

24. CENTRAL DON MILLS SECONDARY PLAN

The lands affected by the Central Don Mills Secondary Plan are shown on Map 24-1.

1. GENERAL CONCEPT

1.1 Central Don Mills was planned and built in the 1950's as a self-contained community. A unique development in its time, it became a model for suburban development across Canada.

Although Don Mills changed and evolved, basic elements remained. These are:

- (a) four discrete neighbourhoods each historically focused on an elementary school and church, built outside of a ring road (The Donways);
- (b) apartment development within the ring road;
- (c) a central commercial and community centre within The Donways at the southwest corner of Don Mills Road and Lawrence Avenue;
- (d) a local road network in the four neighbourhoods designed to discourage through traffic;
- (e) schools in an open space setting;
- (f) an open space network comprised of parks and walkways that provide pedestrian and cycling links between the neighbourhoods and the community centre;
- (g) a balanced mix of housing forms and tenures, including detached and semi-detached dwellings, townhouses and apartments;
- (h) a sense of scale and consistency in design;
- (i) the arrangement of built form and open spaces in a sympathetic, mutually supportive manner;
and
- (j) design and landscaping reflecting the garden city concept.

These elements will continue to provide the framework of the Secondary Plan Area as it evolves.

1.2 Background

1.2.1 Don Mills Centre

The Don Mills Centre has developed as a commercial area containing a shopping mall, other retail uses, offices, a post office and an arena. With the enclosing of the plaza, the use of the Centre as a general community meeting place outside store hours ceased. The limit to the amount of commercial development that can be achieved using surface parking only has virtually been reached.

1.2.2 Transportation Capacity

The development of the City as a whole, and the resultant creation of commuting patterns extending beyond the limits of Central Don Mills, has led to increasing peak hour traffic levels on arterial roads in Don Mills. The capacity of the transportation infrastructure has emerged as a constraint to development.

There is a considerable impact on traffic generation from commercial and office developments, but the level of residential development within the limits set by this Secondary Plan is basically neutral to peak hour traffic generation.

1.2.3 Transportation Study

A Transportation Study was prepared as part of the overall Central Don Mills Study. It recommended improvements to the roads system necessary to accommodate the ultimate development level called for in this Secondary Plan. It should be noted that these recommendations are necessary to accommodate residential and commercial developments now permitted by the Zoning By-law. For further information, reference should be made to the Don Mills Transportation Study itself.

2. OBJECTIVES

2.1 The general goal of this Secondary Plan is to manage change in the community in a manner that retains and enhances the existing character of the area. In order to achieve this goal, the following are defined as specific objectives of this Secondary Plan:

- (a) to reaffirm and extend into the future the basic elements of the concept of Don Mills cited in Section 1.1;
- (b) to recognize the special relationship between Central Don Mills and the nearby *Employment Areas* by the inclusion of Site and Area Specific Policy 92 in Chapter 7 of the Official Plan;
- (c) to strengthen the function of the Don Mills Centre as a community centre;
- (d) to limit the amount of commercial development to a level that can be accommodated by the transportation infrastructure;
- (e) to preserve and protect stable residential neighbourhoods;
- (f) to maintain and, where possible, enhance family oriented housing forms;
- (g) to preserve the scale, height and built form relationships originally provided for in the development concept of Don Mills;
- (h) to maintain a full range of housing forms and tenure;
- (i) to preserve and, where possible, enhance the rental housing stock;
- (j) to encourage the provision of new affordable housing in appropriate locations in a form compatible with surrounding development;

- (k) to encourage the City to undertake needed improvements to the transportation infrastructure;
- (l) to preserve and enhance the role of school sites as a focal point of community and neighbourhood activity, and as such they will continue to serve as open space and important links in the park and walkway system;
- (m) to enhance and improve the walkway/link system to facilitate pedestrian and cycling connections and access to public transit in the community and to the Don Mills Centre; and
- (n) to preserve and enhance streetscapes and landscaped areas in keeping with the garden city concept that formed part of the original concept for Don Mills.

3. NEIGHBOURHOODS AND APARTMENT NEIGHBOURHOODS

3.1 Introduction

Policies governing residential development in the City are contained in Chapters 1 to 5 of the Official Plan. Specific aspects warranting attention are dealt with in this section.

The following policies apply to the *Neighbourhoods* and *Apartment Neighbourhoods* of Central Don Mills.

3.1.1 Family Housing

Don Mills traditionally has been regarded as a desirable community within which to start and raise a family. *Neighbourhoods* will be protected and conserved.

3.1.2 Balanced Housing Mix

Don Mills was planned to provide a mix of housing forms and tenure, generally with higher density within The Donways, and lower density outside The Donways. Since its original development, specialized housing for senior citizens and the handicapped, and condominium ownership have been added to the original balance. The full range of housing types and tenure, and the existing pattern of density distribution, will be maintained.

3.1.3 Rental Housing

Permitted rental housing in Central Don Mills will be maintained and improved where possible, and the development of additional rental units in appropriate locations will be encouraged.

The City will require that rental units lost through redevelopment or demolition be replaced in the community.

3.1.4 Surplus Places of Worship Lands

The construction of affordable rental units and housing to meet identified needs within the community on surplus place of worship lands will be encouraged, provided building forms, density and development standards do not detract from and are at a scale and density compatible with nearby development.

4. **MIXED USE AREAS AND COMMERCIAL LANDS**

4.1 Introduction

Policies regarding *Mixed Use Areas* are found in Chapters 1 to 5 of the Official Plan, and will serve to guide development in Central Don Mills. Specific aspects warranting attention in Central Don Mills are dealt with in the following sections.

4.2 Density

The Transportation Study prepared as background for this Secondary Plan notes that the transportation infrastructure, even with recommended improvements, cannot accommodate more development than 1.0 times the lot area in the *Mixed Use Areas* and those commercial lands shown on Map 24-1 as *Neighbourhood 'A'*, *Apartment Neighbourhood 'A'* and *Apartment Neighbourhood 'B'*.

In order to ensure equitable distribution of development potential, and to ensure that the capacity of the transportation infrastructure is not exceeded, a general density limit of 1.0 times the lot area will apply to all lands in the Secondary Plan Area designated as *Mixed Use Areas*, *Neighbourhood 'A'*, *Apartment Neighbourhood 'A'* and *Apartment Neighbourhood 'B'* on Map 24-1.

In the event that a review of this policy is undertaken in conjunction with consideration of an amendment to the Secondary Plan to permit densities on lands described in the previous paragraph in excess of 1.0 times the lot area, such a review will be undertaken on a comprehensive, rather than site specific basis.

4.3 Building Height

Policies regarding height and massing of buildings in *Mixed Use Areas*, *Neighbourhood 'A'*, *Apartment Neighbourhood 'A'* and *Apartment Neighbourhood 'B'* on Map 24-1 are dealt with in Chapters 1 to 5 of the Official Plan. In addition, the following three policies apply.

4.3.1 *Mixed Use Area 'A' and Apartment Neighbourhood 'A'*

The height of any new building or structure generally lying to the east of the west wall of the arena, between Lawrence Avenue and the Donways, shown as *Mixed Use Area 'A'* and *Apartment Neighbourhood 'A'* on Map 24-1 will not exceed 550 feet above sea level. Despite this height limit, no building or structure will exceed 8 storeys.

4.3.2 *Mixed Use Area 'B', Mixed Use Area 'C', Neighbourhood 'A' and Apartment Neighbourhood 'B'*

The height of any new building or structure in *Mixed Use Area 'B'*, *Mixed Use Area 'C'*, *Neighbourhood 'A'* and *Apartment Neighbourhood 'B'* on Map 24-1 will not exceed 530 feet above sea level. Despite this height limit, no building or structure will exceed 8 storeys.

4.3.3 *Mixed Use Areas and Apartment Neighbourhood 'A'*

In all *Mixed Use Areas* and *Apartment Neighbourhood 'A'* on Map 24-1, new buildings and additions to existing buildings will be complementary and respect the scale, massing and composition of existing buildings in and surrounding the Don Mills Centre. Taller buildings will be located along Don Mills Road, while lower buildings reflecting the residential community to the west will be along The Donway.

4.4 *Mixed Use Area 'A'* and *Mixed Use Area 'B'* (Don Mills Centre)

The Don Mills Centre comprises those lands bounded by Lawrence Avenue, Don Mills Road and The Donway West shown as *Mixed Use Area 'A'* and *Mixed Use Area 'B'* on Map 24-1. It is intended that this area function as the commercial and community centre of the Don Mills community. The policies of this section provide design and development guidelines for this area.

(a) Pedestrian Access

Attractive, convenient pedestrian and cycling routes will be provided along Lawrence Avenue, Don Mills Road and The Donways West. Trees and other landscape features will be provided to buffer pedestrian and cyclists from roadways and parking areas.

Pedestrian and cycling routes from roadways to uses on The Don Mills Centre will be provided in a similar manner. Such routes will be clearly identified and designed as attractive areas to walk. These routes will be separated from parking areas and crossings of vehicular access lanes should be well marked and kept to a minimum. Such routes will lead directly from pedestrian road crossings to private and public interior uses.

(b) The Square

Development in the Don Mills Centre which will provide for outdoor and/or indoor activities where public access is available will be encouraged. It is recognized that these activities will be provided by private commercial entities and the City may consider establishment of some form of publicly operated activity within the Square.

(c) Exterior Building Facades

Exterior building facades will present an attractive and involving environment from the perspective of abutting roadways and pedestrian and cycling links within the Don Mills Centre. Windows, commercial entrances from walkways, landscaping, outdoor pedestrian-related commercial activity, outdoor seating and similar features are encouraged.

(d) Residential Uses

Residential uses, particularly in building forms that mix commercial and residential functions, are encouraged as a means of bringing diversity and more activity to The Don Mills Centre and because such uses produce a lower peak hour traffic demand than commercial development. Where residential uses develop, resident parking will be underground.

(e) Parking Structures

Above grade parking structures will be discouraged in The Don Mills Centre. The proponent of any parking facility will be required to submit plans, drawings and studies that demonstrate that the proposed parking facility will not detract from the amenity enjoyed by users of The Don Mills Centre, protects the views of nearby residents, and will not present an obstacle to pedestrian or cyclist access.

(f) Landscaping

Landscaping should enhance the attractiveness of pedestrian accesses, links (particularly to the Square) and the general amenity of the site in general, in keeping with the garden city concept.

(g) Site Plan Control

Submissions for Site Plan Approval (other than minor applications) will address on the site plan the various elements discussed in this section as they apply to the particular site.

4.5 Other Commercial Sites

The development of other commercial sites, shown as *Mixed Use Area 'C', Neighbourhood 'A', Apartment Neighbourhood 'A' and Apartment Neighbourhood 'B'* on Map 24-1 will be governed by the policies of Chapters 1 to 5 of the Official Plan. In addition, the provisions of Sub-section 4.4(e) and (f) of this Secondary Plan will apply.

5. PARKS AND OPEN SPACE

5.1 Introduction

A distinctive feature of the original concept for Central Don Mills is the continuous park system linked by walkways in order to provide continuous pedestrian routes joining the residential neighbourhoods and the Centre.

Some of the existing parks are not part of this system. Accordingly, where feasible, the City will seek to include these parks in the continuous park system. The City will also encourage the clear delineation and signing of all parks and walkway routes in Central Don Mills.

5.1.1 Park Links

Linkages, in the form of walkways and cycling paths, form an important part of the open space network in Central Don Mills.

The following parts of the link system have been identified as requiring improvement:

- (a) the connection across the railway between Talwood Park and Duncairn Park;
- (b) the connection across the railway between Bond Road and Bond Park;
- (c) the connection between Southwell Park and Scarsdale Road;
- (d) the connection across the railway between Tottenham Parkette and Lawrence Walkway;
- (e) the connection across the railway from north to south near Mallow Road and/or from Mallow Park to Duncairn Park under Don Mills Road along the southern side of the railway line;
- (f) consideration of a walkway/cycle route along the east side of the Secondary Plan Area, from Don Mills Road to Lawrence Avenue;

- (g) a walkway/cycle route along the easterly boundary of the Secondary Plan Area, from Lawrence Avenue to Green Belt Drive through Moccasin Trail Park; and
- (h) a grade separated connection between the walkways proposed in (f) and (g) above, possibly using the westerly portion of the railway underpass.

5.2 School Sites

The elementary school sites in Central Don Mills were uniquely designed to complement the linked park system. They serve a primarily educational role, and also provide a focus for neighbourhood and community activities. As such, they have become an important feature of community life. These sites provide open space and outdoor recreation opportunities in Central Don Mills.

The City will endeavour to preserve and enhance the open space function of these sites for outdoor recreational use, as well as the possible linkage function that may be provided by these sites.

When a school site becomes permanently surplus to educational needs and is offered to the City, the City will hold a public meeting to consider the whole or partial acquisition of that site and will consider any relevant covenants on title. If the City decides not to acquire the school site for open space purposes, alternative land uses will be considered, and may be addressed by means of site specific amendments to the Zoning By-law where necessary.

5.3 Cycle Paths Along Arterial Roads

The City will establish a cycle path system in Central Don Mills.

6. SITE AND AREA SPECIFIC POLICIES

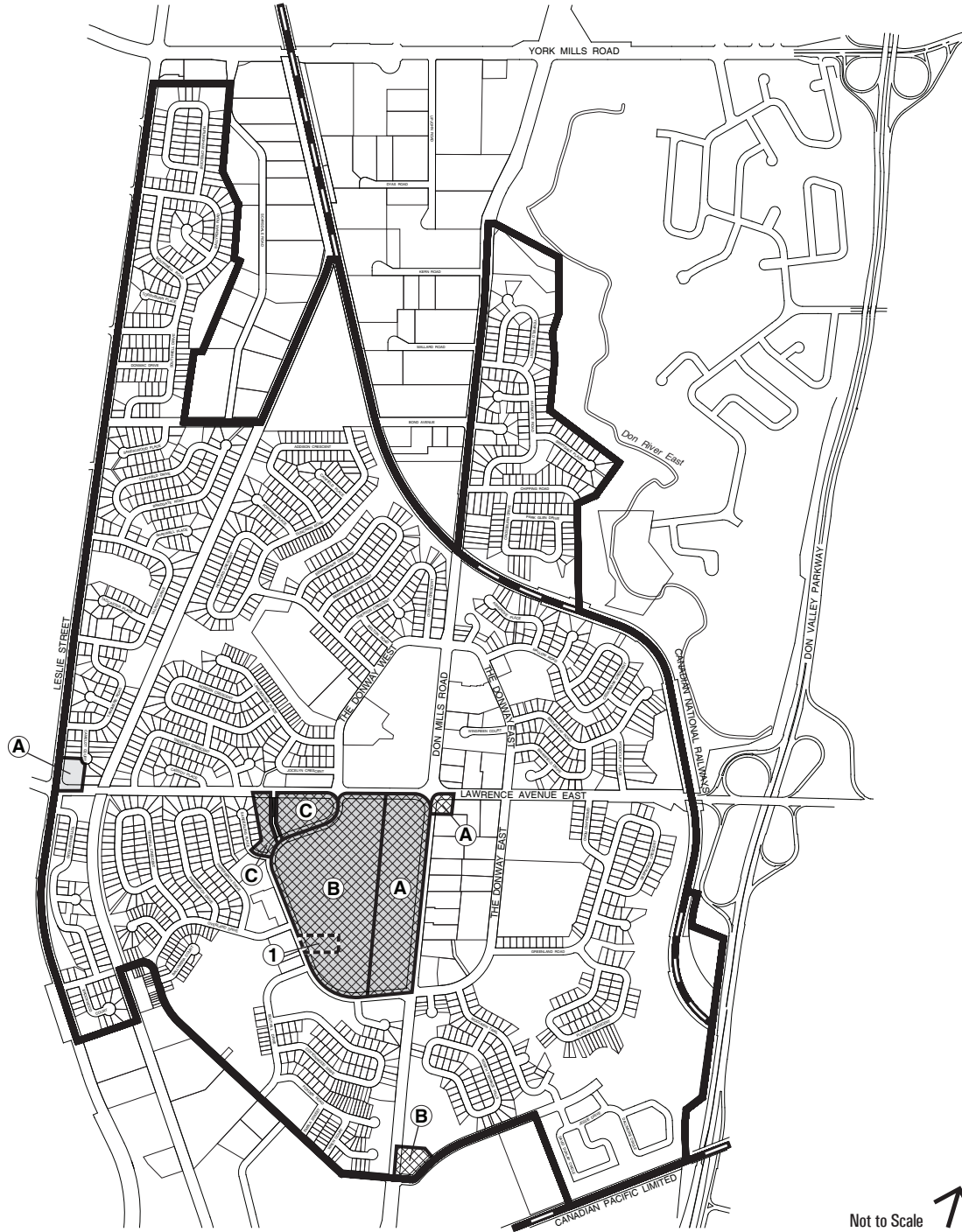
6.1 75 The Donway West






The height limit established by the Zoning By-law for the existing building municipally known as 75 The Donway West and shown as 1 on Map 24-1 will continue to apply.

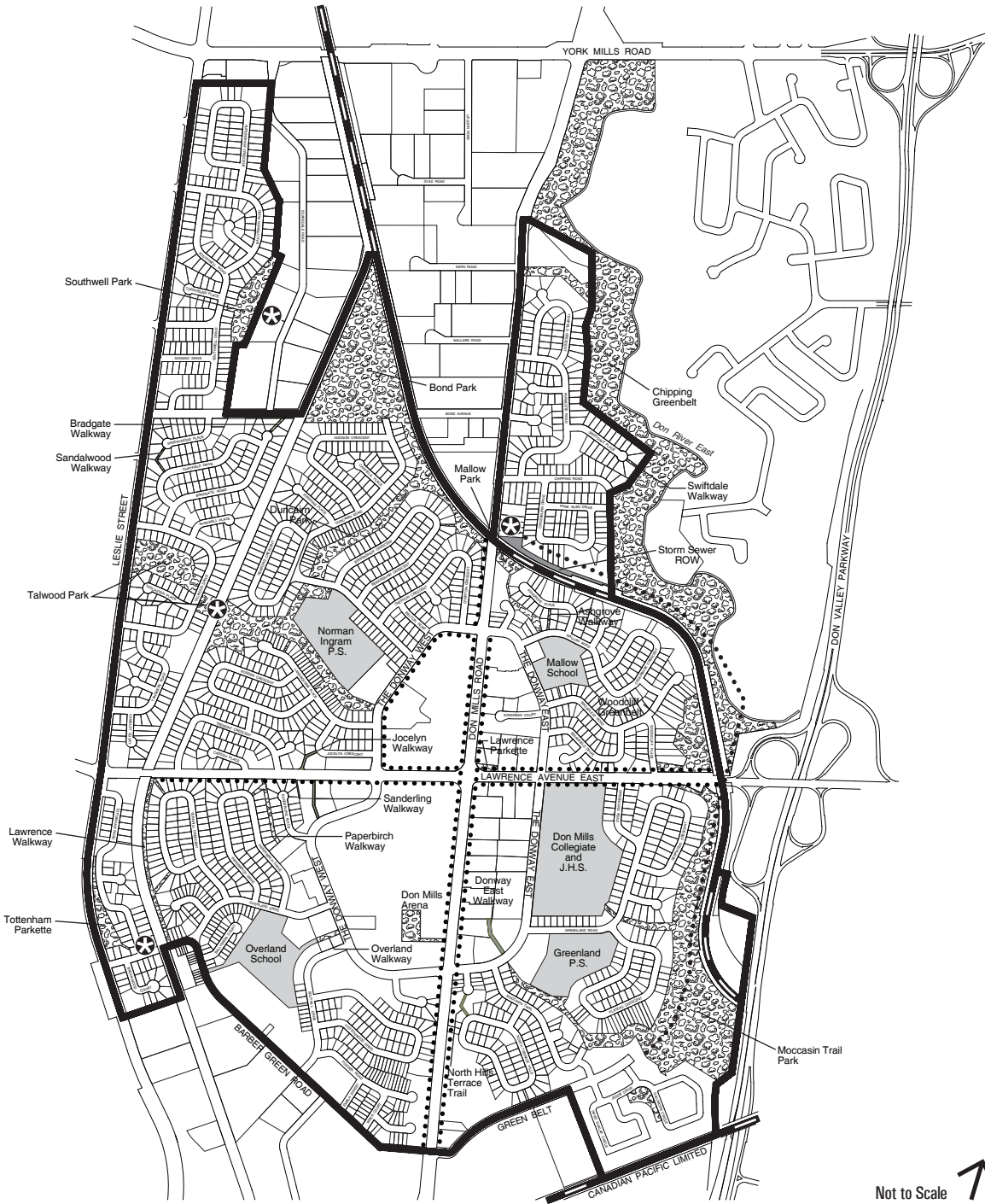
List of Maps

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

| | |
|----------|----------------------|
| Map 24-1 | Land Use Areas |
| Map 24-2 | Parks and Open Space |



-  Secondary Plan Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Site Specific Policy Areas



Not to Scale 



Central Don Mills Secondary Plan

MAP 24-2 Parks and Open Space

-  Secondary Plan Boundary
-  Cycle Path / Walkway Improvements
-  Parks and Walkways
-  Schools
-  WES Right of Way
-  Improved Connections