

Downsview Area Secondary Plan Review – Staff Report

Date:	May 31, 2010
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward No. 8 – York West Ward No. 9 – York Centre Ward No. 10 – York Centre
Reference Number:	File No. 08 101113 NPS 00 TM

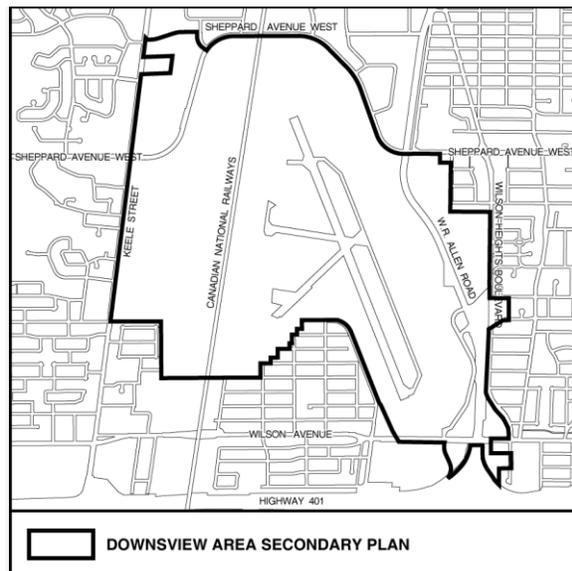
SUMMARY

At its meeting of March 9, 2010, North York Community Council considered the February 17, 2010 Final Report from the Director, Community Planning, North York District on the Downsview Area Secondary Plan Review. This report recommended adoption of amendments to the Official Plan, including an updated Downsview Area Secondary Plan, and recommended approval of the Downsview Transportation Master Plan and Servicing and Stormwater Management Plan. North York Community Council deferred consideration of the Final Report to its meeting of June 22, 2010 to provide for additional consultation on the recommended Secondary Plan and directed staff to report back on a number of matters. This report responds to that direction.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend Recommendation 1 of the February 17, 2010 Final Report from the Director, Community Planning, North York District, so that it now reads as follows:
 - a. Amend the Official Plan substantially in accordance



with the proposed Official Plan Amendment attached as Attachment No. 2, with the following amendments:

- i. Policy 2.2.1 (d) be amended by adding “Redevelopment of the lands will result in the removal of the concrete walls along Keele Street and the introduction of street connections to Keele Street”;
- ii. Policy 2.2.1 (g) be amended by adding “The need for the replacement of commuter parking resulting from the re-development of these lots will be reviewed and assessed at the time of redevelopment in consultation with the TTC”;
- iii. Policy 2.3.4 be amended by adding “A study shall be undertaken to determine if a future below grade east-west connection under the existing Bombardier Aerospace runway is possible”;
- iv. Policy 2.3.7 be amended by adding “More specifically, the street network shown on Map 7-4 is intended to redirect the Bombardier Aerospace vehicular traffic away from the existing residential neighbourhoods to the south of the plant”;
- v. Policy 3.6.4 be amended by adding “These Community Service and Facility Strategies will provide approaches to addressing the community service and facility priorities identified in this Secondary Plan, particularly the provision of sufficient accessible child care spaces”;
- vi. Policy 3.6.4 (a) be amended to read “the actual land uses and densities, including the provision of affordable housing, that will or have been developed in each District”;
- vii. Policy 3.6.5 be amended by revising the last sentence to read “In the case of a community centre, a stand alone publicly operated facility will be provided and, where possible, allow for the sharing of that facility through joint programming”;
- viii. Policy 3.7.1(a) be amended by adding “protecting, restoring and enhancing natural heritage features and functions within the Secondary Plan area and encouraging initiatives which would have the effect of improving the natural environment in adjacent valley corridors.”;
- ix. Policy 3.7.7 be amended by adding “For multi-unit residential and non-residential development, shade tree planting should be supported by an irrigation system”; and

- x. Policy 3.9.3 (b) be amended by adding “including construction of a trunk sewer on Keele Street for those developments which would connect to the Black Creek/Humber sanitary trunk system”.
2. Delete Recommendation 5 of the February 17, 2010 Final Report from the Director, Community Planning, North York District.

Financial Impact

There are no financial implications.

DECISION HISTORY

A February 17, 2010 Final Report from the Director, Community Planning, North York District on the Downsview Area Secondary Plan Review recommended adoption of amendments to the Official Plan, including an updated Secondary Plan. At its meeting of March 9, 2010 North York Community Council deferred consideration of the Final Report to its meeting of June 22, 2010 to provide for additional consultation on the Secondary Plan and directed staff to report back on a number of draft motions as set out below. This report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2010/ny/decisions/2010-03-09-ny32-dd.htm>

This report responds to that direction.

COMMENTS

North York Community Council Motions

The following section includes responses to the directions arising from North York Community Council’s consideration of the Downsview Area Secondary Plan at its meeting of March 9, 2010.

Motion #1(a) Allow this plan to be shown to the constituents of the three affected Wards 8, 9 and 10 in the form of public consultations, in conjunction with the respective Ward Councillors.

Response: In consultation with the Councillors of Wards 8, 9 and 10, as well as the Councillor for Ward 15, an Open House was held on Monday, May 3, 2010 at Downsview Secondary School to provide information on the recommended Downsview Area Secondary Plan. Copies of the staff report and recommended Secondary Plan were available and a number of City staff were present to answer questions. Approximately 50 people attended the meeting, as well as the Councillors for Wards 9 and 10.

At the Open House, City staff discussed the following areas of interest and concern with members of the community:

- maximum density permissions and resulting built form and heights
- dwelling types provided for under the *Neighbourhoods* designation
- traffic impacts and a lack of transportation infrastructure to support proposed development levels
- sewer and stormwater capacity to accommodate the proposed population
- lack of community facilities to serve the proposed population
- insufficient school facilities to serve the proposed population
- location of proposed parks in the Stanley Greene District
- differences between the in-force Secondary Plan and the recommended Secondary Plan

The above matters were considered and addressed through the course of the Secondary Plan Review and the recommendations of the February 17, 2010 Final Report.

Motion #1(b) Allow representatives of Parc Downsview Park, the local Councillors of Wards 8, 9 and 10, and interested parties, to meet to resolve outstanding issues.

Response: It is staff's understanding that at least one meeting has been held between representatives of Parc Downsview Park and the local Councillors.

Motion #1(c) Allow the City Planning Division to:

- (i) Include the impact of the proposed Humber River Regional Hospital Site Plan into the Parc Downsview Park Transportation Master Plan and the Infrastructure Master Plan;
- (ii) Investigate whether the proposed Downsview Secondary Plan is consistent with the Official Plan regarding the heights of buildings on Keele Street and its consistency with the existing built form; and
- (iii) Liaise with Toronto and Region Conservation Authority regarding recommended addition to the proposed Downsview Secondary Plan in consideration for: (i) Section 3.7.1(a) – Natural Heritage – protecting, restoring and enhancing natural heritage features and functions within the Secondary Plan area and encouraging initiatives which would have the effect of improving the natural environment in adjacent valley corridors.

Response to Motion #1(c)(i): The Humber River Regional Hospital site is part of the Provincial Campus located at 1201 Wilson Avenue (southwest corner of Keele Street and Wilson Avenue) being redeveloped for a hospital, forensic services building and other government office uses. The transportation and infrastructure impacts of the Humber River Regional Hospital are as follows:

Transportation

The proposed Humber River Regional Hospital was accounted for in the transportation analysis that was prepared in support of the Downsview Area Secondary Plan Transportation Master Plan (TMP).

In the Phase 2 Report of the TMP, page 22 states: *“The associated employment growth of the ORC Provincial Campus is acknowledged in the transportation review of the Downsview Area Secondary Plan because it is a potential major employment node. However, its traffic impacts on localized intersections such as Keele Street and Wilson Avenue and potential mitigation measures have not been addressed in this Review to the extent that it would conclude that the ORC proposal is supportable. This development proposal is undergoing a separate individual City development review process. Nonetheless, to account for the potential traffic generated by this new ORC development, travel demand statistics which were contained in a recently submitted Transportation Assessment document prepared by Cole Engineering in support of the Provincial Campus were assumed”*.

Infrastructure

An e-mail and memorandum from Toronto Water are included as Attachment 1 to this report. The development of the proposed Humber River Regional Hospital is located downstream of the Downsview Area Secondary Plan area. The Provincial Campus has no impact on the Secondary Plan area. As with the lands within the Secondary Plan area, the Provincial Campus will require removal of existing infrastructure and replacement with updated servicing, which will be implemented in phases as the lands are developed.

As with the lands within the Secondary Plan area, in order to accommodate development, the Provincial Campus will also be required to undertake improvements to the local sanitary sewer system up to the Trunk connection point and to provide for stormwater management in accordance with the City’s Wet Weather Flow Management Master Plan. Lands within both the Downsview Area Secondary Plan and the Provincial Campus will be required to submit ongoing site servicing and stormwater management reports to the satisfaction of the City as development proceeds – through Zoning By-law amendment, subdivision and/or site plan applications – to ensure that appropriate servicing infrastructure is provided to accommodate development.

Response to Motion #1(c)(ii): The existing built form along the west side of Keele Street between Wilson Avenue and Finch Avenue is characterized by a mix of building heights ranging from 1 and 2 storey commercial plazas to 10-storey apartment buildings. There are several existing 9 and 10-storey mid-rise apartment buildings along Keele Street between Sheppard Avenue and Finch Avenue. On the west side of Keele Street, just north of Wilson Avenue, a 10-storey mid-rise residential building was recently constructed that steps down to the west to provide transition to the adjacent low density residential neighbourhoods.

The majority of the west side of Keele Street between Wilson Avenue and Finch Avenue is designated *Apartment Neighbourhoods* in the Official Plan and *Mixed Use Areas* at the Wilson, Sheppard and Finch Avenue intersections. Map 2 of the Official Plan identifies both sides of Keele Street from just south of Wilson Avenue to Grandravine Drive as Avenues. Keele Street is also identified as a Major Street on Map 3 of the Official Plan with a designated right-of-way width of 36 metres.

The Keele Street study which was adopted by City Council in 2001 considered the existing and planned context for Keele Street between Highway 401 and Steeles Avenue and made recommendations regarding future redevelopment along the street. The Study recognized significant opportunities for re-urbanization and re-investment along the Keele Street Corridor. In terms of intensification, the study illustrated building heights to a maximum of 12-storeys, subject to detailed design and major infrastructure improvements, such as the planned extension of the Spadina Subway line to Finch Avenue and beyond.

The recommended *Apartment Neighbourhoods* and *Mixed Use Areas* land use designations on the east side of Keele Street and the maximum densities of 1.0 and 2.0 for lands within the Stanley Greene and William Baker Districts are in keeping with the existing and planned context for the area.

The demonstration plans prepared as part of the Downsview Area Secondary Plan Review illustrate building types of the recommended land use and density and show building heights of up to 13 storeys in the Stanley Greene District and 15-storeys in the William Baker District. However, specific forms of development, maximum building heights and development standards do not form part of the recommended Secondary Plan. These matters will be more appropriately addressed at the District Plan and development application stages through implementing zoning and site plan review and will be subject to a comprehensive review and community consultation.

Response to Motion #1(c)(iii): City Planning has discussed the proposed amendment to Policy 3.7.1(a) with the Toronto Region Conservation Authority. A letter from TRCA agreeing to the additional wording for this policy was submitted to the March 9, 2010 North York Community Council meeting. A further letter from TRCA dated April 20, 2010 confirming this wording is included as Attachment 2 to this report.

Policy 3.7.1(a) in the recommended Secondary Plan should be amended by adding “protecting, restoring and enhancing natural heritage features and functions within the Secondary Plan area and encouraging initiatives which would have the effect of improving the natural environment in adjacent valley corridors.”

Motion #1(d) Allow the Toronto Transit Commission to: (i) report on the feasibility of designating Keele Street for Higher Order of Transit; and (ii) report on density levels beyond 500m radii from Higher Order of Transit line.

Response to Motion #1(d)(i): A letter from the Toronto Transit Commission (TTC), dated May 19, 2010 is included as Attachment 3 to this report.

TTC advises that the Official Plan designates the Spadina Subway Extension corridor and Jane Street as the two north-south *Higher Order Transit Corridors* in the area. The original selection of these corridors for designation was based on an assessment of the potential for the corridors to provide a good combination of rapid transit coverage, connectivity and redevelopment opportunities. The designation is supported by the more recent work undertaken for the Transit City Light Rail Plan which indicated that, from a passenger perspective and with the subway extension in place, Jane Street is the best north-south corridor in the area for a future LRT line. The TTC would not support Keele Street being an alternative to either of the two designated north-south *Higher Order Transit Corridors* in the area.

However, the feasibility of designating Keele Street as a *Transit Priority Segment* on Map 5 – Surface Transit Priority Network of the Official Plan will be evaluated by City staff in consultation with the TTC through the preparation of a Bus Rapid Transit feasibility study. This study was directed by City Council at its meeting on May 11-12, 2010 as outlined in Recommendation 7 of the April 9, 2010 Final Report for 1201 Wilson Avenue. This report can be accessed via the following link:
<http://www.toronto.ca/legdocs/mmis/2010/ny/bgrd/backgroundfile-29463.pdf>

Response to Motion #1(d)(ii): Also addressed in the letter from the Toronto Transit Commission (TTC), dated May 19, 2010 included as Attachment 3 to this report.

TTC and the Toronto York Spadina Subway Extension (TYSSE) Project acknowledge the importance of high-density, mixed-use development near major transit facilities, as such development increases transit ridership for the TTC. TTC accepts the planning principle that 500 metres or less is ideal walking distance for transit users, and this principle is cited in the Spadina Subway Extension Environmental Assessment. Further, 1,000 metres is within the catchment area for transit users who either walk or connect via bus service to a major transit facility, particularly a multi-modal facility such as Sheppard West, which also includes a GO Transit facility that will provide non-stop service to Union Station in Downtown Toronto.

TTC supports high-density, transit-oriented development within 1,000 metres of the proposed Sheppard West TTC/GO Station, particularly given that it is a multi-modal transit facility that will be a very attractive option for commuters who choose to rely on transit as a primary mode of transportation. TTC understands that development potential adjacent to the Sheppard West Station is limited by existing airport height restrictions. To support the public investment in the Sheppard West TTC/GO Station, TTC has indicated that the available development lands within 1,000 metres of the station should encourage transit ridership through a higher-density, pedestrian-oriented urban form.

Motion #1(e) Allow Transportation Services staff to report on the impact of the new arterial road called for in the Downsview Secondary Plan, adjacent to the two area secondary schools.

Response: The impact of the new arterial road adjacent to the two area secondary schools, Downsview Secondary School and Madonna Catholic Secondary School, has been documented in the following reports that were prepared in support of the Downsview Area Secondary Plan Transportation Master Plan (TMP):

1. Transportation Master Plan Phase 3 Report, Identification of a Preferred Alternative, Pages vi and v.
2. Transportation Master Plan Phase 4 Report, Transportation Master Plan Report, Pages 39 to 41.

The Proposed Street Network illustrated on Map 7-4 of the recommended Secondary Plan will provide a comprehensive street structure which links the Secondary Plan's two major north-south streets, Keele Street and Allen Road, and introduces a street network that results in an improved street network. The recommended network also responds to the physical constraints and limitations imposed by the CN rail line, the Bombardier runway, the Department of National Defence headquarters, Toronto Transit Commission Wilson rail yards, Allen Road and a contiguous National Urban Park.

In particular, the potential north-south link to Wilson Avenue will provide a southern access through the Stanley Greene District, ultimately linking it to Wilson Avenue just east of Keele Street. This connection would take pressure off the Keele Street corridor and the Keele Street / Wilson Avenue intersection and provide a connection to the perimeter road at the south end of the park and the east-west road in the north end of the Secondary Plan area. This north-south link has been identified as a future preferred transit route to provide enhanced transit access to Parc Downsview Park, Wilson Avenue, the Provincial Campus, and ultimately to the Jane Street corridor. This route has also been identified as a key pedestrian and cycling link into the Downsview lands and should be protected if the two secondary schools are redeveloped.

Motion #1(f) Allow Parc Downsview Park to incorporate sustainability principles into its request for proposals.

Response: Parc Downsview Park, in a letter dated March 31, 2010 and included as Attachment 4 to this report, confirms they will be incorporating their Sustainable Community Development Guidelines into their requests for proposals.

Motion #1(g) Allow the Department of National Defence to provide a report outlining the need for on-site housing.

Response: A letter from the Department of National Defence is included as Attachment 5 to this report. The Department of National Defence advises that 120 townhouse units and 105 apartment units are proposed on approximately 12.25 acres in the Stanley Greene

District, which would replace the existing 290 units located elsewhere in Toronto. This development will provide housing for Canadian Forces members stationed in Toronto and military personnel arriving for medical and rehabilitation programs. While many members of the Canadian Forces are comfortable living outside military communities, there are a proportion of members who value the benefits offered by a military community as many of these members and their families are required to move frequently and to unfamiliar locations.

Motion #1(h) Allow Toronto Water staff to report on sewer capacity to address area basement flooding.

Response: An e-mail and memorandum from Toronto Water are included as Attachment 1 to this report. The existing basement flooding problem during extreme storm events in the vicinity of the Secondary Plan area is due to constraints in the local storm drain system and/or the local sanitary sewer system.

These basement flooding issues are addressed through work outlined in the Work Plan for the Engineering Review Addressing Basement Flooding, approved by City Council in April 2006. Further improvements to this situation are anticipated as development occurs, as implementation of current stormwater management practices will control flows to a much greater extent than in the past.

The proposed Keele Trunk Sewer system, which includes the constructed Maryport Trunk Sewer, is to primarily accommodate the additional flows from future development. Presently, the Maryport Trunk Sewer is able to accommodate an additional equivalent population of 45,000 in the Black Creek sewershed. The remaining sections of the proposed Keele Trunk Sewer will need to be implemented to provide capacity beyond the additional 45,000 equivalent population.

Motion #1(i) Allow the Toronto District School Board to report on potential closure of Downsview Secondary School.

Response: A letter from the Toronto District School Board (TDSB), dated April 12, 2010, is included as Attachment 6 to this report. TDSB advises that the Downsview Secondary School site will play a significant role in serving the educational needs of future residents in the emerging communities as envisioned in the proposed Secondary Plan area and any proposals for residential intensification in its vicinity. However, in view of current low levels of enrolment, the future use of the Downsview Secondary School site and using part of this site for a future road connection was deemed to be premature at this time. The full exploration of all options including possible land-swaps remains as a potential opportunity for further discussion. Such opportunities require approval from the TDSB and would need to be explored as development proceeds over a multi-year horizon.

Motion #1(j) Allow the Toronto Catholic District School Board to report on potential closure of Madonna Catholic Secondary School.

Response: A letter from the Toronto Catholic District School Board (TCDSB), dated April 22, 2010, is included as Attachment 7 to this report. TCDSB advises that a road connection over the Madonna Catholic Secondary School site is not acceptable at this time but the Board would consider this in the future. TCDSB further advises that current enrolment projections indicate a gradually declining enrolment in Madonna Catholic Secondary School over the next few years. The Board's Long Term Accommodation Plan, which is currently under review, recommends a relocation of the school to central Etobicoke and a disposal of the present site after it is declared surplus.

Motion #2 (1.a) Policy 2.2.1(d) be amended by adding "Redevelopment of the lands will result in the removal of the concrete walls along Keele Street and the introduction of local street connections to Keele Street".

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.b) Policy 2.2.1(g) be amended by adding "The need for the replacement of commuter parking resulting from the re-development of these lots will be reviewed and assessed at the time of redevelopment in consultation with the TTC".

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.c) Policy 2.3.4 be amended by adding "A study shall be undertaken to determine if a future below grade east-west connection under the existing Bombardier Aerospace runway is possible".

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.d) Policy 2.3.7 be amended by adding "More specifically, the street network shown on Map 7-4 is intended to redirect the Bombardier Aerospace traffic away from the existing residential neighbourhoods to the south of the plant".

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.e) Policy 3.6.4 be amended by adding "These Community Service and Facility Strategies will report and provide approaches to addressing the community service and facility priorities identified in this Secondary Plan, particularly the provision of sufficient accessible child care spaces".

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2 (1.f) Policy 3.6.4 (a) be amended to read “the actual land uses and densities, including the provision of affordable housing, that will or have been developed in each District”.

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.g) Policy 3.6.5 be amended by revising the last sentence to read “In the case of a community centre, a stand alone publicly operated facility will be provided and, where possible, allow for the sharing of that facility through joint programming”.

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.h) Policy 3.7.7 be amended by adding “For multi-unit residential and non-residential development, shade tree planting should be supported by an irrigation system”.

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.i) Policy 3.9.3(b) be amended by adding “including construction of a trunk sewer on Keele Street for those developments which would connect to the Black Creek/Humber sanitary trunk system”.

Response: This proposed amendment is appropriate and it is recommended that the draft Secondary Plan be amended accordingly.

Motion #2(1.j) Policy 5.3 be deleted.

Response: Policy 5.3 reads: "In the event that Bombardier's airport height restrictions are modified to permit additional height around the subway within the Sheppard-Chesswood and Wilson Districts, the maximum density permissions within these Districts will be re-evaluated".

The lands potentially affected by Policy 5.3 are located around the Wilson and proposed Sheppard West Subway Stations. The maximum density in the vicinity of these stations is limited to 1.0 FSI. These density permissions around these two subway stations are constrained by the existing airport runway height limitations.

The Official Plan and Provincial policy support development and intensification near rapid transit stations. Typically, development in close proximity to subway stations have a minimum density of 3.0 F.S.I. and may increase substantially depending on the existing planning context in the immediate area around the station. Therefore, it is appropriate that these density limitations be reviewed if Bombardier’s airport height restrictions are

modified. Such a review would require an Official Plan Amendment to this Secondary Plan and be subject to community consultation.

Motion #2(2) City Planning Staff be directed to prepare a report directly to City Council on further refinements to the Public Art Policies of the Secondary Plan. This report to address:

- a) Amending Policy 3.3.1 by replacing “are encouraged to” with “shall” so it would now read: “New developments of significant scale or in prominent locations shall provide on-site public art in publicly visible and accessible locations in accordance with the City’s guidelines”.
- b) Amending Policy 3.3.3 by replacing “is strongly encouraged to” with “shall” so it would now read: “Parc Downsview Park Inc. shall develop a District Public Art Plan for the National Urban Park to ensure public art is provided in a coordinated manner”.
- c) Providing a definition of the term “significant scale” used in Policy 3.3.1.
- d) The development of a schedule for the provision/contribution of public art in the Secondary plan area.

Response to Motion #2(2)(a): Secondary Plans typically include policies that encourage public art contributions in connection with private development and promote the benefits of public art to local culture, community and city-building.

City Planning staff endeavour to promote the many cultural, community, economic and aesthetic benefits of incorporating public art initiatives into new development proposals. Secondary Plan policies regarding public art can identify specific areas where public art should be considered and set out public art objectives for the area.

Official Plan policies identify the value of including public art on publicly visible and accessible sites on both public and private lands; however, the policy framework requires public art for major municipal buildings and structures while encouraging public art for all significant private sector developments. Public art is a voluntary contribution made by private developers and is not a mandatory requirement of private development.

Policy 7.6.1 of the recommended Secondary Plan identifies affordable housing and community services and facilities (a community centre and daycare spaces) as the top priorities to be secured in the Secondary Plan area pursuant to Section 37 of the *Planning Act*. However, pursuant to Policy 7.6.2 of the recommended Secondary Plan, public art will be strongly encouraged and secured as a Section 37 benefit.

As such, the existing wording in Policy 3.3.1 should be retained.

Response to Motion #2(2)(b): As noted above, under the current policy framework, public art is required for major municipal buildings and structures. For this reason, retaining the wording “strongly encouraged to” in Policy 3.3.3 is consistent with this policy framework.

Response to Motion #2(2)(c): The Official Plan stipulates that public art is part of the Section 37 requirements and applies to developments having 10,000 m² or greater gross floor area. Accordingly, “significant scale” would generally apply to new development having a minimum gross floor area of 10,000 m².

Response to Motion #2(2)(d): Policy 3.3.2 of the recommended Secondary Plan establishes that the identification of potential public art locations and opportunities will be included in District Plans. At the District Plan stage, a conceptual public art strategy for the long term phasing, identification of prominent and priority art locations, site opportunities and possible themes will be developed. The intention is to identify public art objectives within the district at an early stage of planning so that public art can be integrated into new development in a meaningful way and be considered by developers as part of their overall development budget.

Including consideration of public art opportunities early in the planning process and at a context specific level is appropriate and ensures that the public art is integrated, supports and enhances built form and planning objectives while responding to area specific conditions. The District Plan process supports securing public art as a priority as in the planning process.

Motion #2(3) City Planning staff be directed to include the Keele Street Avenue frontages (from Wilson Avenue to St. Regis Crescent) in the program to implement the City wide Avenue Studies.

Response: Map 2 of the Official Plan identifies the following portions of Keele Street as *Avenues*:

- west side between Wilson Avenue and Grandravine Drive;
- east side between Wilson Avenue and Denbigh Crescent; and
- east side between Sheppard Avenue and Grandravine Drive.

Map 2 of the Official Plan does not identify the portion of Keele Street between Grandravine Drive and St. Regis Crescent as *Avenues*.

In developing appropriate land use and development standards in the lands within the Downsview Area Secondary Plan, the future uses along the east side of Keele Street were considered within the context of the *Avenues* policies of the Official Plan. While most of the Keele Street frontage will be part of the National Park, the remainder of this side of Keele Street meets the *Avenues* requirements. For example, in the William Baker District, the recommended Plan designates the east side of Keele Street, north of Sheppard Avenue as *Mixed Use Areas* and *Apartment Neighbourhoods*.

The remainder of Keele Street has been included in the program to implement City-wide Avenue Studies for future consideration by City Council and will be undertaken as funding is made available.

Motion #2(4) City Finance staff be directed to report on the possible funding of the required transportation improvements shown on Maps 7-4, 7-5 and 7-6 through a special levy on development within the Downsview Secondary Plan area.

Response: A memorandum from the Finance Division, dated May 13, 2010 is included as Attachment 8 to this report. The Finance Division advises that the issue of imposing a special levy within the Downsview Secondary Plan area relates to the fundamental issue of whether the City should recover development-related capital costs on a localized (e.g. area-specific) basis, or on a uniform city-wide basis.

The City, in its 1999, 2004 and 2009 Development Charge By-laws, as with most municipalities in Ontario, has taken a uniform, city-wide approach to Development Charges. The advantages and disadvantages of city-wide versus area-specific approaches are discussed in detail in the staff reports leading up to the adoption of the aforementioned by-laws. At its meeting of February 23, 24, and 25, 2009, City Council adopted the 2009 DC by-law that continued the imposition of city-wide Development Charges. This report can be accessed via the following link:

<http://www.toronto.ca/legdocs/mmis/2009/ex/reports/2009-02-02-ex29-cr.df>

Once the Transportation Master Plan for the Secondary Plan area is approved, and the Environmental Assessment process and detailed design are completed, transportation infrastructure priorities (i.e. within Downsview) would be established, and project timing and costs would be confirmed. Following this, the recommended infrastructure would be considered in the City's 10 year capital plan, and capital budget process, along with a recommended funding strategy that would likely include the use of Development Charges.

The Finance Division recommends the continuation of a city-wide approach to funding the required transportation improvements proposed within the Downsview Secondary Plan area.

Motion #2(5) City Council advising Parc Downsview Park Inc. and Bombardier Aerospace that the City will not approve any implementing zoning on lands currently owned by the Federal Government or Bombardier until such time as the restrictive covenants are released from the Build Toronto lands at the southeast corner of the Allen Road and Sheppard Avenue West.

Response: Restrictive covenants in favour of Parc Downsview Park Inc. (PDPI), the Department of National Defence (DND) and Bombardier Aerospace remain in place on the Build Toronto lands at the southeast corner of Allen Road and Sheppard Avenue

West. These covenants restrict land uses and building heights on these lands. An inter-divisional work team of Build Toronto, Real Estate Services, Economic Development and City Planning staff have been in on-going discussions with these parties regarding the release of the restrictive covenants. To-date however, this matter has not been resolved.

Parc Downsview Park in a letter dated March 31, 2010, included as Attachment 4 to this report, advises that these matters are unrelated to the planning issues considered as part of the Secondary Plan Review and it is inappropriate and beyond the City's jurisdiction to link the restrictive covenants to any planning approvals for these lands.

Motion #2(6) City Legal and Real Estate Services staff, in consultation with the Chief Planner and Executive Director, City Planning be directed to report progress on the release of the restrictive covenants to the North York Community Council every three months until the matter is satisfactorily concluded.

Response: This direction was forwarded to City Legal and Real Estate Services. City Planning will continue discussions with these Divisions on this matter and will advise North York Community Council accordingly.

Motion #2(7) City Council direct appropriate City staff to meet with representatives of Build Toronto, PDPI, Bombardier Aerospace and the Department of Natural Defence, to discuss a process for removing the restrictive covenants from the Build Toronto lands at the southeast corner of Allen Road and Sheppard Avenue West and report back to the Government Management Committee.

Response: An inter-divisional work team of Build Toronto, Real Estate Services, Economic Development and City Planning have been having on-going discussions with these parties regarding the release of the restrictive covenants. These discussions are still ongoing and once a process to remove the restrictive covenants has been developed, a report will be submitted to the Government Management Committee.

Parc Downsview Park, in a letter dated March 31, 2010, included as Attachment 4 to this report, advises they remain willing to meet with all parties to discuss this.

Other Matters

Since the March 9th North York Community Council Meeting, two development applications were submitted in the Secondary Plan Area and a number of written correspondences have been received pertaining to the draft Secondary Plan.

Parc Downsview Park Inc. submitted an Official Plan Amendment Application (File No. 10 163808 NNY 10 OZ) to implement a new Downsview Area Secondary Plan on the same lands subject of the City-initiated Downsview Area Secondary Plan Review. PDP

advises that this application largely reflects the recommended Secondary Plan tabled at North York Community Council on March 9, 2010.

Parc Downsview Park Inc. also submitted a Zoning By-law Amendment Application (File No. 10 167221 NNY 08 OZ) to permit development in the Stanley Greene District, located in the southwestern portion of the Secondary Plan area. PDP advises that this application implements the above-noted proposed Official Plan Amendment.

Both applications have been circulated and are currently under review. A Preliminary Report on these applications will be submitted to North York Community Council.

As Parc Downsview Park has submitted a Zoning By-law Amendment Application for the Stanley Greene District, Recommendation 5 of the February 17, 2010 Final Report from the Director, Community Planning, North York District seeking City Council direction for Planning staff to hold an Open House for a City-initiated Zoning By-law Amendment for the Stanley Greene District is no longer required. As such, Recommendation 5 of the Final Report should be deleted.

Correspondence providing comments on the recommended Secondary Plan have also been received from Councillors Augimeri and Moscoe, Build Toronto, as well as members of the public in the communities in the vicinity of the Stanley Greene and Allen Districts. City Planning has provided responses to these communications.

CONTACT

Colin Ramdial, Senior Planner
Tel. No. 416-395-7150
Fax No. 416-395-7155
E-mail: cramdial@toronto.ca

SIGNATURE

Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: E-mail and Memo, dated April 21, 2010 from Toronto Water
Attachment 2: Letter, dated April 20, 2010 from Toronto and Region
Conservation Authority
Attachment 3: Letter, dated May 19, 2010 from Toronto Transit Commission
Attachment 4: Letter, dated March 31, 2010 from Parc Downsview Park Inc.

- Attachment 5: Letter, dated April 26, 2010 from Department of National Defence
Attachment 6: Letter, dated April 12, 2010 from Toronto District School Board
Attachment 7: Letter, dated April 22, 2010 from Toronto Catholic District School Board
Attachment 8: Memorandum, dated May 13, 2010 from Finance Division

Attachment 1: E-mail/Memo from Toronto Water, dated May 21, 2010

(05/21/2010) Colin Ramdial - Downsview Secondary Plan - Report back to NYCC

Page 1

From: Patrick Cheung
To: Ramdial, Colin
CC: Bowering, Ted; Chessie, Patrick D.; Clarizio, Frank; D'Andrea, Michael...
Date: 05/21/2010 11:49 AM
Subject: Downsview Secondary Plan - Report back to NYCC
Attachments: Downsview Sec Plan TW Report 2010 Mar 9.doc

Hi Colin,

Further to your request attached is Toronto Water's report back to NYCC for the summary report to the North York Community Council.

Also found below is Toronto Water and Development Engineering's joint response to:

1.c. "allow the City Plan Planning Division to:

i. include the impact of the proposed Humber River Regional Hospital Site Plan into the Parc Downsview Park Transportation Master Plan and Infrastructure Master Plan;"

The Humber River Regional Hospital site is part of the provincial lands at the southwest corner of Keele Street and Wilson Avenue being redeveloped as a provincial campus for a hospital, forensic sciences building, and other government office uses. This site is downstream of the Downsview Area Secondary Plan lands. The provincial site has no impact on the Downsview Area Secondary Plan. As with the Downsview Area Secondary Plan, the provincial site will undergo removal of existing infrastructure and replacement with updated servicing to be implemented in phases as the lands are developed. As with the Downsview Area Secondary Plan, in order to accommodate development, the provincial site will also be required to undertake improvements to the local sanitary sewer system up to the Trunk connection point and to provide for stormwater management in accordance with the City's Wet Weather Flow Management Report. Both sites will be required to submit ongoing site servicing and stormwater management reports to the satisfaction of the City as development proceeds – through zoning amendment, subdivision and /or site plan applications – to ensure that appropriate servicing infrastructure is provided to accommodate development.

Regards,

Patrick Cheung, P. Eng., Sr. Engineer
Policy and Program Development
Water Infrastructure Management, Toronto Water
Tel. (416) 392-7702
Fax (416) 338-2828

To: Colin Ramdial

From: Patrick Cheung

Date: May 21, 2010

Subject: **Downsview Secondary Plan – Report back to North York Community Council**

Please find below is Toronto Water’s report back on to North York Community Council as requested by the Committee at the North York Community Council Meeting of March 9, 2010, **Item NY32.50 point 2. h. “allow Toronto Water staff to report on sewer capacity to address area basement flooding”**.

“The existing basement flooding problems during extreme heavy storms on the outskirts of the Downsview Secondary Plan Area are due to the constraints in the local storm drain system and /or the local sanitary sewer system.

These basement flooding issues are addressed through work outlined in the staff report Work Plan for the Engineering Review Addressing Basement Flooding, approved by Council in April 2006. Further improvements to the situation are expected as development occurs because implementation of present day stormwater management practices will control flows to a smaller release rate.

The proposed Keele Trunk Sewer system, which includes the constructed Maryport Trunk Sewer, is primarily to accommodate the additional flows from future development. Presently the Maryport Trunk Sewer is able to accommodate an additional equivalent population of 45,000 in the Black Creek sewershed. The remaining sections of the proposed Keele Trunk sewer will need to implemented to provide additional capacity beyond the additional 45,000 equivalent population.”

Patrick Cheung, P. Eng.
Senior Engineer, Policy & Program Development
Water Infrastructure Management
Toronto Water

cc Michael D’Andrea, Director Water Infrastructure Management
Pat Chessie, Manager Sewer Asset Planning
Ted Bowering, Manager Storm Water Management
Lee Anne Jones, Manager Policy and Program Development

Attachment 2: Letter, dated April 20, 2010 from Toronto and Region Conservation Authority



April 20, 2010

CFN 41267

BY MAIL AND EMAIL

Sharon Hill
City Planning
North York Civic Centre
4100 Yonge Street
Toronto, ON M2N 5V7

Dear Ms. Hill:

**Re: Downsview Secondary Plan Update
City of Toronto (North York Community Council)**

Further to our letter of March 8, 2010, we understand that Community Council deferred the Park Downsview Park report to June 22nd and has asked staff to follow up on a number of issues. With respect to TRCA, the Community Council motion states:

"Liaise with Toronto and Region Conservation Authority regarding recommended addition to the proposed Downsview Secondary Plan in consideration for:

i. Section 3.7.1(a) - Natural Heritage – protecting, restoring and enhancing natural heritage features and functions within the Secondary Plan area and encouraging initiatives which would have the effect of improving the natural environment in adjacent valley corridors."

Please be advised that TRCA staff concur with the above recommended addition to the Secondary Plan and have no further concerns with the Secondary Plan as proposed.

We trust this is of assistance. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Heuchert'.

Steven Heuchert, MCIP, RPP, MRTPI
Manager, Development Planning and Regulation
Planning and Development
Extension 5311

cc. Tony Genco, PDP

F:\Home\Public\Development Services\City of Toronto\North York\pdp_5.doc

Member of Conservation Ontario

5 Shoreham Drive, Downsview, Ontario M3N 1S4 (416) 661-6600 FAX 661-6898 www.trca.on.ca



Attachment 3: Letter, dated May 19, 2010 from Toronto Transit Commission



May 19, 2010

Ms. Victoria Witkowski, Manager
Transportation Planning
Toronto City Planning, North York District
5100 Yonge Street
Toronto, ON M2N 5V7

Dear Ms. Witkowski:

**Re: North York Community Council March 9, 2010 Request
Feasibility of Designating Keele Street for Higher Order Transit
Density Levels Beyond 500 m Radii from Higher Order Transit line**

North York Community Council, when dealing with the Downsview Area Secondary Plan at its meeting of March 9, 2010, requested reports on two items as listed below. This letter outlines the TTC's perspective on these two issues.

1. Feasibility of Designating Keele Street for Higher Order Transit

The City's Official Plan designates the Spadina Subway Extension corridor and Jane Street as the two north-south "Higher Order Transit Corridors" in the area. The original selection of these corridors for designation was based on an assessment of the potential for the corridors to provide a good combination of rapid transit coverage, connectivity and redevelopment opportunities. The designation is supported by the more recent work undertaken for the Transit City Light Rail Plan which indicated that, from a passenger perspective and with the subway extension in place, Jane is the best north-south corridor in the area for a future LRT line. The TTC would not support Keele Street being an alternative to either of the two already designated north-south higher order transit corridors in the area.

2. Density Levels Beyond 500 m radii from Higher Order Transit line

The TTC and the Toronto York Spadina Subway Extension (TYSSE) Project are aware of the importance of high-density, mixed-use development near major transit facilities, as such development increases transit ridership for the TTC. We are also aware of the accepted planning principle that 500 metres or less is ideal walking distance for transit users, and this principle is cited in the Spadina Subway Extension Environmental Assessment. Further, 1,000 metres is within the catchment area for transit users who either walk or connect via bus service to a major transit facility, particularly a multi-modal facility such as Sheppard West, which also includes a GO Transit facility that will provide non-stop service to Union Station in Downtown Toronto.



1900 Yonge Street, Toronto, Canada M4S 1Z2
Telephone: 416-393-4000 Web Site: www.ttc.ca

We support City Planning's recommendations as part of the Downsview Area Secondary Plan Review to provide for high-density, transit-oriented development within 1,000 metres of the proposed Sheppard West TTC/GO Station, particularly given that it is a multi-modal transit facility that will be a very attractive option for commuters who choose to rely on transit as a primary mode of transportation. We understand that development potential directly adjacent to the Sheppard West Station is limited by airport height restrictions at this time. To support the tremendous public investment in the Sheppard West Station, we therefore agree with City Planning's recommendation that the remainder of the available development lands within 1,000 metres of the station should encourage transit ridership through high-density, pedestrian-oriented urban form.

Sincerely,



Joanna Kervin, P.Eng.
Deputy Chief Project Manager
Third Party, Planning and Property
Toronto-York Spadina Subway Extension

70-45-58
03-04-5711

Copy to: Colin Ramdial, Manager, Downsview Area Secondary Plan Review



Attachment 4: Letter, dated March 31, 2010 from Parc Downsview Park



Parc Downsview Park

March 31, 2010

Neil Cresswell, Manager
City Planning Division, North York District
North York Civic Centre, Ground Floor
5100 Yonge Street
Toronto, ON M2N 5V7

Tony Genco

President and CEO

Président et premier dirigeant

Parc Downsview Park Inc.
1-35 Carl Hall Road
Toronto, Ontario
M3K 2B6
Tel.: (416) 952-2223
Fax: (416) 952-2234

Parc Downsview Park Inc.
1-35, chemin Carl Hall
Toronto (Ontario)
M3K 2B6
Tél.: (416) 952-2223
Télééc.: (416) 952-2234

E-Mail: tgenco@downsviewpark.ca
<http://www.downsviewpark.ca>

Dear Mr. Cresswell:


**Re: Downsview Area Secondary Plan Review
North York Community Council Decision**

Further to the discussion at our meeting, thank you for your letter dated March 27, 2010, which attached a copy of North York Community Council's decision (the "NYCC Decision") arising from the March 9, 2010 public meeting for the Downsview Area Secondary Plan Review.

In general, the matters raised in the NYCC Decision have already been considered as part of the Downsview Area Secondary Plan Review, which took approximately two years. The deferral to allow consideration of these matters is extremely unfortunate and we look forward to the matter returning to North York Community Council for a decision on the merits as soon as possible.

The purpose of this letter is to provide a response from Parc Downsview Park Inc. ("PDPI") regarding certain aspects of the NYCC Decision.

- **Recommendation 1(b)** – Representatives of PDPI have already met with the local councillors of Wards 8, 9 and 10, as well as with Councillor Moscoe, on March 29, 2010. PDPI remains willing to meet with the local councillors to continue discussions.
- **Recommendation 1(f)** – PDPI considers sustainability to be of critical importance. Sustainability principles have been incorporated in previous PDPI's request for proposals and will continue to be incorporated in the future in accordance with its Sustainable Community Development Guidelines.
- **Recommendations 2(5) and 2(6)** – These matters are entirely unrelated to the planning issues considered as part of the Downsview Area Secondary Plan Review. From a planning perspective, it is inappropriate and beyond the City's jurisdiction to link the restrictive covenants to approval of implementing zoning for these lands.

Canada

- **Recommendation 2(7)** – PDPI remains willing to meet with all parties to discuss the matters contained within this recommendation. Please let us know when a meeting is organized by the City.

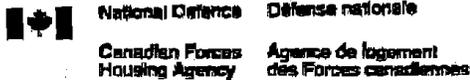
Please do not hesitate to contact us if you have any additional questions regarding the NYCC Decision.

Sincerely,
PARC DOWNSVIEW PARK INC.

A handwritten signature in blue ink, appearing to read 'Tony Genco', with a large, stylized flourish extending to the right.

Tony Genco
President and CEO

Attachment 5: Letter, dated April 26, 2010 from Department of National Defence



26 April 2010

Report to North York Community Council:

Re: Final Report - Downsview Area Secondary Plan Review (Ward 8–York West, Ward 9–York Centre, and Ward 10–York Centre meeting March 15, 2010) - Motion 1.g

The Department of National Defence (DND) residential accommodation project replaces the existing 290 military residential units located on three sites in Toronto with 225 modern, contemporary and sustainable residential units. The replacement units, a combination of apartment and townhouse units, will be developed on approximately 12.25 acres of land in the Stanley Greene Park neighbourhood, with all remaining residual military housing lands being transferred to Park Downsview Park Inc.

The residential accommodation will provide housing for Canadian Forces (CF) members. It is anticipated that the apartment units will house CF singles, CF couples and CF members arriving in Toronto for medical and rehabilitation programs. The townhouse units will provide ground oriented units for CF families. While many CF members are comfortable living outside military communities, there are a proportion of CF members who value and have a need for the benefits offered by a military community as many of these CF members and their families are required to move frequently and to unfamiliar locations.

The Canadian Forces Housing Agency, a special operating agency within DND responsible for the housing development plans has worked with Parc Downsview Park Inc. and the City of Toronto Planning staff to ensure the development plans conform to the overall intent of the Downsview Area Secondary Plan review and are compatible with surrounding land uses.

The replacement housing project would see the development of 120 townhouse units and 105 apartment units on the site. The apartment units would be located in two low rise apartment buildings (5-storey) at the north end of the 12.25 acre site. The 120 townhouses would be located on the remaining portion of the site. The site plan has been modified to reflect DND and the City of Toronto Planning staff comments. The site plan and project details have not been finalized as the housing project has not progressed to that stage.

Should you have any concerns or questions, please contact the undersigned at the Canadian Forces Housing Agency at 613-949-7167.

A handwritten signature in black ink, appearing to read 'D. Lattin', is written over a faint, larger version of the same signature.

Don Lattin
Urban Planner
Infrastructure and Technical Services
Canadian Forces Housing Agency

The wordmark logo for Canada, featuring the word 'Canada' in a stylized, serif font with a small crown over the 'a'.

Attachment 6: Letter, dated April 12, 2010 from Toronto District School Board



1 Civic Centre Court, Toronto, Ontario M9C 2B3 ☎ Tel: (416) 394-7526 Fax: (416) 394-3955

April 12, 2010

Mr. Colin Ramdial, Planner
Community Planning North District
North York Civic Centre
5100 Yonge Street
Toronto, ON M2N 5V7

Dear Mr. Ramdial:

Re: Downsview Secondary Plan

The following comments are provided, in view of Council's deferral to the June 22nd meeting, in considering approval of the secondary plan which will impact Downsview Secondary School.

The deferral was sought to allow an opportunity for a formal reply from the TDSB regarding the longterm prospects of the Downsview Secondary School site. To confirm, the school site will play a significant role in serving the educational needs of future residents in the emerging communities as envisioned in the secondary plan and any proposals for residential intensification in its vicinity, including the arterial corridors and major intersections.

The need for a secondary school is evident in any longterm planning strategy for this area north of Highway 401 where secondary school sites are few. In view of current low levels of enrolment, the future use of the site and the possibility of utilizing a portion of it to accommodate a road connection was raised by the City to serve the eventual transportation needs of the southwest portion of the secondary plan. However, a full exploration of options including land-swaps (if even feasible) were not pursued to address the objectives of the City and the School Board in this area. As such, the concept was deemed to have been premature. In this light, the introduction of a road connection in the secondary plan was neither supported nor resisted, and remains identified as a potential opportunity for further discussion.

It must be stated that any potential scenario would require Trustee support and Board approval. Opportunities would need to be explored when they arise in the realization of the implementation of the secondary plan over a multi-year horizon.

If you have any questions regarding this matter, please contact me at (416) 394-3944.

Sincerely yours,

L:\R05\DevelopmentApplications\2010\412 DownsviewSecPlan.doc\ms.3263

Page 1 of 2



1 Civic Centre Court, Toronto, Ontario M9C 2B8 ☎ Tel: (416) 394-7526 Fax: (416) 394-3955

A handwritten signature in black ink, appearing to read 'Mario Silva'.

Mario Silva, Land Use Planning Officer
Planning Division,
Strategy and Planning
Toronto District School Board

cc Andrew Gowdy, Manager of Planning, Department of Strategy and Planning
Daryl Sage, Director, Department of Strategy and Planning

Attachment 7: Letter, dated April 22, 2010 from Toronto Catholic District School Board



Sent By Fax: (416) 395-7155

April 22, 2010

Neil Cresswell
Manager
Community Planning – North York District
North York Civic Centre
5100 Yonge Street
North York, Ontario
M2N 5V7

Attention: Sharon Hill

Dear Neil Cresswell:

Re: Downsview Secondary Plan Review

This letter is in response to North York Community Council's decision on March 9, 2010 to defer consideration of the Downsview Secondary Plan Review final report to its meeting on June 22, 2010 and to allow the Toronto Catholic District School Board to comment on the potential closure of Madonna Catholic Secondary School.

This letter acknowledges discussions with City planning staff regarding the possibility of a road connection from the Downsview Secondary Plan area over the Madonna Catholic Secondary School site to Wilson Avenue. City staff was informed that a road connection over the Madonna school site was not acceptable at this time. However, if appropriately compensated, the Board would be prepared to consider an access road over the School site.

Current enrolment projections indicate a gradually declining enrolment over the next few years. According to the Board's Long Term Accommodation Plan, the recommendation is to relocate the School to central Etobicoke and dispose of the present site after it is declared surplus. The Long Term Accommodation Plan is presently under review and in the process of being updated. The City will be advised if the current recommendation regarding Madonna Catholic Secondary School is endorsed by the Board in an updated Plan.

Thank you for the opportunity to comment on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Angelo Sangiorgio".

Angelo Sangiorgio
Associate Director, Planning and Facilities

80 Sheppard Avenue East, Toronto, Ontario M2N 6E8 Tel. (416) 222-8282

Attachment 8: Memorandum, dated May 13, 2010 from Finance Division



Memorandum

Joe Farag
Director

Special Projects
City Hall
100 Queen Street West
7th Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: 416 392-8108
Fax: 416 397-4465
jfarag@toronto.ca
www.toronto.ca

Date: May 13, 2010

To: **Tom Keefe**
Director, Planning – North York District

Copy: **Colin Ramdial, A/Manager, City Planning Implementation Team**
Karyn Spiegelman, Senior Financial Analyst

From: **Joe Farag**
Director, Special Projects

Subject: **Funding for Transportation Improvements at Downsview**

At its meeting of March 9, 2010, the North York Community Council deferred consideration of #32.50, entitled "Final Report – Downsview Area Secondary Plan Review", directing staff to report back on a number of issues, including the following:

"4. City Finance staff being directed to report on the possible funding of the required transportation improvements shown on Maps 7-4, 7-5 and 7-6 through a special levy on development within the Downsview Secondary Plan area."

This memorandum has been prepared in response to this issue.

Transportation Infrastructure Funding:

The recommendations of the above-noted Report #32.50 include approval of the Transportation Master Plan (TMP), which identifies, on a preliminary basis, potential short and long term transportation infrastructure requirements for Downsview. Table 8 of the TMP provides a preliminary cost estimate relating to recommended major road improvements totalling \$99 million (2009 dollars).

The TMP notes that the City will approve a funding strategy for required infrastructure (i.e. for the portion that the City might be responsible for funding) following approval of the TMP itself. However, as the environmental assessment process and detailed design for the proposed transportation improvements have yet to be completed, Transportation Planning and Transportation staff have yet to establish priorities, timing, and undertake detailed costing for these improvements. Following completion of this process, the projects and potential funding requirements would be considered in the City's capital budget and 10-year capital plan.

While the strategies remain under development, it should be noted that the City normally funds approved infrastructure improvements for which it has responsibility, including those required for the

City's transportation network, through a variety of funding sources, including reserves, reserve funds, development charges, and traditional debt issuance.

Development Charges (DCs): City-Wide versus Area-Specific Approaches:

The issue of whether or not to impose a special levy within Downsview relates to the fundamental policy question of whether the City ought to recover development-related capital costs on a localized (e.g. area-specific) basis, or on a uniform city-wide basis.

The City, in its 1999, 2004 and 2009 DC bylaws, as with most municipalities in Ontario, has taken a uniform, city-wide approach to DCs. The advantages and disadvantages of city-wide versus area-specific approaches were discussed in detail in the staff reports leading up to the adoption of the aforementioned by-laws.

At its meeting of February 23, 24, and 25, 2009, in adopting the recommendations of report EX 29.8, Council adopted the 2009 DC by-law that continued the imposition of city-wide DCs.

<http://www.toronto.ca/legdocs/mmis/2009/ex/reports/2009-02-02-ex29-cr.pdf>

The underlying report gave careful consideration as to whether or not a City-wide DC by-law should apply, including the following rationale:

- Many services (including transportation services) are provided on a city-wide basis and are best funded on that basis.
- Area-specific charges could lead to a complicated patchwork of charges over time and may, in some areas, be so high as to discourage new development.
- Uniform city-wide charges increase the City's flexibility to fund new works from a consolidated, city-wide DC reserve fund.
- In a mature urban area, area-specific DCs are uncommon because growth in a central area triggers need for significant services throughout the municipality.
- The calculation and updating of area-specific charges in a mature urban area, such as Toronto, is difficult and contentious with respect to boundaries, cost shares, and updates following changes in development approvals or servicing needs.
- Most municipalities in Ontario have adopted uniform municipal-wide charges.
- A city-wide DC is consistent with other City policies, which implicitly recognize that charges, levies and user fees ought to be uniformly applied (e.g. policies relating to harmonized tax rates, water rates, hydro rates, service levels, etc.).

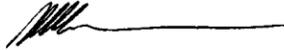
Consistent with existing City policies, transportation services are provided by the City as an interconnected, municipal-wide transportation network, including the proposed transportation improvements within Downsview. NYCC Report #32.50 notes that the analysis of transportation needs for Downsview includes "forecasts of traffic generated for the Study Area road network accounting for planned growth within the entire City of Toronto and surrounding regions."

Conclusion:

Once the TMP for the Downsview Area is approved, and the environmental assessment process and detailed design are completed, transportation infrastructure priorities (i.e. within Downsview) would be established, and project timing and costs would be confirmed. Following this, the recommended infrastructure would be considered in the City's 10 year capital plan, and capital budget process,

having regard to affordability and competing priorities, along with a recommended funding strategy that would likely include the use of DCs.

City Finance staff strongly recommend the continuation of a city-wide approach to funding the required transportation improvements proposed for Downsview, for reasons outlined in this memo.



Joe Farag