

Development at the former CFB Downsview will be consistent with the following urban design guidelines. They correspond to Policy 4.3 of the Downsview Area Secondary Plan, in Chapter 6 of the Official Plan. They provide a framework for the development of the whole site and are to be read in conjunction with the urban design policies of the Official Plan.

LOCATION

The former CFB Downsview lands are generally bounded by the W.R. Allen Road ramp to Highway 401, Wilson Heights Boulevard, Banting Avenue, Sheppard Avenue West, Tuscan Gate, Keele Street, Stanley Green Park, the north limit of Mt. Sinai Cemetery, Plewes Road, the west stubs of Gilley Road, Home Road and Powell Road, Hanover Road, Geefort Road and Dufferin Street.

GUIDELINES

The following urban design principles and illustrations describe standards to guide the design of park lands, open space, buildings, development sites, circulation networks and public infrastructure. The Downsview Area includes a national park, residential, recreation, sports, entertainment, cultural, research, industrial, government and commercial uses.

The Urban Design Framework Plan places development projects within the context of developing a major public park at the core of the Downsview Area. The Urban Design Framework Plan is not a fixed or finalized plan, but serves as both an illustration of design principles and an important point of reference for the on-going evaluation of development options.

The urban design principles focus on the creation of a high quality, integrated physical environment that addresses not only immediate and local needs, but also contributes to both a regional and a federal park in the Toronto area. They address both immediate and long-term implementation of development. The Principles provide:

- Design direction for site planning and building improvements

- Design parameters for both the private and public sector in preparing development concepts

- Municipal staff with a framework for reviewing development applications.

DISTRICTS

The 534 ha Downsview Area has been subdivided into 5 Districts as follows (Figure 1):

District 1: Downsview Lands (261 ha)

District 2: Toronto Lands and Downsview TTC Station (29.5 ha)

District 3: DeHavilland Lands and City of Toronto Works Yard (155 ha)

District 4: Block H and TTC South Parking Lot (14.5 ha)

District 5: TTC Downsview Yards and Wilson Subway Station (45 ha)

DISTRICT 1: DOWNSVIEW LANDS (CLC)

Site Character

The Downsview Lands, headwater lands for the Black Creek and West Don River systems, will be part of the city-wide open space system (Figure 2). The elevation of the Downsview Lands combined with the distant and panoramic views are unique in the Toronto Area. The open landscape, the expanse of the runway are a visual reminder of the historical and ongoing aviation use of the site. The sense of being at the top of Toronto evokes a strong sense of place. Preservation of Downsview's unique landscape and heritage identity will be the guiding force to direct future development of the site.

Existing Buildings

The Downsview Lands contain a significant inventory of buildings and structures (Photo 1). It is intended, subject to economic viability and reuse potential, to preserve as many of the buildings as possible on the site.

These buildings include (Figure 3):

In the Downsview Green area:

Administration Building (Building 100)

Officers' Mess (Building 111)

Recreation Centre (Building 141)

In the Technology Park:

Central Heating Plant (Building 105)

Supply Depot (Building 151)

In the Cultural Campus area:

Museum Building (Plant 1)

The Hangar (Plant 2)

Fire Pump House and Storage Building (Buildings 14,15)

Construction Engineering Building (Buildings 38,39)

Tin Shed (Building 40)

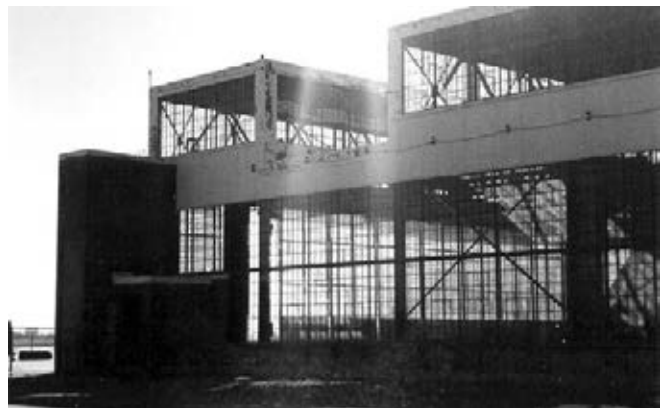
Quonset Hut (Building 41)

Woodworking Shop (Building 43)

In the Recreation/ Entertainment Area:

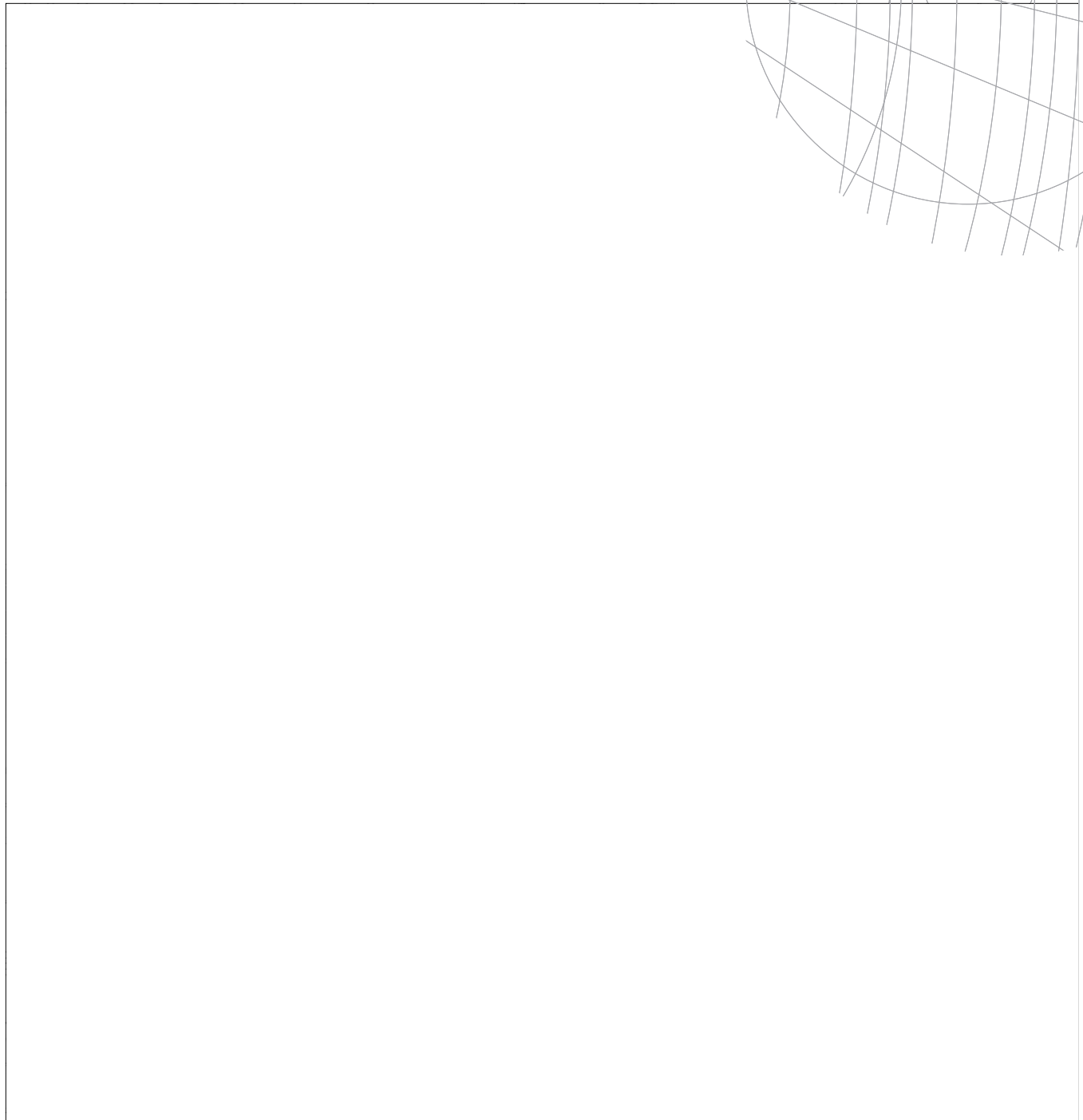
Defense and Civil Institute for Environmental Medicine (DCIEM) (Building 201): will remain operational

Reservoir (161): may remain operational or be readapted as a park feature



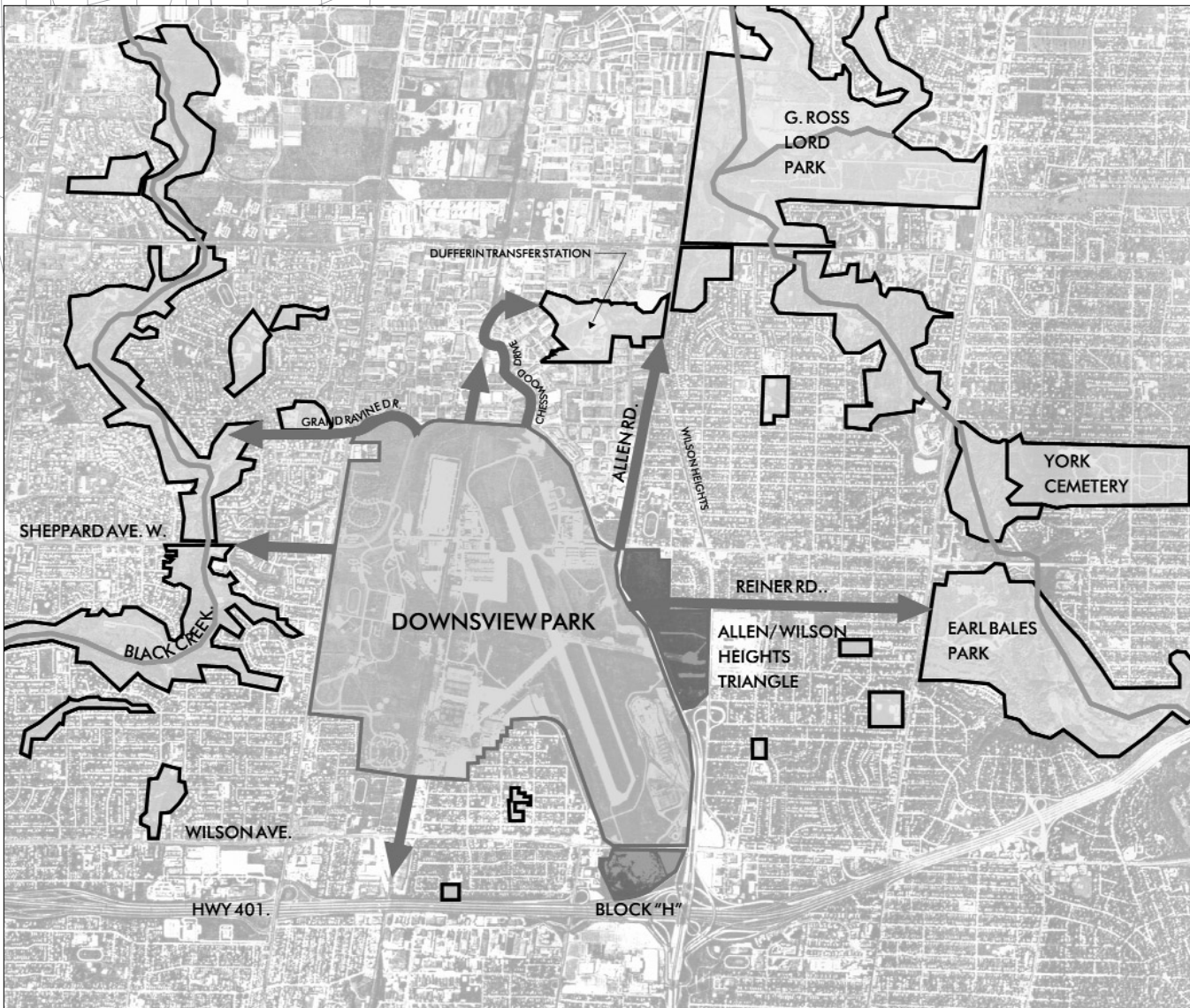
Existing buildings have excellent re-use potential Photo 01

DOWNSVIEW



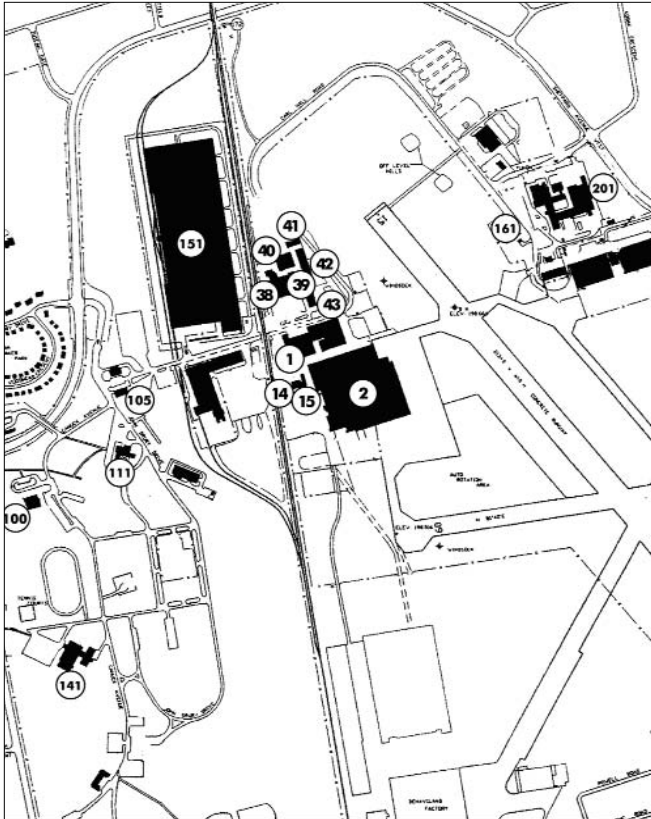
Downsview Districts Plan

Figure 01



Regional Open Space Links

Figure 02



Buildings and Structures to be preserved

Figure 03

GUIDING PRINCIPLES

The following principles will guide future development and redevelopment of the Downsview Lands.

Park:

To create a major urban park of national significance.

To develop a cohesive park identity and strong sense of place based on the application of heritage and cultural themes in the design and programming of the site.

Landscape:

To ensure that landscape, building, and public infrastructure reflect design excellence.

To preserve and enhance the existing landscape, natural environment and habitats.

To preserve and enhance existing vistas.

To establish recreational trail connections to regional open space systems.

Development:

To preserve and enhance existing buildings suitable for reuse or of historic significance.

To ensure that new development or redevelopment complements adjacent land uses and built form.

To mitigate the presence of parking areas through landscape, architectural and site design treatments.

To promote sustainable development practices and environmental regeneration.

To create a well designed pedestrian environment that supports public transit and provides safe, convenient pedestrian and vehicular access to all major facilities.

GENERAL OBJECTIVES

A Cohesive Park

A theme expressing natural and cultural heritage will direct the design of the Downsview Lands, the open space elements in particular will address the following:

The history of Downsview, the region and Canada

The natural history of the Downsview region, natural systems and habitats

Downsview's former functions

The relationship between place, memory and landscape

Buildings, streetscapes, park areas and overall site management will reinforce awareness of the cultural and natural heritage of the Downsview Lands, the region and Canada.

The open space network will address local and regional recreational facility needs, as well as adopt a sustainable approach to park development. Parklands present an opportunity to restore natural systems that have been destroyed or altered. Through natural restoration, new recreational, parkland and educational opportunities can be created.

The cultural history of Downsview (including pre-colonial, early settlement, aviation, military and urban development periods), can be revealed through design. The buildings and open space elements can communicate, through their siting, inter-relationship, form and symbolic content aspects of the cultural and natural heritage of this area.

Parc Downsview Park

As the largest contiguous land holding within the Downsview Area, the 261 ha Parc Downsview Park has been organized into a series of areas which correspond to their existing and proposed land uses (Figure 4). These include:

Open Space: A series of park and open space areas, which collectively represent the predominant land use within the Downsview Lands.

Research and Technology Park: A 25 ha technology research park providing up to 278,000 square metres of building area with strong links to the public park network and the Cultural Campus.

South Residential Neighbourhood: A 27.5 ha low density residential neighbourhood forming the southern boundary of the Downsview Green.

North Residential Neighbourhood: A 21 ha low density residential neighbourhood centred on the Wooded Grove parkland.

Recreation/Entertainment Area: A 45 ha area within which 21 ha are allocated for on-going use by the Department of National Defence, including the DCIEM facility and a proposed Administrative Armoury building. A parcel of land in this area is also allocated for parking. A large scale building could be located within a 23 ha area south of Sheppard Avenue flanking the west side of Allen Road and extending south to the TTC Downsview Yards.

New development will become part of the overall park environment, creating physical linkages, establishing vistas and clearly defined park edges that express the park environment as the dominant image.

Open space will be the primary framework of the park environment. The open space network, trails and roads will integrate the individual developments and neighbourhoods. Additional connections into the adjacent neighbourhoods and open space areas will enrich both the park and the City. Recreation trail connections will link the Downsview Lands to the regional trail network and the resources and attractions available in the development will provide a variety of year round activities.

The cohesive park identity will occur in the large open space areas of the Downsview Lands (Downsview Green, North and South Linear Parks and Meadow Park) and the more building intensive areas (Research and Technology Park, Cultural Campus and Recreation/Entertainment Area).

Public Character

The following design strategies are encouraged to provide a strong public identity for the Downsview area:

An emphasis on the ‘public role’ of architecture and building uses through the design and programming of buildings to place highly visible, active, at-grade uses (i.e., retail, restaurant, day-care, recreational) adjacent to public areas such as parks, streets, plazas and urban squares.

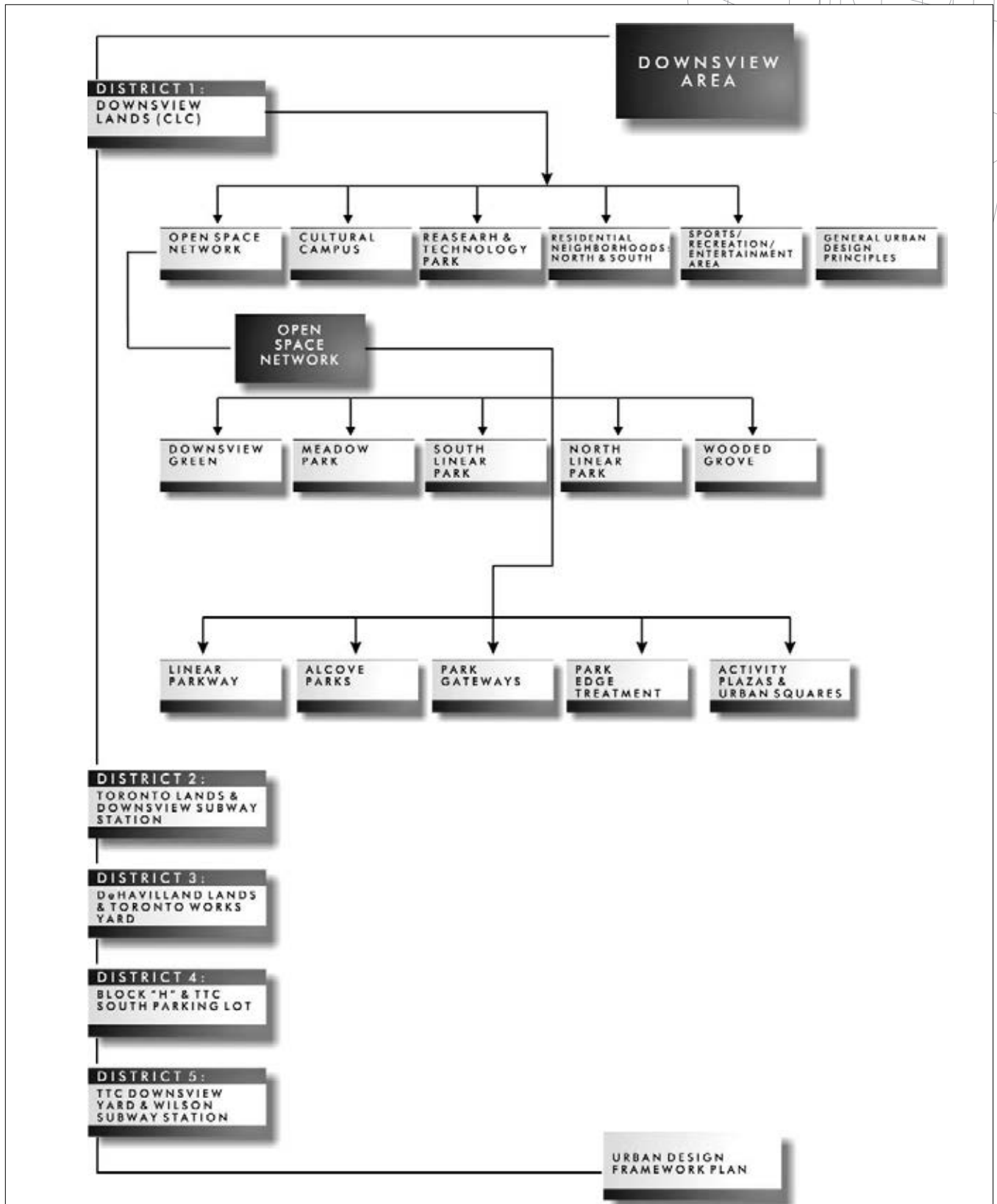
Natural and cultural heritage theme-based design.

Efficient and convenient circulation systems for vehicular, pedestrian, bicycle and recreation traffic.

Broad distribution of conveniently located parking areas located close to public destinations.

Internal site shuttle bus or “People Mover” linking public attractions and major facilities.

A clear system of signage to assist in orientation and to advertise public activities and events throughout the Downsview Lands.



Guidelines Structure

Figure 04

Building on the Existing Street and Block Structure

Geometric forms derived from the topography, the alignment of the railway, the original concession lines, and the alignment of the airport runways characterize the street and block pattern in the Downsview Area. This geometric structure provides a reference for the creation of new road, building and open space patterns (Figure 5).

The design of streets, pedestrian routes and open spaces is intended to provide comfortable walking distances within a stimulating context by exhibiting the natural and historic features of the Downsview Lands. The pattern of streets and blocks will be flexible to accommodate a variety of development types and uses.

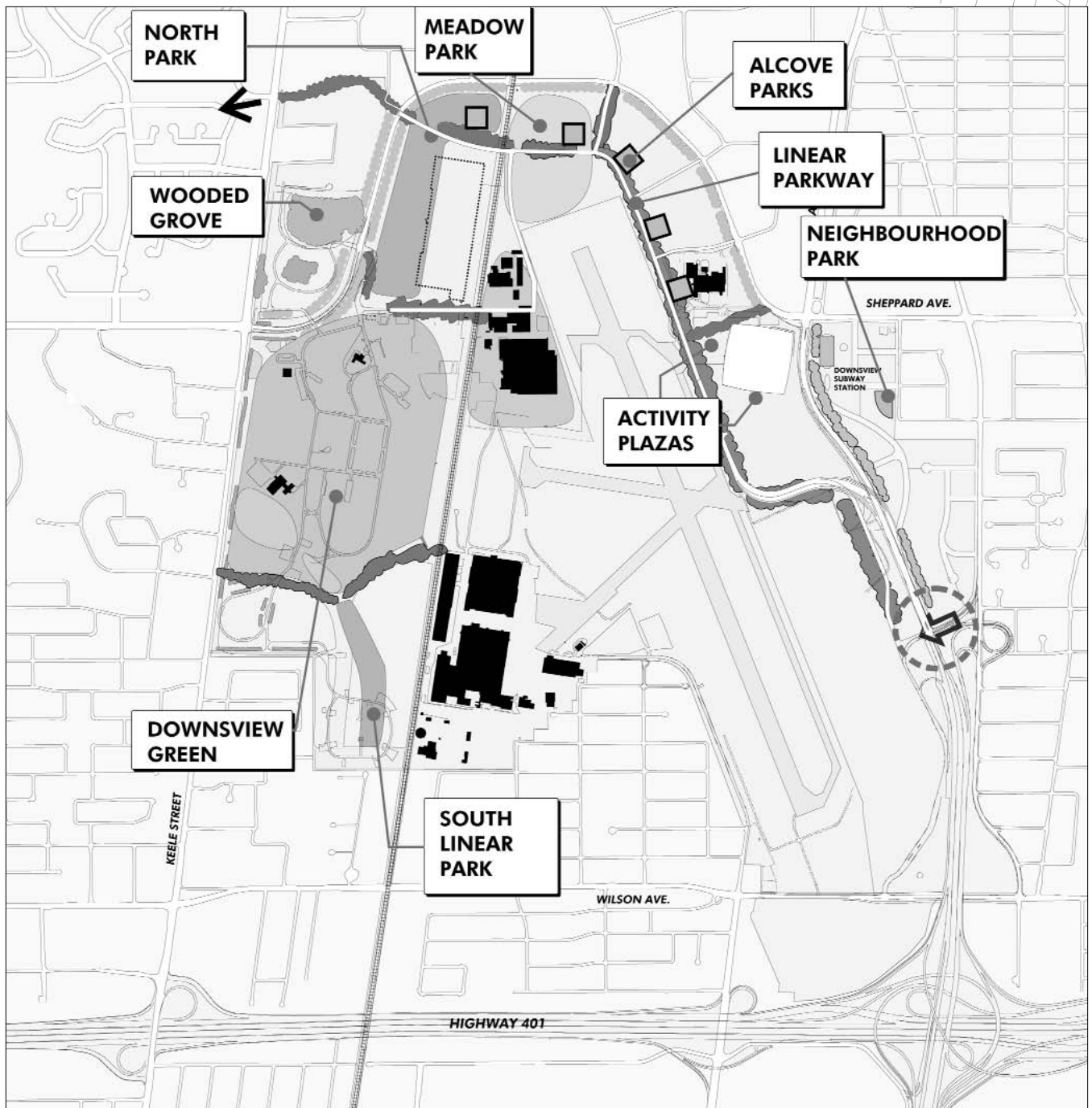


Existing Streets and Blocks

Figure 05

Open Space Network

The open space network consists of distinct geographic areas and elements that link them and connect them to existing and proposed developments. The components of the network are (Figure 6):



Open Space Network Plan

Figure 06

DOWNSVIEW GREEN

Downsview Green is the largest and most significant park area within the public park network. The Downsview Green is bounded by the CN railway on the east, Keele Street on the west, Main Street on the north and an extension east from Whitburn Crescent on the south. The Keele Street frontage represents the most significant and visible park edge. (Figure 7)

Park Roads:

An internal park road system provides emergency and service vehicle access to areas within the Green. Consideration may be given to a public roadway system available for public use during off-peak periods, for special events and for vehicular access for people with disabilities. Public access can be controlled through gated entrances.

The design of park roads will encourage slower traffic movement and may be used by pedestrians and cyclists. To ensure the pedestrian emphasis of the road network, the use of curvilinear layouts, unit pavement materials and narrow roadway dimensions are recommended. (Photo 2)



Roads within Downsview Green will be in keeping with park image

Photo 02

Gateways:

Park Gateways will be designed as transitional areas between Downsview Green and adjoining roads. A unified system of gateway elements and signage indicating park information and activities will be used to orient visitors. (Figure 8) The design of gateway areas will provide hard surfaced areas for pedestrian activity and other public elements such as fountains, public art, gardens and pavilions. (Photo 3)

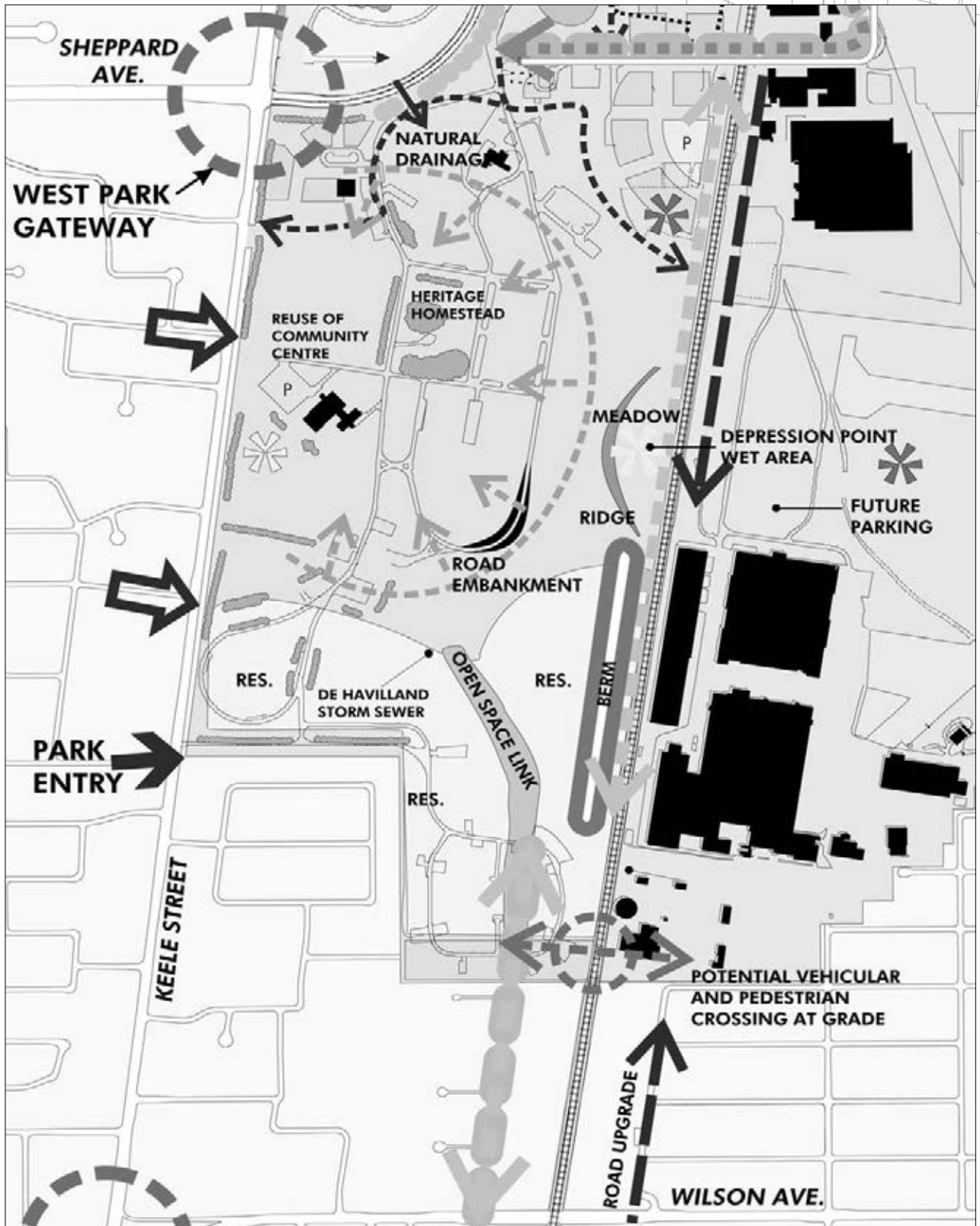
The West Park Gateway at the south-east corner of Keele Street and Sheppard Avenue will incorporate small-scale park pavilions framing a pedestrian plaza leading to Downsview Green. Small surface parking lots are to be conveniently located adjacent to the West Park Gateway.

The pedestrian and vehicular bridge linking the North Residential Neighbourhood (William Baker Park area) with Downsview Green will be maintained. Access from the bridge into the park road network is to be controlled through a gateway on the south side of the bridge.



Gateway design will include elements to orient visitors

Photo 03



Downsview Green: Opportunities and Constraints

Figure 07

Parking:

Drop-off and small parking areas will be considered at park entrances and along roads bordering the Green (Figure 9). The parking areas will be well landscaped and designed to integrate into the park landscape. (Photo 4)

Preservation of Site Features:

On the east side of the Green an existing meadow and ridge occurs at a high point in the topography providing expansive views across the park and east towards Yonge Street (Photo 5). Efforts to protect these views through the siting of new development and other measures are strongly encouraged.

The existing road embankment west of the meadow and ridge will be maintained. (Figure 10)

Preservation of the existing road embankment is to be considered as a potential landscape feature, which could accommodate a naturalized storm water area, trail path, meadow, or other park uses. A pedestrian bridge could connect across the embankment to link the Green and serve as a viewing area.



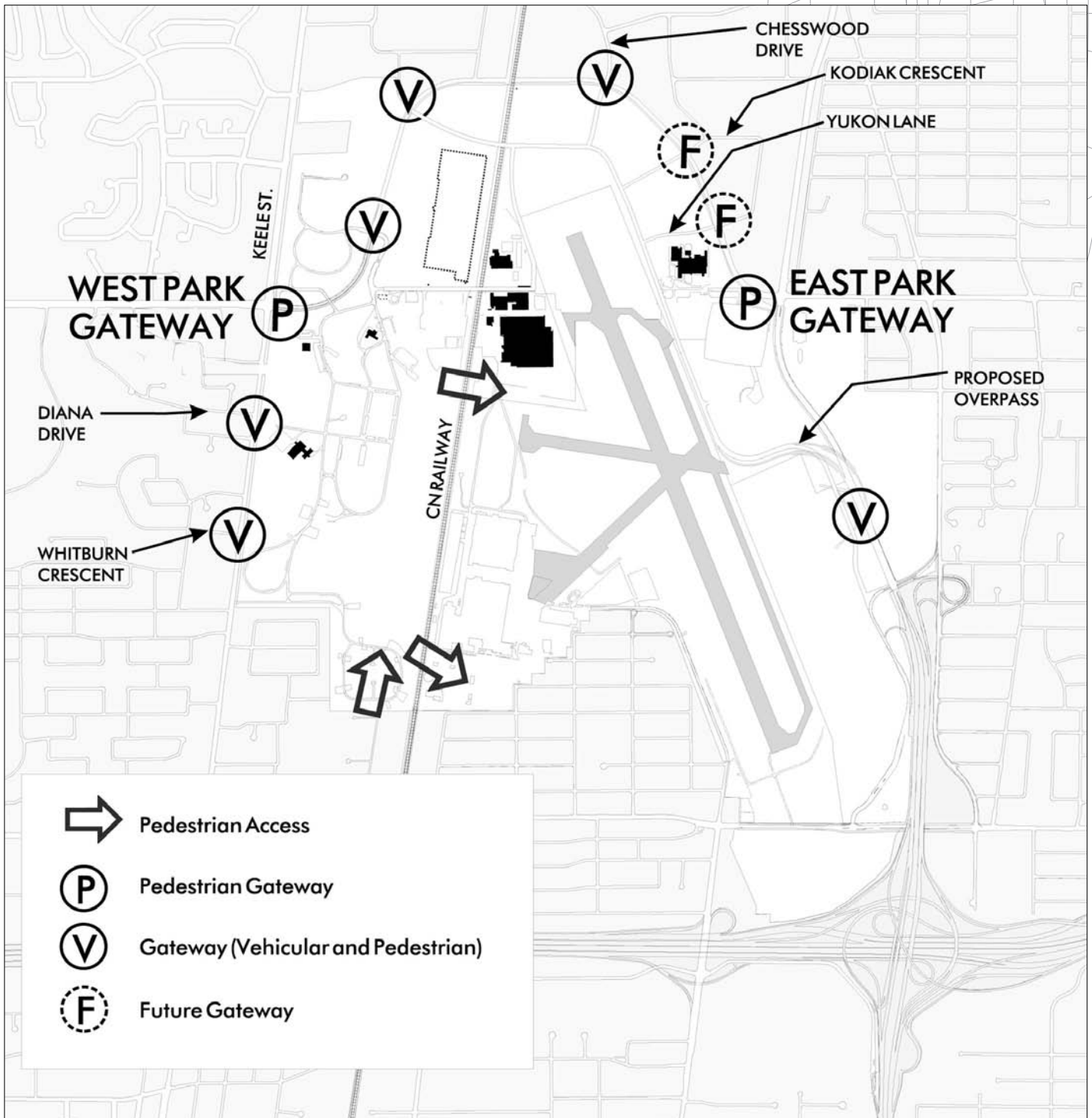
Parking integrated with park landscape

Photo 04



Expansive views are a unique feature of the Downsview Lands

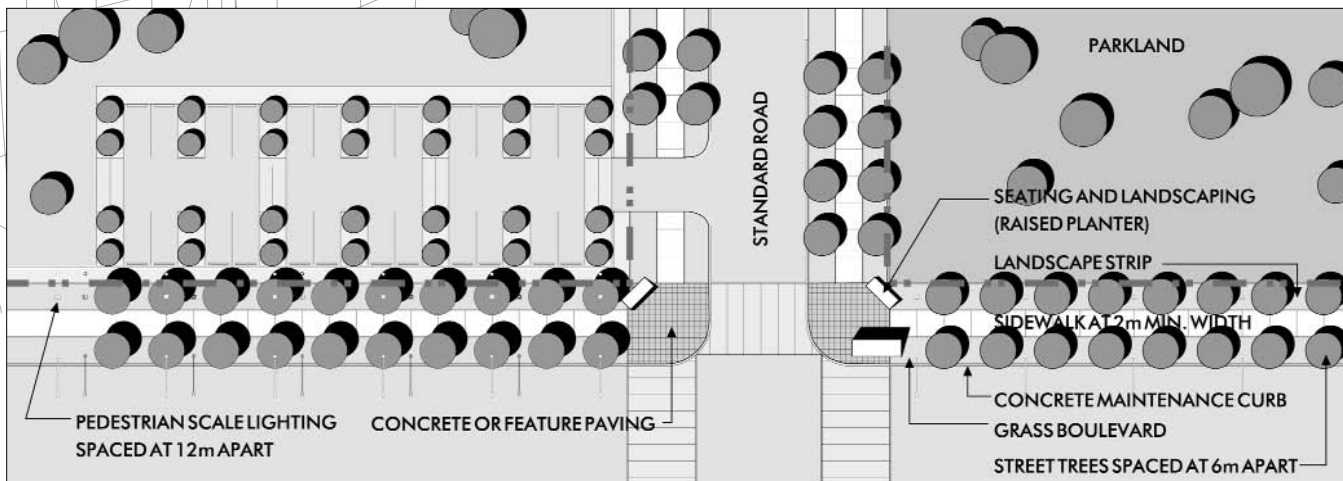
Photo 05



Gateway Locations

Figure 8

DOWNSVIEW



Small parking areas will be located on roads bordering Downsview Green

Figure 09

Main Street:

A “Main Street” concept applies to the east-west portion of Carl Hall Drive (the old Sheppard Avenue alignment), connecting the Cultural Campus to Downsview Green through the Research and Technology Park. (Figure 11) The Main Street will be designed as a unifying element linking existing and new buildings, the activities in the Cultural Campus, and the Research and Technology Park with the Downsview Green.

Main Street will be designed with a pedestrian-emphasis which encourages slower vehicular traffic, accommodates on-street parking, allows safe pedestrian street crossings and encourages connections between the north and south areas of the Cultural Campus. (Photo 6)

Streetscape elements on the north side of Main Street will relate to the close relationship of buildings to the street edge resulting in a more conventional street arrangement including street trees, public sidewalks, pedestrian lighting etc. The south side of Main Street would incorporate elements appropriate to the park setting resulting from the angled alignment of Research and Technology Park development.



Main Street will be a unifying element linking existing buildings and surrounding public areas

Photo 06

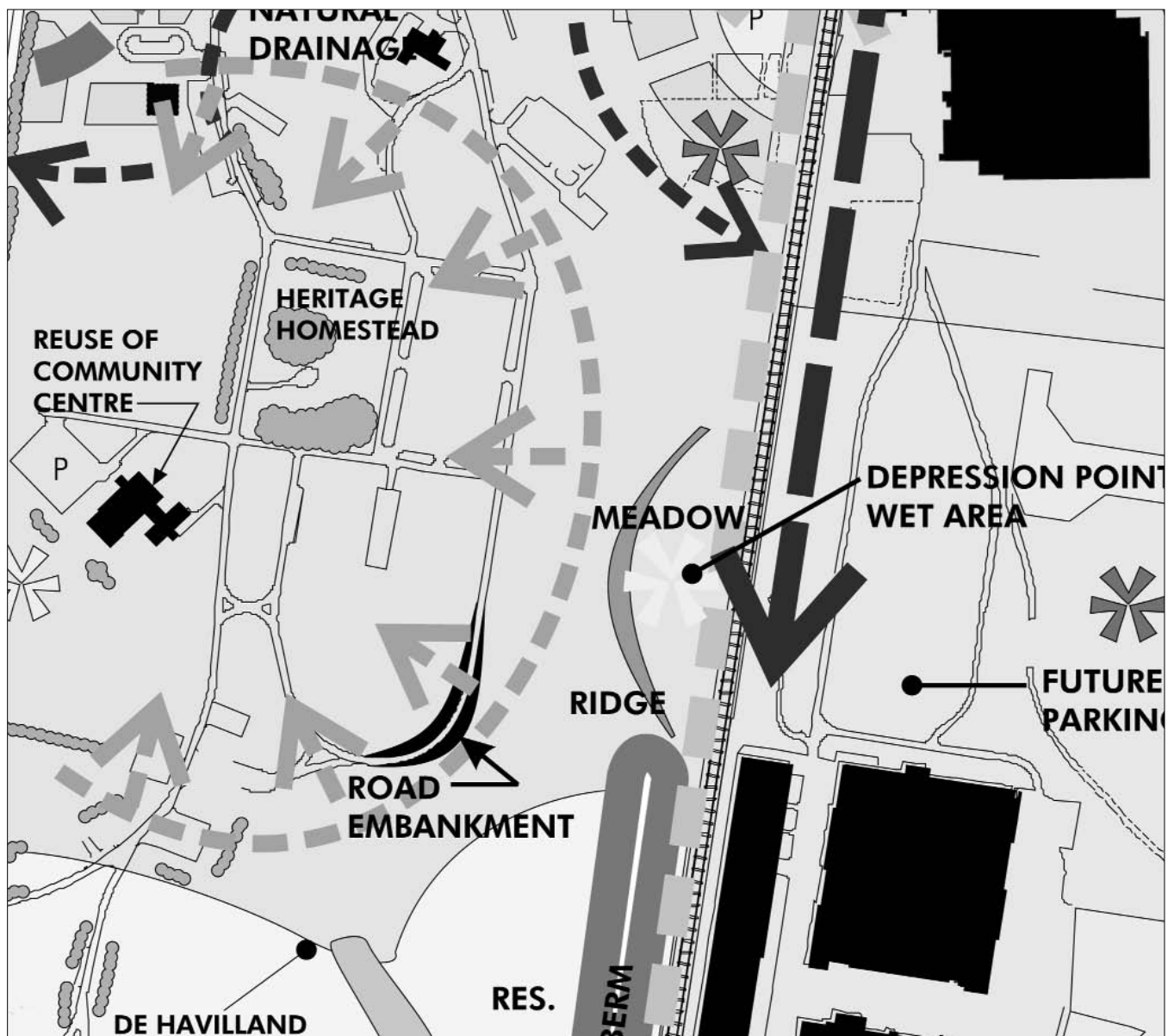
DOWNSVIEW



Tall trees are an orienting device linking important public areas

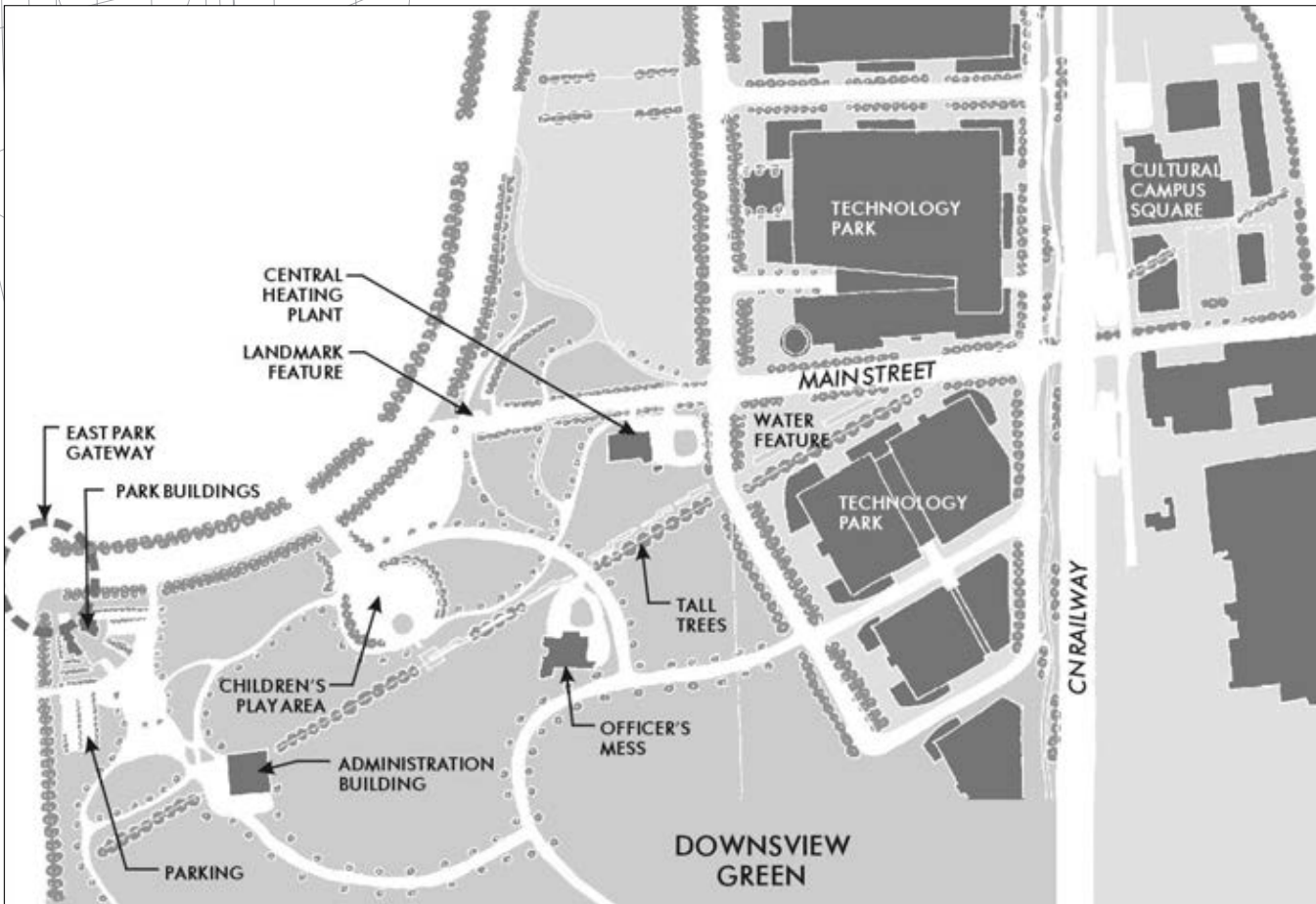
Photo 7

The level crossing of the CN Rail line at Main Street will be maintained to ensure a direct relationship of buildings and open space to the street. Streetscape elements including special paving, traffic signals, lighting and signs would encourage the safe and convenient movement of pedestrians and vehicles.



Opportunities and Constraints and topographic features in Downsview Green

Figure 10



Main Street links activities between the Research and Technology Park and the Downsview Green and Cultural Campus

Figure 11

Park Connections:

A priority in the design of the park network is to ensure that users of Downsview Green are naturally drawn to the Cultural Campus (and vice versa). The following design treatments are proposed to maintain strong visual and pedestrian links between the public areas.

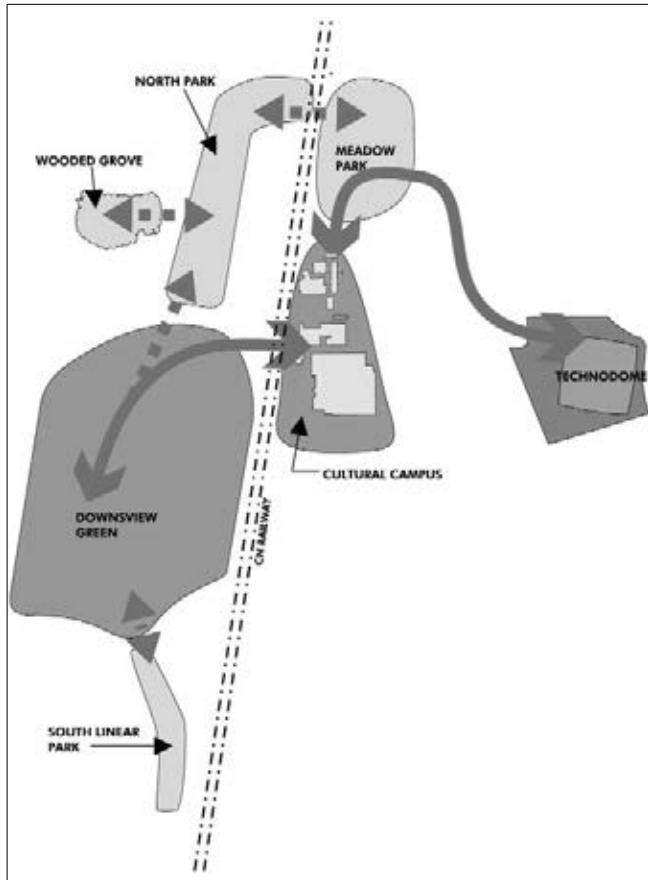
A pedestrian bridge over the CN Rail line that connects Downsview Green north of the Ridge and Meadow to the south end of the Cultural Campus will be considered.

A wide view corridor will be provided from Downsview Green through to the Cultural Campus to allow for the integration of park-like landscaping and elements such as linear water features and park pavilions with streetscape treatments to draw park users from Downsview Green to the Cultural Campus.



Park buildings and structures provide a balance of indoor and outdoor activity

Photo 08



The open space network provides links to important public areas

Figure 12



The Boake family's "Locust Lodge" constructed in 1860

Photo 09

Consistent rows of tall trees (Columnar Oak, Lombardy Poplar or similar), reminiscent of the heritage use of hedge rows, (Photo 7) will orient and visually link Downsview Green to other park areas (Figure 12).

Buildings and Structures

Park buildings and pavilions will be integrated into the design of Downsview Green to provide indoor-programmed areas, restaurant and café uses and weather protected areas. A balance of indoor and outdoor activities within Downsview Green will enhance park safety, provide a range of activities and increase the use of the Downsview Green during evenings and winter months, (Photo 8).

The site of the Boake family's Locust Lodge homestead will be preserved within Downsview Green (Photo 9). The history of Downsview and its agricultural period can be conveyed through a combination of displays, landscape design, gardens and new buildings or open-air pavilions.

Buildings to be retained in the park are to be maintained and improved for park recreational activities and community use (Photo 10).

Natural Features

Storm water management will be accommodated through naturalized surface systems including surface drainage channels, water quantity and water quality ponds. Opportunities to create natural habitats are encouraged (Photo 11).

The following uses and elements will be considered in the design of the park:

- Formal and informal gardens
- Natural and planted meadow lands
- Preserved wetlands
- Water features including public fountains, reflecting pools, skating areas, canals and ponds
- Children's play areas
- Picnic areas
- Sculpture and interpretative public art
- Wind turbines (Photo 12)
- Boardwalks and viewing platforms in meadow and grassland areas
- Horticultural buildings

- Environmental interpretative and education centre
- Pavilions and/or amphitheatre for outdoor music and theatre

MEADOW PARK

Meadow Park is north of the airport runway. This area is subject to a 1:50 slope height and runway requirement limitations. Opportunities to plant trees, construct buildings, water features, or other structures is limited.

The character of the landscape is generally flat but provides magnificent views of the airfield and beyond to the city and the downtown skyline. The site's meadows and grasslands reinforce a strong sense of place (Photo 13).

The design of this area of the park will capitalize on its special relationship to the airfield, provide public access to views of the airfield, aircraft landings and take-offs, and the view beyond (Photo 14).

The preservation of meadow areas and wetlands just west of the CN Rail line will be integrated into the programming and design for the area.

Potential park features could include interpretative landscape forms, which emphasize key views and vistas. A pathway and boardwalk network could link a series of:

- Viewing platforms
- Picnic areas
- Natural habitats
- Public art installations
- Interpretative areas which explore natural and cultural heritage themes (Photo 15).

Active recreation trails for bicycling and in-line skating would also be considered in this area.

A small parking area(s) will be provided.

An Alcove Park could act as a gateway providing seating, fountains, public washrooms and interpretative elements relating to heritage themes.



The Recreation Centre in Downsview Green

Photo 10



Don Valley Brickworks: a network of paths and interconnected storm water ponds

Photo 11



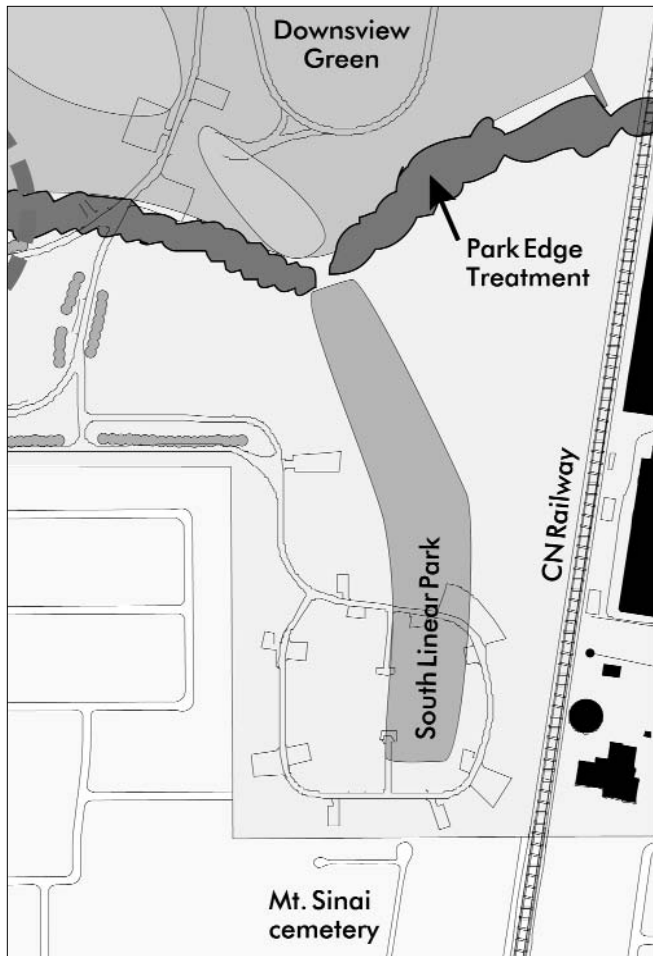
Wind turbines could evoke themes of aviation and sustainable development

Photo 12



Existing meadows and grassland reinforce a strong sense of place

Photo 13



South Linear Park connects Downsview Green and surrounding neighbourhoods

SOUTH LINEAR PARK:

A linear park associated with the South Residential Neighbourhood, creating a major north-south link between the Downsview Green, Mount Sinai Cemetery, Wilson Avenue and the Keelegate neighbourhood to the west.

The South Linear Park as shown in Figure 14, will provide pedestrian connections:

- North to Downsview Green
- South along the tree-lined cemetery roadway extending south to Wilson Avenue
- East to the Ancaster neighbourhood via a pedestrian bridge
- West to the Keelegate neighbourhood via Bayford Avenue.

The design of the park will incorporate shade trees, walkways, children's play areas, gardens, water features and seating areas.

The South Linear Park is to be designed as a continuous green space with a minimum number of road crossings through the Park (Photo 16).

NORTH LINEAR PARK

Lands north of Downsview Green and adjacent to the Research and Technology Park will provide an open space connection to the Meadow Park and a green landscaped edge along Sheppard Avenue. The specific configuration of the North Linear Park will be determined in association with the future programming and design of the Research and Technology Park. The character and design of this area (Figure 15) is linked to the character of the Research and Technology Park buildings and road network.

Buildings may be sited either directly onto the park (with a north-south road located as a central spine within the Research and Technology Park lands) or fronting onto a public road located between the North Linear Park and the Research and Technology Park buildings.

A strong east-west visual link is to be preserved from the park to the Wooded Grove open space area on the west side of Sheppard Avenue within the North Residential Neighbourhood (Figure 16).



Opportunities to view airfield activity

Photo 14



Interpretive landscapes explore natural and cultural heritage themes

Photo 15

Park elements are to be passive complementing the adjacent Research and Technology Park uses and include:

- Reflecting pools or ponds with the potential for winter skating
- Gardens
- Naturalized areas
- Interpretative landscape forms
- Open-air pavilions
- Small building elements to accommodate public uses such as a café.

The northern portion of this open space area, (Figure 17) may contain a grade separated crossing at the CN Railway corridor.

The development of the grade separated crossing will be compatible with the open space and park function and incorporate gradual sloping to accommodate the changing grade. Retaining walls are discouraged.

This area of the park is suitable for outdoor playing fields and accessory buildings or structures.

Pedestrian routes will link to the Meadow Park on the east side of the Railway.

WOODED GROVE

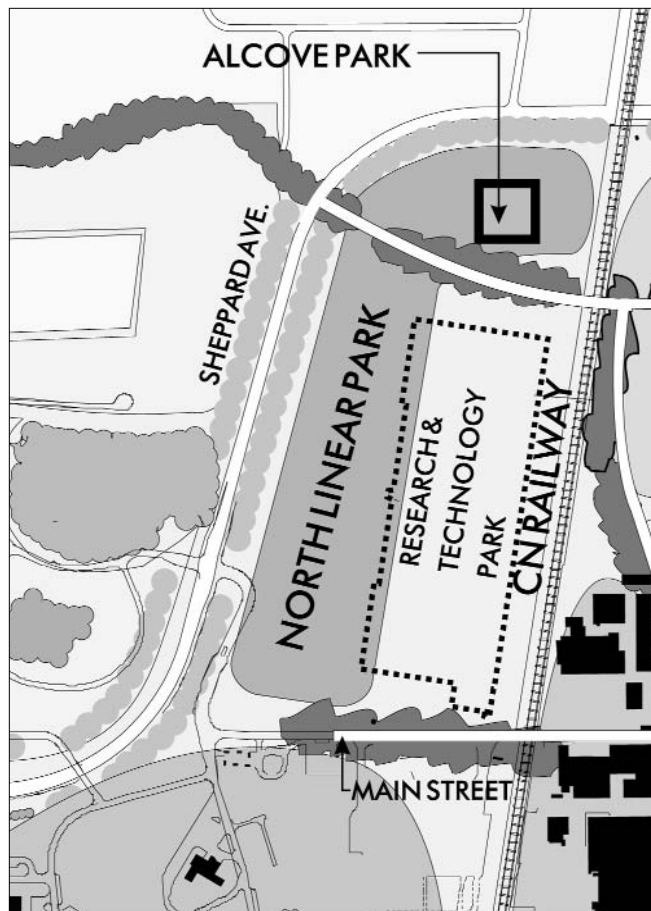
The 4.5 ha Wooded Grove located between Sheppard Avenue and Keele Street in the North Residential Neighbourhood will be preserved and protected as open space (Photo 17).

The woodlot located in the North Residential Neighbourhood, is to be retained as the only mature woodlot on the Downsview Park site.

Active use of this area will be restricted to ensure the long-term health of the woodlot.

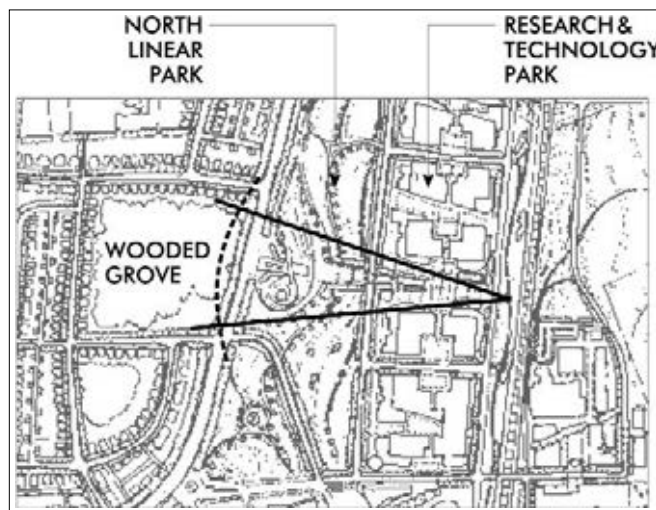
To maintain visibility to the Grove from other park areas, the south and east perimeters are not to be blocked with development.

The siting and design of future roads, infrastructure, lots and structures must ensure protection of the wood lot.



North Linear Park

Figure 15



Strong visual link between the North Linear Park and Wooded Grove

Figure 16



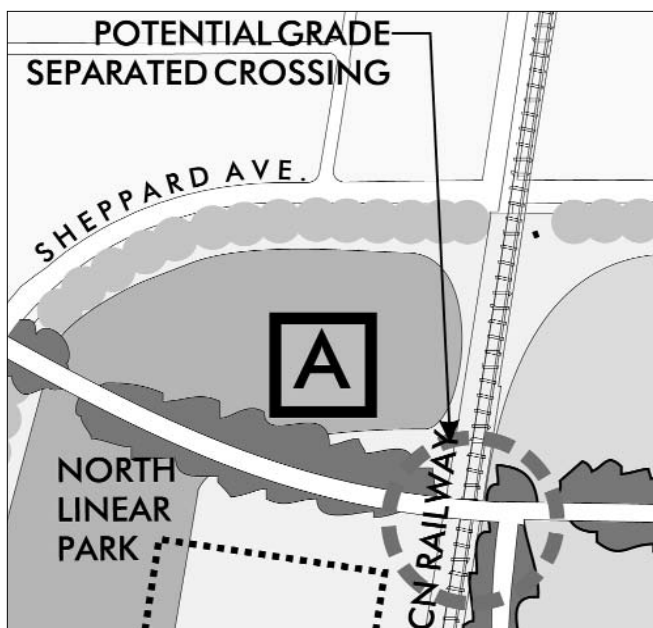
South Linear Park will connect surrounding residents to Downsview Green (Commonwealth Avenue, Boston)

Photo 16



Wooded Grove will be preserved as open space

Photo 17



Potential Grade Separation

Figure 17

LINEAR PARKWAY

The Linear Parkway is a tree-lined circulation corridor linking the major areas within the lands, (Figure 6) and connects to the surrounding road network. It is an internal circulation system combining a roadway with various park-like elements including a dedicated pedestrian promenade; recreation trail suitable for bicycling, in-line skating and cross country skiing; and distinguished by a high level of tree planting, landscaping and streetscape treatments.

Distinct landscaping, sidewalks, trails, lighting and other elements within the public right-of-way would enhance the Linear Parkway's unique function (Figures 18 and 19).

The following principles will contribute to a unified and memorable image for the streetscape.

Landscape and boulevard treatment within the Linear Parkway will be the most substantial on the Downsview Lands (Figure 20).

Where feasible, separate trails for bicycles/recreation users and pedestrians are to be provided.

Continuous sidewalks will be provided parallel to the roadway either on one or both sides.

Double rows of trees on both sides of the Linear Parkway will be provided. Where this is not feasible, other landscape treatments are to be applied including tall grass areas, wild-flower borders, shrubs and gentle berms (Photo 18).

Landscaped medians incorporating trees, will be used to divide the roadway wherever possible (Figure 21).



Linear Parkway connects all major areas in the Downsview Lands

Photo 18

BRIDGE DESIGN

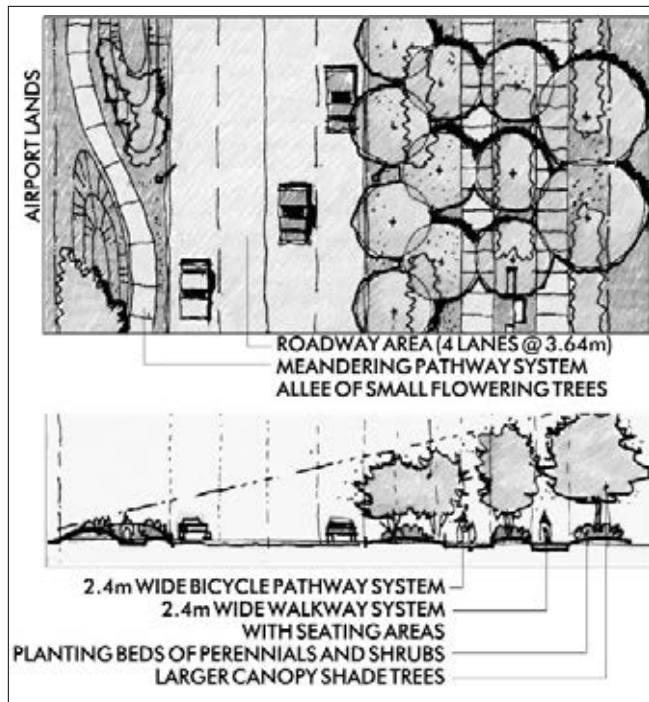
Where bridges are required the following design principles apply:

Bridges are to be key landmark structures for Parc Downsview Park. Their design will reinforce key gateway locations and the site's park identity (Photo 19).

Any pedestrian bridge connecting the Downsview Lands will be part of the public circulation system linking Downsview Lands. Such bridges would not be as an extension of the immediate development, but rather will have an image appropriate to their role as entrances/links to the entire open space system.

Advertising, if proposed to be integrated into bridges, would be carefully considered so that the structure is clearly understood to be a component of the major pedestrian entrance to the Downsview Lands.

Where feasible, proposed new bridges will incorporate pedestrian and bicycle use in addition to vehicular use (Photo 20).



Linear Park concept with bicycle and pedestrian paths Figure 18



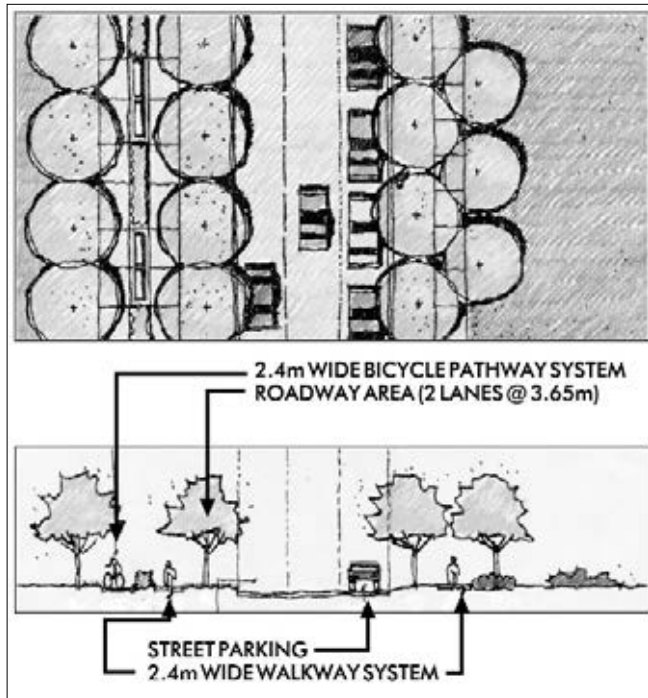
Bridge as a landmark which reinforces a gateway location (Humber Pedestrian Bridge, Toronto)

Photo 19



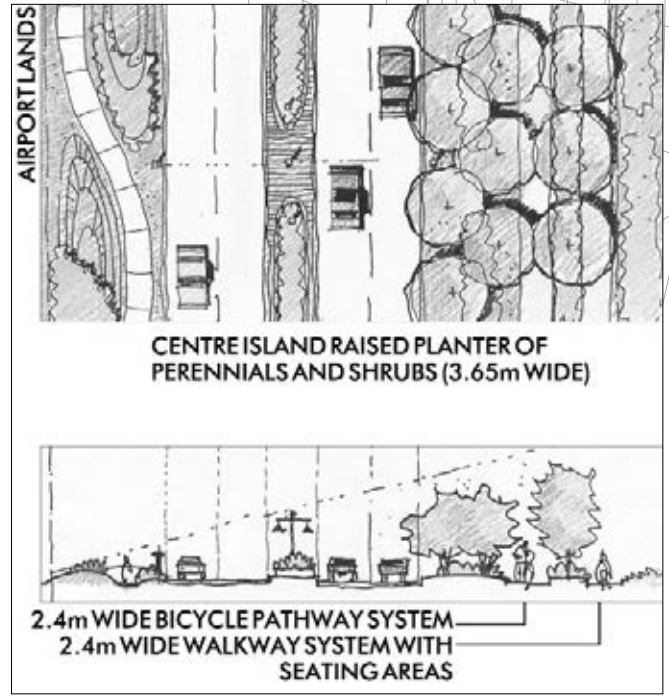
Bridge incorporating bicycle and pedestrian paths (Barcelona, Spain)

Photo 20



Linear Park concept with alternate bicycle and pedestrian paths

Figure 19



Landscaped medians divide the roadway

Figure 21



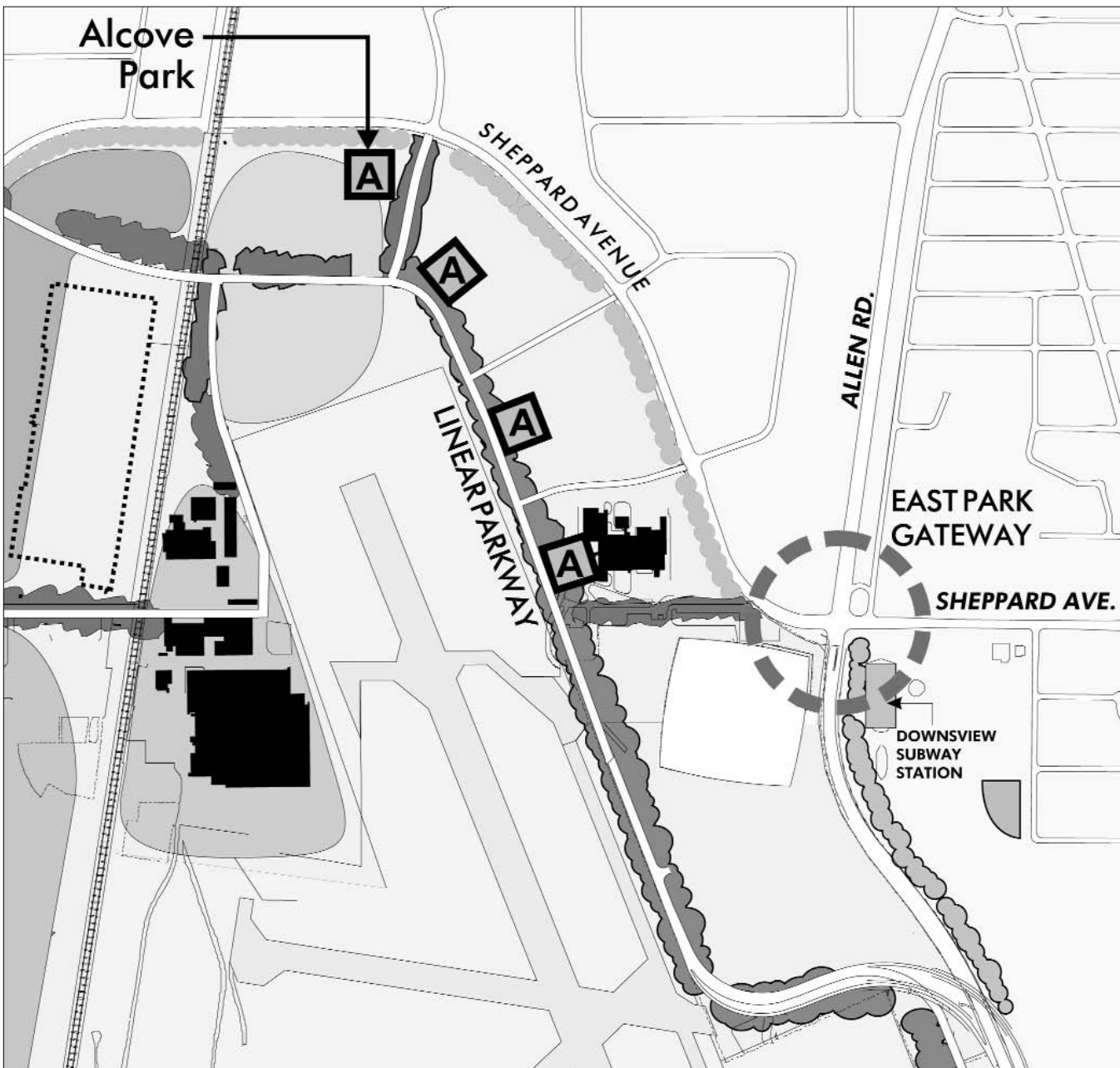
View of Linear Park with separated pedestrian and recreational paths

Figure 20

ALCOVE PARKS

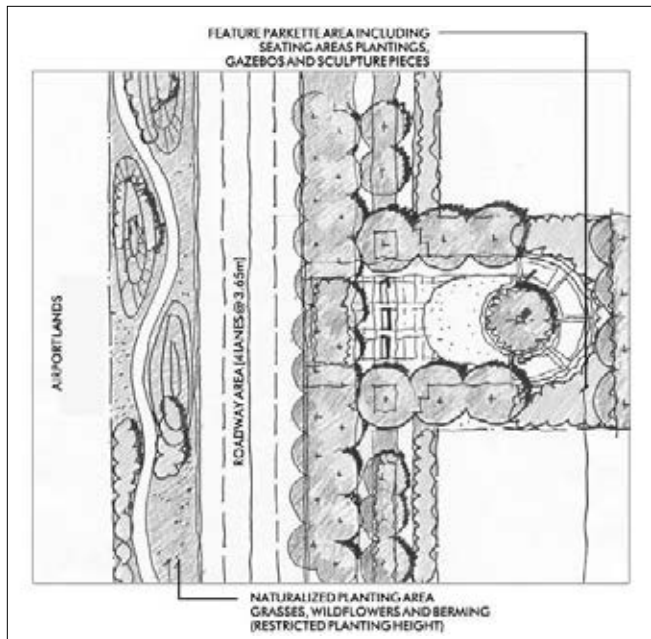
A series of Alcove Parks along the edges of the Linear Parkway extend and enrich the park experience (Figure 22). They provide a thematic sequence of small parks and plazas located along the Linear Parkway and at major pedestrian and vehicular entrances into the Downsview Lands. These elements provide a series of park-like

experiences and public activities in areas where land-uses may be non-conductive to public use in the short-term (i.e. large areas of surface parking, DCIEM and DND Administrative Armoury). Alcove Parks are intended to provide a sequence of destinations, or resting points within reasonable walking distance to encourage pedestrian travel between various attractions within the Downsview Lands (Figure 23).



Alcove Parks along the Linear Parkway can provide a collective and visual history of the Downsview Area

Figure 22



Alcove Parks provide a sequence of themed experiences along the Linear Parkway

Figure 23

These small park spaces are to communicate aspects of the natural and cultural history of the Downsview Lands. The selection of design concepts could be organized through a public design competition.

The sequence of Alcove Parks creates a series of spaces connected through the Linear Parkway network that form a collective and visual history of the Downsview Area through exhibits, art, sculpture, and educational displays.

Design elements include landscape features, educational displays based on heritage and cultural themes, public art, seating and other pedestrian amenities.

PARK GATEWAYS

Park Gateways are proposed at entrances into the Downsview Lands. Park Gateways are shown on Figure 8, and are identified by:

Gateway markers as consistent cues to the appropriate use for each park entrance. (i.e. visitor drop off, parking and information areas)

Hard and soft landscaped areas incorporating pedestrian plazas, gardens, accent planting, special lighting, public art and paving.

Signage for Park information and events.

Park Gateways are located at (see Figure 8):

Allen Road in the vicinity of Transit Road at the entrance to the proposed bridge overpass linking into the Downsview Lands

Sheppard Avenue at Chesswood Drive

Sheppard Avenue and the proposed Linear Parkway (west of CN Railway line)

Sheppard Avenue and Carl Hall Drive (near existing west gate house)

Keele Street and Diana Drive

Keele Street and Whitburn Avenue

Sheppard Avenue and Keele Street (West Park Gateway)

Sheppard Avenue and Allen Road (East Park Gateway)

Allen Road at the proposed overpass

The following design principles will be considered for gateways.

Major road and pedestrian access points into the Downsview Lands are to be expressed as Park Gateways (Photo 21).

A highly visible landscaped pedestrian corridor containing a landmark gateway structure will be located on the west side of Allen Road on axis with Sheppard Avenue West. This tree-lined pedestrian corridor is an important component and connection to the Linear Parkway system.

Tall pedestrian park gateway structures will be placed on axis with Sheppard Avenue at Allen Road to provide a clearly visible entry marker for pedestrians entering the Lands and to establish a landmark element at the east end of the old Sheppard Avenue alignment (Photo 22).

The design of new buildings and other structures at Park Gateways are to be in accordance with building design guidelines at corner sites to reinforce the expression of these gateways.

Unit brick paver treatments will be incorporated at all pedestrian crossings at Park Gateways. (Keele and Sheppard, Allen and Sheppard, Chesswood and Sheppard) (Figure 24).

PARK EDGES

Treatments to Park Edge roads including the Allen Road, Sheppard Avenue, Whitburn Extension and Keele Street, define the perimeter image of the Downsview Lands (Figure 25). The Park Edge road treatment provides a strong visual landscaped image for the Downsview Lands that will contribute to the definition of the site and present a positive relationship with neighbouring properties (Photo 23).

The Park Edge will be expressed through the consistent use of double rows of street trees spaced consistently along each road at 6.0 metre to 10.0 metre intervals within the boulevard and landscape strip on either side of the sidewalk.

Consistent sidewalk materials will be maintained throughout Park Edge roads.



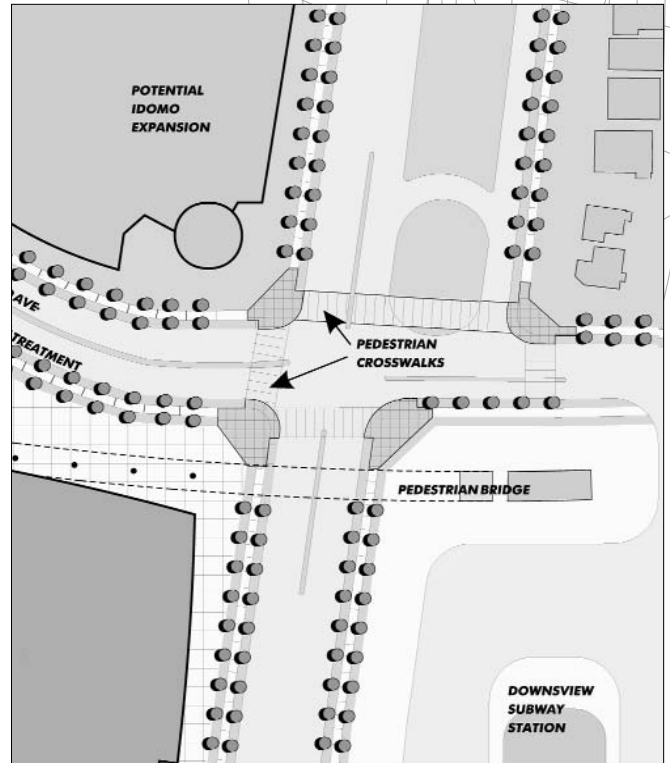
Gateway structures, special pavement and landscaping re-inforce entrances to the open space system (JFK Park, Cambridge, Mass.)

Photo 21

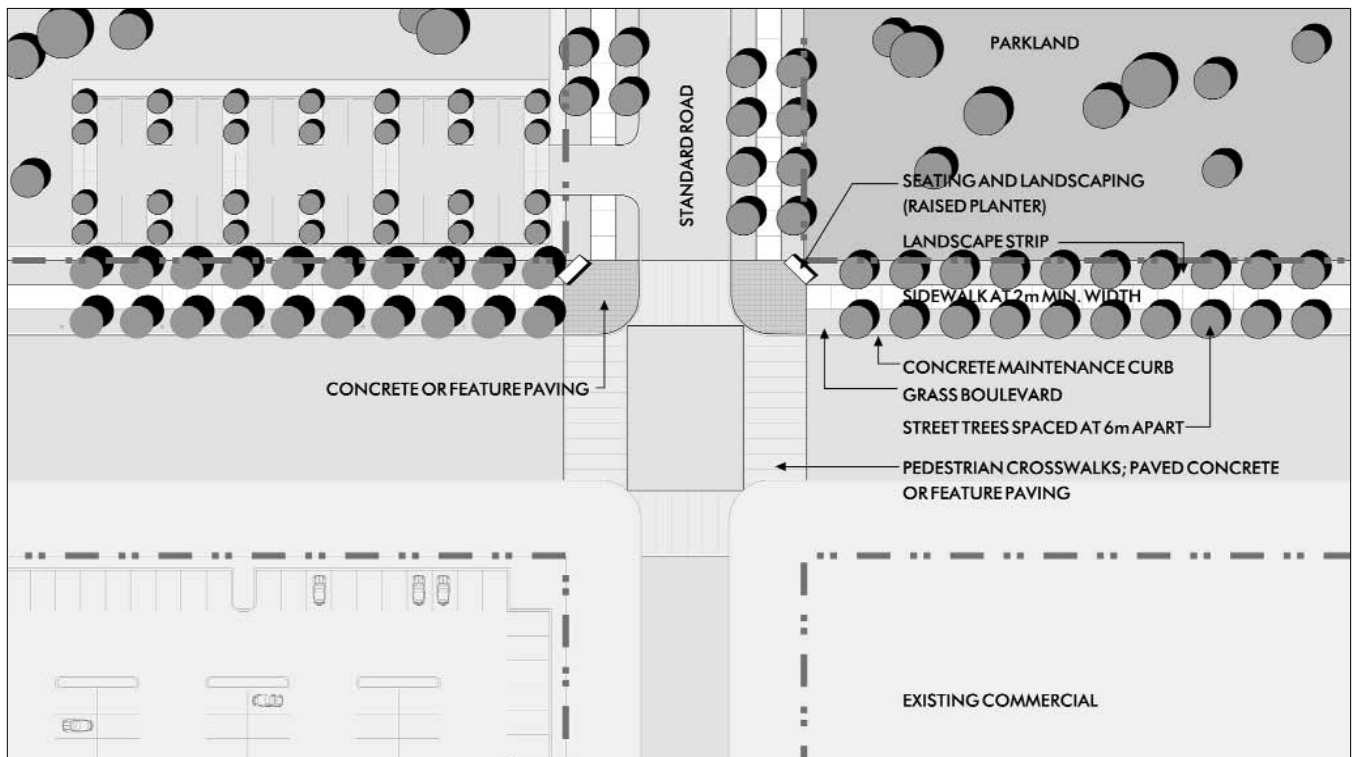
DOWNSVIEW



Landmark gateway structures on axis with Sheppard Avenue are recommended for the East Park Gateway (Cleveland Gateway) Photo 22



Enhanced crosswalks with special paving are recommended at Sheppard Avenue and Allen Road Figure 24



Park Edge Treatment

Figure 25

The boulevards and landscape strip of Park Edge roads will consist of grass, ground cover and street trees. Where heavy pedestrian use is anticipated these areas may be hard surfaced utilizing special paving materials.

Landscape strips will not be less than 2.0 metres wide.

Sidewalks will continue across driveways to indicate pedestrian priority.

Existing trees along Keele Street will, where possible, be incorporated into the Park Edge Treatment design.

ACTIVITY PLAZAS AND URBAN SQUARES

Activity Plazas are active outdoor programmed areas adjacent to significant destinations within the Downsview Lands, including the Research and Technology Park, Cultural Campus, the Administrative Armoury and Gateways.

The design of Activity Plazas will support active and passive use, and be flexible to accommodate large and small groups. Trees, formal planting, lighting, seating, public art and other public features would be used to create cafés, outdoor markets, exhibits and recreational activities (Photo 24).

CULTURAL CAMPUS

A complex of existing aviation buildings, dating back to 1929, forms the heart of the former aviation and military use of the Downsview Lands (Figure 26, and Photos 25 and 26).

The campus was built along the original Sheppard Avenue street alignment (known as Carl Hall Road), resulting in a strong east-west axis framed by aligned building frontages which form a “Main Street” through the Cultural Campus. As it continues west across the north-south alignment of the CN Railway, an at-grade crossing links the Cultural Campus to the areas proposed for Technology Park and Downsview Green.

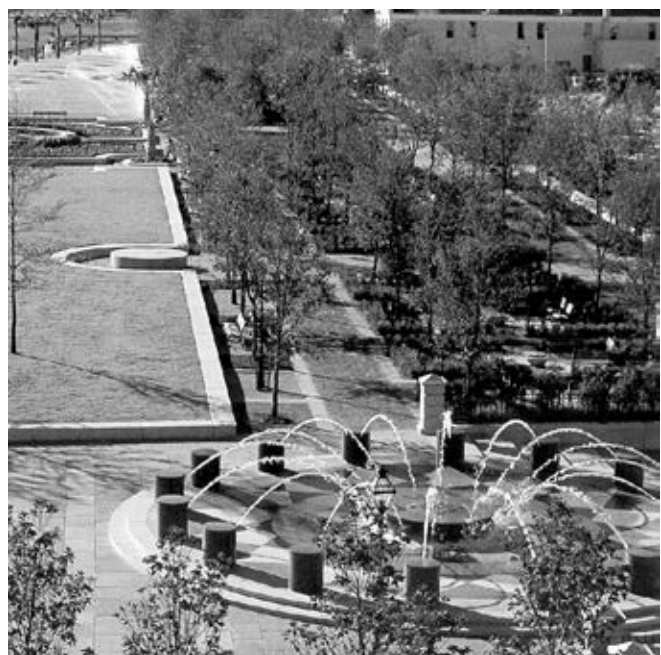
Existing buildings include aircraft hangars, administration, workshops, storage and manufacturing buildings (Photos 27 and 28).

North of the large hangar is the Administration Building (Plant 1), constructed in 1929 and under consideration for an Aerospace Museum (Photo 29).



The Park Edge treatment will provide a strong landscaped image for the Downsview Lands

Photo 23



Activity plazas will generate a variety of uses

Photo 24



The Cultural Campus looking east

Photo 26

North of the Main Street are five smaller buildings including an original wood truss hangar building.

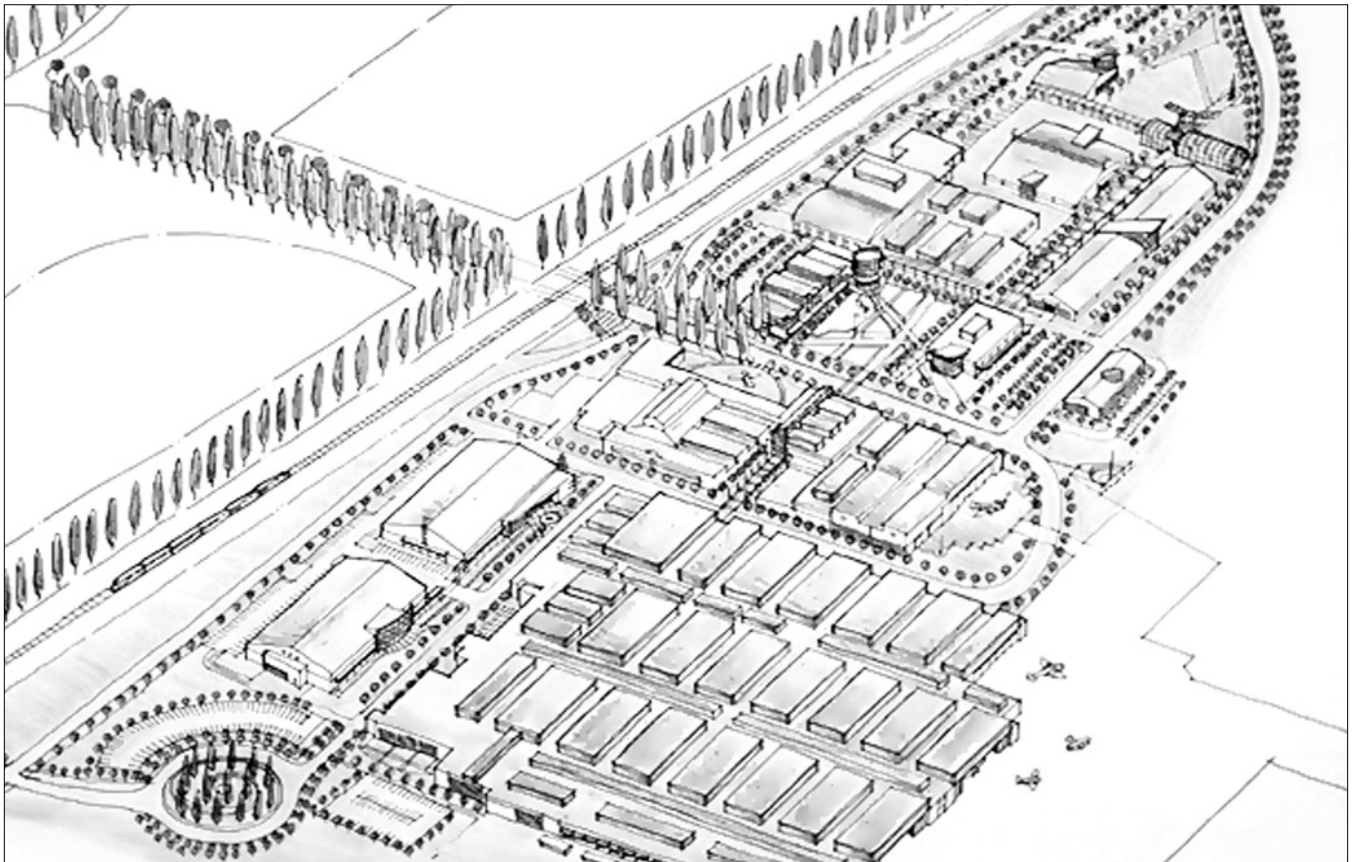
The buildings and structures within the Cultural Campus present an opportunity to create a major public destination at the heart of the Parc Downsview Park system combining cultural, retail, tourism, business, manufacturing and recreational uses (Photo 30).

The Campus, offers enormous potential for reuse and redevelopment (Photos 31 and 32). The buildings, as sited, form a series of intimate public spaces, which provides the potential for the creation of a vibrant pedestrian-oriented public destination. The buildings in the Cultural Campus area of the public park network will be preserved and redeveloped to the greatest possible extent. The existing fabric of buildings, which define intimately scaled streets and urban spaces, has an urbanity and richness that is unique to Toronto. These qualities will be enhanced and linked to other park facilities through public elements including streets, public courtyards, walkways, landscaping, lighting, seating and other amenities.



Historical Associations

Photo 25



Axonometric of the Cultural Campus

Figure 26

Visual links to the operating runway are a reminder of the historic and present aviation use of the site. The development of the Campus will maintain the present atmosphere of a lively, working area. The sense of informality, light-industrial character and vibrant mix of uses and elements (cars, aircraft, pedestrians, and workshops) contributes to its charm (Figure 27).

The campus character will be preserved by maintaining and reusing all the existing buildings, recognizing that the network of outdoor spaces defined by the collection of buildings, is as important as the buildings themselves.

Campus uses will be mixed, moderately scaled and dynamic to promote a lively indoor and outdoor environment combining museums, recreation facilities, small retail shops, farmer's market, artisan's workshops, light manufacturing facilities, cafes and restaurants (Photo 33).

The programming will be co-ordinated with, and complement, the proposed uses of other park areas, the Sports and Entertainment Area and the Research and Technology Park.

Improvements to existing buildings will provide visual and pedestrian connections to the outdoor network of hard and soft landscaped squares, courtyards and streets. Sidewalk cafes, terrace dining, spill-out activities from retail uses, and the ability to observe artisan workshops and manufacturing activities will provide day and evening animation to these public spaces (Figures 28 and 29).

New infill buildings will reinforce the existing character of pedestrian-scaled public outdoor spaces and reflect the scale, height and massing of the original buildings. Incorporation of the aviation character in building design by linking attributes of flexibility, large glazed areas and strong outdoor linkages is encouraged.

The circulation system is to be designed with a pedestrian emphasis, but will include automobile access and circulation. Streets will be paved with unit brick pavers, providing bollards as "soft" separations between pedestrian-only and vehicular zones, recognizing that pedestrians will use the vehicular pathway.

The Campus will be perceived as highly accessible, incorporating a series of small interspersed parking lots and on-street parking that allows visitors to park throughout the campus and encourages year-round use (Photos 34 and 35).



Photo 27



Aircraft hangars with expansive interiors

Photo 28



The Administration Building

Photo 29



Granville Island, Vancouver retains its industrial vernacular

Photo 30



Existing buildings form a series of intimately scaled spaces

Photo 31



The existing fabric of buildings will be enhanced by courtyards, landscaping and walkways

Photo 32

Carl Hall Road, north of Main Street, will be realigned to accommodate new structures between the road and runway area, providing a Campus gateway at the north end of the Cultural Campus. Infill buildings are not to obstruct significant views to the runway (Figure 30).

A Cultural Campus Square will be the area's open space focus on the north side of Main Street and provide the potential for cafes, market stalls, and outdoor activities. A colonnade along the perimeter of buildings would be a unifying element and provide a weather-protected area. Seating areas, public art, water features and display areas for aviation and heritage artifacts may be provided (Figures 28, 31 and Photo 36).

The design of streets and squares will allow for aircraft to be moved from the runway into the Cultural Campus area. The aviation buildings and outdoor public spaces could exhibit aircraft during special events, or occasions related to the daily operations and displays of the Aviation Museum.

Existing trees in the Campus and the area of the Square are to be maintained, where possible (Photo 37).



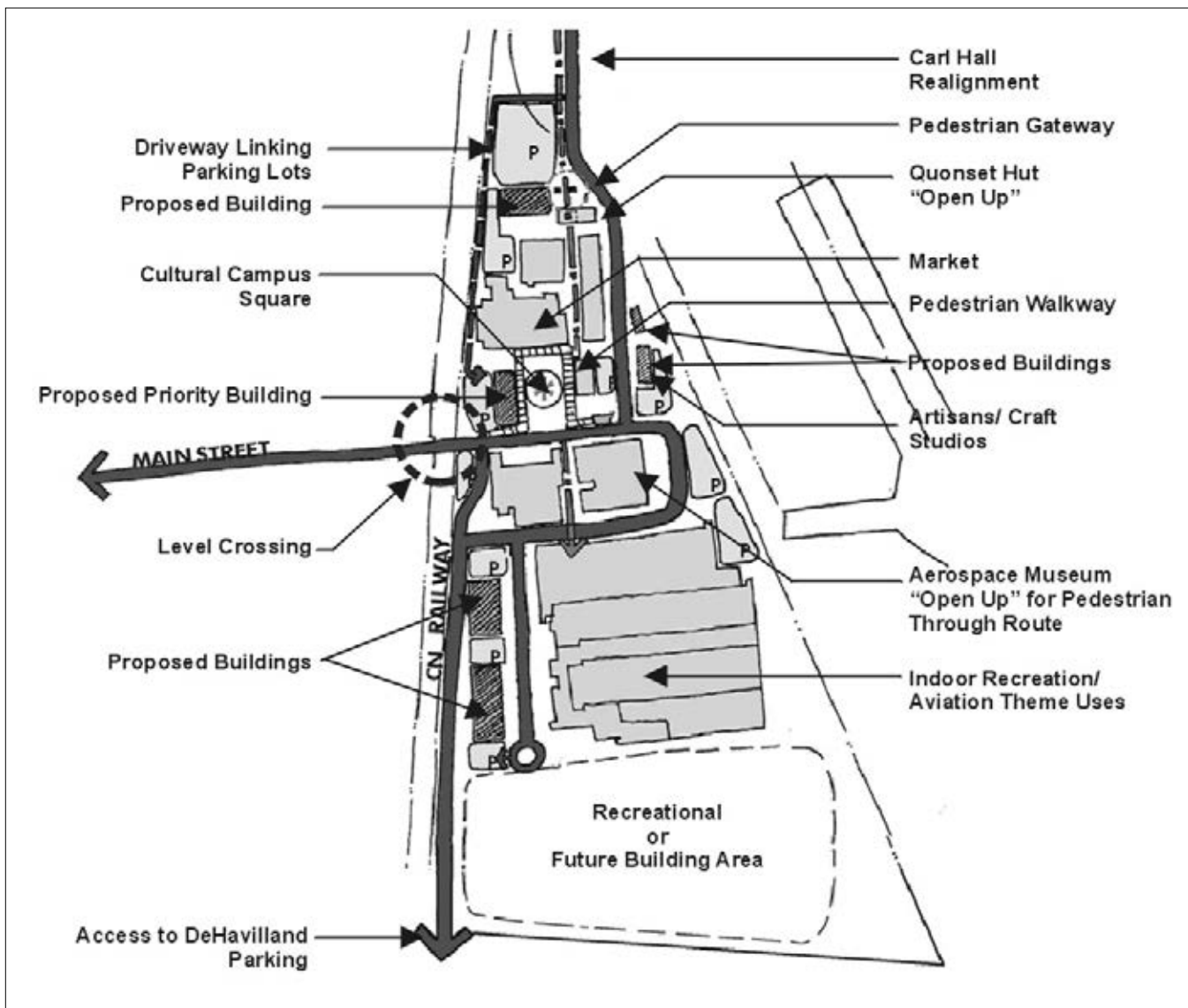
Mixed moderately scaled and dynamic Cultural Campus uses (Granville Island, Vancouver)

Photo 33

RESEARCH AND TECHNOLOGY PARK

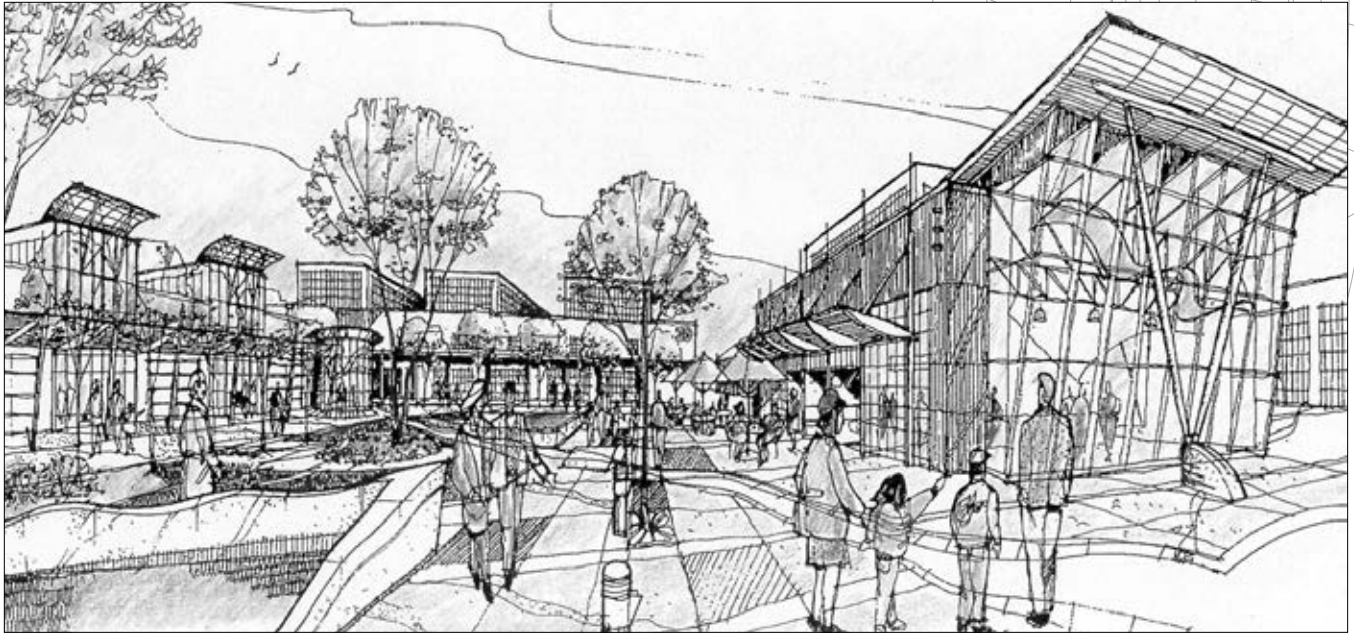
Three buildings and structures currently exist in the area designated for the Research and Technology Park. The largest of the former military buildings is the 274,320 square metre Supply Depot (Building 151) located north of Carl Hall Road and west of the CN Railway.

South of the Supply Depot is Workshop (Plant 3), built in 1952 as an industrial warehouse building. The building has been used as an aircraft workshop. On the south side of Carl Hall Road is Building 105, the central Heating Plant. (Figure 32)



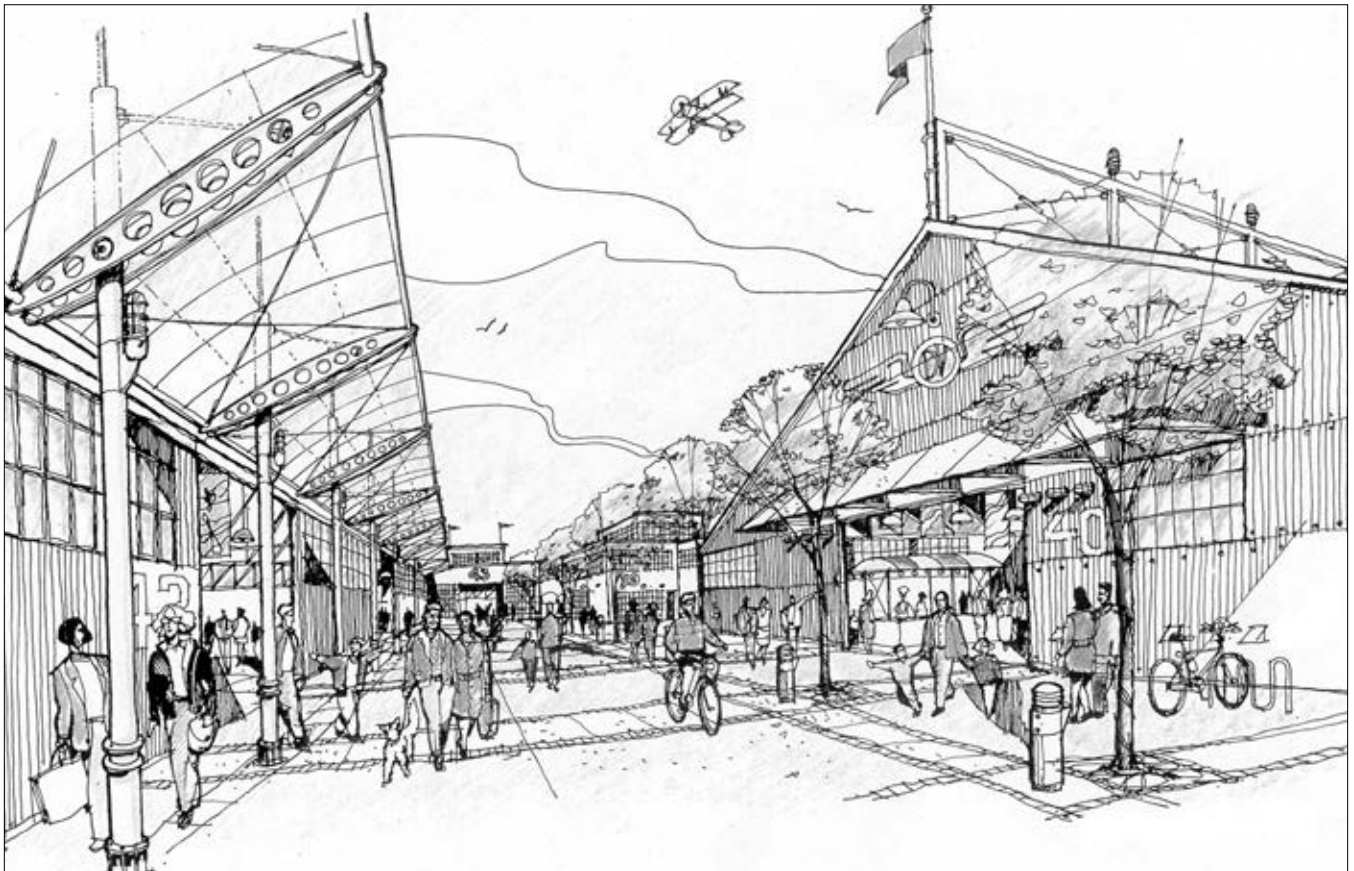
Cultural Campus Concept Plan

Figure 27



A public square provides a focus for the Cultural Campus

Figure 28



Existing aviation buildings can be renovated and enhanced as a dynamic destination

Figure 29



Significant views from the Cultural Campus to the runway are maintained

Figure 30



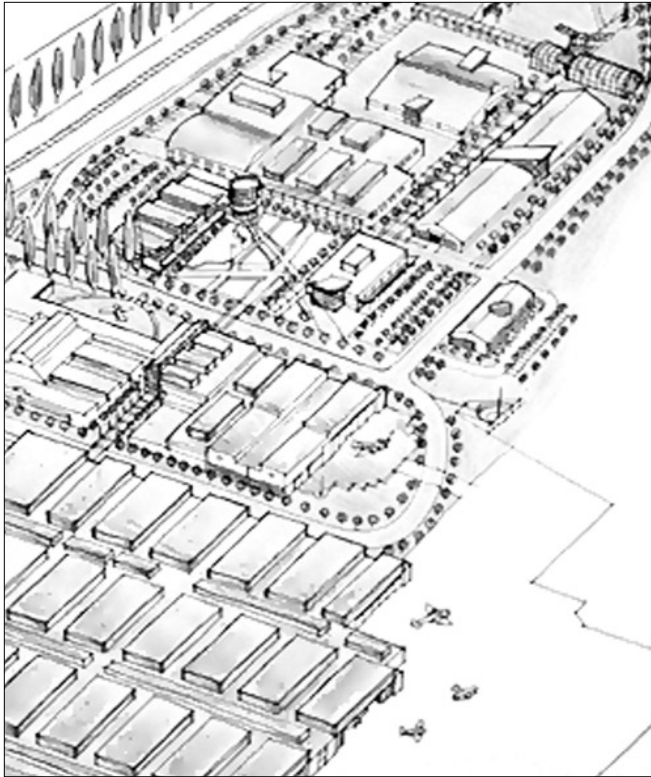
Landscaped parking areas

Photo 34

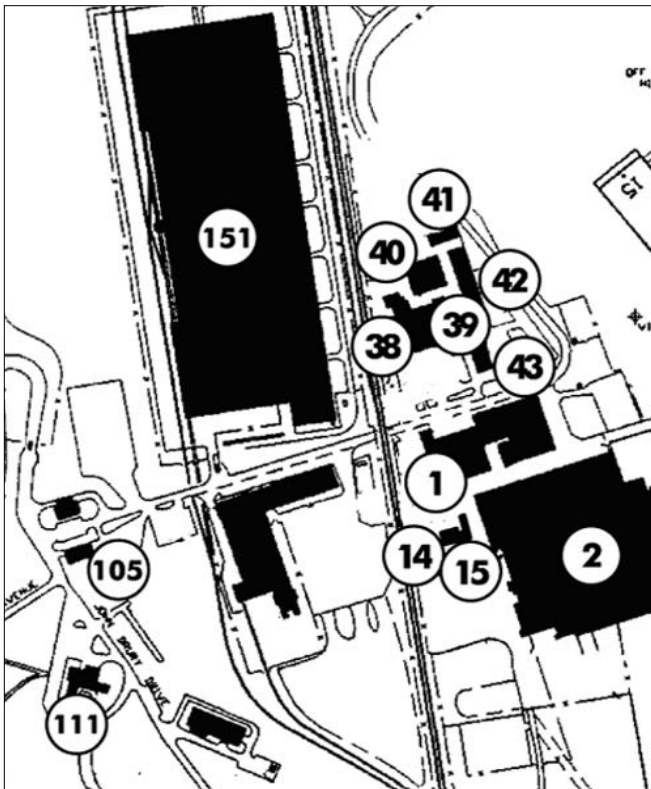


Special lighting and tree planting in parking areas

Photo 35



The design of streets and squares provides outdoor exhibition and spill-out space Figure 31



The Supply Depot, Workshop and Central Heating Plant Figure 32

New Development and Potential Supply Depot Re-use:

Re-use of the Supply Depot Building in whole or in part is encouraged (Photo 38). An additional floor level to accommodate floor space or parking may be feasible. Building additions may be added by removing exterior walls, and used to create a newly articulated building façade including elements such as entrances, courtyards and other building areas that are designed to address adjacent open space, street and park areas. The large Supply Depot building area will be organized into smaller areas by introducing a series of interior walkways and programmed areas, punctuated by outdoor courtyards or central building spaces containing elements such as atriums, cafes or other public gathering areas.

New development within the Research and Technology Park will become part of the overall fabric of the park environment and help draw together adjacent areas including Downsview Green and the Cultural Campus (Photo 39). The orientation of buildings, landscaping, streets, courtyards, walkways and other elements are encouraged to build on the existing street and block structure (Figure 33). The geometry will provide spatial and symbolic connections to existing and past development, define the Research & Technology Park edges and create further connections through views to the Wooded Grove, Cultural Campus and surrounding parkland (Figure 34).

New buildings within the Research and Technology Park may have large floor plates and require large parking areas. Provisions for parking may include separate parking structures or a combination of parking structures (as a separate building or integrated within office buildings) and surface parking lots. Parking structures will receive a high level of design appropriate to their open space context and surrounding buildings.

The height and massing of parking structures and buildings will be controlled to provide an appropriate height transition to adjacent development, and minimize adverse shadowing effects. Buildings are encouraged to establish a well defined street edge, be integrated with the park setting and express their industry role through high quality building design (Figure 35).

The design objectives for the Research and Technology Park include:

Provide development compatible with the Public Park image.

Maintain strong visual and circulation links to the Cultural Campus, North Linear Park and Downsview Green.

Maintain east-west vistas across the North Linear Park towards Wooded Grove.

Building heights will be a maximum of 20.0 metres (4-6 storeys) and fit within applicable airport height limits.

A 20 metre park transition zone will be established between higher building elements (3-6 storeys) and open space or public street (Figures 36, 37 and 38). Within the park transition zone, a maximum of 40% of the site area will contain a one to two storey building base projection zone (minimum 3.0 metre depth) to define building entries, colonnades or semi-public programmed building areas. The balance of park transition zone or a minimum 60%, will be retained as open space containing gardens, plazas, water elements, walkways etc.

Buildings and streetscape elements north of the Main Street will closely align the street. Buildings south of Main Street will be angled along a perpendicular alignment to the airport runway, reinforcing strong visual and physical connections between Downsview Green, Technology Park and Cultural Campus (Figure 39).

Buildings will be consolidated in a more urban setting to maximize park and open space opportunities, providing a scale and pattern of development that supports pedestrian activity between grade level use of buildings, adjacent open space and parkland (Photo 40).

A wide street right-of-way with double tree-lined boulevards, gateway features, gardens and seating areas, pedestrian scaled lighting etc will provide a “green” link between the North Linear Park and Research and Technology Park.



Well designed areas between buildings encourage active use Photo 36



Trees in the Cultural Campus are to be maintained Photo 37



Looking south-east toward the Supply depot

Photo 38

A wide open space “window” will be provided as a visual and physical connection to the Wooded Grove west of Research and Technology Park in the North Residential Neighbourhood. Open space features including a reflecting pool, formal gardens, park pavilions and seating areas will be provided. (Photo 41)

Pedestrian entrances from parking structures will exit directly onto a street and/or a landscaped public area (Photo 42) (i.e. garden, courtyard, forecourt), near other building entrances or programmed areas to promote public safety (Figure 40).



A strong connection between the Research and Technology Park buildings and the Open Space network is encouraged

Photo 39



Development will support activity between grade level uses and open space

Photo 40



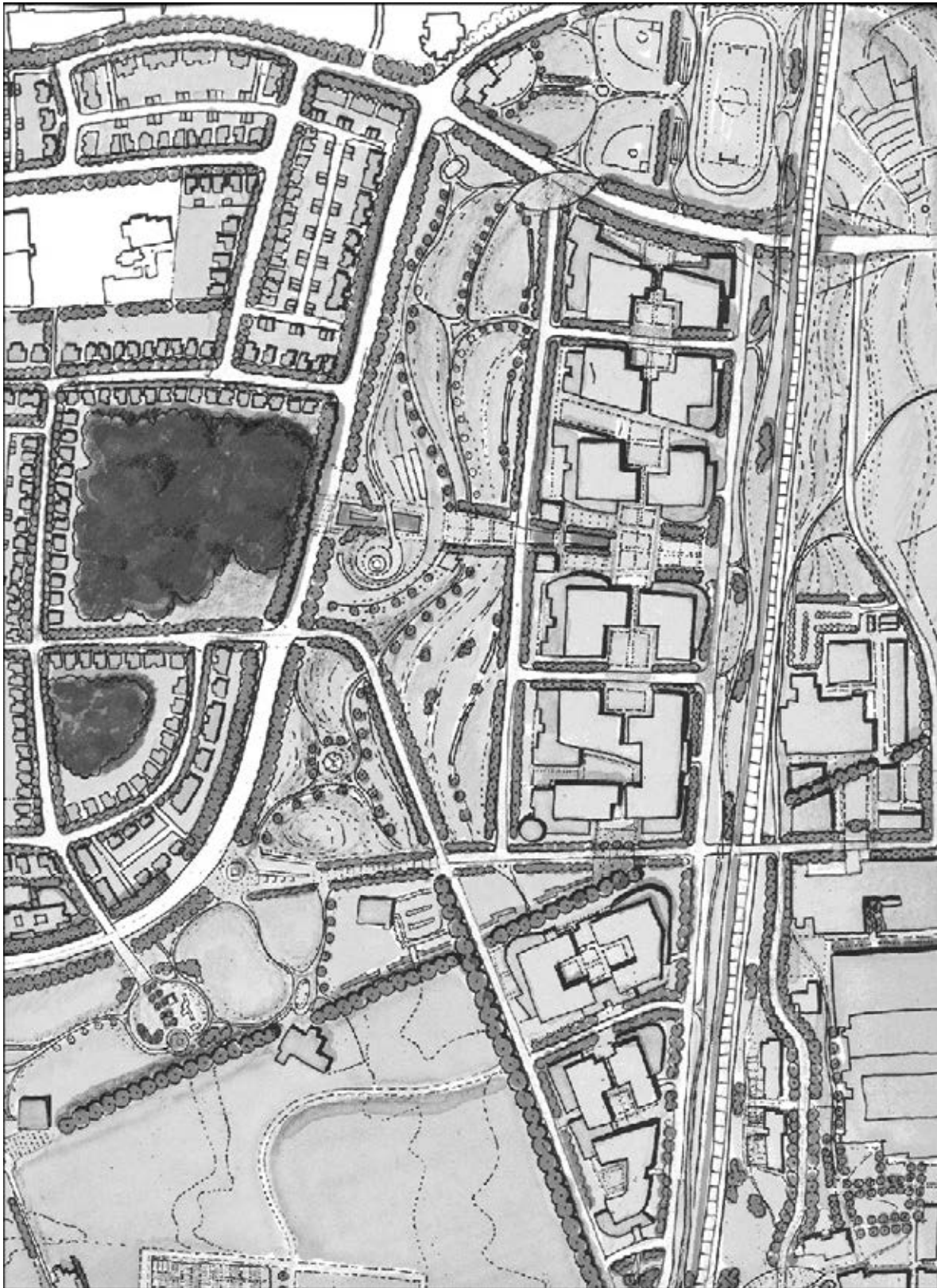
Open space features to attract walkers, visitors and local residents (Dumfriesshire, Scotland)

Photo 41



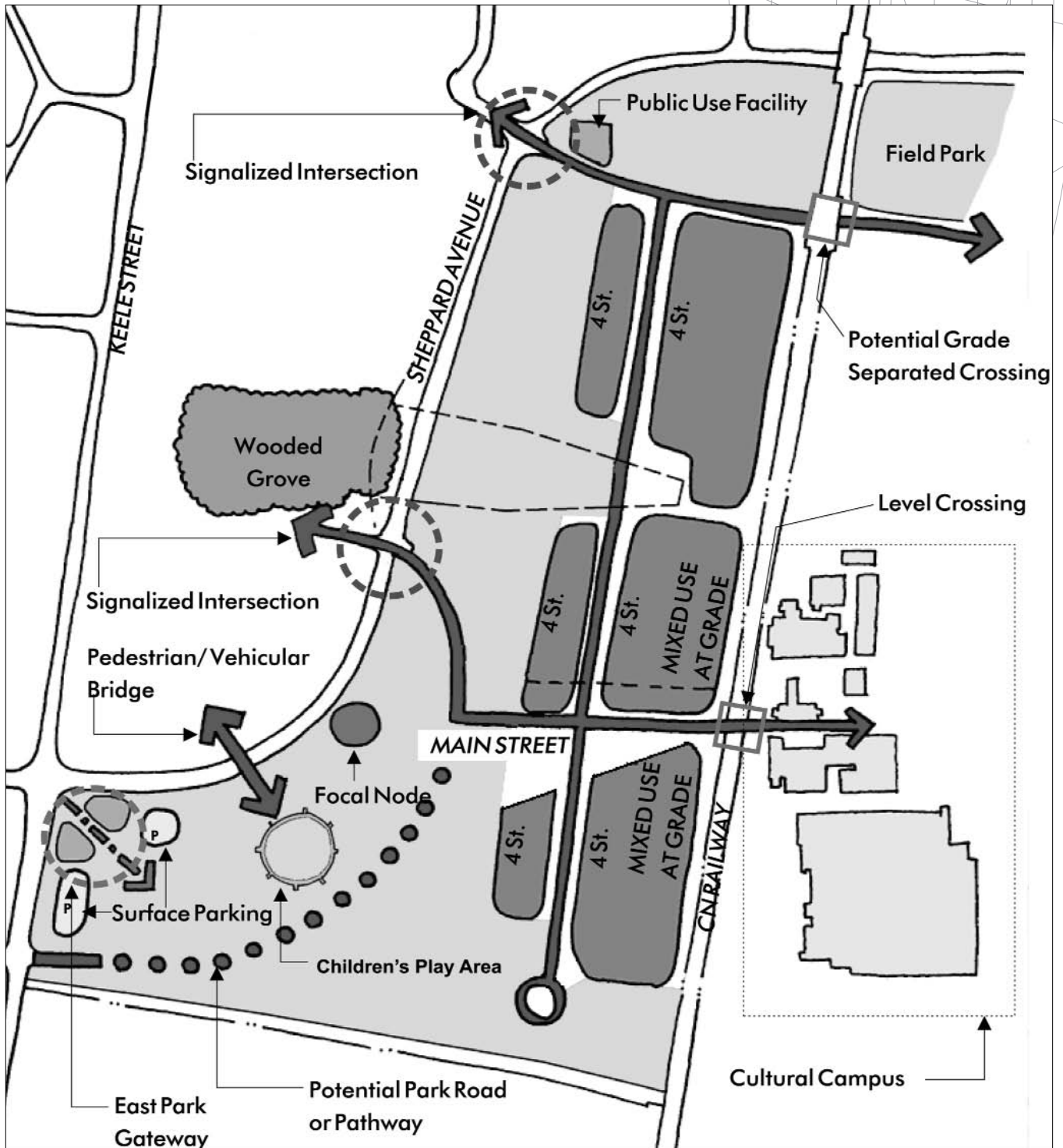
Landscaped public areas located in proximity to building or parking structure entrances

Photo 42



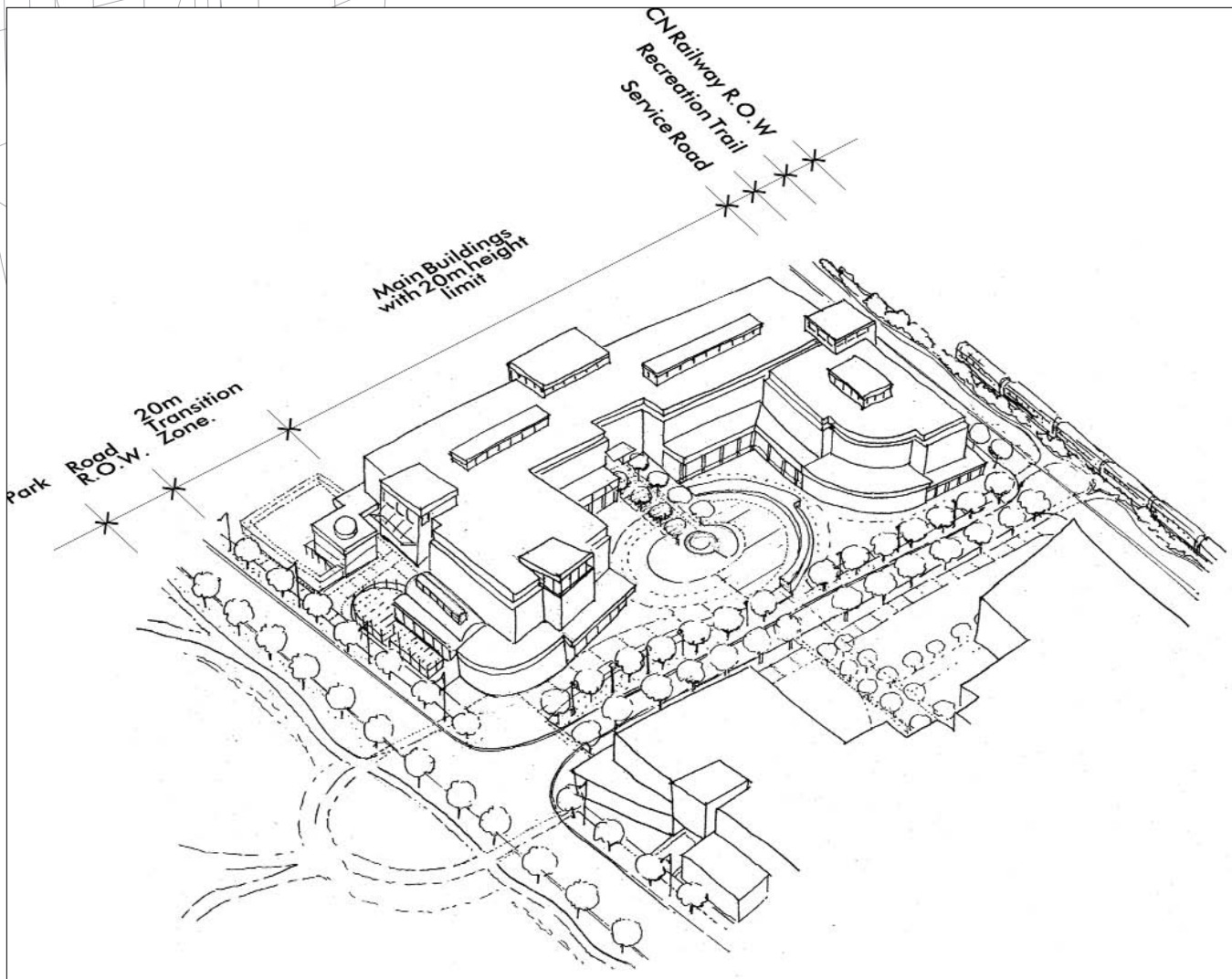
Research and Technology Park

Figure 33



Research and Technology Park concept plan

Figure 34



Potential setbacks and relationship of buildings to open space in the Research and Technology Park

Figure 35

RESIDENTIAL NEIGHBOURHOODS

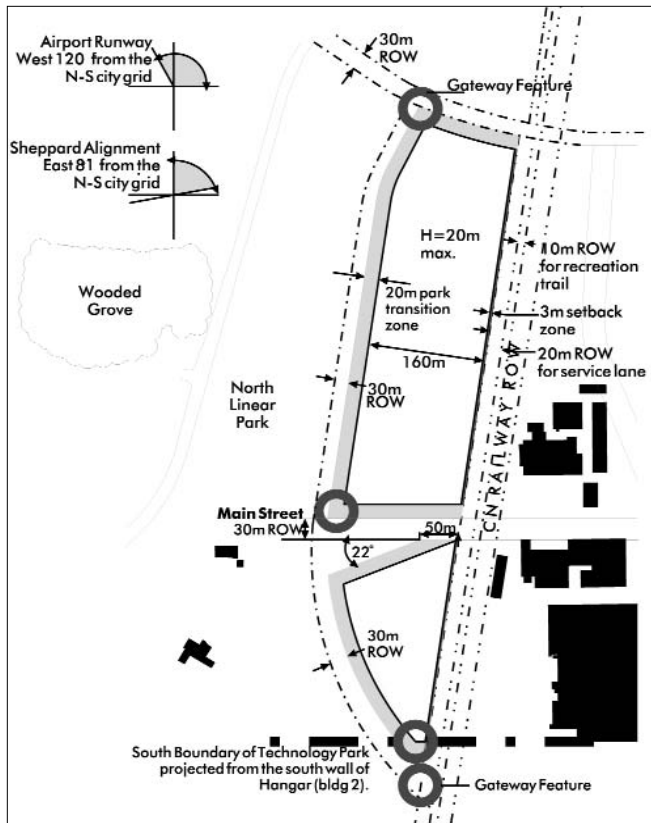
Two residential developments are proposed and are to incorporate a mix of low density housing units.

The following describes the general principles for neighbourhood development, followed by specific urban design principles for the north and south neighbourhoods.

General Neighbourhood Principles

Housing will front onto Keele Street, Sheppard Avenue West and Whitburn Crescent. Access to parking will be provided by a rear lane, or alternatively by an attractively paved local frontage road.

Generally, garages at the front of lots may not occupy more than 50% of the front width of the house. Where the garage exceeds 50%, projecting porches, garages recessed behind the front plane of the house, and similar measures will be used to reduce the impact of the garage.



Buildings setbacks and alignments

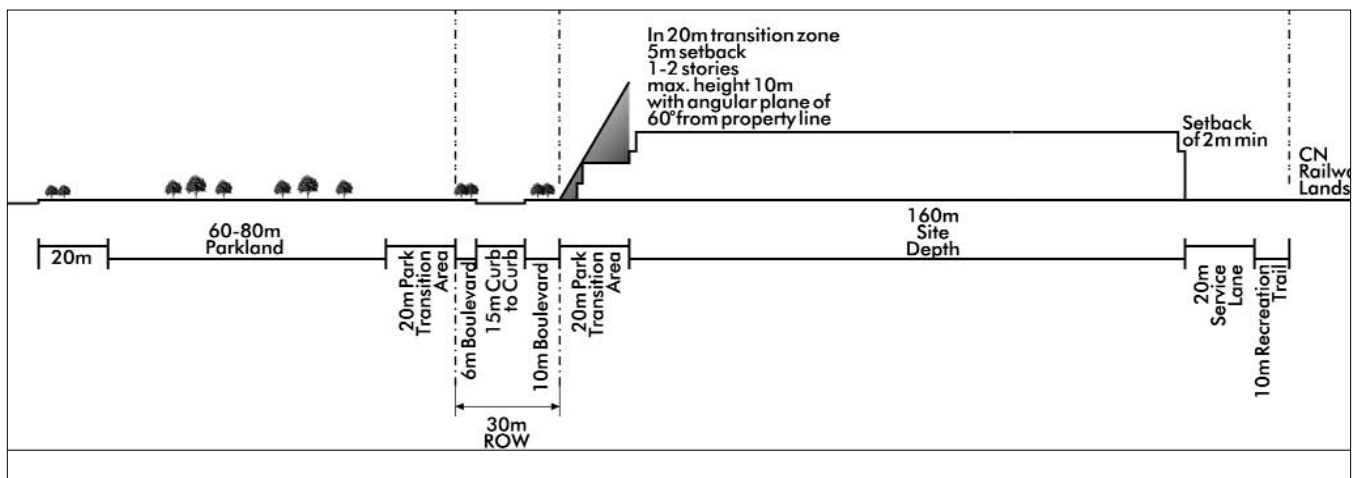
Figure 36

North Residential Neighbourhood

Housing surrounding the Wooded Grove is strongly encouraged to maximise the retention of the woodlot through measures such as establishing a woodlot buffer zone, and limiting the amount of housing immediately surrounding the woodlot. Further study is required to ensure protection of this unique open space feature (Figures 41 and 42).

The mature stand of trees parallel to Keele Street will be maintained as a buffer between Keele Street and proposed housing, and will be incorporated within the Park Edge treatment.

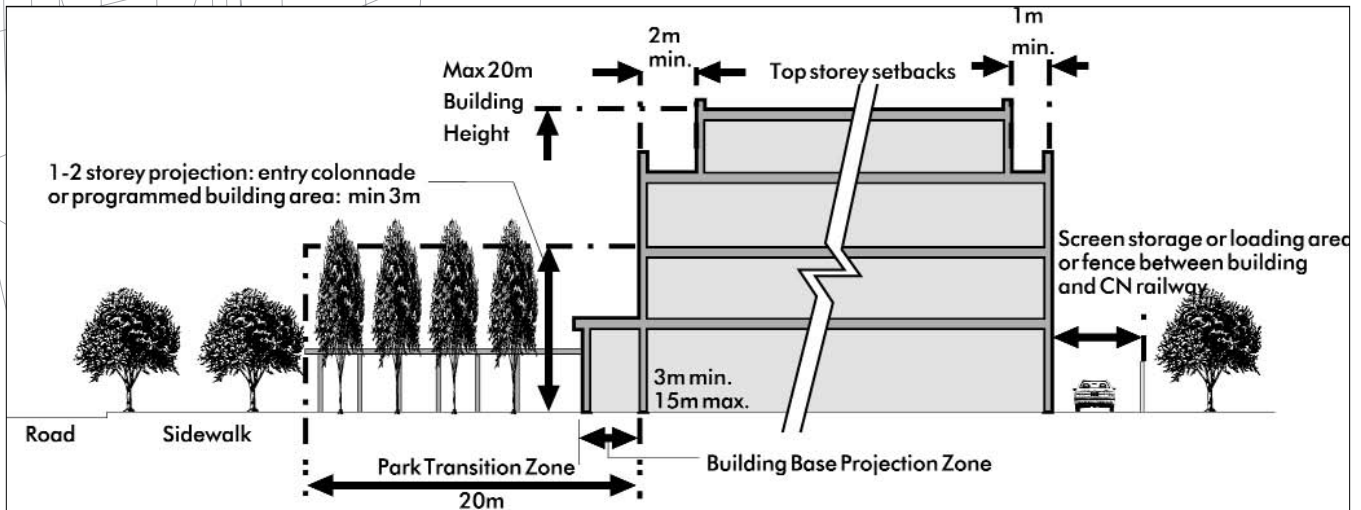
The Casa Verde site will be integrated into the overall North Residential Neighbourhood, providing the new community with access to Casa Verde and Keele Street retail, either through a pedestrian connection, or a road connection.



Building setbacks and alignments

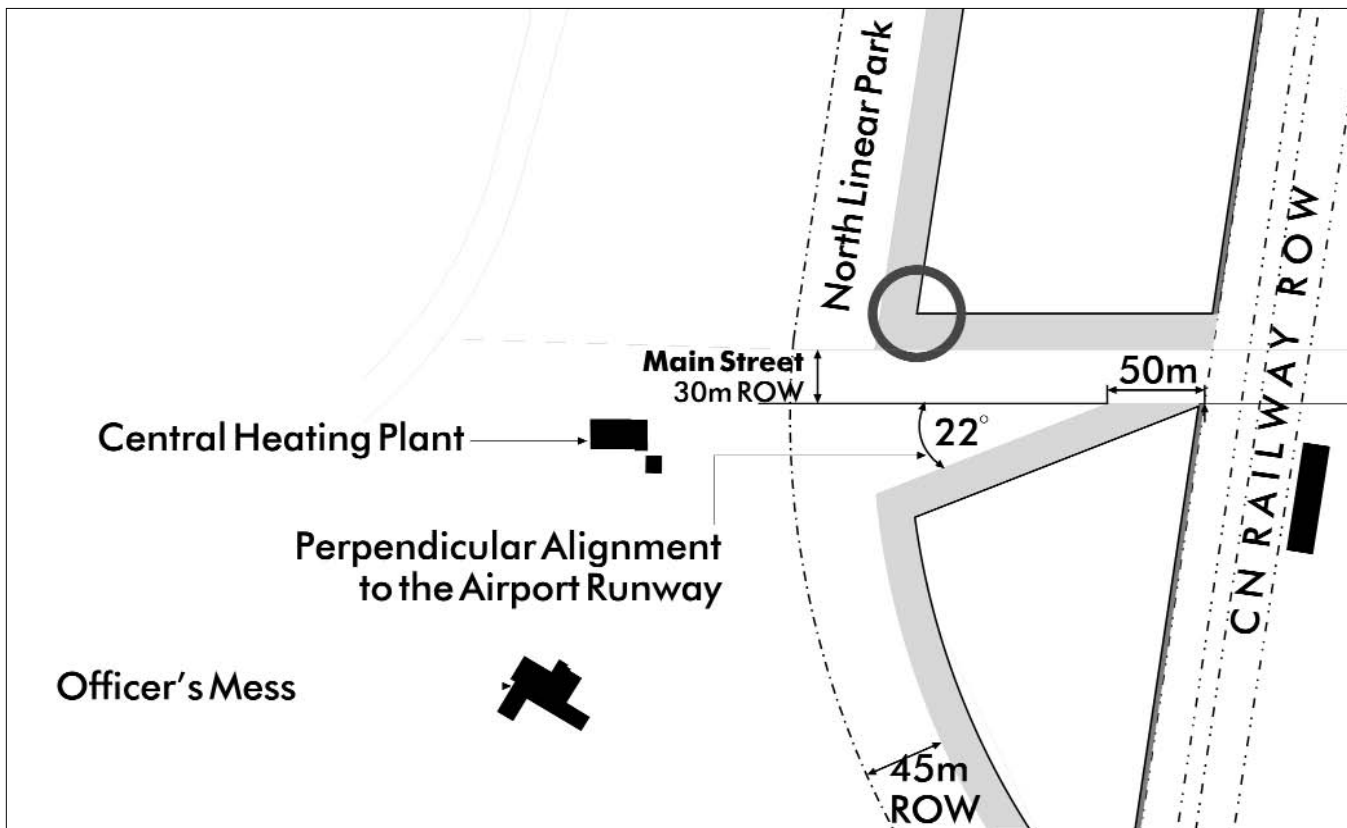
Figure 37

DOWNVIEW



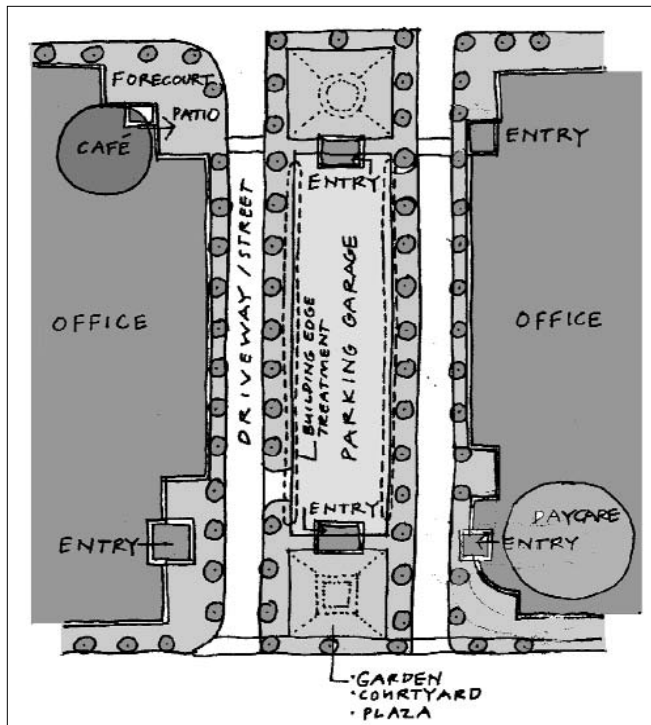
Park transition zone and building treatments

Figure 38



Research and Technology Park buildings south of Main Street are angled to re-inforce strong visual and pedestrian connections

Figure 39



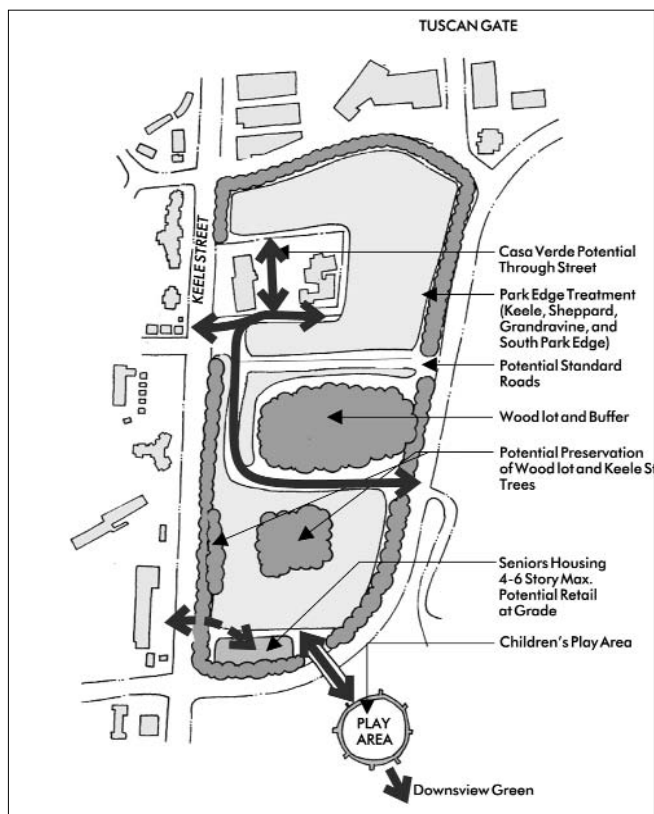
Parking structures and buildings have a high level of design and landscape treatment

South Residential Neighbourhood

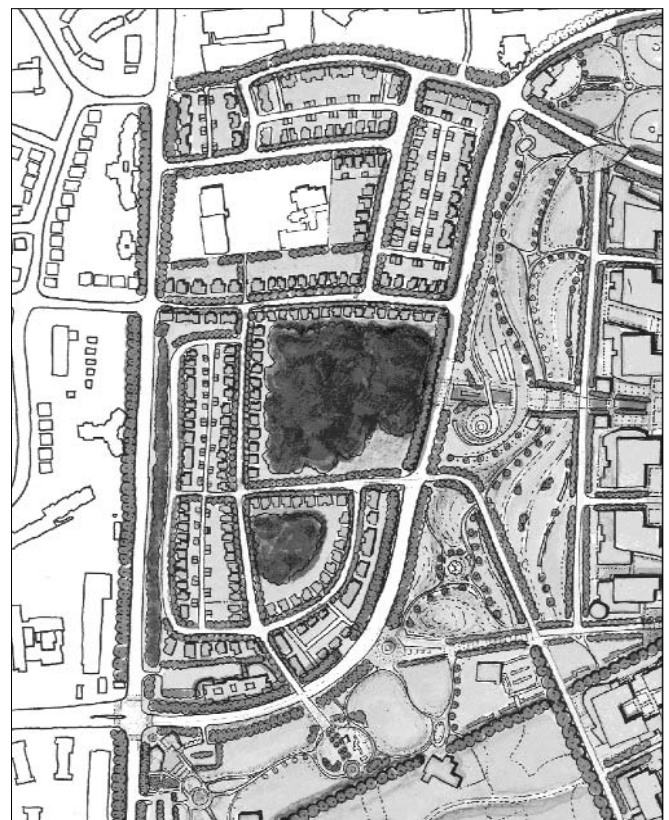
Housing adjacent to the CN Railway will extend north to buffer views of DeHavilland buildings and the railway tracks from Downsview Green (Figure 43).

The north limit of the south neighbourhood will extend no further than the DeHavilland buildings on the east, and Whitburn Crescent on the west.

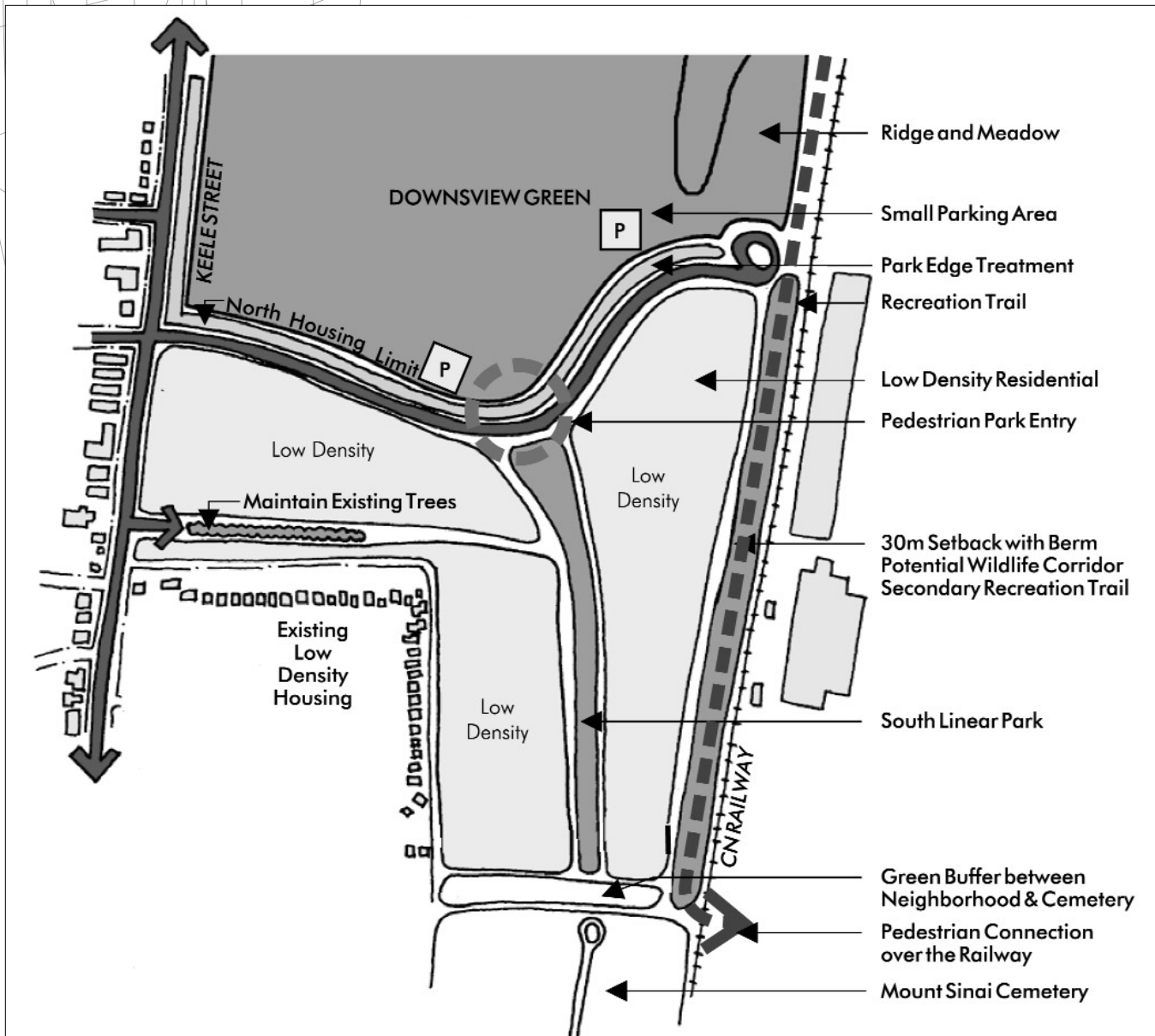
The north limit of the south neighbourhood will have a Park Edge Treatment with enhanced streetscape treatments including double rows of trees, wide sidewalks, landscaped entrances into Downsview Green and amenities such as seating and pedestrian scale lighting etc (Figure 44).



North Residential Neighbourhood concept plan



North Residential Neighbourhood



South Residential Neighbourhood concept plan

Figure 43



A variety of low density housing will be provided

Photo 43



Housing that fronts onto streets and park areas

Photo 44



South Residential Neighbourhood bordering Downsview Green

Figure 44

SPORTS/RECREATION/ENTERTAINMENT AREA

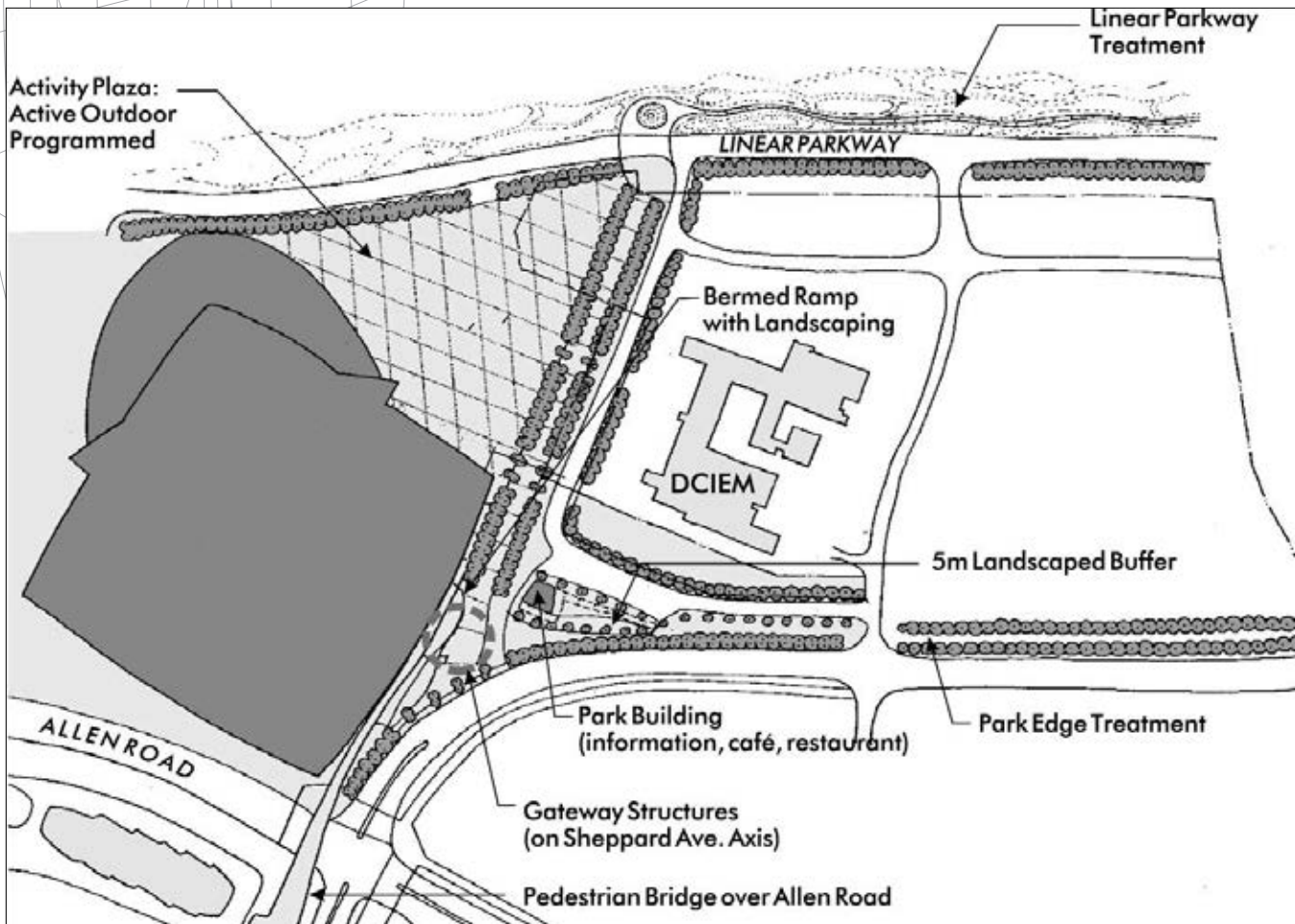
The Sports / Recreation / Entertainment Area is located east of the Downsview Airport runway on the southwest corner of Sheppard Avenue and Allen Road and includes undeveloped lands as well as DCIEM and DND (Administrative Armoury) lands.

Areas North and South of DCIEM

The width of the Linear Parkway right-of-way is anticipated to be narrowest in the southern portion of the Sports / Recreation / Entertainment Area. Development will incorporate, to as great extent as possible, the full Parkway treatment into the design of the right-of-way.

Development will incorporate a 20 metre wide pedestrian corridor linking the Downsview subway station to the Downsview Lands Linear Parkway system. The design of the pedestrian corridor would include special paving, double rows of street trees at 6 metre spacing, pedestrian scale lighting and public displays, signage and furnishings. It will serve as the main entrance into the Park from the Downsview subway station (Figure 45).

A minimum setback of 50 metres from a building to the DCIEM property line is needed to provide a plaza width incorporating: the pedestrian corridor (20 metres); bus lane and lay-by (7 metres); landscape buffer/fence screening on the south boundary of DCIEM site (5 metres).



Technodome and adjacent properties concept plan

Figure 45

The East Park Gateway is to incorporate tall landmark gateway structures aligned on axis with Sheppard Avenue from the east and from the north.

The gateway structures would be of a scale clearly visible in relation to the height and massing of development. These structures will be a minimum height of 25 metres and will incorporate extensive lighting to ensure visibility and signage at night (Photo 45).

Activity Plazas will be designed to support active at-grade uses including cafes, spill-out activities, exhibits and special events.



Clearly visible Gateway Structure compatible with the scale of the Technodome

Photo 45



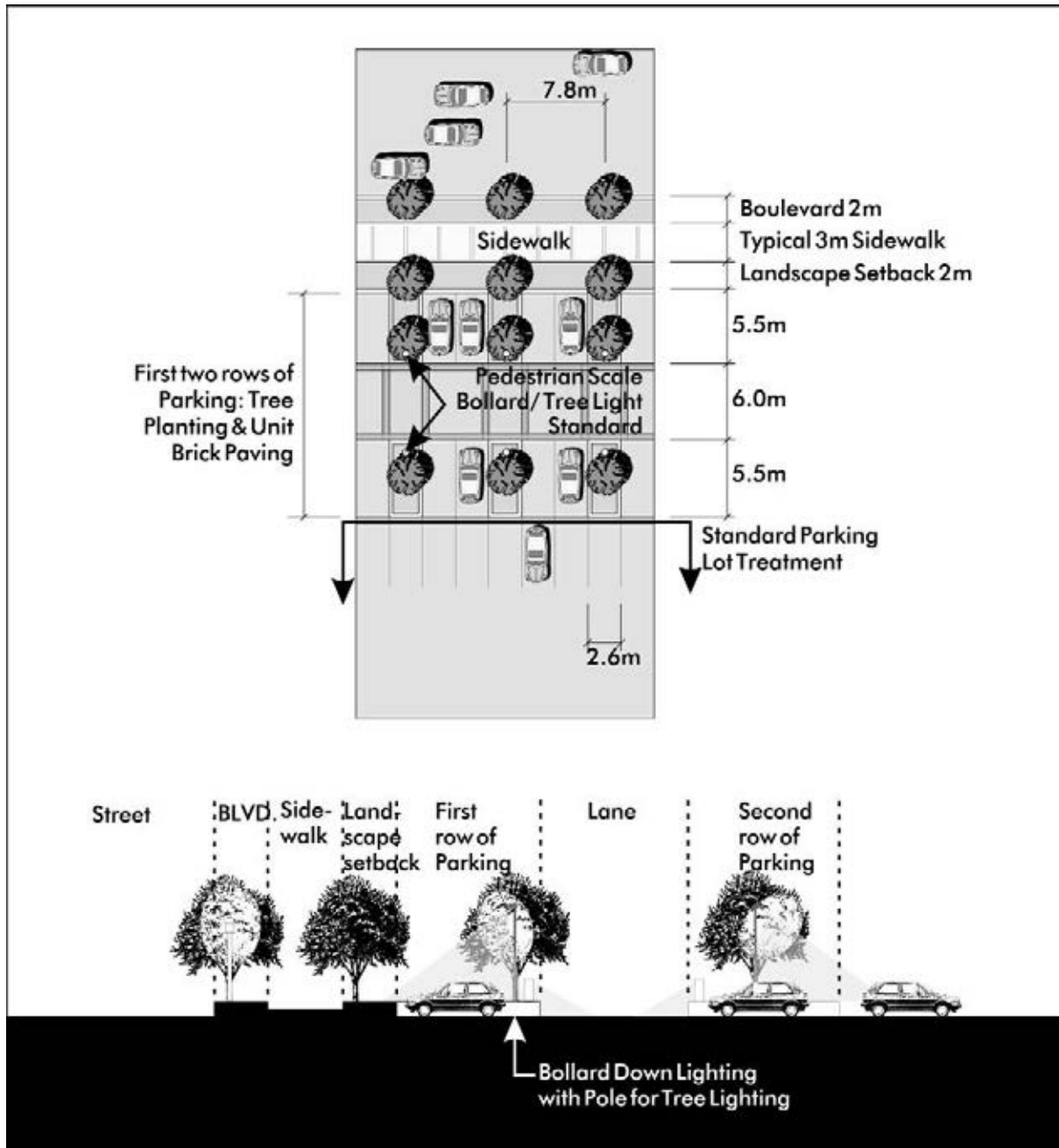
Parking structure incorporating a high level of architectural design and landscaping

Photo 46

All surface parking lots will be designed with a high level of amenity to surrounding public areas including streets, sidewalks, park areas and buildings. The first two rows of parking will integrate tree planting at a ratio of one tree for every 3 parking spaces, pedestrian scale lighting, and unit brick pavement as a buffer between public areas and large areas of surface parking (Figure 46).

All parking decks will incorporate: a high level of design through architectural treatment; sufficient setbacks for the integration of trees and other landscape elements visible from surrounding streets, sidewalks, park areas and buildings (Photo 46).

All parking areas, including surface and deck structures will provide a pedestrian only pathway with a minimum width of 6 metres linking parking areas to building entrances or other connections to surrounding streets. The pathway design will incorporate pedestrian scale lighting and consistent rows of street trees on both sides of the pedestrian path.



Surface parking lots will provide a high level of amenity to surrounding public areas

Figure 46

DOWNSVIEW

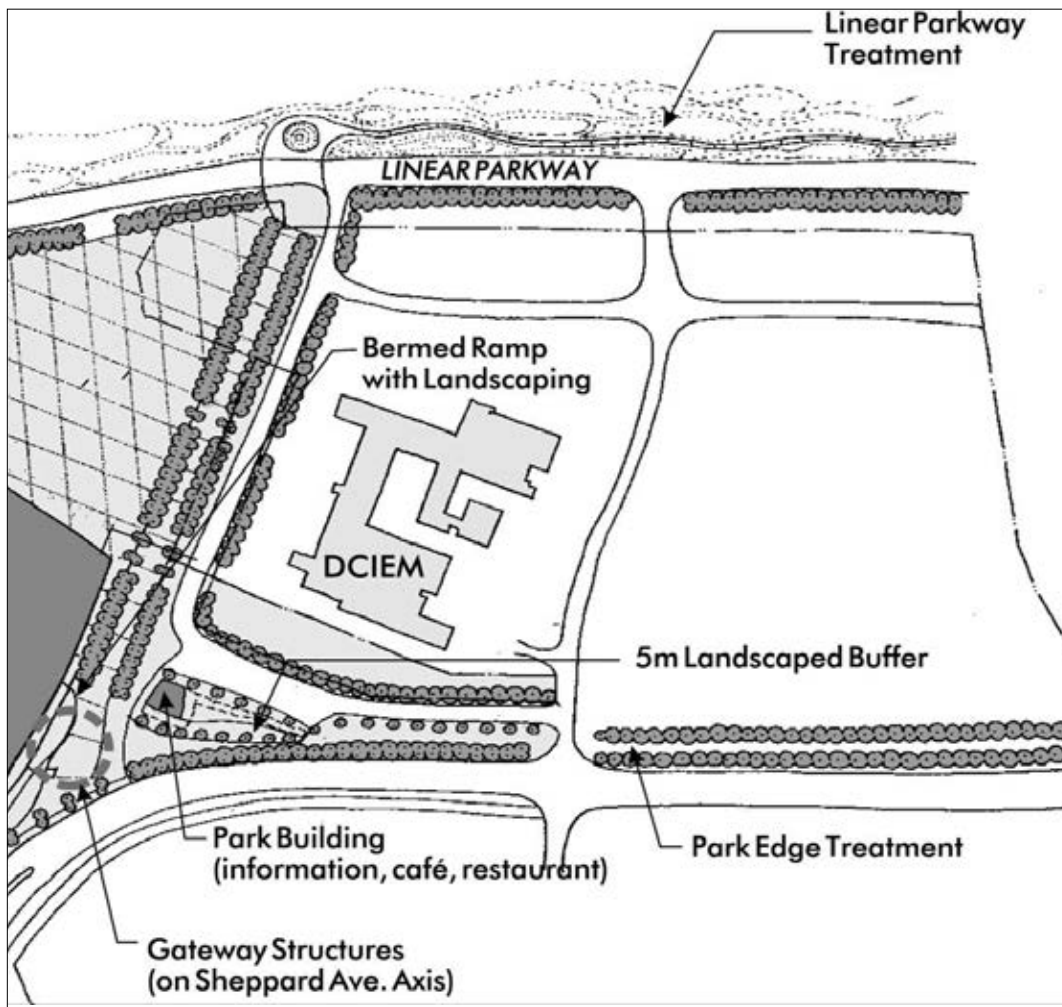


A dynamic facade treatment

Photo 47

Building facades will have a strong relationship to public open space. Well articulated building facades that integrate co-ordinated glazing, signage and advertising will assist in attracting and orienting people to destinations within the Downsview Lands (Photo 47). The north façade of buildings on this site will relate to and integrate elements of the East Park Gateway including the pedestrian bridge, pedestrian corridor and Activity Plaza.

Buildings will incorporate large amounts of glazing along facades relating to entrances and at grade uses, particularly those with spill-out potential such as cafes, recreational and exhibition facilities.



There is great potential to increase exposure and public interest in DCIEM operations through design features and connections to the East Park Gateway

Figure 48

DCIEM

DCIEM's restricted building area adjacent to the East Park Gateway will present a public image, particularly on the Sheppard Avenue frontage. Pedestrian traffic, a potential bus lay-by and visitors' orientation pavilion will increase exposure and public interest in DCIEM operations. Displays relating to DCIEM could be incorporated as an extension to the building or as freestanding exhibits (Figure 48).

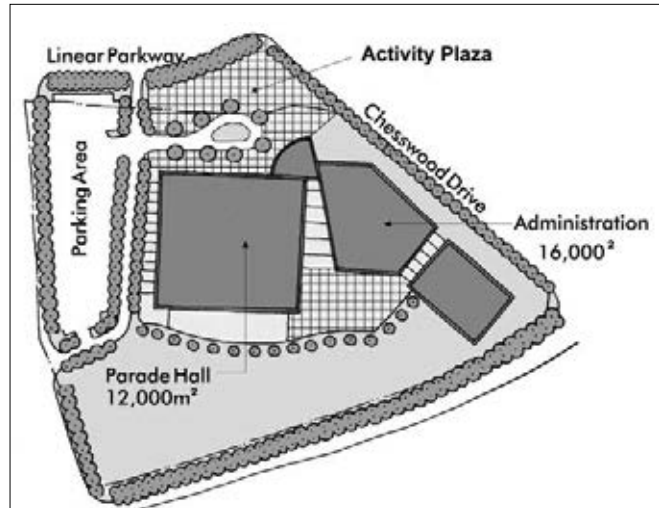
DND: Administrative Armoury Facility

The following general recommendations for future development of this 8 ha site (Figure 49) include:

Buildings will be sited and organized to reinforce a relationship to the Chesswood Drive intersections at Sheppard Avenue and the Linear Parkway through the integration of building entrances, parking areas, driveways, walkways and landscaping with streetscape elements including the sidewalk, boulevard, landscaping etc.

Public displays including parades and exhibits will be accommodated within open space along the Sheppard Avenue and Linear Parkway frontages to enliven these areas and encourage pedestrian circulation north from the East Park Gateway.

An Activity Plaza or an Alcove Park is recommended at the corner of Chesswood Drive and the Linear Parkway to provide opportunities for park elements, public art and displays that relate to the military activities and the history of Downsview (Photos 48 and 49).



Administrative Armoury Facility

Figure 49



Public Art displays to tell the Downsview story

Photo 48



Photo 49



All streets have a pedestrian emphasis

Photo 50

GENERAL URBAN DESIGN PRINCIPLES FOR DOWNSVIEW LANDS

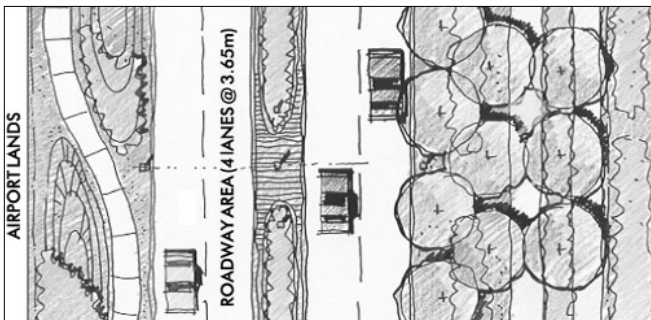
Vehicular Circulation and Streetscape

All streets have a pedestrian emphasis provided through a variety of treatments including paving, lighting, signs, tree planting and landscaping. These special street treatments will improve the overall image of the Downsview Lands and encourage active use of streets and recreational trails (Photo 50). The following treatments for vehicular circulation and the streetscape are recommended

Access into, and circulation within the Downsview Lands and its individual areas will be safe and well defined. Landscaping and amenities along these streets will attract pedestrian/cyclist use, enhance the overall park appearance, promote public safety and the use of public transit.

Where possible, access to parking areas will consolidate access points through shared driveways to minimize disruption of the public sidewalk and to facilitate movements to public roadways.

Landscaped traffic islands will be used to delineate public roads at key intersections, enhance main driveways and subdivide parking areas into smaller “courts”, improving edge conditions between the public street, open space areas and adjoining properties. (Figure 50)



Landscaped traffic islands

Figure 50

Other Roads

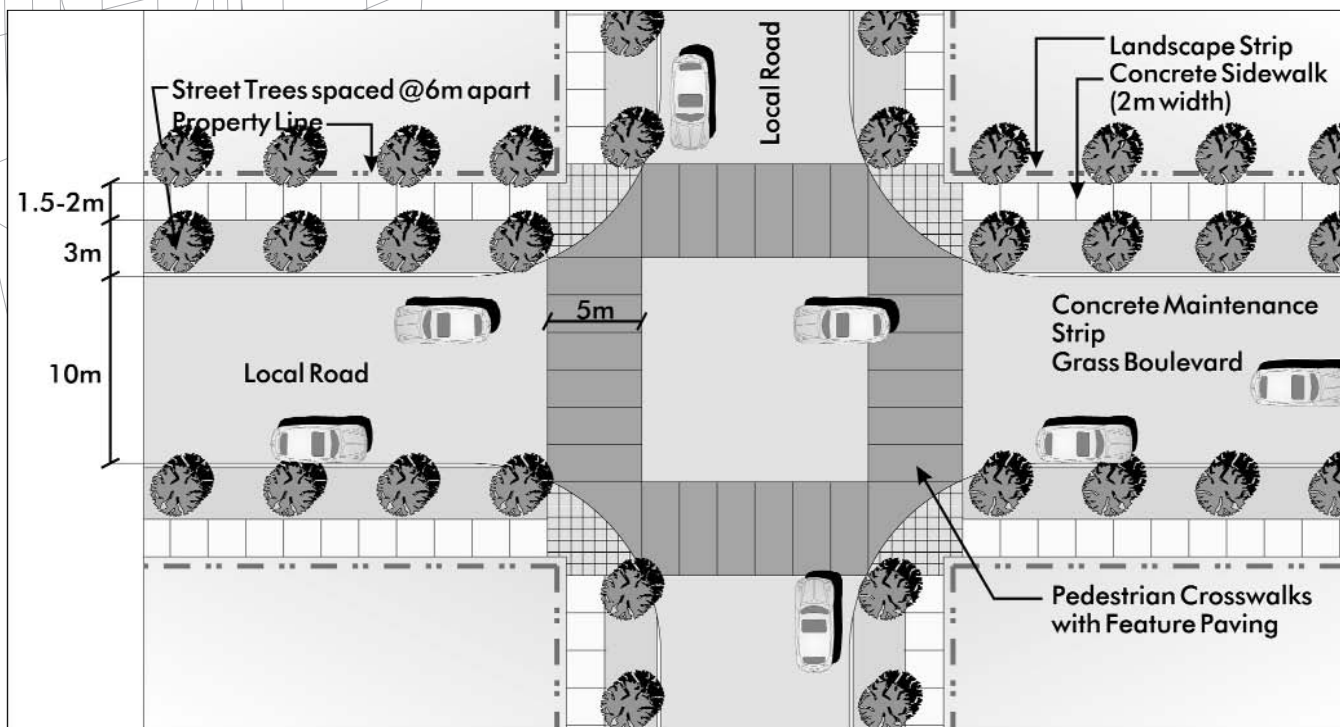
These roads include new local roads in residential areas, Technology Park and proposed roads north of DCIEM between the Linear Parkway and Sheppard Avenue. The streetscape treatment for these roads would be in keeping with the overall park-like character (Figure 51).

The boulevards and landscape strip of local roads will consist generally of grass, ground cover and street trees.

Street trees will be spaced consistently where possible at standard intervals for local roads.

A continuous public sidewalk, (min. 1.5 metres) will be provided on at least one side of the street.

Where possible, local roads will incorporate existing trees and site contours into the street design.



Local street treatments will be in keeping with the park character

Figure 51

Pedestrian Circulation

The pedestrian system will link all major buildings and facilities, as well as join with local and regional networks including street, park and recreational trail systems. The system would also provide direct, well-lit and barrier-free connections and include design elements such as landscaping and pedestrian amenities that will promote and extend the park experience (Photo 51).

Pedestrian routes will be comfortable and attractive for users, and where appropriate, be distinct from other networks for cyclists and vehicles. The park environment will be emphasized by landscape elements such as street trees, special paving, grassed boulevards, floral gardens, pedestrian scale lighting, seating, etc. To ensure these routes are used and serve their intended purpose, the following needs to be addressed in all development.

Direct well-lit and barrier-free pedestrian walkways will be provided between buildings, park facilities, parking areas, building entrances and transit stops/shelters (Photo 52).



A variety of pedestrian amenities

Photo 51



Barrier-free access

Photo 52



Night time use is encouraged

Photo 53

Pedestrian walkways will have priority over vehicular routes where crossings occur, and will be marked through materials other than asphalt such as brick pavers along streets and gravel within park routes.

The minimum pedestrian walkway width will be 2.0 metres.

Continuous rows of trees, grassed boulevards, seating and pedestrian scale lighting are to be incorporated along pedestrian routes (Photo 53).

Pedestrian scale light fixtures may be considered either with street light fixtures or as a freestanding element.

Recreation Trails

Recreational trails will be a major attraction for walking, running, cycling and in-line skating through the Downsview Lands, connecting major park areas and destinations to the surrounding regional open space system (Figure 52).

Recreational trails are to be aligned along existing and proposed pathways and streets, and link to recreational networks within the Downsview Lands extending to the Black Creek and Humber River valleys. The long-term objective is to link to a City-wide trail system that would allow a series of trail connections from the Downsview Area to the Toronto waterfront through designated street, rail corridor, park and natural areas.

Trail design will occur on a site-specific basis. The form and width of on-road trails will be determined by the location of the roadway, road function, vehicle operating speed and traffic volumes. Off-road trails will accommodate the combination of different users including pedestrians, cyclists and in-line skaters (Photo 54).

Recreational trails have been considered in the following locations within the Downsview Lands:

CN Railway

Linear Parkway and new road network

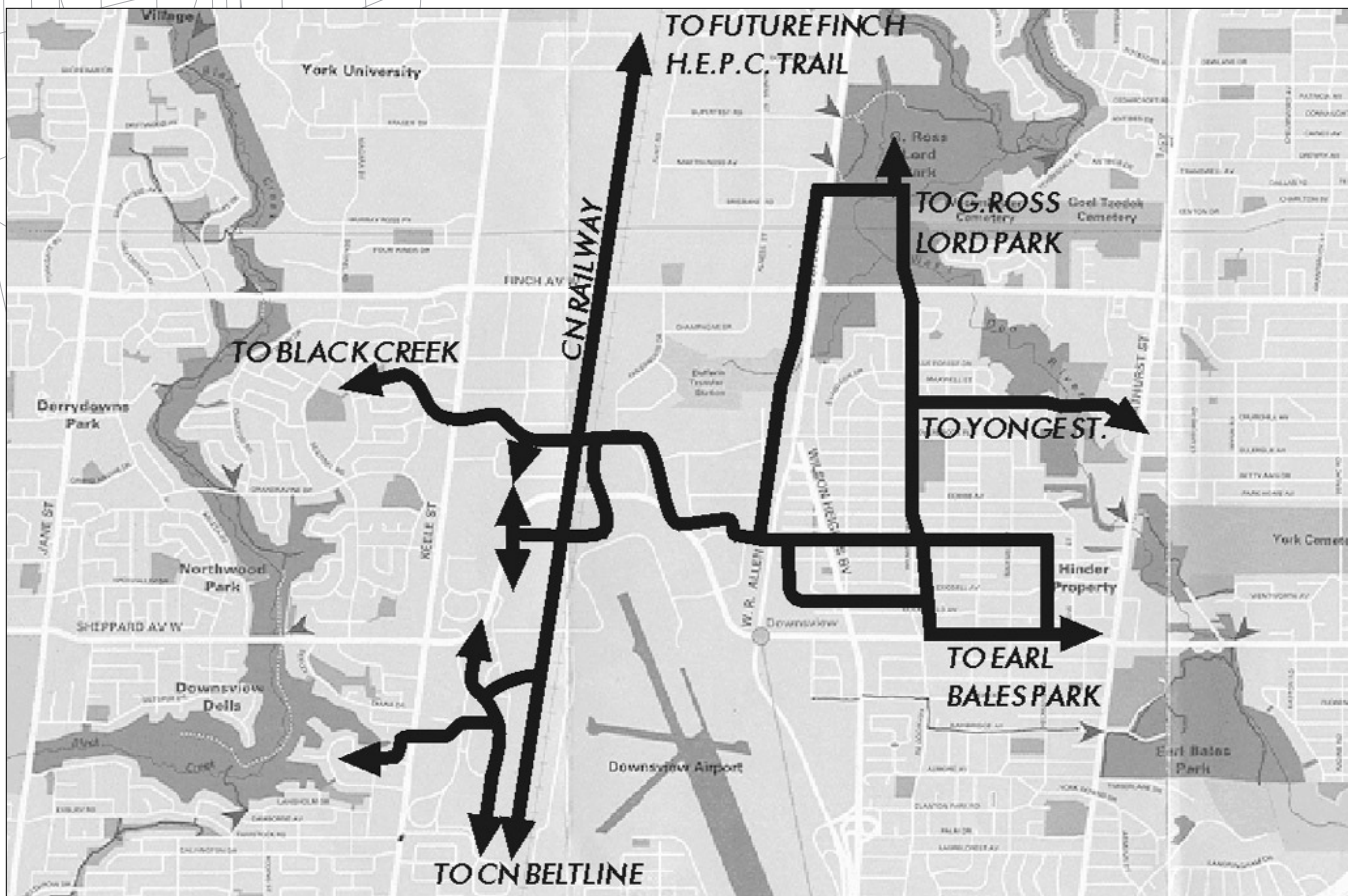
Internal open space network (independent or road aligned trails)

The internal recreational trail system will connect to the existing and planned regional network within the Black Creek, West Don River and the CN Railway systems.



Recreational trails to link the surrounding natural and developed landscape

Photo 54



Recreational Trail Network

Figure 52

The following list of potential trails and connection points will be explored, and if feasible, incorporated as part of a comprehensive trail system

Entry to Black Creek and Humber River Valley:

From Whitburn Crescent at Keele Street, west to an existing Park entry and parkland trail.

From Grandravine Drive, west to Ollerton Road into an existing park entry and parkland trail linking to the parkland trail at Langholm Drive.

Entry to West Don River Valley:

From the Dufferin/Allen right-of-way north to Combe Avenue, east to Elder Street, north to C.H. Best School, through to Bayhampton Court, north on Wilmington Avenue to Finch Avenue, and north into G. Ross Lord Park.

From Reiner Road at Wilson Heights, east to Yeoman Road, south to Bainbridge and east to the existing entrance and recreational trail at Earl Bales Park.

Within the CN Railway right-of-way:

South to the abandoned rail line south of Castlefield Avenue, east to the CN Beltline, Mount Pleasant Cemetery and existing recreational trail system within the Moore Park Ravine and Don Valley system providing existing connections south to the waterfront trail system (Photo 55).

North to a potential future recreational trail system within the Finch Avenue Hydro Electric Power Corridor.

Building Design

The primary objective of built form is to ensure that building edge treatments and uses animate and support open space, park activities and edge conditions. Transitional spaces such as courtyards, forecourts, plazas and gardens will encourage activity between buildings, open space and streets (Photo 56).

DOWNSVIEW



A recreational trail is proposed along the CN alignment

Photo 55



Well defined building edge treatment

Photo 56



Strong connections help orient pedestrians

Photo 57

While all new buildings are to support Downsview's overall park image, buildings will also reflect an image related to their context and role within their respective district (i.e. Research and Technology Park and at Park Gateway locations). Development must be given appropriate design consideration, with particular attention to the design and treatment of building facades, their materials, proportion, scale and relationship to open space.

Active at-grade building uses such as retail, service commercial, day-care, cafes, etc. will be located along public walkways, park areas and street edges to reinforce animation and safety. Transitional building zones may include uses such as retail, day-care and cafés, and building elements, including forecourts, entry areas, colonnades and building projections incorporated at grade level to connect public activity between building, park and open space uses (Photo 57).

Landscaped terraces at lower building levels are encouraged, to increase street animation (Photo 58).

Building façade elements articulated to express floor and ceiling levels, window heights, structural column spacing, and/or internal divisions are encouraged.

Transition zones framed through building placement will be incorporated along park edges, and at public open spaces in the form of patios, courtyards, gardens, or other spaces which define these as public outdoor activity areas (Figure 53).

Height and Massing

At gateway and strategic landmark locations, taller elements such as landmark structures, decorative masts with banners, and other displays, are to be encouraged to contribute to a distinct area identity.

Elaboration of the building base is encouraged to accommodate pedestrian activity through the inclusion of colonnades, canopies, large areas of glass and smaller pavilion-type structures.

Building massing and articulation of the building base is intended to emphasize main building entrances, forecourts or other specific building articulations (Photo 59).

Corner Buildings

At street intersections and gateway locations the design and placement of buildings will create focal points with the potential to offset views or to orient pedestrian circulation to significant public destinations (Photo 60).

The height and massing of corner buildings can vary in contrast to adjacent buildings to incorporate entrances or other structures that mark these as significant locations.

Corner buildings could incorporate taller non-habitable structures or freestanding elements to frame and provide landmarks at gateways and corner locations within the Downsview Lands.

Landscaping

Landscape treatments will have a significant role in establishing the park image of the entire Downsview Lands and will require the co-ordination of individual treatments as well as connected concepts (Photo 61).

Landscape treatments will be used to establish a clear park edge along perimeter roads. The image of a unique public park would be immediately apparent when approaching the Downsview Lands where streets, gateways, parking areas and buildings are all set within an elaborate context of green space. Linear landscape treatments are proposed along the street (Linear Parkway) and open space networks that connect all major areas of the park and contribute to the park setting through enhanced edge conditions at buildings, the street, public plazas, walkways, open space and parking areas.

Landscape elements are to be used to define and enhance building edges, the street, park and open spaces to create a consistent, high quality park image.

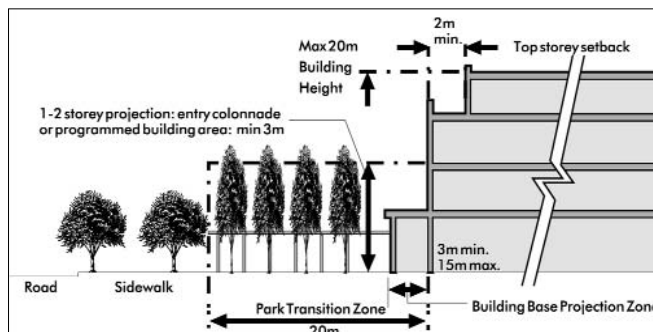
Planting strips will be provided between surface parking areas and the street line. Treatments will include a combination of grass (or other ground cover), low shrubs and/or deciduous trees.

Low fencing combined with low shrubs may add visual character along property lines, or enhance the perimeter of surface parking areas. These treatments will be co-ordinated with the overall streetscape design.



Landscaped terraces and colonnades encourage at grade activity

Photo 58



Transition zone

Figure 53



Landscaping will establish an elaborate context of green space

Photo 61



Emphasizing a main entrance

Photo 59

Landscape treatments provided along major access driveways or within driveway medians will be provided by high branching street trees and low shrub planting, to preserve vehicular views.

Side yard landscape treatments between neighbouring properties will provide a planting strip of sufficient width (minimum 3.0 metres) for vegetation, fencing and snow storage.

Where neighbouring properties have adjacent surface parking lots, a co-ordinated planting strip (minimum 3.0 metres shared) is to be provided between the properties to allow sufficient area for parking lot edge treatments including high branching trees, coniferous trees, salt-tolerant shrubs and ground covers.

Parking Facilities

Parking facility design is intended to be an extension of the park environment, so that landscaping, lighting, walkways and structures are designed to have a compatible interface with open space, buildings and streets.

Surface Parking Lots

Large uninterrupted areas of parking are to be avoided. Parking areas will integrate tree planting, landscaping, pedestrian scale lighting and pathways in their design.

The two rows of parking at the perimeter of surface parking lots will incorporate extensive tree planting at a ratio of one tree for every two cars. A system to integrate bollard and tree lighting would be included in this design (Figure 54).

The use of multi-event parking areas consisting of grass, gravel, turf stone and other materials is encouraged to accommodate overflow and peak demand parking (Photo 62).

The combined use of paved and landscaped parking areas would be used to distinguish between areas used at off-peak hours and during special events (Photo 62).

Pedestrian walkways/mid-lot pedestrian connections are to be designated within larger surface parking lots. The walkways will be paved, tree-lined and lit to encourage frequent and safe public use (Figure 55).



Corner buildings will emphasize the pedestrian role and prominence of these locations

Photo 60

Structured Parking Lots

Parking decks are to be designed to integrate landscaping, setbacks and architectural facade treatment into the overall design of the building (Photo 63).

Where appropriate above-grade parking structures will use landscape design features to improve building appearance and contribute to the overall park image character (Photo 64).

Encourage pedestrian entrances to parking structures to be located adjacent to main building entrances, public streets or other highly visible locations. The entrances must be well lit for orientation and pedestrian safety.

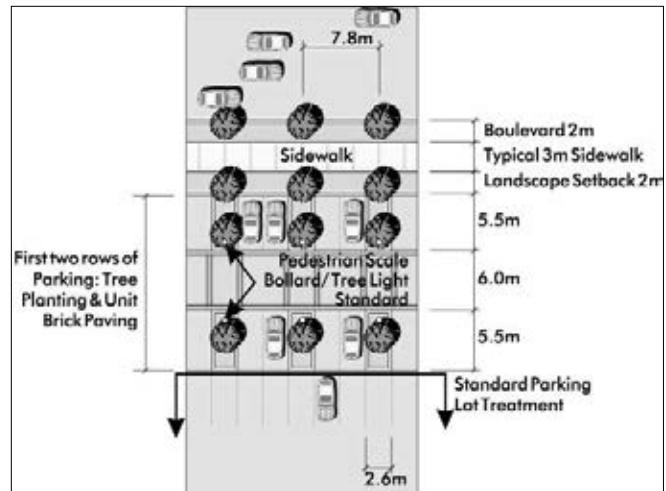
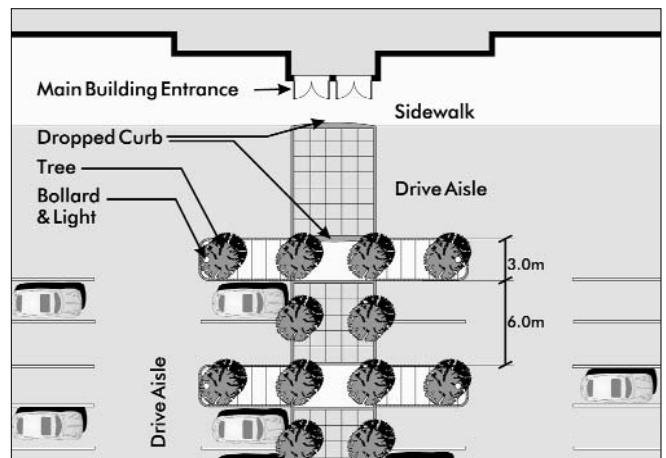


Figure 54



Pedestrian walkways within parking areas

Figure 55



Surface parking lots will allow for multi-event opportunities

Photo 62



Landscape elements integrated into the facade of a parking structure

Photo 63



Parking decks will integrate landscape and other elements

Photo 64



Toronto Lands looking north-west

Photo 65

DISTRICT 2: TORONTO LANDS & DOWNSVIEW SUBWAY STATION

The Toronto Lands are located at the south east intersection of Sheppard Avenue and the Allen Road (Photo 65). The Downsview Subway Station and related facilities at the Sheppard and Allen intersection are part of the site.

To demonstrate a development concept, the site is organized as the north lands (approximately 11.3 ha including the TTC lands) and the south lands (approximately 20 ha) (Figures 56 and 57). The principles for land use are as follows.

Development will not exceed 92,900 square metres of commercial/office uses and may include some retail and some residential units.

High density mixed residential and commercial development will be encouraged near the Downsview subway station.

Maximum building heights will be:

- Four storeys south of Allen Road/Technodome ramp
- The lesser of 10-12 storeys or 45 metres north of Allen Road ramp.

Housing next to Wilson Heights Boulevard within the south lands will not exceed 30 units per ha.

Access to the City lands would be limited to the following locations:

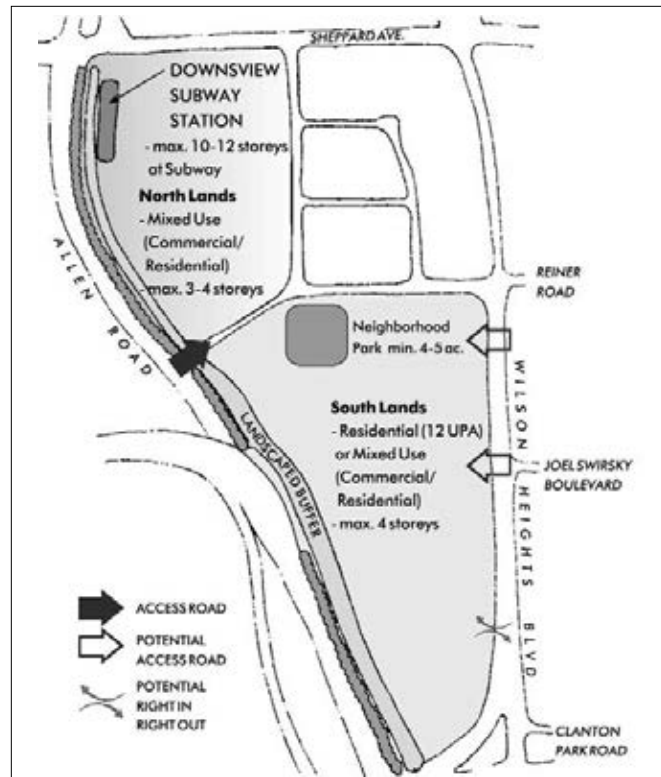
- Sheppard Avenue
- Allen Road: one access point north of the ramp
- Wilson Heights Boulevard: If the south lands are residential, one access at Joel Swirsky Boulevard, one access north of Joel Swirsky Boulevard, and a right-in, right-out, access south of Joel Swirsky Boulevard.
- If the south lands are commercial, no access to Wilson Heights Boulevard.
- Through road connections linking the Allen Road and Wilson Heights Boulevard are prohibited.

DOWNSVIEW

A landscaped buffer strip having a minimum width of 6 metres will be provided along the Allen Road. This buffer may be increased to mitigate potential impacts if the lands immediately adjacent to the Allen Road are used for low density housing.

A parcel of land having a minimum area of 1.6 ha will be reserved for a new public park, and an additional 2 ha may be reserved for new community and recreational facilities. A linear park area is encouraged to separate high density building forms along the Allen Road from low density housing along Wilson Heights Boulevard.

The public park may be part of the recreational trail connection between the contiguous parkland of the Downsview Lands and the West Don regional trail system.



Toronto Lands and Downsview Station concept plan Figure 56



Toronto Lands

Figure 57

DOWNSVIEW



Dehavilland Lands and Toronto Works Yard

Figure 58

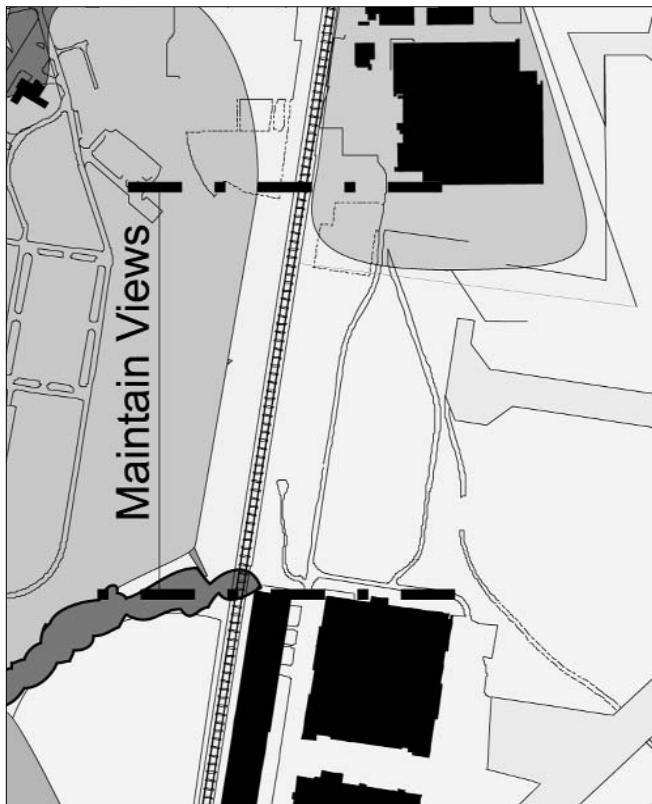
DISTRICT 3: DE HAVILLAND LANDS AND CITY WORKS YARD

De Havilland Inc. intends to remain at its current location, which occupies approximately 159 ha of land in the south central area of the Downsview Lands (Figure 58 and Photo 66).

Future development would take into consideration views from Downsview Green (i.e. open zone between the Cultural Campus and de Havilland). Existing views to the east from the high point of land and meadow within Downsview Green provide vistas of the entire site and serve as a strong visual link across the CN Railway. Parking area edge treatment will be designed and new development will be located to ensure that the openness and quality of views from the public parkland at Downsview Green are maintained and enhanced.

To reduce the visual conflict between the adjacent low density land uses in the south residential neighbourhood and the parking area, future development improvements and parking areas would incorporate landscape treatments to subdivide and improve edge conditions. Appropriate landscape screening (i.e. trees, landforms) will be provided between these differing land uses.

Measures to allow for open views from Downsview to the east and south are encouraged for the area shown on Figure 59.



Visual connection from Downsview Green

Figure 59



DeHavilland Lands looking west

Photo 66

DISTRICT 4: BLOCK “H” AND TTC SOUTH PARKING LOT

Commercial retail opportunities are available on Block H, the 12.5 ha parcel of land on the south side of Wilson Avenue, between Dufferin Street and the Allen Road (Figure 60 and Photo 67). The Wilson Avenue frontage provides an opportunity for street oriented building development.

The appearance of development of these lands is intended to be a positive visual amenity for the community. By siting some of the commercial development along the Wilson Avenue frontage, addressing the major street with direct pedestrian entrances, reducing the amount of surface parking at the street, and combining entrance driveways to individual buildings, the quality of the retail facility and pedestrian environment will be improved.

Co-ordinate building placement and appearance in relation to the street (Photo 68).

Integrate clearly defined pedestrian and vehicular access routes.

Incorporate landscaping, paving, lighting and other amenities along major driveway aisles and pedestrian walkways.

Where large building setbacks are determined to be appropriate, surface parking areas are encouraged to be subdivided by landscaped traffic islands and include co-ordinated pedestrian amenities paved walkways, lighting and signs to provide direct, safe pathways to principal building entrances.

To reinforce the alignment of elements along the street edge, while still maintaining visibility to the major facilities, smaller commercial buildings will be placed along the Wilson Avenue frontage.

To establish the visibility of the commercial facility, building massing will emphasize key elements, including building entrances and forecourts, through variations in articulation of the building envelope.

Surface parking lot edges will be buffered and enhanced with high branching trees spaced at a minimum 6.0 metre interval or one tree per two parking stalls.



Block “H” and South TTC Parking Lot

Figure 60



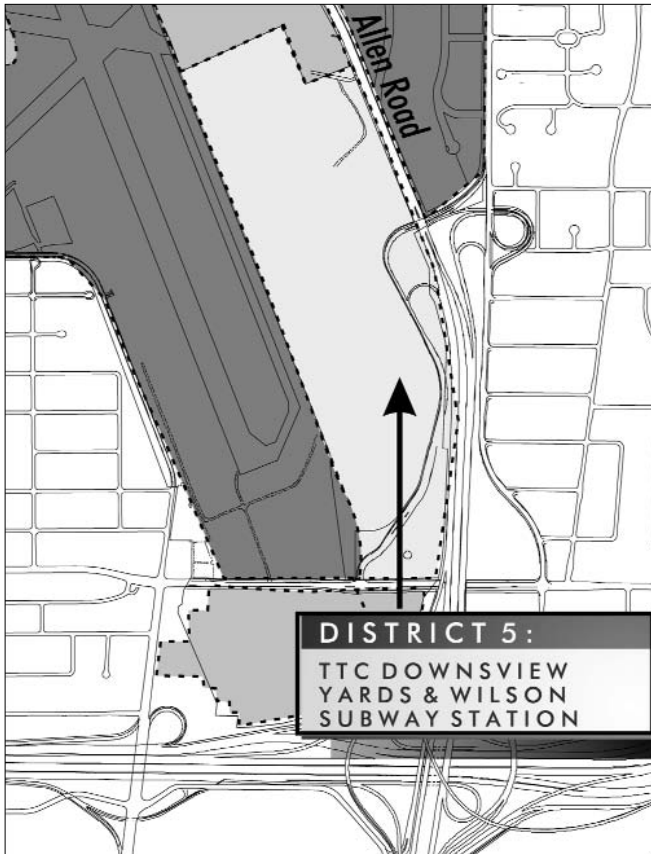
Block “H” looking west

Photo 67



Street aligned development

Photo 68



DISTRICT 5: TTC DOWNSVIEW YARD AND WILSON SUBWAY STATION

Consistent with the emphasis on landscaped road edges, similar treatments will be applied along Transit Road and Allen Road (Figure 61).

TTC Downview Yards and Wilson Subway Station Figure 61

THE URBAN DESIGN FRAMEWORK PLAN

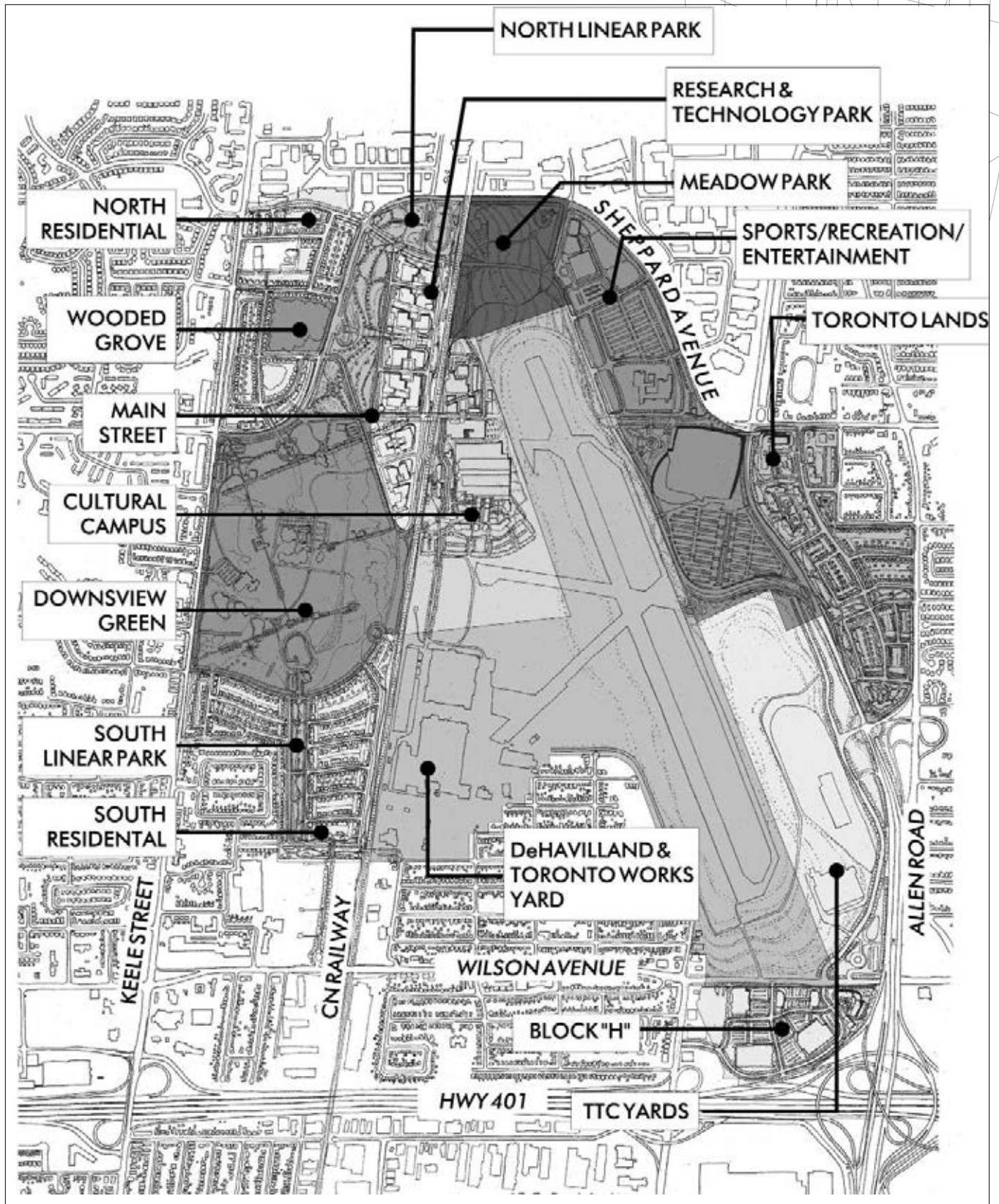
The Urban Design Framework Plan illustrates the urban design objectives and principles, and shows how they could be applied to specific development parcels. It is not intended as a proposed plan (Figures 62 and 63).

The Urban Design Framework Plan serves three important functions:

The plan summarizes the basic allocation of land-uses as presently anticipated within a framework of parkland, streets, blocks and building development parcels. The framework allows for flexibility to develop Downsview in accordance with evolving and future requirements.

It illustrates an example of the how the form and scale of new development in the context of open space areas of the park could appear if designed in accordance with the design principles.

The plan provides a point of reference for the evaluation of specific development applications in the context of the interrelationships between land-uses and the overriding objective to create a park of national significance.



Urban Design Framework Plan

Figure 62



Urban Design Framework Plan

Figure 63