

**DAVENPORT VILLAGE SECONDARY PLAN**

# 27. DAVENPORT VILLAGE SECONDARY PLAN

## 1. VISION FOR THE DAVENPORT VILLAGE SECONDARY PLAN

Davenport Village, municipally known as 830, 940, 980 and 1100 Lansdowne Avenue, is a 9.0 hectare (22 acre) parcel historically used by GE Canada for a variety of industrial functions. It is bounded by Lansdowne Avenue on the east, a Hydro One utility corridor (parallel to and approximately 18 metres in width south of Davenport Road) on the north, the former CN Rail Newmarket Subdivision (now owned and operated Metrolinx/GO Transit) on the west and Dupont Street on the south.

The Davenport Village Secondary Plan will be developed in phases as an extension to the residential neighbourhood to the east of the site, and may contain up to 1960 dwelling units, subject to the policies of this Secondary Plan. New development within the Davenport Village Secondary Plan should have a mix of development and built form and character and restore environmental quality which will foster regeneration of the lands, consistent with Provincial and City objectives of housing intensification and redevelopment of brownfield sites.

The development of the Davenport Village Secondary Plan will proceed in phases, consistent with available municipal services, transportation systems and environmental conditions. The adequacy of municipal services and roads will be reviewed as part of the development of each phase, and upgrades to the existing municipal infrastructure will be identified.

The vision to redevelop this former industrial property into a liveable community is supported by the following principles:

### **A Healthy Community**

The Secondary Plan encourages a mix of uses that supports a healthy community including, a park, residential units, live-work units and commercial uses such as offices and small scale retail on the lands designated as *Mixed Use Areas*. The existing commercial and industrial uses currently on the site will be permitted until the site is redeveloped. Lighter commercial and industrial uses are encouraged for the site, should these types of uses continue to operate on the site.

### **Connection**

The creation of a coherent and inter-connected public realm will be planned for and promoted, with new public streets, sidewalks and a public park. The new public roads and pedestrian connections will be connected to Davenport Road and Lansdowne Avenue and a future road, if the lands become available, that is to be aligned with Brandon Avenue located on the east side of Lansdowne Avenue, providing a connection to the existing neighbourhood.

The new public street system is designed to work within the constraints of rail and transit corridors as obstacles to further extension of the street pattern and connection with neighbourhoods to the west and south of the Davenport Village Secondary Plan.

### **Housing Diversity**

The Secondary Plan will provide for a full range of housing to accommodate a broad range of household incomes and sizes, such as stacked townhouses, live-work units and apartment units in mid-rise to taller buildings.

## **Preservation of Heritage Resources**

The Secondary Plan encourages the preservation of heritage resources and the appropriate reuse of buildings, grounds and landscapes.

## **2. A ROAD MAP TO SUCCESS – CREATING A LIVEABLE COMMUNITY**

A liveable community must be designed to integrate parks, housing and transportation. Development in the Davenport Village Secondary Plan will contribute to the achievement of an attractive, inviting, comfortable and safe public and publicly accessible realm, including public streets and a centrally located public park and pedestrian connections which meet high standards of urban design.

The following policies will guide redevelopment within the Davenport Village Secondary Plan.

### **2.1 Land Use**

Davenport Village will be a community with parks and open space, residential and mixed use areas. The lands affected by the Secondary Plan are shown on Land Use Maps 17 and 18.

Existing industrial and commercial uses on the site will be permitted to continue until the site is redeveloped. Lighter commercial and industrial uses are encouraged for the site, should these types of uses continue to operate on the site.

#### **POLICIES**

- 2.1.1 Lands within the Secondary Plan are designated as *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas* and *Parks and Open Space Areas* - Parks, as shown on Land Use Maps 17 and 18.
- 2.1.2 Small-scale retail, service and office uses will not be permitted in *Neighbourhoods*.

## **3. URBAN DESIGN**

Urban design guidelines will be adopted by Council prior to development. The Guidelines will support and implement the objectives and policies of the Official Plan and Secondary Plan and will set out the framework for redevelopment.

#### **POLICIES**

- 3.1 The objectives of the Urban Design Guidelines are to:
  - a) integrate the site within the overall City fabric by providing pedestrian, cyclist and vehicular connections to the surrounding community;
  - b) provide a mix of building types and housing forms, consistent with the surrounding community;
  - c) conserve and re-use the existing designated historically significant buildings;
  - d) protect, preserve and enhance the existing street trees along the Lansdowne Avenue frontage;
  - e) provide quality open space for the future residents; and
  - f) promote attractive streetscapes through the co-ordination of site, building, landscape and streetscape design.

- 3.2 Development in the Davenport Village Secondary Plan will be structured by:
- a) a pattern of public streets and a publicly accessible private street, as shown on Map 27-1 to this Secondary Plan, which includes:
    - i. a north-south public street extending south from Davenport Road, which provides access between development within the lands and integration with the surrounding areas, and provides frontage for the public park;
    - ii. a new east-west public street, which intersects with the north-south public street, and provides mid-block access to the Secondary Plan Area;
    - iii. a publicly accessible private street, similar in design to public streets, serving as access to the development parcel identified as Phase 1 on Map 27-2 to this Secondary Plan; and
    - iv. a potential future extension of Brandon Avenue west of Lansdowne Avenue into the site.
  - b) a centrally located public park which provides a focal point for the new neighbourhood and contributes to an appropriate setting for adjacent development;
  - c) adaptive re-use of existing designated historically significant buildings for a mix of uses complimentary to the redevelopment of the lands and the surrounding neighbourhood; and
  - d) a continued use of existing buildings for compatible industrial and storage purposes until redevelopment in keeping with the Secondary Plan policies occurs.

#### **4. HOUSING**

In accordance with the City's objectives of providing a full range of housing, there will be a mix of residential development in the Davenport Village Secondary Plan.

##### **POLICIES**

- 4.1 Significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development, will secure:
  - a) needed improvements and renovations to the existing rental housing with no pass through of such costs in the rents to the tenants.
- 4.2 Thirty percent of the total number of dwelling units provided in each Phase of development in the Davenport Village will be limited in size in accordance with the requirements of the implementing zoning by-law.

## 5. COMMUNITY SERVICES AND FACILITIES

Community services and facilities include things such as schools, libraries, day nurseries and community/recreation centres, and are recognized as an important component of successful communities. Just as the City plans for “hard” infrastructure, the City must also plan for the social infrastructure needed to support new residential growth.

The most recent assessment of existing social infrastructure identified the need for more licensed daycare spaces and multi-purpose space designed to accommodate a range of services and programs.

### POLICIES

- 5.1 Community service facilities serving the Davenport Village Secondary Plan will be:
- a) delivered in a timely manner in order to provide the social infrastructure required to support additional growth in the Davenport Village Secondary Plan;
  - b) designed in a way that promotes the development of a flexible, multi-purpose facility that may be shared by a number of agencies providing programs and services to the residential and working populations of the area and/or a licensed non-profit daycare facility;
  - c) designed with input from local service providers, residents and appropriate City staff to ensure that the location, size and configuration of any facility provided in the secondary plan are sufficient to meet the community service needs of the area, both in the long and short term; and
  - d) secured through the use of planning tools such as Section 37 of the *Planning Act*.
- 5.2 Priorities for community services and facilities to serve residents in Davenport Village will be monitored through:
- a) ongoing demographic profiles of the community;
  - b) inventory of existing services and facilities that are available to area residents;
  - c) identification of existing capacity and service gaps in local facilities; and
  - d) the participation of local residents and service providers.
- 5.3 The incorporation of new community service facilities into either private, mixed use developments or in free-standing public facilities will be explored within Davenport Village.
- 5.4 The shared use of buildings and facilities by various community agencies and community groups will be encouraged.

## 6. PARKS, OPEN SPACE AND PEDESTRIAN SYSTEMS

Parks and open space areas are to be provided within the Davenport Village Secondary Plan, where residents can recreate and enjoy the outdoors. These green spaces are a significant part of achieving a healthy community.

### POLICIES

- 6.1 A centrally located public park with frontages on public streets is to be provided on the site. Land will be dedicated to the City of Toronto as City parkland within the Davenport Village Secondary Plan, with uniform shape and topography and free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager of Parks, Forestry and Recreation.
- 6.2 The park and other publicly accessible open spaces will be located in a manner which will help to integrate the Davenport Village Secondary Plan with the surrounding developing community, to provide linkages within the Secondary Plan, and to provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors.
- 6.3 The dedication of the public park to the City of Toronto will occur as part of Phase 3 and 4 of the redevelopment of the lands.
- 6.4 The Park shown in the Davenport Village Secondary Plan is approximate. Where the general intent of this Secondary Plan, including the provision of a minimum 0.5 hectares of parks in accordance with Section 6.1 is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan. The 0.5 hectares parkland dedication for the public park is less than the parkland dedication required under the alternative parkland dedication requirement of 0.6 hectares/830 units. The difference will be made up as cash-in-lieu or improvements to the conveyed parkland above the City's standards base park conditions.
- In the event that cash-in of parkland is required, determination will be finalized prior to site plan approval for each phase of development.
- 6.5 In accordance with Section 10. of this Secondary Plan, an environmental report and Record of Site Condition will be required to be submitted, prior to the conveyance of parkland to the City. This environmental report will demonstrate that the parkland, at the time of conveyance to the City, meets all applicable laws, regulations and guidelines respecting the lands to be used for public park purposes.
- 6.6 The location, form and design of the centrally located public park and other publicly accessible open space will help to ensure:
- a) visual and physical connections between the various phases of development of the Davenport Village Secondary Plan and the surrounding established community;
  - b) the safety of users;
  - c) the perception of these open spaces as public spaces, easily viewed and entered from the public street and publicly accessible private street, and accessible to all members of the public; and
  - d) the comfortable and flexible use of these spaces in all seasons of the year, where possible.
- 6.7 The design of the centrally located public park and other publicly accessible open spaces will be of a high quality and will be appropriate to their proposed uses, by use of measures such as:
- a) encouraging the participation of anticipated users in the design process; and

- b) implementing standards for the design of open spaces, which include among other things size, location, edge characteristics, landscape character, sun and wind comfort, and facility programming.

## **7. PUBLIC ART**

Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities.

### **POLICIES**

- 7.1 Public art in the Davenport Village Secondary Plan will be supported and encouraged. The City will encourage that public art is provided in a co-ordinated manner in respect of buildings to enhance and humanize the public realm, taking into consideration issues of public use, scale, coherence, visibility and safety and the urban design objectives of this Secondary Plan.

## **8. HERITAGE**

Heritage buildings and landscapes create a unique sense of place and a rooted sense of local identity and continuity. Heritage conservation not only makes our neighbourhoods even more attractive, it also increases their desirability and value. The Davenport Village Secondary Plan focuses on conserving the heritage buildings in the area, where possible.

### **POLICIES**

- 8.1 Development within the Davenport Village Secondary Plan will respect heritage buildings and properties, which are designated under the *Ontario Heritage Act* (or its successor) or listed in the City of Toronto *Inventory of Heritage Properties*, as may be amended by the City from time to time.
- 8.2 Notwithstanding any other provisions of this Plan, and to ensure the heritage buildings pursuant to Section 8.1 are protected and preserved, the City will:
  - i. require the owner to enter into and register on title a Heritage Easement Agreement for the property to the satisfaction of the City before enacting Zoning By-law(s) for removal of a Holding (H) provision to permit any development involving a heritage building;
  - ii. require the owner to provide upon submission of a development proposal to the City, a Heritage Impact Statement prepared by a qualified heritage conservation professional containing an evaluation of how the proposal conserves the heritage resource, describes the physical condition of the resource and potential restoration and reuse of the heritage resource to the satisfaction of the City; and
  - iii. require the owner to provide to the satisfaction of the City a Conservation Plan prepared by a qualified consultant or architect containing a detailed description of restoration and conservation work relating to the heritage defining features of the heritage building and a letter of credit in a form and in an amount satisfactory to the City to secure all work included in the Conservation Plan, prior to the issuance of final Site Plan approval.
- 8.3 New buildings adjacent to a heritage building will be compatible and complementary to the heritage buildings massing and articulation through consideration for such matters as, but not limited to, the building massing and setbacks, roof line and profile, scale, texture, architectural detail and expression including fenestration and materials.

## 9. TRANSPORTATION

A significant part of a community is effective transportation. The Davenport Village Secondary Plan will primarily be serviced by a public road system through the site to provide a connection to Lansdowne Avenue and Davenport Road.

### POLICIES

9.1 The public streets and publicly accessible private street providing access to and circulation within the Davenport Village Secondary Plan will be developed as a unifying element connecting the Davenport Village Secondary Plan with the existing residential community to the east and north.

### 9.2 Streets

9.2.1 The rights-of-way for streets in the Davenport Village Secondary Plan will satisfactorily accommodate traffic, cyclists, short term parking and pedestrians. Public streets will be designed, constructed and conveyed to the City as part of the development of each phase.

9.2.2 The public streets and major development blocks will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent.

9.2.3 The public street system and publicly accessible private street within the Davenport Village Secondary Plan will be generally in accordance with Map 27-1 to this Secondary Plan. Where the general intent of this Secondary Plan is maintained, minor adjustment to the alignment or the addition of the public streets shown on Map 27-1 to this Secondary Plan will not require amendment to this Secondary Plan.

9.2.4 New public streets and the publicly accessible private street in the Davenport Village Secondary Plan will:

- a) create a pattern of streets and blocks which establishes, where possible, a continuity with the street and block pattern of the established communities to the east and north;
- b) be landscaped including street tree planting, in a manner which enhances their character and amenity;
- c) facilitate short term parking, pedestrian and cyclist movement; and
- d) be successfully integrated into the local road systems.

### 9.3 Pedestrian and Bicycle Circulation

9.3.1 The City will seek to secure appropriate connections and pedestrian links over the Hydro corridor, generally as shown on Map 27-1 to this Secondary Plan. Opportunities for other pedestrian connections will be explored as the development of the Davenport Village Secondary Plan proceeds. In assessing future pedestrian connections:

- a) the pedestrian connection will be conceived of as an extension to the public sidewalk; and
- b) the street level pedestrian realm will be comfortable and diverse, and pedestrian traffic along the route of the connection will be sufficient to maintain an active environment along both the public sidewalk and pedestrian connections.



- 9.3.2 The use of bicycles in and through the Davenport Village Secondary Plan will be encouraged by:
- a) the provision, where possible, of either separate bicycle lanes or wider curb lanes over the public street system;
  - b) the provision of bicycle parking as an integral part of developments; and
  - c) the provision, where appropriate, of bicycle parking in parks, publicly accessible open spaces and on public sidewalks.

9.4 **Traffic Monitoring**

- 9.4.1 The City will require the submission of a Traffic Impact Study for each phase of development in the Davenport Village Secondary Plan to determine if any local road improvements or mitigating measures are required. Should the City determine that improvements to the local road network are required in association with any phase of development in the Davenport Village Secondary Plan, the improvements will be secured as part of the approval of that particular phase and paid for by the land owner.

## 10. ENVIRONMENT

The City will seek the co-operation of other levels of government, land owners and developers involved in the development of the Davenport Village Secondary Plan to ensure that environmental conditions meeting applicable current provincial criteria, guidelines, and regulations are established for people working and living within and adjacent to the Davenport Village Secondary Plan.

### POLICIES

- 10.1 In considering development in the Davenport Village Secondary Plan, an Environmental Report and Record of Site Condition, in accordance with Ont. Reg. 153/04, for each phase and an agreement or other provisions if deemed appropriate to secure mitigation measures and requirements arising from the Environmental Report or Record of Site Condition will be required concurrent with the submission of a zoning application to remove a Holding (H) provision pursuant to Section 36 of the *Planning Act*. An Environmental Report will contain an assessment of the environment issues and the appropriate means for the proponent or landowner to:
- a) reduce the noise and vibration impact of the railway uses, adjacent to the Davenport Village Secondary Plan, by, among other things, the provision of buffers, including acoustical walls and buildings and structures and landscaping features adjacent to noise and vibration sources as appropriate for residential and non-residential uses;
  - b) ensure satisfactory air quality and climatic conditions, including satisfactory wind conditions at-grade, and in association with outdoor amenity areas;
  - c) ensure satisfactory soil and groundwater conditions in accordance with Ont. Reg. 153/04;
  - d) provide for effective comprehensive storm water management so that new development in the Davenport Village Secondary Plan does not detrimentally affect ground water and water quality in downstream areas;
  - e) ensure that the practices and procedures followed during construction of development and the operation and maintenance of developments in the Davenport Village Secondary Plan are environmentally sound;
  - f) achieve energy efficiency and conservation as development proceeds in the Davenport Village Secondary Plan;
  - g) achieve waste reduction and recycling as development proceeds in the Davenport Village Secondary Plan;

- h) achieve buildings which are environmentally safe for occupation and sound in their uses of water as development proceeds in the Davenport Village Secondary Plan; and
  - i) ensure compatibility between the proposed land use and adjacent lands and land uses.
- 10.2 The Environmental Report referred to in Section 10.1 will be prepared by the proponents in consultation with the City of Toronto. The Environmental Report will contain environmental information assembled for the lands that has been assessed in a manner consistent with current Ministry of Environment guidelines, guidance documents, procedures, objectives, policies and regulations. More particularly, the Environmental Report will outline the recommendations to be implemented to develop the particular phase, including any measures that need to be undertaken to reuse existing buildings or structures and to address the soil and groundwater in undeveloped lands located adjacent to the lands being developed to ensure compatibility.
- 10.3 Provisions, including the use of agreements, sufficient to ensure that the safeguards and measures set out in the Environmental Report will be adequately secured.
- 10.4 The City of Toronto will identify the various guidelines, standards, and requirements which at the time generally affect the development of lands in relation to the environmental matters set out in Section 10.1 of this Secondary Plan.
- 10.5 The Ministry of the Environment and the local Board of Health will be consulted respecting relevant environmental matters referred to in Sections 10.1 and 10.2.
- 10.6 The proponent of each phase of development will comply with the City's peer review process respecting the submission of any required report.

## 11. RAILWAYS

Railways are located on the west and south sides of the Davenport Village Secondary Plan. Any new development, especially residential, is to incorporate appropriate setbacks and mitigation measures from the abutting railways to provide a safe and livable community.

### POLICIES

- 11.1 Any proposed development will be required to undertake noise and vibration studies, to the satisfaction of the City and the appropriate railway operator, and will undertake appropriate measures to mitigate any adverse effects from noise and/or vibration that were identified.
- 11.2 Development adjacent to railways will ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City and the appropriate railway. Residential buildings will be required to generally be setback a minimum of 25 metres from the CN Newmarket Subdivision railway right-of-way and generally a minimum of 20 metres from the CP North Toronto Subdivision railway right of-way, all recognizing incorporation with the setback appropriate safety and mitigation measures as noted above.

## 12. IMPLEMENTATION

The scale and extent of the Davenport Village Secondary Plan is such that development in accordance with the provisions of this Plan may take place over a considerable period of time. At such time of approval of this Plan, the Davenport Village Secondary Plan is adequately provided with internal municipal services for complete development in accordance with the provisions of this Plan. This issue will be addressed as development proceeds on a phased and incremental basis.

### POLICIES

- 12.1 Development of the Davenport Village Secondary Plan will proceed in phases as generally outlined on Map 27-2 to this Secondary Plan. Where the general intent of this Secondary Plan is maintained, adjustments to the boundaries or timing of the phases outlined on Map 27-2 will not require amendment to this Secondary Plan. In particular, the boundaries of a phase may be varied without amendment to this Secondary Plan in order to include, where appropriate, the continuation outside of the phase of a public street or publicly accessible private street and the related services and/or pedestrian routes. Phase 8 may proceed in advance of Phases 5, 6 and 7.
- 12.2 The City may enact Zoning By-law(s) to permit the development of the Davenport Village Secondary Plan.
- 12.3 The City may enter into Agreements to permit development to proceed in accordance with the provisions of this Secondary Plan.
- 12.4 To provide for the orderly development and appropriate infrastructure and services, the Holding (H) provisions of Section 36 of the *Planning Act*, as amended, may be utilized within the Secondary Plan. Where a Holding (H) Symbol is in place, development may not take place before the Holding (H) Symbol is removed through a by-law amendment.
- 12.5 Applications will be considered for removal of Holding (H) Symbol pursuant to Section 12.6 and 12.7 of this Secondary Plan.
- 12.6 The Holding (H) Symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the following matters have been provided and/or appropriate agreements binding on the owner have been entered into pursuant to Section 37, 41, 51 or

53 of the *Planning Act*, or the *Ontario Heritage Act*, to secure the following matters all to the satisfaction of the Chief Planner and Executive Director, City Planning Division:

- i. a record of Site Condition is to be filed on the Province's Environmental Registry under the *Environmental Protection Act*, evidencing that the site is suitable for the intended use of the lands;
- ii. an Environmental Report prepared in accordance with Section 10.1 and Section 10.2;
- iii. the submission of a Site Plan Control Approval application pursuant to Section 41 of the *Planning Act*, and issuance of Notice of Approval Conditions for Site Plan Control.
- iv. a functional road plan;
- v. an infrastructure phasing plan;
- vi. a stormwater management brief;
- vii. a traffic impact study;
- viii. a municipal lighting assessment;
- ix. noise and vibration studies;
- x. an affordable housing and unit type mix, in accordance with the affordable housing policies of this Secondary Plan;
- xi. a Heritage preservation and conservation for designated historically significant buildings;
- xii. a community services and facilities study update; and
- xiii. draft plan of subdivision approval, including entering into a subdivision agreement.

12.7 Prior to the removal of the Holding (H) Symbol, land within the Davenport Village Secondary Plan may be used for:

- a) compatible industrial uses permitted by the existing zoning in effect for the lands at the time of passage of the By-law to adopt this Secondary Plan; and
- b) the provision of any public work which is consistent with the use of the land in accordance with the provisions of this Secondary Plan.

12.8 Agreements pursuant to Section 37 of the *Planning Act* may be used to secure services, facilities and matters, which may include:

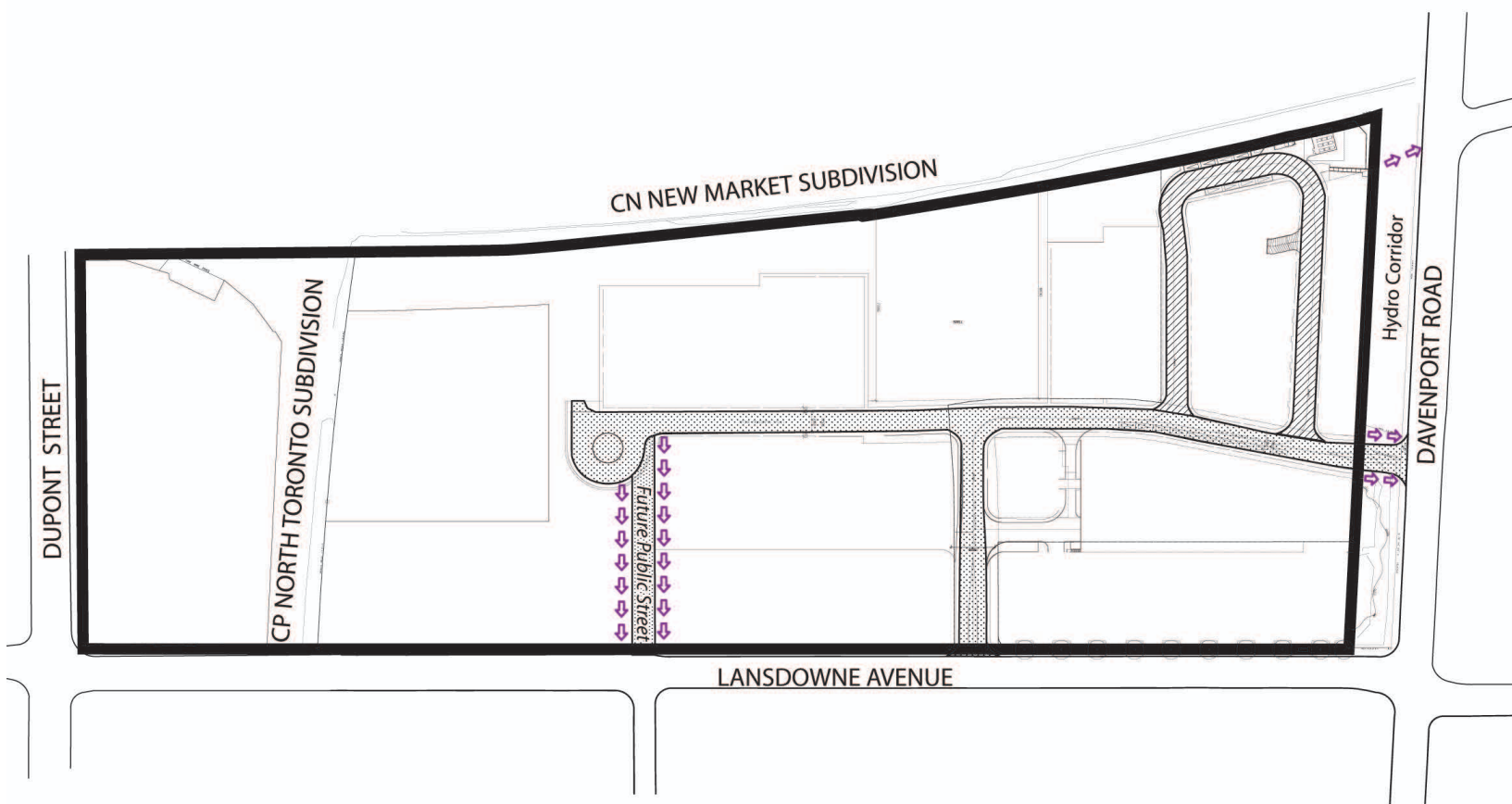
- a) the preservation and conservation of heritage resources designated and/or listed in the City of Toronto *Inventory of Heritage Properties*;
- b) public art;
- c) other non-profit arts, cultural, community or institutional facilities;
- d) park land, streetscape and/or landscape improvements;
- e) ownership and maintenance of barrier walls and acoustical walls or fences and the land on which these facilities are located abutting railway property; and
- f) for convenience to secure other facilities, works and matters in association with development on the land.

## List of Maps

For the electronic version, please note some of these files may take some time to download.

Map 27-1 Streets and Blocks Plan and Pedestrian Connections

Map 27-2 Phasing Plane



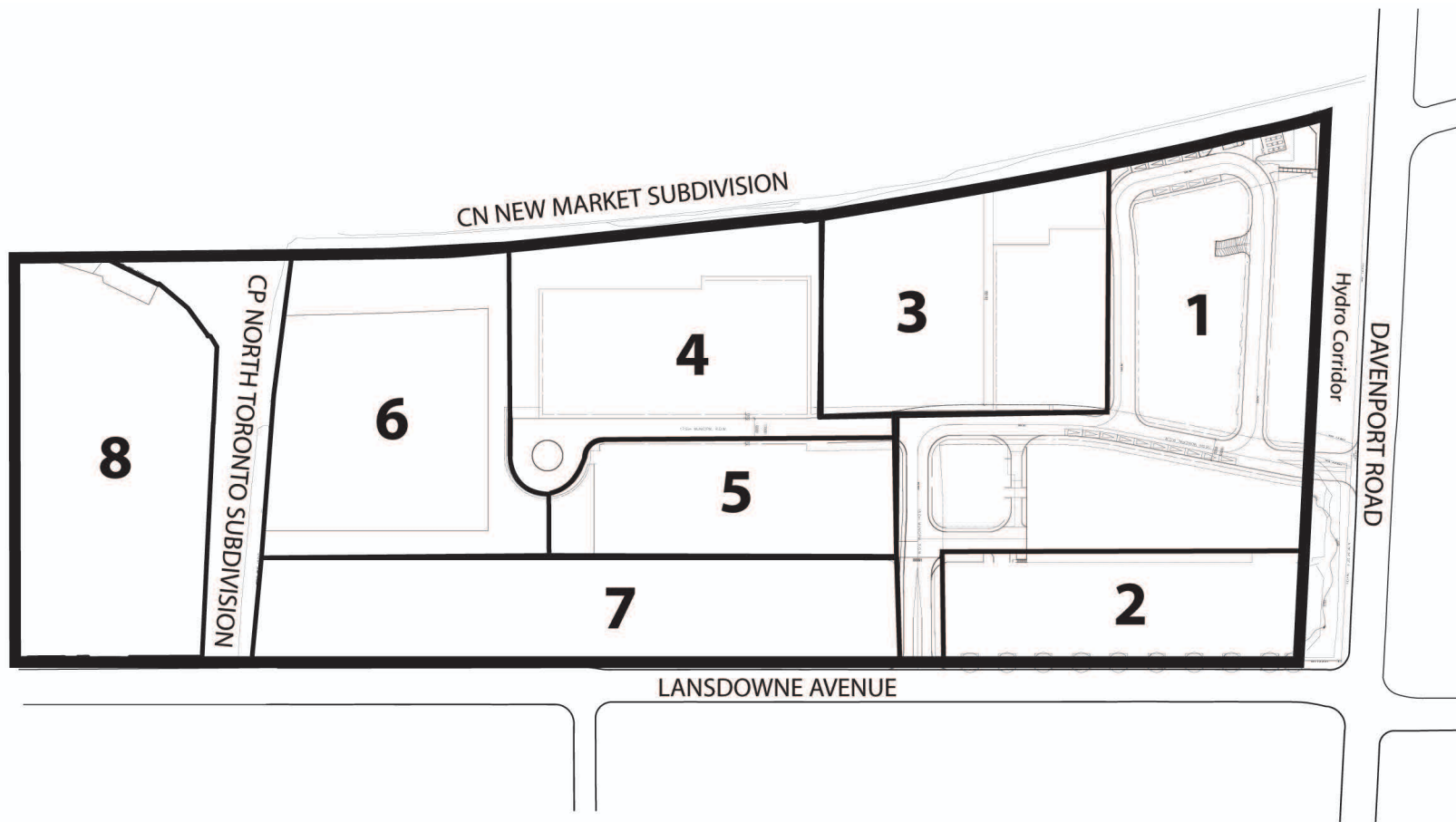
 Secondary Plan Boundary

 Public Street

 Private Street

12

 Pedestrian Connection



 Secondary Plan Boundary

 Phasing Area

Not to Scale