Development in the Allen-Sheppard area will be consistent with the following urban design guidelines. They provide a framework for the development of the whole site and are to be read in conjunction with the urban design policies in the Official Plan.

LOCATION

The Allen-Sheppard area comprises approximately 138 hectares surrounding the intersection of Allen Road and Sheppard Avenue West and includes the Downsview Subway Station and a portion of the former Canadian Forces Base Downsview. (see Figure 1). An 80-hectare National Park is on the western portion of the former Base land, fronting onto Keele Street south of Sheppard Avenue.

GUIDELINES

The Urban Design Guidelines and Development Framework set out:

A structure plan of public streets, parks and open spaces

Public realm guidelines that focus on views, parks, streets, pedestrian routes, weather protection, bicycle routes and public transit facilities

Built form guidelines that focus on streetwalls, building massing, mid-block connections, graderelated uses, courtyards, entrances, parking and servicing

Other design matters such as environmental issues, heritage and public art.





URBAN DESIGN OBJECTIVES

General:

- 1. To promote a strong sense of community by creating a context for incremental development.
- 2. To respect the fabric of existing neighbourhoods.
- 3. To support the viability of transit by creating a high quality pedestrian environment.
- 4. To promote high quality design including streetscapes, open spaces, public buildings and infrastructure, and private buildings, to create a comfortable, useable, understandable, and memorable community.

The Public Realm:

- 1. To develop a coherent, continuous and amenable public realm comprising public streets, sidewalks, public and institutional open spaces, and publicly accessible parts of private development.
- 2. To develop coherent above- and below-grade connections with the existing subway station and all four corners.
- 3. To reinforce grade as the primary level for public space.
- 4. To provide a coherent and continuous network of bicycle paths, linked by at-grade crossings of Allen Road and Sheppard Avenue.

Natural Environment:

- 1. To improve the natural environment.
- 2. To improve access to existing and potential natural environmental areas within the surrounding district (e.g. Downsview Park, West Don Valley, etc.).
- 3. To create new natural areas to supplement those that have been lost.

Green Space and Special Places:

- 1. Existing Open Spaces where possible to maximize the use of existing open spaces (e.g. William Lyon Mackenzie Collegiate Institute) by connecting them to streets and other open spaces.
- 2. Sheppard Promenade provide improved access from the Allen–Sheppard Area along the south side of Sheppard Avenue to the Parc Downsview Park in the west.
- 3. Allen Boulevard provide a safe, continuous boulevard along the east and west edge of Allen Road, to provide access to adjacent properties, maintaining a building frontage situation along Allen Road.
- 4. New Parks provide new parks, for both active and passive use, to serve new development within the Allen–Sheppard area, as well as the adjacent neighbourhoods. Provide maximum physical and visual access to the parks and develop public fronts and streets adjacent to the parks.
- 5. Green Links ensure that all parks and green spaces are linked.
- 6. Landmarks and Gateways provide visual landmarks that recognize the Allen-Sheppard area's location as a gateway to both the Downsview Site and northern North York.
- 7. Views and Axes protect and enhance important views and/or axes to/from the 401, Dufferin Street, Sheppard Avenue, North York City Centre, Downsview Park, important buildings, etc. Frame these views with landscape and buildings.



Neighbourhoods, Precincts and Edges:

- 1. Existing/New Wilson Neighbourhoods to provide for residential development on both sides of Wilson Heights Boulevard, with access provided predominantly from this Boulevard
- 2. New Allen Precinct to provide for a welldefined medium-to-high density residential, or mixed residential neighbourhood fronting onto Allen Road, access to the neighbourhood to be provided by two roads running parallel to the Allen
- 3. Allen–Sheppard Intersection to encourage the development of this intersection as a secondary urban centre, accommodating higher density, mixed-use residential/employment land uses

Building Fit and Transition:

- 1. Density Distribution to locate higher buildings and more intense development around the intersection of Allen and Sheppard, and/or along the both sides of the Allen; and, to locate lower buildings and massing in the Wilson Heights corridor
- 2. Framing Public Open Space buildings and other elements (e.g. trees)
- 3. Building Massing to allow for good sunlight and wind conditions in streets and public open spaces
- 4. Transition to allow for a gradual transition from lower to higher buildings using stepbacks and base buildings as points of transition
- 5. Phasing to allow for gradual development



THE STRUCTURE AND CHARACTER OF THE NEIGHBOURHOOD

Allen Road and Sheppard Avenue will become significant new public avenues serving drivers, pedestrians and cyclists within an urbanising north Toronto.

The area will be served, where possible, by a new, fine-grained network of tree-lined streets that are designed to provide direct vehicular and pedestrian access to and from Allen Road, Sheppard Avenue and the Downsview Subway Station. The street pattern will restrict traffic flow through the new, lower density residential neighbourhoods located along the west side of Wilson Heights Boulevard.

QUADRANTS AND PRECINCTS

Four quadrants or precincts comprise the Allen–Sheppard Area (see Figures 1-5) as follows:

Southeast Quadrant

(Subway, Allen, and Wilson Heights Precincts)

This quadrant consists of three precincts comprising approximately 29 hectares. It is likely to attract a mix of land-uses supporting a vibrant and diverse street life comparable to other sub-centres in the city.

The **Subway Precinct** (14.5 hectares) is located at the southeast corner of the Allen–Sheppard intersection and includes the Downsview Subway Station. A number of buildings could be accommodated, which face onto Allen or Sheppard or a central 2 hectare park located to the west of the existing residential neighbourhood.

These buildings will step down from a height of approximately 12-14 storeys at the Allen–Sheppard intersection, to 7-9 and 6-8 storeys along Allen Road and Sheppard Avenue, respectively. Mid-precinct building heights will range from 5-9 storeys. This precinct could accommodate a mix of new residential and non-residential uses. Developing the 4.5 hectares associated with the Downsview Subway Station may be a long-term proposition. At present, the TTC is intending to locate a surface commuter parking lot south and east of the station. The Allen Precinct (5.3 hectares) is located south of the Subway Precinct, between Allen Road and the proposed central linear park. Buildings facing Allen Road will range from 5-8 storeys. 4-storey residences would be suitable facing the linear park.

The Wilson Heights Precinct (8 hectares) is located west of Wilson Heights Boulevard, south of the existing residential neighbourhood and east of the proposed central linear park. A neighbourhood consisting of a fine grain of east/west streets is appropriate with a mix of detached, semi-detached and townhouse residences. This precinct would have a scale similar to that of existing neighbourhoods located east of Wilson Heights Boulevard. Streets would be restricted to local traffic, facilitating increased pedestrian and cyclist use.

Northeast Quadrant

(Sheppard West-Dublin Precinct)

This quadrant currently contains commercial and residential buildings along the Dufferin Street and Sheppard Avenue West frontages, behind which sits a secondary school and school yard. Buildings addressing Dufferin and Sheppard will step down from a maximum height of 11-13 storeys at the Allen–Sheppard intersection, to 6-8 storeys along these major streets.

Northwest Quadrant

(1100 Sheppard Avenue West)

This quadrant comprises approximately 4.5 hectares and contains existing stores and related commercial facilities. Given its proximity to the Downsview Subway Station, this precinct is likely to attract a mix of land-uses supporting a vibrant and diverse street life. A number of buildings surrounding a central park and new road on one side, and addressing Allen Road and Sheppard Avenue on the other is proposed. These new buildings will step down from a maximum height of 12-14 storeys at the Allen–Sheppard intersection, to a maximum of 6-8 storeys along the major streets. Although the Development Framework shows an existing retail building, it is appropriate for 6-8 storey buildings in this location if the store is demolished.

Southwest Quadrant

(Intersection, Allen and Office and Employment Precincts)

The Southwest Quadrant consists of three separate and distinct precincts comprising approximately 28 hectares. Given its size, and proximity to both the Downsview Subway Station and Parc Downsview Park, this quadrant is likely to attract a mix of landuses supporting a vibrant and diverse street life comparable with that found at other sub-centres in the City. In addition, it will likely also attract a mix of sports and entertainment uses. Development must be appropriate to its location adjacent to Parc Downsview Park.

The Intersection Precinct is located at the southwest corner of the Allen–Sheppard intersection. Buildings will face onto either Allen or Sheppard, or a central 0.5 hectare park located to the west-central part of the quadrant.

The buildings will step down from a height of approximately 12-14 storeys at the Allen–Sheppard intersection, to 7-9 storeys and 6-8 storeys along Allen Road. Mid-precinct building heights will range from 5-9 storeys. The existing Department of National Defence Buildings on the site will be retained and incorporated into the new urban fabric.

The Allen Precinct is located south of the Intersection Precinct, along Allen Road. Buildings facing Allen Road and westwards to the Park will range from 5-8 storeys.

The Office and Employment Precinct is located west and south of the other precincts. New development can be accommodated on lots varying in size from a minimum of 0.2 hectares to a maximum of approximately 2.0 hectares (the size of the largest block shown). The heights of new buildings will not only step down from those along Allen Road but will also be regulated by the Airport Height Restrictions. Heights will range from 5-7 storeys on the west side of this Precinct, to 3-5 storeys on the east side. Development would be served by a modified grid pattern of tree-lined streets.

PUBLIC REALM

PARKS AND OPEN SPACE SYSTEMS

The Development Framework establishes a comprehensive, linked system of parks and open space in all four quadrants and consists of the following (see Figures 5 and 6):

Quadrant Parks

New local parks are proposed for the southeast, northwest and southwest quadrants, of approximately 2.0 hectares, 0.4 hectares and 0.6 hectares, respectively. The southeast quadrant park will be large enough to support active recreation activities supported by potential indoor community facilities located on the ground floor of the new building immediately west of the park.

Pedestrian Promenades

Pedestrian promenades are located along both sides of Allen Road, and the south side of Sheppard Avenue, linking the site with Downsview Park in the west and the Don River watershed, in the east. The promenades combine pedestrian paths with generous new street-tree planting and provide access to, and between, the quadrant parks.

Linear Park

A central linear park will link Sheppard Avenue with the new local park located in the southeast quadrant (Subway Precinct) and the Allen and Wilson Heights Precincts, further south. The linear park will form part of a larger link between Parc Downsview Park and the Don River watershed. The Linear Park is approximately 1.6 hectares in area and 48 metres in width. It can accommodate both active and passive recreational activities, and will be viewed by residential buildings located along adjacent streets.

Significant Public Views

Figure 6 identifies significant views that need to be protected and that would, in turn, be reflected in the design of terminus buildings, landscapes and public art.





STREETS AND PEDESTRIAN ROUTES

The Development Framework establishes a new block and street pattern for the four quadrants that consists of the following (see Figures 1, and 7-12):

Streets

Allen Road and Boulevard – south of Sheppard Avenue, a total right-of-way of approximately 60 metres consisting of (see Figure 9):

Three travel lanes in each direction

A planted central boulevard which facilitates pedestrian crossings at intersections

Two 16 metre wide, tree-lined boulevards on either side

Flanking streets that provide vehicular and pedestrian access to adjacent buildings.

Sheppard Avenue – a total right-of-way of approximately 36 metres including two travel lanes in each direction and a 12 metre wide south boulevard that accommodates a double row of trees and extra wide sidewalks on the south side. (see Figure 10).

Typical Streets – are proposed within 20 metre rights-of-way, with a single row of trees within a grassed boulevard and sidewalks on each side of the street (see Figure 11).

Transit Road Extension – a total right-of-way of approximately 27 metres including two travel lanes in each direction with a single row of trees within a grassed boulevard and sidewalks on each side of the street.





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Site Sections

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Pedestrian Crossings

Street level pedestrian crossings will be provided at all major intersections, including Allen and Sheppard. In addition, below-grade connections will be designed to link the Downsview Subway Station with the northwest and southwest quadrants, under Allen Road and Sheppard Avenue, and connected to the street level by open stairwells.

Bicycle Routes

Proposed designated north-south bicycle routes include:

The rail corridor west of the Downsview Airport runway

The proposed Transit Road

Wilmington Avenue south to Faywood Boulevard.

East-west designated bicycle routes will include a connection from Keele Street through Parc Downsview Park to Earl Bales Park at Bathurst Street. The central linear green space in the southeast quadrant and interior streets will serve local bicycle traffic.

Weather Protection

Locations for colonnades and/or canopies will be designated on key buildings along major streets. The minimum width for colonnades is proposed at 3.5 metres, with a vertical clearance of 4.5 metres. Canopies will have a minimum vertical clearance of 3.0 metres and a maximum vertical clearance of 4.0 metres and cover a minimum horizontal width of 3.0 metres (see Figure 13).

Public Transit Facilities

Co-ordinated, below-grade access, linking all four quadrants with the subway level is proposed, focusing on the Allen–Sheppard intersection. Open light wells are recommended to provide light to below-grade public space.







BUILT FORM GUIDELINES

The following design guidelines are proposed for private development blocks (see Figures 14-22):

Street Wall

Heights

The tallest buildings will be located at the busiest intersections, closest to public transit and will step down in height from the corners back towards interior residential precincts and along major streets.

Buildings range from a maximum height of 45 metres (11-15 storeys, depending on whether they are designed for commercial or residential occupation) at the Allen–Sheppard intersection, to 24-30 metres (6-10 storeys) at secondary intersections, to 18-24 metres (5-8 storeys) at significant internal intersections in the mixed-use precincts. In turn, heights of 18 metres are recommended along Allen Road, 12 metres (4 storeys) along the central linear park and 9.5 metres (3-3.5 storeys) in the Wilson Heights precinct.

In the southwest quadrant, in the Intersection precinct, buildings range from a maximum height of 45 metres (11-15 storey, depending on whether they are designed for commercial or residential occupation) at the Allen–Sheppard intersection, to 30 metres (10 storeys) along Allen Road.

Within the Allen Precinct buildings will range from a maximum height of 30 metres (10 storeys) to 18 metres (6 storeys).

Within the Office and Employment precinct, heights range from 12-24 metres (3-7 storeys), stepping down from north to south, as well as east to west.

It has been assumed that all new building heights in the southwest quadrant will be measured from 193.8 metres ASL, the "safety zone" and "end of the runway" height designated in Public Works and Government Services Canada Document SGC / CGT 20-008 [Item 97-002-4].

Setbacks

Residential and low-rise office and employment streets will have soft landscaped setbacks (up to 3 metres) between the property line and the building face. Planted and constructed elements in the setback (low hedges, trees, fences, gates) would be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences (see Figure 15). Buildings on major streets will be built to the property line. Setbacks for new buildings on the north side of Sheppard are regulated by the Site Specific Amendment.

Build-To Lines

Build-to zones are recommended for taller buildings (i.e., over 18 metres) at all significant intersections, requiring developers to build to 90% of the corner and podium levels. All additional flanking planes are recommended at 75% build-to (see Figure 16).

Building Massing

Angular Plane

To ensure that direct sunlight reaches sidewalks at most times of the year, angular planes of 44 degrees are proposed along all east-west streets, and 30 degrees along all north-south streets (see Figures 17-19).

Space between Buildings

To achieve appropriate spacing between buildings on the same block, light, view and privacy setbacks will be used to regulate the design of building facing conditions (see Figures 20-22).

Maximum Building Depths

The depth of new buildings from the street is proposed to be limited to 50 metres in mixed-use areas, and 25 metres in residential areas. This is intended to encourage street-related development with open courtyards in the centre of the block to reinforce proposed pedestrian routes, mews and other forms of public open space, and to provide a fine-grain of development in keeping with the gradual and ongoing re-urbanisation of North Toronto.



IRBAN DESIGN GUIDELINES

Mid-Block Connections

Publicly accessible privately owned open spaces are encouraged on individual sites to complement the public open space system (see Figure 6). Mid-block pedestrian connections, designed as landscaped pedestrian mews, will be provided within larger development parcels. They will be lit, landscaped and maintained for public use. These mid-block connections are intended to provide a fine grain of pedestrian circulation and can provide an important connection between two streets and public destinations such as schools, parks, and public transit. They can also provide an address to individual frontages.

Grade-related Uses

The provision of community services, restaurants, cafes, stores and display windows at grade provides visual interest, encourages the use of sidewalks, promotes retail continuity and feasibility, and contributes to a safer and more vibrant pedestrian environment. Buildings will front onto public streets and allow for a variety of uses that encourage the use of the street.

Grade-related units are encouraged with individual entrances connected to the public sidewalk.

Courtyards

Courtyards will be formed in many of the residential blocks. Their principal role will be to provide on-site, at-grade open space amenity for residents. Courtyards will have a unified landscape design that ensures that gardens and play areas on individual sites can be shared with those living on the block as a whole.

Pedestrian, Parking Garage and Service Entrances

To reinforce streets as primary public spaces, the locations of pedestrian, parking and service entrances need to be carefully considered. Parking and servicing are to have the least possible impact on the streetscape and public open spaces. Principal pedestrian entrances for large buildings will occur from major streets while parking and servicing areas will occur off minor streets or lanes. The general proposed location of vehicular entrances is indicated on Figure 6. Parking will be located below grade wherever possible. Any abovegrade parking garages will be faced with animated uses having a minimum depth of 9 metres on public street faces and open spaces. Surface parking must be set back 2 metres from the property line. The setback will be substantially landscaped to continue to define the street edge and provide safe use of the parking lot. The surface of the lot will also be landscaped with a regular grid of lights and trees.

OTHER DESIGN ISSUES

Heritage

The heritage policies contained within the Downsview Area Secondary Plan apply to the southwest quadrant.

Environment

The following environmental issues will be considered at the preliminary planning stages:

Microclimate studies remediating problems of wind and shade

Landscape concept plan demonstrating species diversity

Storm water management including use of permeable surfaces and other techniques

Auto and pavement minimization through the design of street sections

Design of streets to give priority to bicycles, pedestrians and public transit

Public Art

Public art sites are proposed at selected, highlyvisible points within the new open space system and these will help to establish gates to and from adjacent neighbourhoods and Parc Downsview Park (see Figure 6). Consideration may be given to commemorating early pioneers in Downsview, famous aviators, local business entrepreneurs, etc. The public art policies contained in the Downsview Area Secondary Plan apply to the southwest quadrant.















