

APPENDIX J

EXISTING LAND USE AND PLANNING REPORT



Part I: GTA Urban Structure

*The Planning Partnership
December 2004*

The study area is currently under the influence of a variety of planning policies, private sector redevelopment activities and major public sector investments. The current land use structure - characterized primarily by low density residential neighbourhoods, a 20 to 40 year old industrial/employment area, York University and the former Canadian Forces Base Downsview, now Parc Downsview Park - has been evolving slowly, but is considered relatively stable.

In simple terms, the former City of North York Official Plan established and protected this underlying urban structure. The overriding planning policy documents for the lands south of Steeles Avenue remains the former City of North York Official Plan, except where Secondary Plans for York University and Parc Downsview Park have been implemented to facilitate broader redevelopment initiatives.

North of Steeles, the Region of York and City of Vaughan have prepared plans that anticipate future rapid transit systems. The York Region Official Plan and supporting Transportation Master Plan identifies a system of Urban Centres and Corridors focused on the Vaughan Corporate Centre and Highway 7. The City of Vaughan incorporates that concept into their statutory planning documents.

Based on the long-term implementation of a rapid transit system connecting the Vaughan Corporate Centre to the Downsview Subway Station, and the enhancement of GO Transit services from Concord to Parc Downsview Park, it is expected that the inherent stability of the general area will give way to a variety of redevelopment activities, focused primarily on York University, the Keele Street Corridor, the Steeles Avenue Corridor, Parc Downsview Park and the Allen Sheppard Mixed Use Node. These changes have been anticipated in an array of planning and design studies, including:

- the new City of Toronto Official Plan;
- the Region of York Official Plan and Transportation Master Plan;
- the Keele Street Study;
- the Master Planning exercise for Parc Downsview Park;
- the Allen/Sheppard Study;
- the York University Secondary Plan and the ongoing Master Plan Update, including the exploration of a new 25,000 seat stadium at the University;
- the Steeles Avenue Corridor Study; and,
- The Vaughan Corporate Centre Plan.

All of these planning documents, with their various levels of statutory approval and influence, support higher density redevelopment in anticipation of expanded rapid transit facilities. Future private and public sector projects will be guided to use Transit Supportive Development techniques. Promoting higher densities at key locations ensures transit and other urban amenities are possible. These amenities in turn facilitate the expansion of York University's role within the region and the development of a major public open space facility at Parc Downsview Park. The following provides a brief summary of those planning documents expected to influence redevelopment activities within the Study Area.

Part I: Planning Influences

The Planning Partnership
December 2004

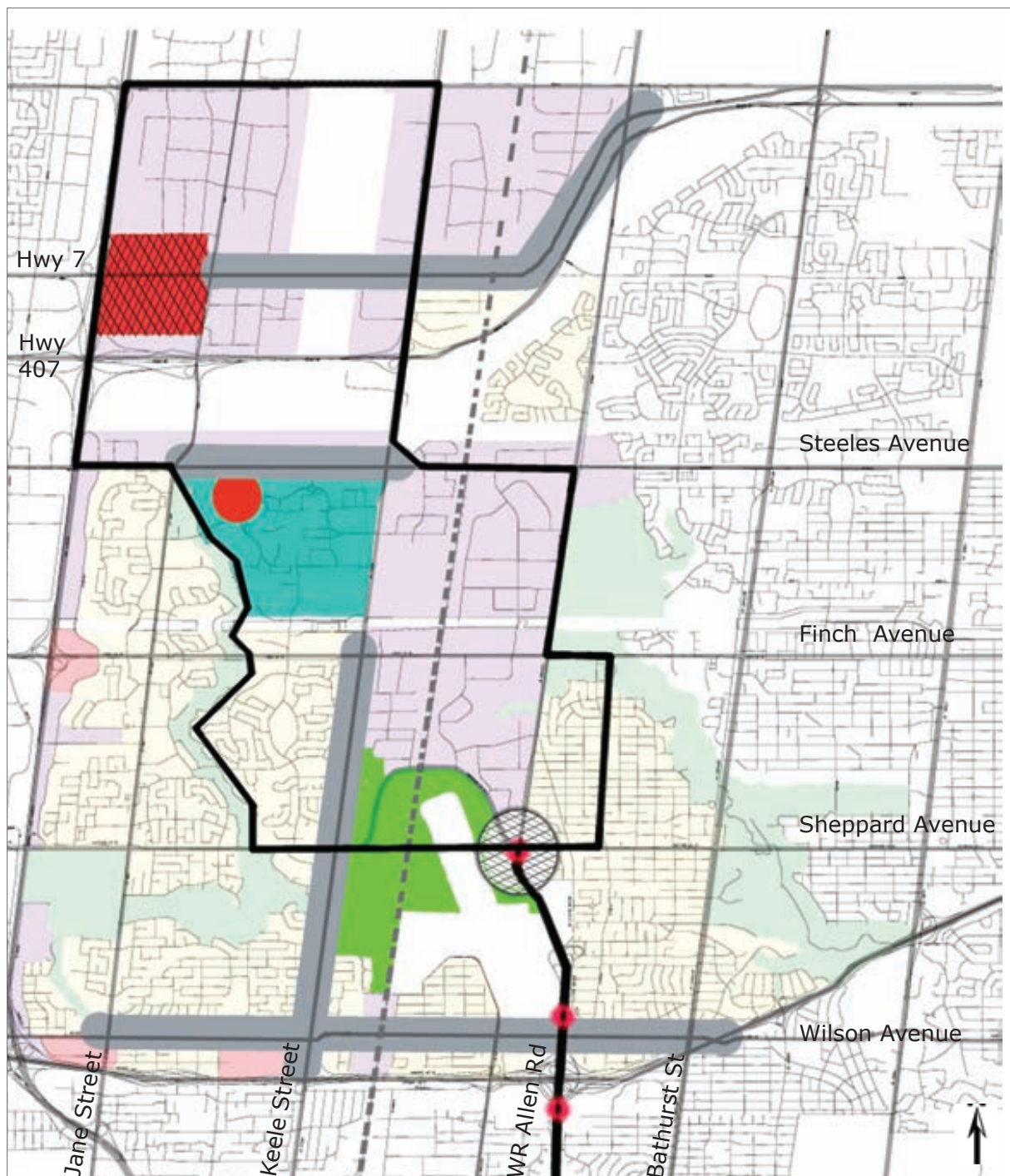


Land Use Structure

- Neighbourhood (Stable Residential)
- Open Space/ Environmental
- Employment
- Commercial

Key Planning Components

- Vaughan Corporate Centre
- Potential Stadium Site
- Mixed Use Corridors
- Parc Downsview Park
- York University
- Allen/Sheppard Mixed Use Node
- Existing Subway Line/Stations
- GO Train Line

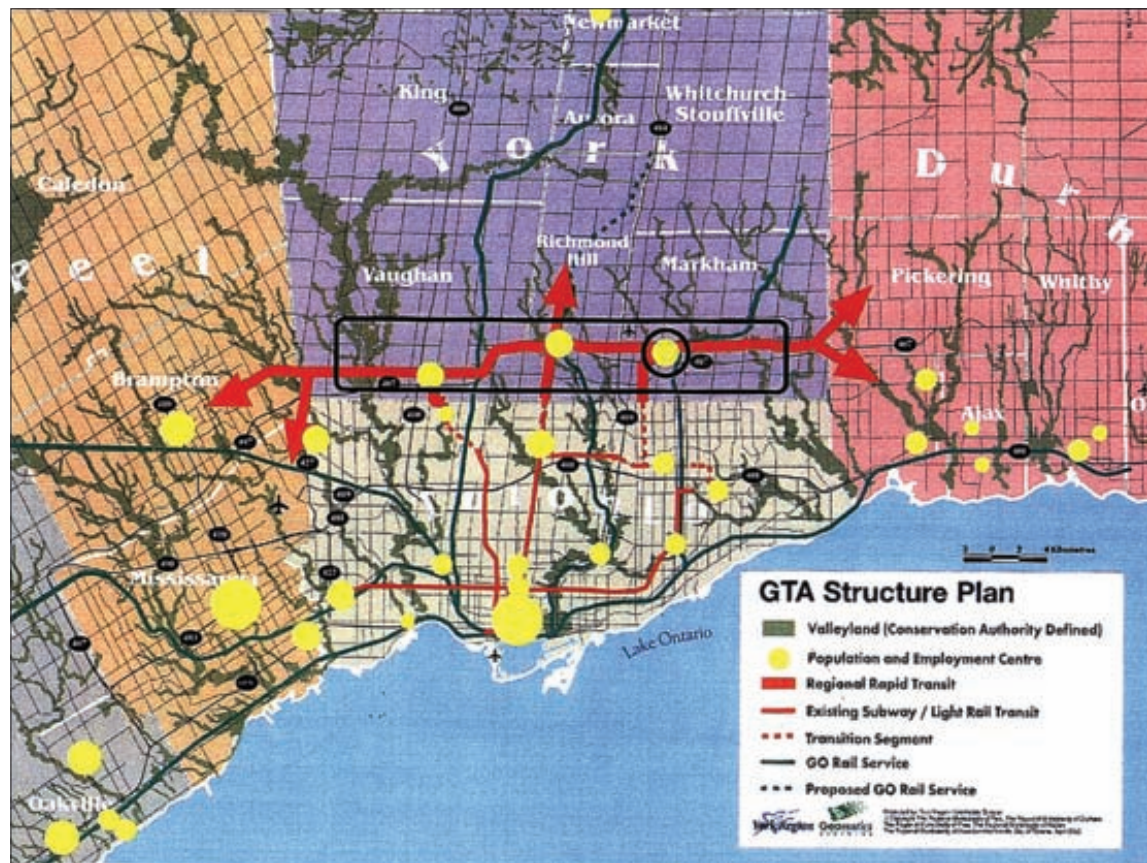
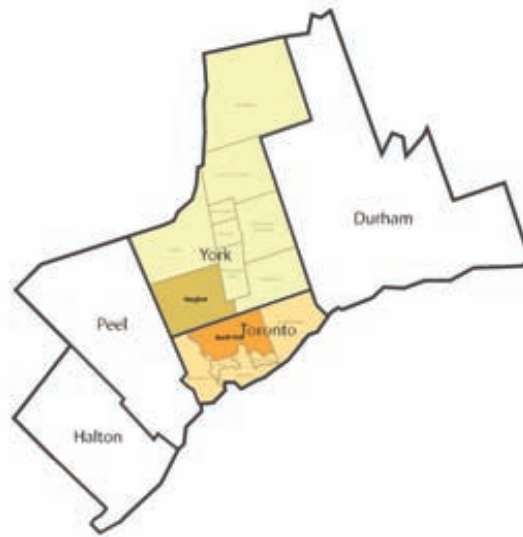


Part I: GTA Urban Structure

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-The GTA Urban Structure promotes the strengthening of transit corridors, east/west along Highway 7, and north/south along existing rapid transit lines, including the University Line north.

-It is expected that the transit Corridors will be intensified with dense mixed-use Centres at key intersections and urban nodes, such as the Vaughan Corporate Centre and York University.



Part I: York Region

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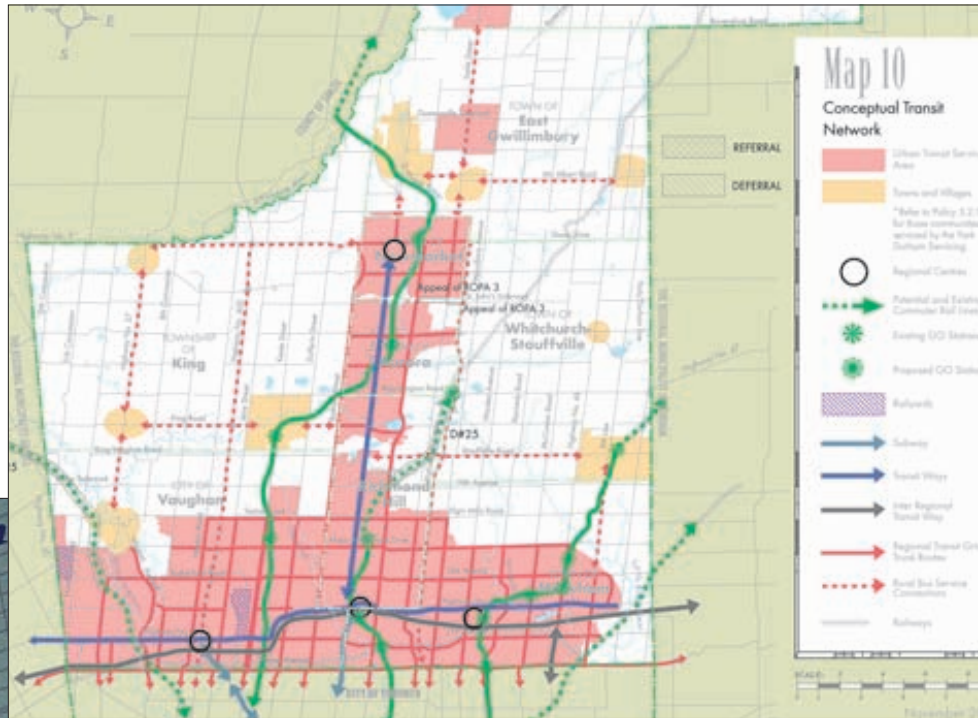
-York Region's Official Plan and Transportation Master Plan promotes the idea of Centres and Corridors that are linked by rapid transit.

-The creation of Centres will intensify urban Corridors, which support rapid transit and other high density urban amenities.

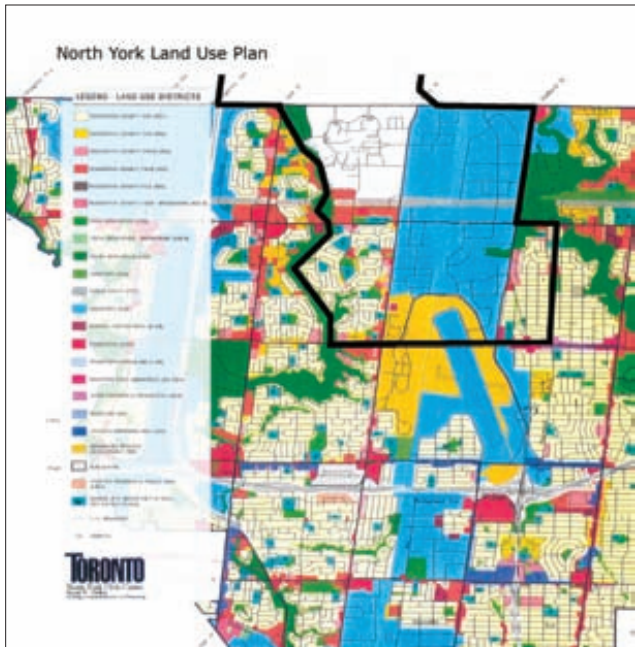
-The plans identify Highway 7 and the Vaughan Corporate Centre as a key Corridor and Centre for mixed use and higher density development.

-The City of Vaughan's Official Plan Amendments continue to create Policies and Plans that support corridors and centres at higher densities. Key planning documents include:

- OPA 500 (Vaughan Corporate Centre)
- OPA 620 Steeles Corridor



Vaughan Corporate Centre



Wilson Avenue Revitalization Study

The Planning Partnership



Short Term Redevelopment

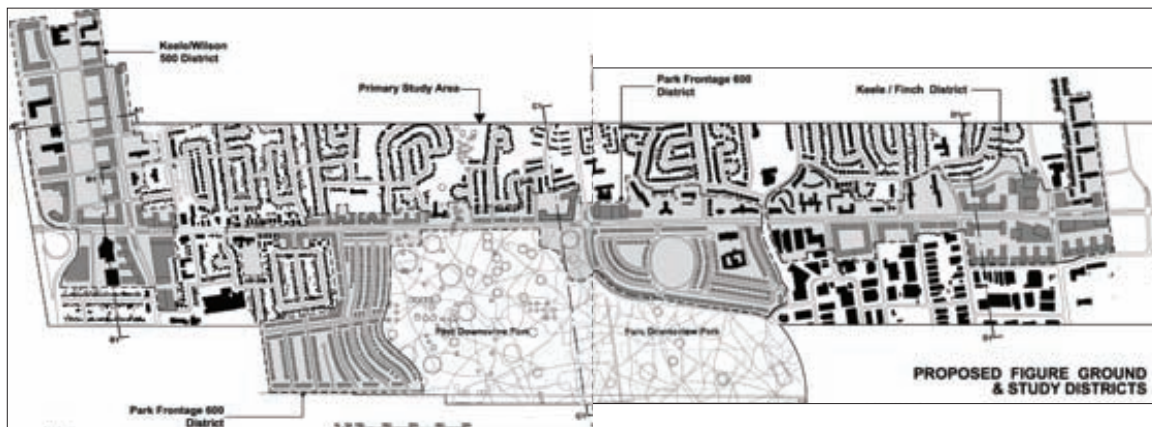


Long Term Redevelopment



Keele Street Study

Dillion Consulting Limited
Sterling Finalyson Architects
N Barry Lyon Consultants



Part I: North York

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December 2004

-The consolidated North York Official Plan of 1998 is still in force and effect.

-Within the Study Area the land use designations generally reflect existing development patterns and primarily includes Industrial, Residential density 1-4, Open Space, School District, as well as Downsview Specific Development Area and York University.

-The Keele Street Study projects the intensification of Keele into an urban Avenue. Parc Downsview Park and higher densities along Keele from Wilson Avenue to Finch Avenue can accommodate substantial growth.

-The Wilson Avenue Revitalization Study guides development, creating a dense urban Avenue as designated in the City of Toronto Official Plan.

Part I: Toronto

The Planning Partnership
December 2004

-Toronto presented a consolidated Official Plan in November 2002

-The Plan is not yet formally approved, however planning activities are moving forward based on the themes of the Plan, mainly the creation of Avenues.

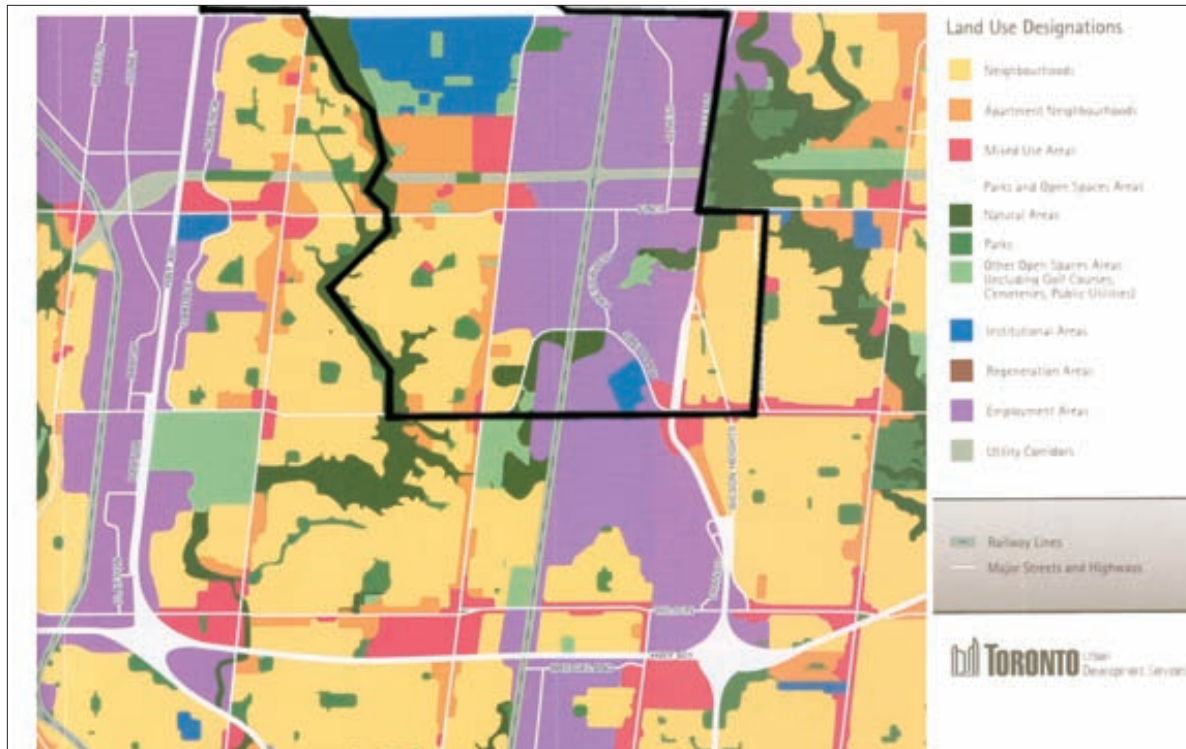
-Avenues, like Corridors, are streets that have been identified for their redevelopment and intensification potential.

-The development that within Avenues is to be Transit Supportive in design and use

- Avenues in and around the study area include, Wilson, Keele, as well as the Sheppard/Allen intersection

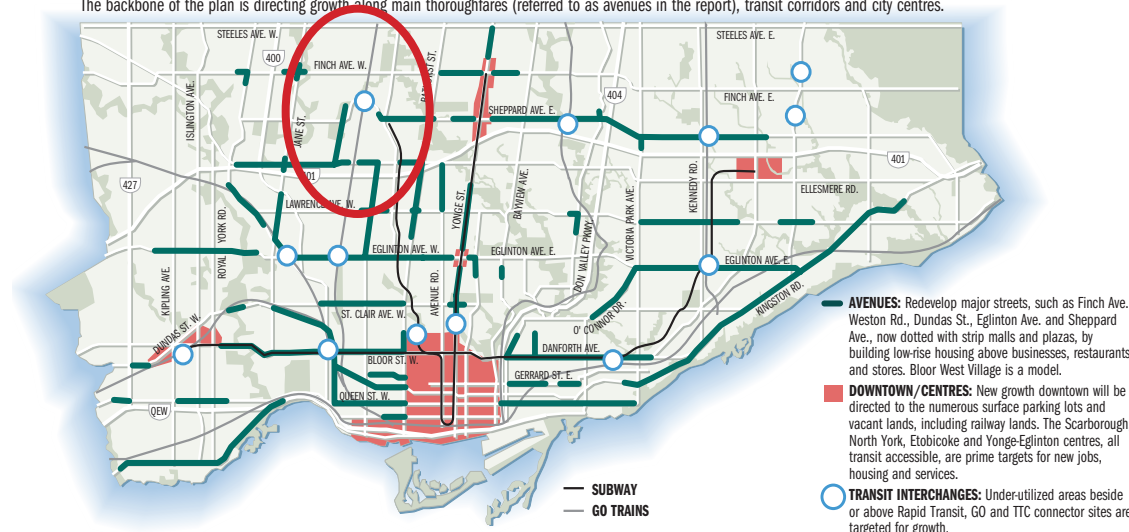
-The majority of the land within the study area is designated Employment, Neighbourhoods (stable), Apartment Neighbourhoods (stable) and Institutional, with some Mixed Use areas.

The Go Train Line runs North/South through the Study Area and a Transit Interchange is identified at the tip of Parc Downsview Park (Sheppard Ave).



Along the avenues

The backbone of the plan is directing growth along main thoroughfares (referred to as avenues in the report), transit corridors and city centres.



Part I: York University

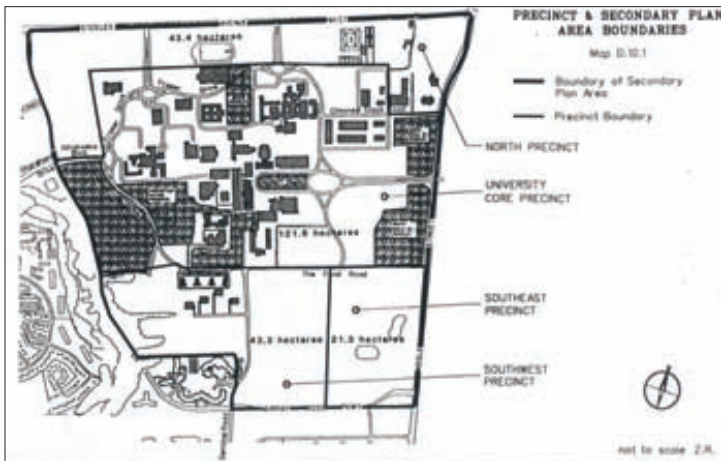
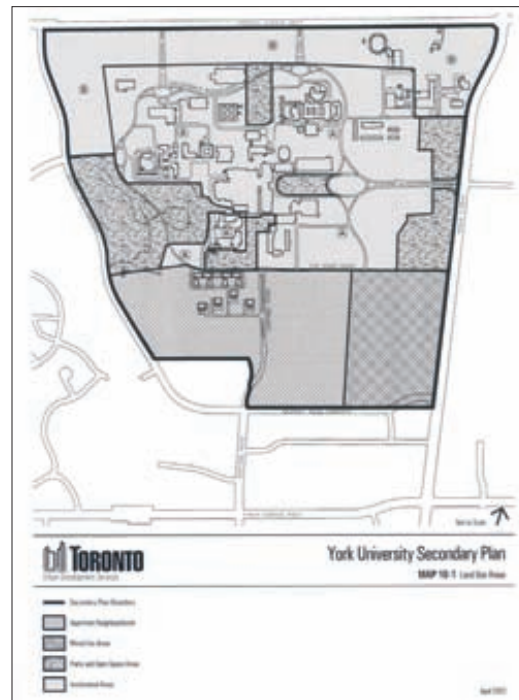
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- Development of the University lands is governed by Secondary Plans.

-The University also has a Master Plan for the York Campus.

-Land surrounding and south of Murray Ross Parkway are currently being developed by Tribute Communities ~ The Village at York University.

-The University is currently considering a new outdoor stadium complex, in the north/west part of the campus, bordering Steeles Avenue east of Jane Street (see red dot on colour map).



Part I: Parc Downsview Park

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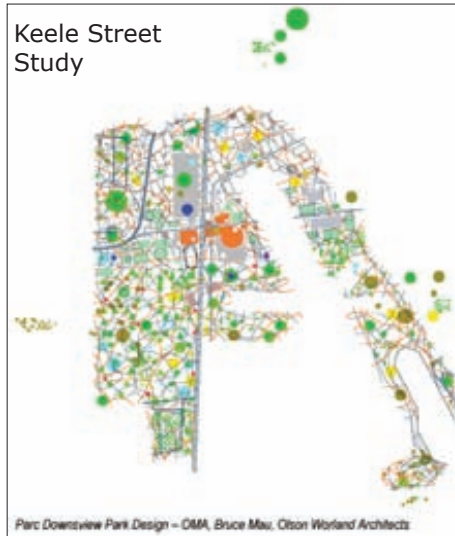
-A Secondary Plan directs the development of Parc Downsview Park.

-Parc Downsview Park is currently considering a Master Plan for the redevelopment of their lands.

-Downsview Airport is still active which affects the building heights in and around the runways.



Keele Street Study



A Thomas Sun Painting
www.pdp.ca

Part I: Allen/Sheppard Area

The Planning Partnership

December 2004

-The Allen/Sheppard Area is an urban node starting at the intersection and encompassing 138 hectares.

-The Area includes Downsview Station and a portion of Parc Downsview Park.

- The Urban Design Guidelines for this Area are supporting the existing community while planning for incremental intensification.

- The Guidelines focus design attention on public spaces, including parklands and streetscapes.

-The redevelopment of this Area has already begun with the building of multi-story residential units with mixed-use ground floors.



Quadrants and Precincts

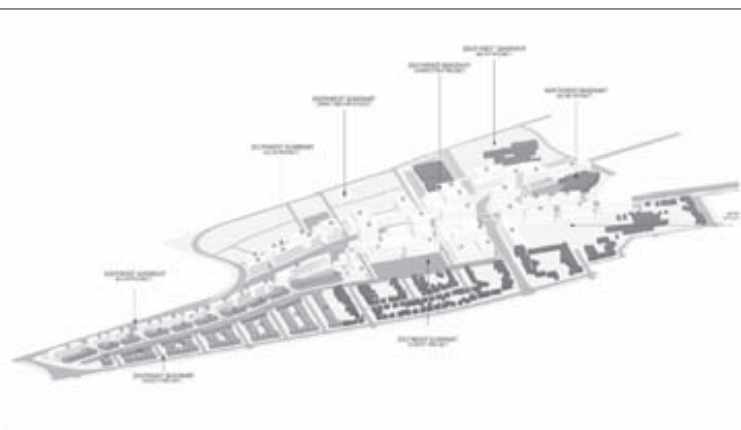
FIGURE 1



Site Plan

FIGURE 2

Plans from City of Toronto
Allen-Sheppard Urban Design Guidelines



Axonometric View Looking West

FIGURE 3

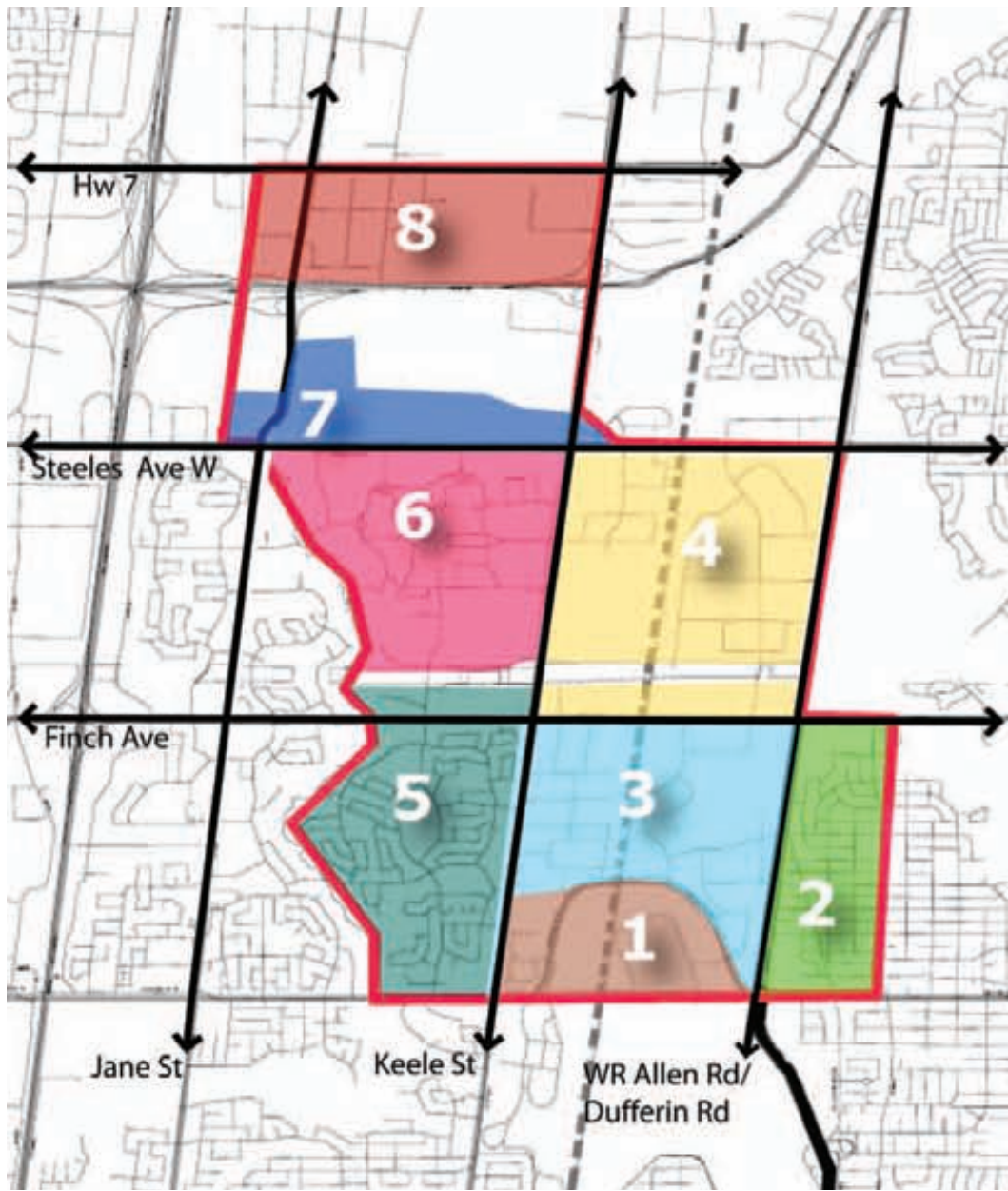


Axonometric View at Intersection Showing Application of Built Form Guidelines

FIGURE 4

Part II: General Land Use Observation Areas

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Key Map

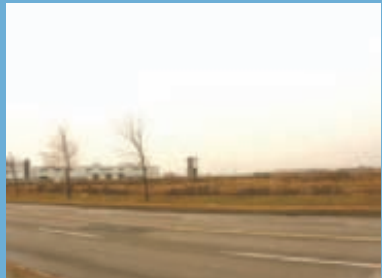
Part II of the Existing Conditions Land Use Study gives a “snapshot” of the current land use situation. The Study Area was divided into eight land use observation areas. Each area has a single page with a brief description and a photo montage that presents the general observations. Detailed information on a property by property basis is provided in Part III.

The eight Land Use Observation Areas are outlined on the adjacent Key Map.

1. Parc Downsview Park



Looking towards Airport



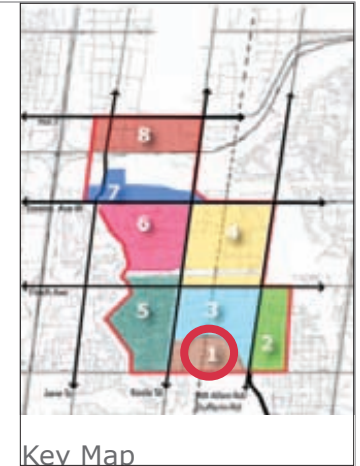
Airport Lands



From Airport looking east



land whose development will be directed by the Downsview Secondary Plan and the Parc Downsview Park Plan.

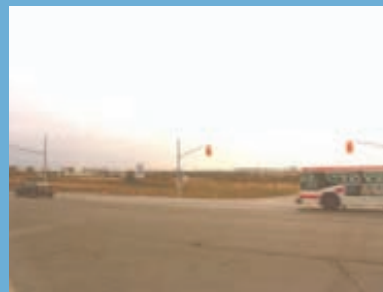


Key Map

Sheppard Avenue West borders Parc Downsview Park to the south, and along the north side, hosts various commercial and industrial uses. Parc Downsview Park has both large and clusters of small buildings related to the airport activity. West of Sheppard there is a large vacant parcel north of the Canadian Forces bases housing that is backing onto Keele Street, which is part of the Downsview Park Plan. There is a large stock of vacant



CFB Housing entrance



Airport lands, looking south east



Downsview Park



CFB, Industrial

2. East of WR Allen Rd.



Downsview Station



Border Housing & Station



New Residential



This area is dominated by residential uses. Much of the housing stock is circa 1950's in established neighbourhoods. Along Wilson Heights Boulevard the effects of the new Wilson and Downsview Station can be seen in the recent redevelopment. Just north of the Wilson Station to the west of Wilson Heights Boulevard, both larger homes with detailed landscape amenities and more modest homes have recently been built. A small area bordered by Wilson Heights Boulevard, Sheppard Avenue and the Downsview Station is an existing neighbourhood seeing single-family home redevelopment, most likely due to the station location and increased property value.

Sheppard Avenue near the station is seeing dramatic revitalization with numerous new multi-storey (9-10) residential developments with commercial on the ground floor.



Key Map



New/Old



Established



Upgrading



Vacant

3. Industrial Park South of Hydro Corridor



Key Map



Lepage Court



St. Regis Crescent



Ashwarren Road

In general the area is industrial with supportive commercial uses. Along Sheppard Avenue there are mostly small service/commercial shops in strip-mall style buildings. Along William Allen Road there are large retail developments such as Idomo and the Brick, with a new development consisting of MacDonal'd's, Bell, Blockbuster and Boston Pizza. The interior land is dominated by an industrial typology. There are a number of large single business operations mostly south of Steeprock Drive. Steeprock Drive also hosts the GO Service Station. Along Chesswood Drive there are multi-user industrial parks meeting the needs of smaller industries for leasable space. Dufferin Yard, City of Toronto Public Works Department is located in this area.

West of the GO Rail Lines the parcels and buildings are much smaller and the grid street pattern is more defined. This area is an older industrial location where small operations may have started or had owned their first building. The area seems to have an established feel that may be a result of a stable network of business ownership and building occupation.

As with most areas, at intersections with arterial roads, the corners lend themselves to commercial services such as food and gas. On the east side of Keele strip-mall developments face the backs of single-family residential or large apartment blocks across the road. The intersection of Sheppard and Keele hosts commercial node.



Sheppard & Keele - commercial



Steeprock Drive - large warehouse



Dufferin Yard



Rimrock Rd. - New development

4. North of Finch Ave, South of Steeles Ave W



Key Map



Oil Tanks



Go Rails Over Steeles



Multi-storey Office



Hydro Corridor



Keele Pumping Station



Finch & Keele - retail



Sheppard & Keele - commercial

From Steeles to Finch, Keele Street consists of mostly large lots. The westside of Keele is the York University Campus which has a lot of green space and vacant lands. Across from the University is the Keele Street Pumping Station, some retail strip-malls and Global Contract, a large distribution centre bordered by The Pond Road. East of Keele & north of Finch are the oil/gas fields, bisected by the hydro corridor. Where Keele intersects with Finch and Bathurst, there is retail activity pertaining to food, gas and services.

Finch west of Dufferin and east of Keele Street is generally larger retail, with some strip-malls serving the arterial road traffic. There is one very large industrial building, Formglas, bordered by Champagne Drive and a number of multi-story (6-11) office buildings with ground floor commercial. On the north side the, oil/gas lands stretch from east of the railroad to Tangiers road (east of Keele). On the south side, east of the railroad, there is a large vacant lot, which appears to be a staging/storage area for transport trailers. The intersection of Finch and Keele is retail, with a smaller typology on the west side that fades into residential uses. Finch past Keele becomes barren as new single family homes face their backs and side to the street.

5. West of Keele Street & South of York University



Hydro Corridor



New townhomes



Schools



Multi-storey apartment blocks



Single family neighbourhoods



Established



Vacant

On the west side of Keel Street there are many large multi storey (6-8) apartment blocks screening the arterial road from the single-family neighbourhood to the west. The neighbourhoods are established working class homeowners who take pride in their homes and lands. It is therefore surprising that the mall at the tip of Sentinel and Hucknall road is mostly vacant and derelict where teenagers hang out and there is one operating convenient store - this location is ripe for redevelopment. This area also hosts at least four school campuses with associated sports fields.

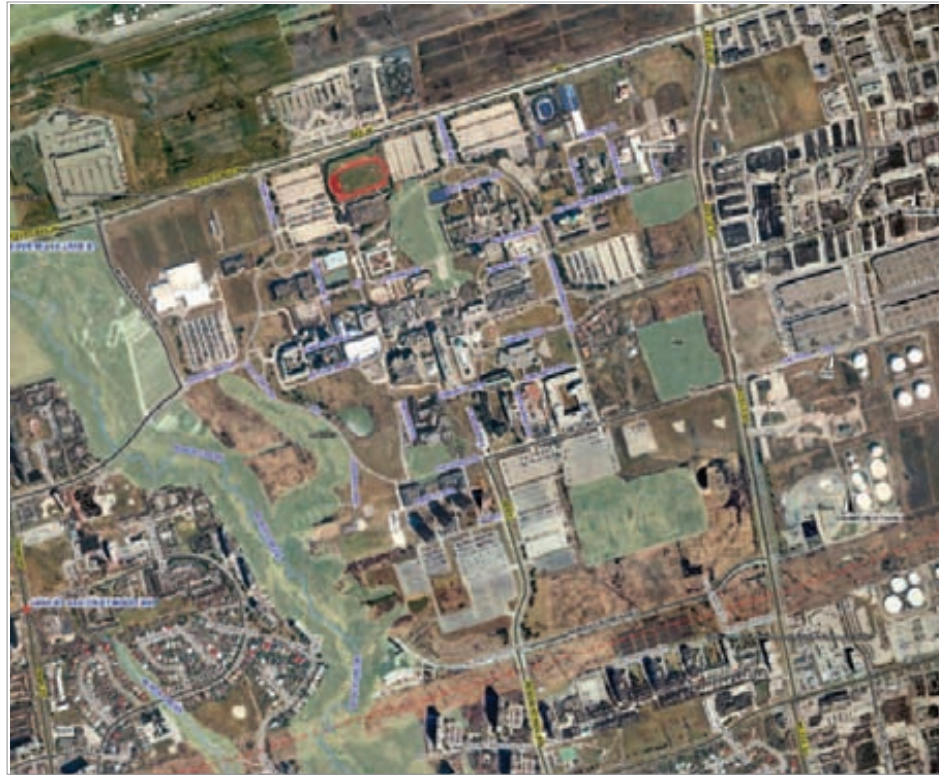
North of Finch there is a school, parkland and large tower block development with four 22-story apartment blocks on Fountainhead Road and other similar building styles nearby. Behind the school and parklands, there is a low-rise apartment complex (4-8 stories). New townhouses are being built around the commercial and recreational centre. South of the Hydro Corridor on the east and west side of Sentinel Road vacant lands are currently being graded for a new mixed housing development - Tribute Communities is building "The Village at York University".



Key Map

6. York University

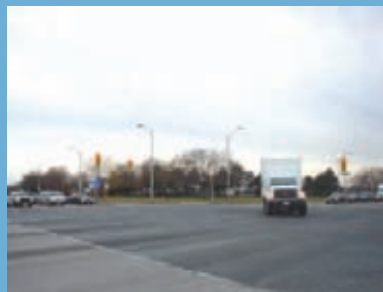
York University's Keele Street campus is the largest post-secondary campus in Canada and offers full and part-time graduate and undergraduate degree programs to more than 50,000 students. The academic campus is concentrated centrally within the 230-hectare block bound by Murray Ross to the west and south, Steeles to the north and Keele to the east. York is in the planning stages with the Argo's for an outdoor football stadium, which will influence the siting of a second subway stop at the University.



Key Map



*Keele & Canarctic Dr.,
NW and SW corners*



*Keele & Steeles, SW
corner*



*Keele & The Pond Rd.,
NW corner*



*Keele & Steeles, SW
corner*

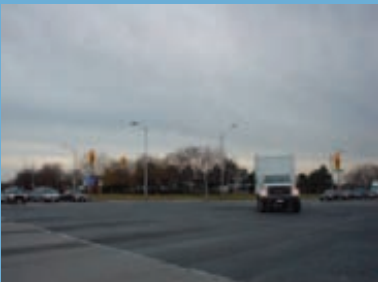
7. Steeles Avenue, South of the Hydro Corridor



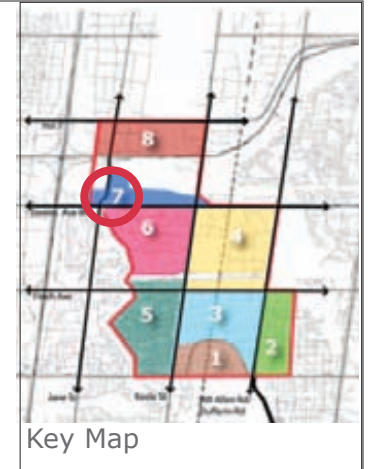
New Development



strip-mall



Intesection: Keele & Steeles



Key Map

The lands fronting Steeles north of York University and south of the railroad are generally vacant with a few large industrial style buildings. These lands are beginning to be developed, including building such as the multi-storey glass structure located on the north/west corner of Keele and Steeles (see top left picture).

There is very wide hydro corridor to the North of this area.

A large cemetery fronts onto Jane Street and jets into this corridor.



Commercial on Steeles



Mixed Use



Industrial



Commercial on Steeles

8. North of Highway 407



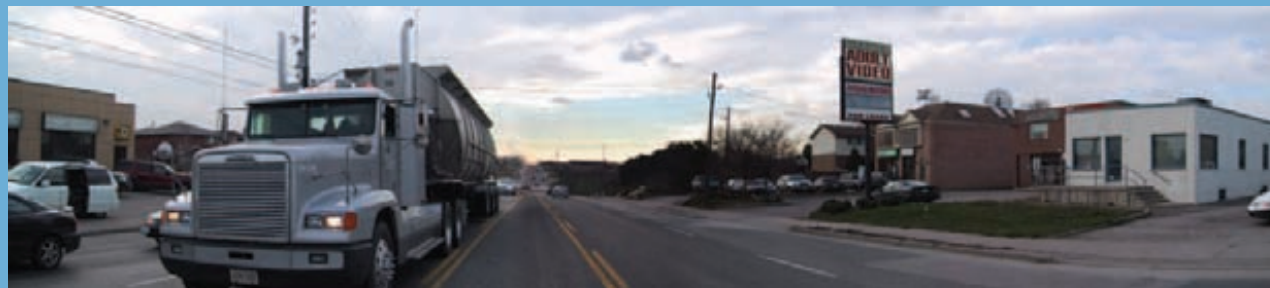
Aerial



Rail lands



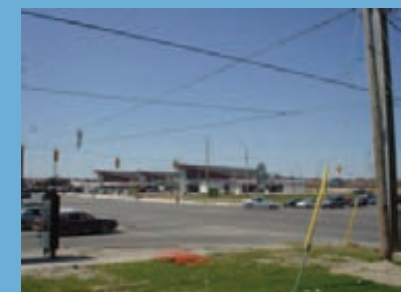
huge roads



low density development on arterial roads



Key Map



Auto Dominated

This area is characterized by a Business Park typology with large industrial lands that have supportive commercial. The morphology of the land is dominated by the scale of the roads and relationship between building, uses and the right-of-way. The area is bordered by Highways 407 and 7 and is bisected by rail tracks heading into the CN Freight Classification Yard.