials, in particular, must be used creatively and exhibit a high quality of application and fastening.
- Changes of material will be purposeful and coincide with substantial massing elements or datum lines of the building. Changes of material shall not occur at building corners; a material return is required.

5.11 Access and Circulation

- Provide site vehicular access from lower-order streets or private lanes.
- Consolidate accesses from same street wherever possible.
- Ensure internal driveways and lanes are connected to the existing road fabric surrounding the site, and where possible align and combine them with those on adjacent sites.
- Any vehicular entrance to a building from the street, including its associated components (doorways, ramps, etc.) will be architecturally integrated into the building design.
- Garage entries and servicing areas will be designed to:
    - Minimize the number of curb cuts per block length. Only one is preferred
    - Minimize interruption of the pedestrian realm and streetscape treatment
- Prioritize pedestrian movement and safety using material treatments, signs, setbacks and other design elements.

5.12 Parking

- Locate parking within the building or at the rear/side of the site, but never at the front.
- Locate parking below grade where possible.
- Screen parking from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc).
- Divide parking areas at grade into small courtyards and use walkways, public art and/or landscaped strips/islands to define them.
- Ensure parking-related landscaped strips are a minimum of 2.5 metres wide.
- When their use is necessary, design above-grade parking with detailed facade and active uses along public frontages. Structured parking should not be visible from the public realm.
- Provide long-term bicycle storage inside the building and short-term bicycle parking areas/racks close to entrances.
- Allow for car sharing through parking design.
- Enable electric vehicle charging by providing charging facilities and roughed-in electric infrastructure for future expansion.

Parking located below grade. Garage entry enhanced with landscape elements

5.13 Mid-Block / Pedestrian Connections

- Provide pedestrian mid-block connections and multiple access points to enhance pedestrian permeability.
- Encourage community permeability by providing pedestrian connections across the site and link them to the adjacent pedestrian system of sidewalks and trails.
- Clearly demarcate and enhance pedestrian walkways through the use of special paving, planting and efficient/proper lighting.
- Ensure all pedestrian connections and entrances are universally accessible, and if ramps are needed, incorporate them into the building/elevation design.

Pedestrian walkways enhance community permeability

5.14 Natural Edges / Natural Heritage Woodlot Interface

- Buildings adjacent to the Natural Heritage Woodlot and central open space feature should provide many windows and doors facing onto them, to provide a sense of overlook and casual observation.
- Design sites to discourage negative impacts on the Natural Heritage Woodlot from vehicular intrusion, informal pedestrian trails, and dogs off leash using techniques such as low fencing, gates, curbs, demarcated pathways, and soft landscaping.
- Fencing or other site perimeter elements adjacent to the Natural Heritage Woodlot and central open space feature shall be visually permeable.
- Use native species in landscaping and in conformance with the Arbo Neighbourhood Phase 1 Ecological Management Plan (EMP).
- Avoid light trespass beyond the development block. Lighting should be as non-intrusive as possible and conform with applicable regulations.
- The EMP for the Natural Heritage Woodlot will guide invasive species removal and long term stewardship of this natural asset.
- The EMP will include additional guidance for design treatment in and surrounding the Natural Heritage Woodlot and Ecological Park.

Natural edges protected by visually permeable fencing

5.15 Amenity Areas

Terraces + Green Rooftops

- Incorporate common amenities on rooftops and where substantial step backs provide for enough space for them to be accommodated.
- Ensure terraces are designed to include soft and hard landscaping, as well as appropriate lighting and shaded seating areas.
- Consider green rooftops for bases and building tops where planting could thrive and enhance the building appeal from the street, to reduce urban heat island effects and to improve air quality and noise insulation.
- Use only native planting and drought-tolerant and pollinator-friendly species when appropriate.

Rooftops provide space for green roofs and amenity terraces

5.16 Landscaping

Landscape Strips

- Ensure the edges of the development reflect and complement the character of the immediate use at grade (residential or non-residential).
- Include landscaped areas in front of residential units that delineate private areas while providing a transition from private to public areas.
- Incorporate steps, low walls, planting and other landscaping elements to delineate residential front yards while maintaining visual connections between the public realm and the unit interior.
- Incorporate a combination of hard landscape, planters and trees along non-residential frontages to delineate and differentiate private open spaces, entrances and uses at ground level.
- Use only native planting and drought-tolerant and pollinator-friendly species when appropriate.

Front yards delineated with landscaping

Patios

- Locate patios in areas that have maximum sun exposure, along primary streets, and in locations that effectively animate the public realm.
- Take advantage of greater setbacks to provide patios and other common spaces.

Courtyards

- Incorporate front courtyards to break long elevations and/or combine with main entrances to large developments.
- Provide courtyards at grade to take advantage of the required building separation distance.
- Design courtyards as an amenity space, with soft and hard landscaping, and provide for seating areas and pedestrian circulation throughout and beyond the development.

5.17 Building Typologies and Environmental Performance

The general building typologies anticipated for Phase 1 are:

- Mid-Rise, Grade-Related, Stacked Back-to-Back Townhouse Block
- Mid-Rise Apartment Building
- Tall Building

Buildings are encouraged to exceed the applicable Toronto Green Standard minimums and sustainable design and innovative construction techniques.

6.0 Summary

Arbo Neighbourhood Phase 1 is a tremendous opportunity to develop a comprehensive, new, mixed use community that is integrated with its surrounding context. It will be a transit-oriented community that supports the investment in subway and rail infrastructure in the nearby Downsview Park Station.

The Arbo Neighbourhood District Plan follows the established structure of the Downsview Secondary Plan, 2024 in terms of land use, density, open space network, street network, and trails network. It also proposes additional pedestrian and cyclist connectivity within the neighbourhood and to surrounding streets and destinations.

The built form of the neighbourhood, which will be determined by subsequent development applications, will follow principles of good design as set out in these Design Guidelines and other applicable City of Toronto policies and guidelines.

Phase 1 has public open spaces distributed to provide both active recreational opportunities for residents, as well as passive ecological experiences surrounding the Natural Heritage Woodlot. This central feature, comprised of the Natural Heritage Woodlot and associated buffers and public parks, is a truly unique opportunity and will form the heart and focus of the neighbourhood. In addition, it is an amenity for the broader Downsview community and will establish the Arbo Neighbourhood as one of Toronto's many distinct and beloved neighbourhoods.

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