

Update Downsview Study and 123 Garratt Boulevard and 70 Canuck Avenue - Official Plan Amendment Application – Status Report

Date: May 13, 2022

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Ward: 6 - York Centre

Planning Application Numbers: 21 225717 NNY 06 OZ (Canada Lands Company Ltd. and Northcrest Developments Official Plan Amendment) and 21 166685 NPS 00 OZ (Update Downsview Study)

SUMMARY

This report provides a status update on the Update Downsview Study, a two-year inter-divisional and inter-agency project led by City Planning to update the in-force Downsview Area Secondary Plan. This report also provides an update on the review of the Official Plan Amendment application submitted by Canada Lands Company Ltd. and Northcrest Developments for the lands at 123 Garratt Boulevard and 70 Canuck Avenue, which includes the Bombardier Downsview Airport. The relevant boundaries are shown in Attachment 1: Update Downsview Context Map.

The Update Downsview Study ("Study") was initiated by the City in September 2021 following Bombardier's announced departure from the Downsview Airport by 2023, and the March 2021 approval of Site and Area Specific Policy ("SASP") 596. SASP 596 sets out conditions and requirements for the Secondary Plan review including a minimum amount of non-residential uses, the provision of affordable housing, and a number of other studies and analysis that must be undertaken through this Study.

To fulfill these requirements, the Study will deliver an updated Secondary Plan, and area-specific zoning by-law, revised and/or new Urban Design Guidelines, a Master Environmental Servicing Plan (including a Transportation Master Plan) and a Community Development Plan.

The anticipated decommissioning of the Bombardier airfield and the impact of that closure on the rest of the Secondary Plan Area presents a generational and transformative opportunity to reconsider the potential of a large (560 hectares) and strategically located site, and to implement innovative ways of addressing existing City challenges and opportunities. To this end, this report sets out 17 Emerging Directions which are intended to support the establishment of liveable, complete, resilient and

transit-oriented neighbourhoods by prioritizing equity and reconciliation, climate action, health and wellbeing. The Emerging Directions will guide and inform the preparation of the Update Downsview Study deliverables, including an updated vision and policy framework, as well as inform the review of the Official Plan Amendment application. The Emerging Directions are:

1. Promote processes and outcomes that centre on equity and inclusion
2. Define a new Secondary Plan boundary
3. Improve physical connections throughout the Secondary Plan Area and to the surrounding City
4. Prioritize robust transit and active transportation networks
5. Improve connectivity through the provision of additional rail crossings
6. Build an extensive public, complete street network
7. Prioritize the delivery of a dedicated north-south active transportation corridor
8. Achieve transit-supportive densities
9. Create a complete community in every phase of development
10. Maximize affordable housing opportunities
11. Preserve the uses of the TTC Wilson Yard and the lands used by the Department of National Defense
12. Achieve a net-zero emissions community and support climate resilience
13. Expand and enhance the natural environment and its ecological integrity
14. Secure an equitably distributed range of parks and open spaces
15. Create a central public space on and adjacent to the runway
16. Foster inclusive and diverse engagement opportunities
17. Establish Downsview as a hub for arts and culture

The lands subject to the Official Plan Amendment Application ("Application") (210 hectares), are located wholly within the existing Secondary Plan boundary. As a result, the Study is being undertaken concurrently with the review of the application to ensure the coordinated development of a new planning framework for the area.

The Application proposes to permit the development of a series of mixed-use, complete, and connected neighbourhoods to support 83,500 residents and 41,500 jobs by 2051. The Application identifies 10 districts where more detailed planning processes (e.g., District Plans, Zoning By-laws, and Plans of Subdivision) would occur sequentially over the next 30 years.

The City Planning Division is working closely with Canada Lands Company and Northcrest Developments to ensure revisions and refinements to the Application align with the vision and Emerging Directions of the Update Downsview Study.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Planning and Housing Committee endorse the Emerging Directions for the Update Downsview Study in Attachment 2 to the report dated May 13, 2022 from the Chief

Planner and Executive Director, City Planning as the basis for consultation and engagement.

2. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to consider the Emerging Directions of the Update Downsview Study in Attachment 2 to the report dated May 13, 2022 from the Chief Planner and Executive Director, City Planning in the review of the Official Plan Amendment application submitted by Canada Lands Company and Northcrest Developments, and any proposed District Plans and development applications within the revised Secondary Plan Area.

3. Planning and Housing Committee endorse the draft revised Downsview Area Secondary Plan boundary, as found in Attachment 1, to the report dated May 13, 2022 from the Chief Planner and Executive Director, City Planning as the basis for consultation and engagement.

4. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to continue to advance the Update Downsview Study concurrently with the review of the Official Plan Amendment application submitted by Canada Lands Company and Northcrest Developments and any proposed District Plans, development applications, and/or aligned initiatives within the Secondary Plan Area.

5. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to bring forward a draft Secondary Plan and draft Zoning By-law in the first quarter of 2023.

6. Planning and Housing Committee request the Executive Director, Social Development, Finance and Administration in consultation with the General Manager, Economic Development and Culture, the Chief Planner and Executive Director, City Planning, and the heads of other involved divisions, to bring forward a framework for a Community Development Plan in the first quarter of 2023, in the same Council cycle as the draft Secondary Plan and draft Zoning By-law.

7. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning, the Chief Engineer and Executive Director, Engineering and Construction Services, the General Manager, Transportation Services, and the General Manager, Toronto Water to bring forward a draft Master Environmental Servicing Plan in the first quarter of 2023 in the same Council cycle as the draft Secondary Plan and draft Zoning By-law.

8. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to expand the review of the conversion request at 695 Wilson Avenue and 90 and 100 Billy Bishop Way (Group 3 - Number 097) by adding the adjacent and nearby properties located at 151 Billy Bishop Way and 3501 Dufferin Street; 600 and 608 Wilson Avenue and 3673 to 3695 Dufferin Street; and 75 to 81 Billy Bishop Way for consideration of a redesignation from Core Employment Areas to Regeneration Areas as part of the Municipal Comprehensive Review.

9. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to review the Core Employment Areas designation located at the northwest corner of Home Road and Ancaster Road for consideration of a redesignation from Core Employment Areas to Regeneration Areas as part of the Municipal Comprehensive Review.

EQUITY STATEMENT

The Official Plan provides a vision for the City grounded in principles that aim to achieve a successful and healthy future for Toronto. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable.

The Update Downsview Study ("Study") will consider the potential impacts of the revised Secondary Plan on equity-deserving groups and vulnerable residents of Toronto. The Study's Emerging Directions advance the Study's scope to ensure the development of a comprehensive planning framework. The Emerging Directions and recommended planning framework will support the creation of a complete community for people in all stages of the life cycle through the integration of a range and mix of uses that provide equitable access to housing, community services and facilities, parkland, green infrastructure, and transit.

The Study deliverables will help guide anticipated growth and density through an equity lens, and will also be reflective of the individuals and communities who are disproportionately at risk of experiencing the negative effects of COVID-19, such as Indigenous, Black, and equity-deserving communities including racialized populations and low-income communities. The Study deliverables will help create a planning framework that ensures that Indigenous, Black and equity deserving communities from adjacent areas benefit from the new mixed used community. Further, the Study will contribute to the City's goal of achieving prosperity through policies such as the Reconciliation Action Plan, Confronting Anti-Black Racism Action Plan, Poverty Reduction Strategy, Community Benefits Framework and the Toronto Strong Neighbourhoods Strategy and ultimately directions that promote equity and reconciliation, climate action, health and wellbeing.

The Study has and will continue to provide opportunities for engagement with community members and stakeholders through various approaches, including meetings, workshops, and surveys. Consultation and engagement will occur throughout the Study and will integrate input received from Indigenous, Black, and equity-deserving communities including racialized populations and low-income communities. The Study's Community Development Plan ("CDP") will further support inclusive and diverse engagement processes that emphasis the participation of groups historically underrepresented in planning consultation and engagement initiatives.

Implementation of the Study's policies, particularly those set out in the CDP, will also explore partnership opportunities for community benefits and economic development, including local hiring and job creation. Community benefits initiatives aim to create inclusive workforce development and other economic opportunities for Indigenous,

Black and equity-deserving communities including women, persons with low income, immigrants, refugees, 2SLGBTQIA+, persons with disabilities, racialized communities, and vulnerable youth. Opportunities created through community benefits initiatives may include local and social hiring for training and employment, and social procurement for local businesses and diverse suppliers. The implementation of the Study's policies will also give attention to the impacts of gentrification and displacement on Black communities - as well as Indigenous and equity-deserving communities - and support the identification of new and existing partnerships, policy levers, and supports to ensure that Indigenous, Black, and equity-deserving groups are able to grow in place.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year. It is anticipated that the Study will have a future financial impact, which will be outlined in a subsequent report.

Achieving the proposed vision for the Secondary Plan will occur over a long-term planning horizon, with the lands planned to be built out over approximately 30 years. The lands will be developed through the orderly, coordinated, sustainable, and logical advancement of phases that each effectively manage growth and achieve the principles of a complete community. The endorsed Emerging Directions will guide the anticipated phasing of proposed development to ensure the efficient integration and equitable distribution of transit, housing, employment, retail, parks and open spaces, hard and soft infrastructure and community services.

Throughout the course of the Study, an implementation and phasing strategy will be developed to support anticipated development in the Secondary Plan. Significant investment in municipal infrastructure and community services and facilities is required to accommodate future development and support the requirements set out in the Study deliverables. Specific investment will be identified in the final implementation and phasing strategy.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications.

REPORT OUTLINE

This report provides a status update on both the Study and the Application made by Canada Lands and Northcrest Developments. Based on early analysis, public consultation and a review of the Application, a set of Emerging Directions has been developed that will form the basis for the work going forward and will be reflected in the Study deliverables. This report is structured as follows:

- Decision History
- Study Area and Context

- Policy Context
- Development Applications and Aligned Initiatives
- Public and Stakeholder Consultation
- Population Estimates and MTSA and PMTSA Targets
- Update Downsview Study Overview
- Emerging Directions
- OPA Application Overview
- Coordination between the Study and the OPA Application
- Next Steps

DECISION HISTORY

In-Force Downsview Area Secondary Plan, as Amended (2011)

The Secondary Plan was originally approved in 1999 and was subsequently reviewed and amended in 2011 to include Downsview Park, introduce a greater range of permitted uses, and permit more intensive land uses within close proximity to Sheppard West station. The street network, land uses, and permitted heights and densities all assumed the continued presence of the Downsview Airport and Bombardier Aerospace Campus. The Secondary Plan can be accessed at this link:

<https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>

Infrastructure Master Plan Report (2010) and the Downsview Major Roads Municipal Class Environmental Assessment Environmental Study Report (2018)

An Infrastructure Master Plan Report ("IMPR") was prepared in 2010 by AECOM as part of the 2011 amendment to the Secondary Plan. It included the Recommended Servicing Plans for water, wastewater and storm water.

<https://www.toronto.ca/legdocs/mmis/2011/ny/bgrd/backgroundfile-36891.pdf>

The IMPR was followed by the Phase One and Two Municipal Class Environmental Assessment undertaken in April 2018 by AECOM in order to identify critical transportation infrastructure improvements and requirements.

<https://www.toronto.ca/wp-content/uploads/2018/07/900e-DAMR-ESR-web.pdf>

Both of these documents assumed the continued operation of the Bombardier Aerospace facilities.

Inclusion of Properties on the Heritage Register

On July 8, 2014, City Council adopted a staff report recommending the listing of 10 buildings or building complexes at 1133-1377 Sheppard Avenue West (Parc Downsview Park).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY33.9>

Appeal to Official Plan Amendment No. 231 (OPA 231)

In December 2013, City Council adopted OPA 231 with respect to the economic health policies and the policies, designations and mapping for *Employment Areas* in the Official Plan, following the Five-Year Official Plan and Municipal Comprehensive Reviews for employment lands. In July 2014, the Minister of Municipal Affairs and Housing approved the majority of OPA 231 with limited modifications. The City's decision can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

In July 2014, Canada Lands Company and Parc Downsview Park Inc. filed an appeal to OPA 231 to the Ontario Municipal Board (now Ontario Land Tribunal, or "OLT") regarding the lands designated *Core Employment Areas* within the Secondary Plan. In March 2021, following Bombardier's announcement of their plans to relocate their operations in 2023, the OLT approved a settlement between the City of Toronto and Canada Lands Company Ltd. to resolve the appeal to OPA 231. The outcome of the settlement was a redesignation of the Application Area ("OPA Lands") from *Core Employment Areas* to *Regeneration Areas* and *General Employment Areas*, and the introduction of SASP 596 which requires, among other matters, an update to the 2011 Secondary Plan.

The City's February 2021 decision on the OPA 231 appeal of the Subject Lands can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.CC28.10>

STUDY AREA AND CONTEXT

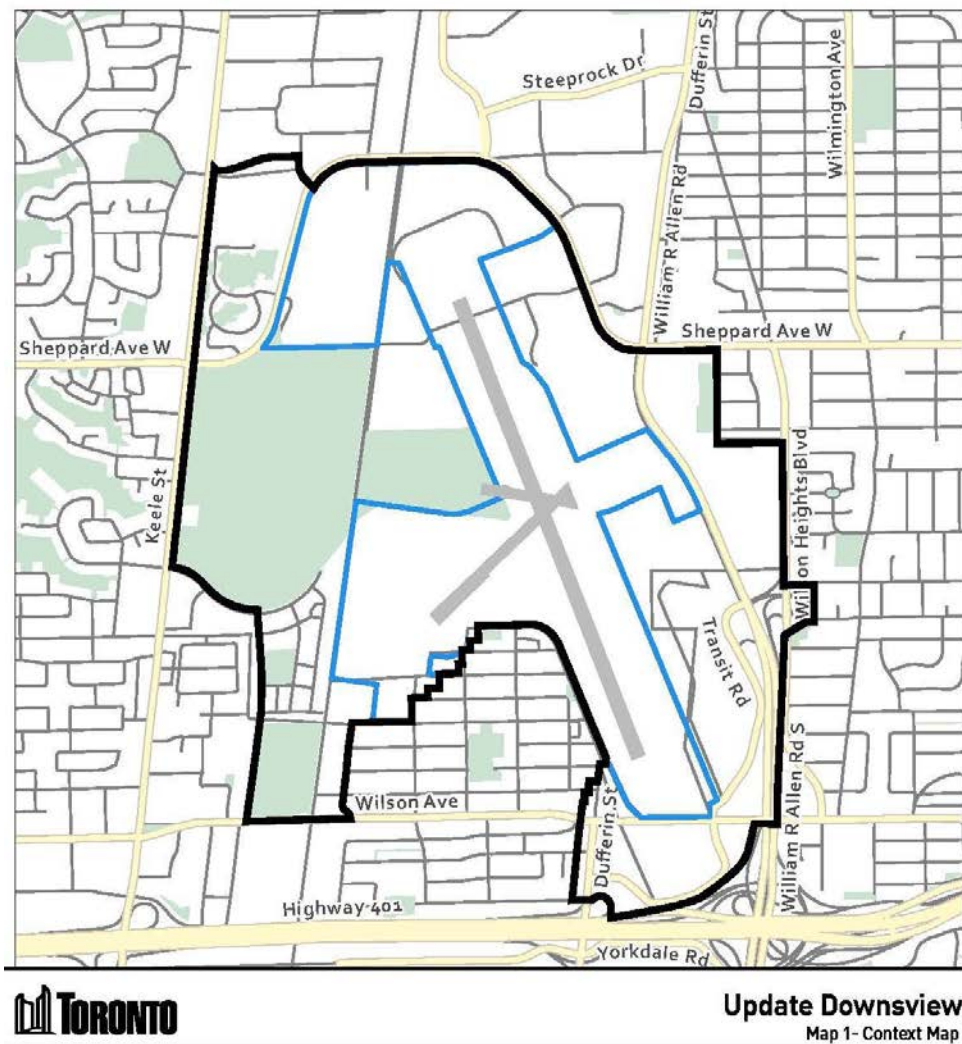
The Secondary Plan Area is generally bounded by Sheppard Avenue West to the north, Wilson Heights Boulevard to the east, Wilson Avenue to the south, and Keele Street to the west. The city-initiated Study includes a review of the broader community surrounding the Secondary Plan Area, generally bounded by Finch Avenue West to the north, Bathurst Street to the east, Highway 401 to the south, and the Black Creek ravine system to the west ("Study Area"). The Study Area's heritage is linked to the land as the traditional territory of First Nations, and to the European colonization and settlement of the area as an agricultural community. Most recently, the Study Area has been dramatically shaped by its significant links to the aviation and military history of Canada.

The Study Area is bisected by the Humber River and Don River Watersheds, with tributaries of the Humber River (Black Creek) and Don River (West Don) to the west and east of the Study Area, respectively. The Study Area is generally characterized by low-density residential neighbourhoods surrounding the Secondary Plan Area, with *Mixed Use Areas* and *Apartment Neighbourhoods* designations along the Sheppard Avenue West, Wilson Avenue, Keele Street and Bathurst Street corridors. A large Provincially Significant Employment Area is located immediately north of the Secondary Plan Area between Keele Street and Dufferin Street, extending north from Sheppard Avenue to Steeles Avenue. A range of employment uses, including heavy industrial uses and fuel storage facilities, are located within the *Employment Area*.

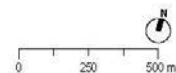
The majority of the Secondary Plan is located within two of the City's social planning neighbourhoods, York University Heights and Downsview (recently subdivided from the Downsview-Roding-CFB). The neighbourhoods have been identified through the Toronto Strong Neighbourhoods Strategy 2020 as Neighbourhood Improvement Areas, designated for investments in the social, health, economic and physical infrastructure due to historic and structural inequities.

The current Secondary Plan Area is approximately 560 hectares and the OPA Lands are approximately 210 hectares of the total Secondary Plan Area. Attachment 1 shows the Study Area boundary, the current Secondary Plan boundary, the draft revised Secondary Plan Area for consultation, and the OPA Lands. Further details on the proposed boundary changes are outlined in the Emerging Direction sections below.

Figure 1: Update Downsview Map 1 - Context Map



- Draft Revised Secondary Plan Boundary
- OPA Lands
- Parks and Open Spaces



Existing uses and destinations in the Secondary Plan Area include:

- The Downsview Airport, including a 2.1 kilometre long, 60 metre wide runway that has existed since the 1920s, currently used by Bombardier for aircraft testing;
- Downsview Park, a 118 hectare park managed by Parc Downsview Park (a subsidiary company of Canada Lands Company), is located between Keele Street and the Barrie rail corridor, north of Downsview Park Boulevard and the Stanley Greene neighbourhood;
- The Park Commons, a range of recreational and institutional facilities managed by Parc Downsview Park that provide space for the Hangar Sport and Events Centre, Scotiabank Pond Arena, training facilities for the Toronto Football Club, and the Centennial College Bombardier Centre for Aerospace Aviation, located within the reused military and aviation buildings east of Downsview Park;
- The William Baker Woodlot, an identified natural heritage feature within the proposed William Baker District, located immediately north of Downsview Park;
- The Department of National Defence ("DND") lands, comprised of the Defence Research and Development Canada facility, the Denison Armoury, and the Toronto Military Family Resource Centre, located west of Allen Road and Sheppard Avenue West;
- Wilson Yard, a 24 hectare Toronto Transit Commission ("TTC") subway and bus maintenance facility and garage, located immediately west of Allen Road, north of Wilson Avenue;
- A Bombardier manufacturing facility that is approximately 158,000 square metres in size and includes offices, hangars, and ancillary structures which are used for airplane assembly;
- Three TTC subway stations (Wilson Station, Sheppard West Station, and Downsview Park Station) and the Downsview Park GO Station, which is on the Barrie GO Transit rail line; and
- The 81,000 square metre, single-storey Supply Depot, a former military warehouse that is currently occupied by commercial and light industrial uses including the Downsview Park Film Studio and Merchants Market, located at 40 Carl Hall Road, west of the GO Transit rail corridor and south Downsview Park Station.

POLICY CONTEXT

Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ("PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, promoting development and land use patterns that conserve biodiversity and significant built heritage resources and heritage landscapes, and preparing for the regional and local impacts of a changing climate. The provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic and social factors in land use planning.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS. The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan (2020)) came into effect on August 28, 2020. The Growth Plan (2020) continues to provide a strategic framework for managing growth, the conservation of cultural heritage resources, and environmental protection including integrating climate change considerations and planning for more resilient communities and incorporating approaches to reduce greenhouse gas emissions and address climate adaptation. These range from requirements for storm water planning to address impacts of extreme weather and incorporate green infrastructure and low impact, to protecting natural heritage and water resource systems, to promoting policies that reduce greenhouse gas emissions and build resilience. The Growth Plan (2020) also establishes policies that require implementation through a Municipal Comprehensive Review ("MCR"), which is a requirement pursuant to Section 26 of the *Planning Act*.

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2020) take precedence over

the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act*, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020).

Ontario Heritage Act

The Ontario Heritage Act (OHA) is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the OHA, or designation of districts under Part V of the OHA. Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act.

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas ("MTSAs") along priority transit corridors or subway lines. MTSAs are generally defined as the area within 500 to 800 metre radius of a transit station, representing an approximate 10-minute walk.

The Growth Plan (2020) requires that the City update its Official Plan to individually delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities as part of the current Municipal Comprehensive Review ("MCR"). Subway stations, including Downsview Park, Sheppard West, and Wilson subway stations located within the Secondary Plan Area, are prescribed a minimum density target of 200 residents and jobs per hectare. The MTSA delineations and draft OPA's for the Downsview Park, Sheppard West and Wilson stations can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH32.7>

Protected Major Transit Station Areas ("PMTSAs") will become a subset of the 180+ MTSAs in the City of Toronto in accordance with Section 16(15) of the *Planning Act*. PMTSAs will allow for Inclusionary Zoning to secure affordable housing as part of future development applications, in accordance with the Inclusionary Zoning policy framework of the Official Plan. The Study will delineate PMTSA's, and secure the required minimum densities for each, for the Downsview Park, Sheppard West, and Wilson subway stations, and the Downsview GO Transit station.

Inclusionary Zoning

Provincial legislation permits the City to implement an Inclusionary Zoning policy framework in order to secure affordable housing through new development. The implementation of Inclusionary Zoning is limited to PMTSAs (or where a Development Permit System by-law is in place) under Section 16(5) of the *Planning Act*. The identification and delineation of PMTSAs in areas of high growth and strong market conditions, including the Secondary Plan Area, has been identified as a priority

component of the City's Growth Plan Conformity Exercise. An Official Plan amendment delineating the PMTSAs and associated policies will be developed for the three subway stations that service the Secondary Plan Area through the Study.

On November 12, 2021, City Council adopted Inclusionary Zoning Official Plan policies and a Zoning By-law. The Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH28.1>

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act*. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. The Toronto Official Plan can be accessed at this link:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The Secondary Plan Area includes lands identified as *Employment Areas, Avenues, and Green Space System* on Map 2, Urban Structure, and *Regeneration Areas, Core Employment Areas, General Employment Areas, Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, Parks, and Natural Areas* on Map 16, Land Use Plan of the Official Plan. See Attachment 3: Land Use Map.

There are numerous Official Plan policies that are applicable to the Study and Application. An overview of relevant Official Plan policies is appended to this report as Attachment 4.

In-force Downsview Area Secondary Plan (2011)

The in-force Downsview Area Secondary Plan provides a land use and development framework for the area, planning for new residential and employment areas built around Downsview Park, with a potential of up to 42,000 new residents and workers. The Secondary Plan outlines a vision and goals for the future development of the area, and sets out an urban structure of seven Districts surrounding the existing runway lands and a multi-modal transportation system.

To support this vision, the Secondary Plan outlines policies addressing elements such as the public realm, built form, housing (including affordable housing), community services and facilities, the natural environment and implementation (including District Plan requirements). The Secondary Plan also includes five land use designations as well as density and height policies.

The in-force Secondary Plan reflects the assumption that the Bombardier operations, including associated height restrictions, would remain in place for the foreseeable future. This impacted a number of elements such as height and density, and the

transportation network. Through the Study, the policies of the in-force Secondary Plan will be reviewed in detail, and those that continue to be relevant and appropriate given the new context and vision for the area will be brought forward and integrated in the updated Secondary Plan. The in-force Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>

Site and Area Specific Policy 596

SASP 596 establishes the base policy parameters for updating the Secondary Plan to reflect the changing context of the area. Policy 6 of the SASP requires the preparation of a Land Use Plan that will:

- support the development of complete communities;
- support the economic function of the lands by providing a broad range of employment uses;
- strategically locate uses to phase development, animate the public realm and support transit-oriented densities; and
- provide an integrated and expanded public open space network.

In addition, the SASP sets out requirements for non-residential floor area to ensure that the lands identified in the SASP continue to serve a major employment function. Policies 7 to 10 require a minimum total of 1.114 million square metres (approximately 12 million square feet) of non-residential gross floor area to be achieved on the OPA Lands and certain adjacent lands owned by the Applicants within the Secondary Plan Area, and requires phasing to ensure that non-residential development keeps pace with the introduction of new residential uses.

The SASP also includes policies related to the development of a Public Realm Plan (which may form a section of the Secondary Plan), which must identify parks and open spaces, active transportation corridors, new and existing major streets, key community infrastructure, heritage buildings and cultural heritage assets, while also considering relationships, transitions and connections to existing adjacent established neighbourhoods.

Further policies include requirements related to minimum affordable housing; meeting the highest levels of the Toronto Green Standard; and appropriate planning and phasing of community services and facilities, transportation and servicing infrastructure.

An important element of the updated Secondary Plan will be phasing and implementation. Policy 29 of the SASP states that prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Phasing Strategy and Implementation Plan will be developed and approved as part of a revised Secondary Plan to ensure the orderly development of a mix of uses. The Phasing Strategy and Implementation Plan may include the use of holding provisions to provide for the orderly sequencing of development in phases, including the provision of infrastructure and services.

SASP 596 can be found here:

<https://www.toronto.ca/legdocs/mmis/2021/cc/bgrd/backgroundfile-162903.pdf>

Zoning By-laws

The majority of the undeveloped Secondary Plan Area includes lands zoned "A (Airport Hazard Area)", "M2 (Industrial Zone Two)", "R4 (One-Family Detached Dwelling Fourth Density Zone)" and "C1 (General Commercial Zones)" in former North York Zoning By-law No. 7625 (See Attachment 5).

The Airport Hazard Area zoning states that no person shall use, or cause or permit the use of any land, building or structure, or cause or permit a building or structure to be erected in an Airport Hazard Area Zone.

The "M2 (Industrial Zone Two)" zoning permits a wide variety of industrial uses including but not limited to college, communications and broadcasting, community centre, financial institution, health science research laboratory, hotel, manufacturing, place of worship, public library, warehouse and works yard. These uses are subject to specific development standards that are outlined in the North York Zoning By-law.

The "R4 (Detached Dwelling Fourth Density Zone) permits residential dwellings, home occupations, recreational uses such as parks and community centres, institutional uses and accessory uses. These uses are subject to specific development standards that are outlined in the North York Zoning By-law.

The "C1 (General Commercial Zones)" permits residential uses, dwellings in commercial buildings, institutional uses, commercial uses such as restaurants, retail stores, personal service shops, banks, business and professional uses, hotels, theatres, fitness centres, and professional medical uses. These uses are also subject to specific development standards that are outlined in the North York Zoning By-law.

The maximum permitted height is governed by the height limit identified on the Airport Hazard Map - Schedule "D" to former North York Zoning By-law No. 7625. The subject lands are not subject to City of Toronto Zoning By-law No. 569-2013.

District Plans

The 2011 Secondary Plan requires the completion of District Plans prior to any development proceeding in a district. The purpose of the District Plans is to outline development principles and guidelines at a finer level of detail to guide the future development of each district. District Plans establish more detailed information on key elements of the district, including land use, built form, blocks and structure plan, the delivery of affordable housing, and the massing and treatment of the public realm and parks and open spaces. The District Plans that are currently in the planning process are listed in Attachment 6.

Design Guidelines

The Downsview Urban Design Guidelines apply to the same area as the 2011 Secondary Plan. They will be reviewed and updated as part of the Study. There are also approved district-level Urban Design Guidelines for the Allen East District and the Stanley Greene District which will remain applicable to those specific areas. In addition, the following City-wide design guidelines will be used in evaluation of the application, where appropriate, and as a reference for the preparation of the updated Downsview Urban Design Guidelines:

- Building Types: Tall Buildings, Mid-Rise Buildings, and Townhouse & Low-Rise Apartments, Retail Design Manual;
- Streetscape & Public Space: Complete Streets, Streetscape Manual, Bicycle Parking Facilities, and Privately-Owned Publicly Accessible Spaces (POPS);
- Environmental: Bird Friendly Guidelines; and
- Healthy Communities: Growing Up: Planning for Children in New Vertical Communities, Pet Friendly Design Guidelines and Toronto Accessibility Design Guidelines.

DEVELOPMENT APPLICATIONS AND ALIGNED INITIATIVES

There are a number of initiatives and applications that will inform the Study process. Given the size of the Study Area and the various development applications and initiatives within it, the Study will ensure coordination with aligned work being carried out and reviewed by City staff. Aligned initiatives that are within the Secondary Plan Area include:

- Film Studio application (10 Hanover Road)
- 1377 Sheppard Avenue West
- William Baker District
- Allen East District Plan
- Dufferin-Wilson Area Site and Area Specific Policy
- Northcrest 1st District
- Downsview Community Recreation Centre
- Finch West Goods Movement Plan

As the Study advances, consultation activities will be coordinated wherever possible to reduce the number of meetings required and ensure that communications regarding the Study, the Application, other active development applications and aligned initiatives are presented in a coordinated manner. Details on each of these aligned initiatives can be found at Attachment 6.

A complete list and map of active development applications within and adjacent to the Secondary Plan Area can be found at Attachment 7 and Attachment 8. These applications will inform the overall Study and involve ongoing coordination between City staff, developers, agencies and stakeholders to ensure the achievement of cohesive transit-oriented, complete communities.

PUBLIC AND STAKEHOLDER CONSULTATION

The City-led Public Launch Event was held on January 25, 2022, and consisted of two, identical, virtual community meetings. A total of 53,000 notices were mailed to addresses surrounding the Downsview area and City Planning social media accounts (i.e. Twitter, Facebook and Instagram) were used to promote awareness of the Study webpage, survey and Public Launch Event. The purpose of the meetings was to publicly launch the Study, introduce the Study scope and schedule, present the site-specific Application and seek public feedback through a question and answer period. The virtual Public Launch Event sessions were collectively attended by approximately 250 participants including City staff, the Applicants and the local Councillor. After the meeting, City Planning staff engaged an ArtWorks TO alumni artist to create a short animated video which outlined the feedback heard during the sessions. Comments received from the public on both the Study and the Application through the City-led process can be found in Attachment 9.

Prior to the community meetings, a series of information boards were posted on the Study webpage to provide an introduction and background to the Study, outline the Study timeline, as well as describe the existing context and conditions within the Study Area. The information boards provide additional context on the Study's six core themes: Mobility; Infrastructure, Energy and Environment; Parks and Open Spaces; Built Form and Land Use; Community Services and Facilities; and Community Benefits and Economic Development.

In addition, an online survey was made available from January 25 to March 2, 2022. It received approximately 189 responses. Key themes from the online survey results include:

- the desire for a mix of uses in the Downsview area, such as a range of housing options including affordable housing, local shopping, entertainment, schools and employment;
- parks and open spaces should play a key role in the future of the area, with a focus on green/natural spaces, trees and trails; and
- promoting walking, cycling and transit should be the priority for the future of Downsview, with a focus on connectivity within the site, to the surrounding neighbourhoods, and regionally.

A summary of the online survey results are in Attachment 10.

The information boards, consolidated meeting summary, short animated video, and City and Applicants presentations can be found on the Update Downsview Study webpage: www.toronto.ca/UpdateDownsview.

In addition to City-led public consultation, the Applicants established "id8 Downsview", the formal public consultation process for their Application. Three rounds of consultation were held between Spring 2020 and Fall 2021, which introduced the forthcoming OPA, gathered input about the community's values and challenges, and shared and sought feedback to inform the proposed draft Framework Plan. City staff have reviewed

feedback received through the id8 Downsview process and will continue to engage with the Applicants as well as coordinate joint public consultation processes when necessary.

The Applicants have established a Community Resource Group ("CRG") to engage with throughout the Application process and beyond. The CRG includes individuals that represent a range of organizations, community groups and interests. City staff have presented to the CRG and will coordinate future engagement to obtain feedback throughout the Study process.

City staff have begun and will continue to engage with Indigenous groups and rights holders, as well as build upon the foundational engagement already conducted by the Applicants team. Where appropriate, City staff will coordinate Indigenous engagement with the Applicants to ensure consistency as well as respect the individual requests of Indigenous groups and rights holders.

POPULATION AND EMPLOYMENT ESTIMATES / MTSA AND PMTSA TARGETS

The Application, if approved, estimates that approximately 83,500 people and 41,500 jobs would be introduced to the area by 2051 within the OPA Lands. Population estimates for the Secondary Plan Area will be determined throughout the Study process, including an analysis of the City's development pipeline data, which includes development applications that are currently under review, active or not yet built. With respect to existing employment numbers, in 2020 there were 8,373 jobs in the Secondary Plan area, and 4,128 in the Application area.

As part of the Municipal Comprehensive Review the MTSA delineations for the three TTC stations (including the co-located Downsview GO Transit Station) that service the Secondary Plan Area will be set based on the existing permissions surrounding those stations. Through the Study, once the planning framework for the updated Secondary Plan is drafted an Official Plan amendment delineating the PMTSAs and associated policies will be developed for the three subway stations.

UPDATE DOWNSVIEW STUDY OVERVIEW

Study Work Program and Schedule

City Planning initiated the Study in September 2021 following the approval of SASP 596 and in anticipation of the Application submitted to the City in October 2021. The purpose of the Study is to ensure future anticipated growth is efficiently managed to further establish the Downsview area as a unique place, informed by its rich history, to live, work, shop, play, learn and relax, and to respond to the presence of the three TTC subway stations and a GO Transit train station on the periphery of the Secondary Plan Area.

The Study is organized in three phases and this report concludes Phase One and outlines the direction for Phase Two. Phase Two will conclude with the completion of a draft Secondary Plan, draft Zoning By-law, draft Master Environmental Servicing Plan and draft Community Development Plan presented to Planning and Housing Committee. Phase Three will result in final recommended deliverables. All Phases will include public engagement and consultation. A high level summary of the Study schedule can be found in Attachment 11.

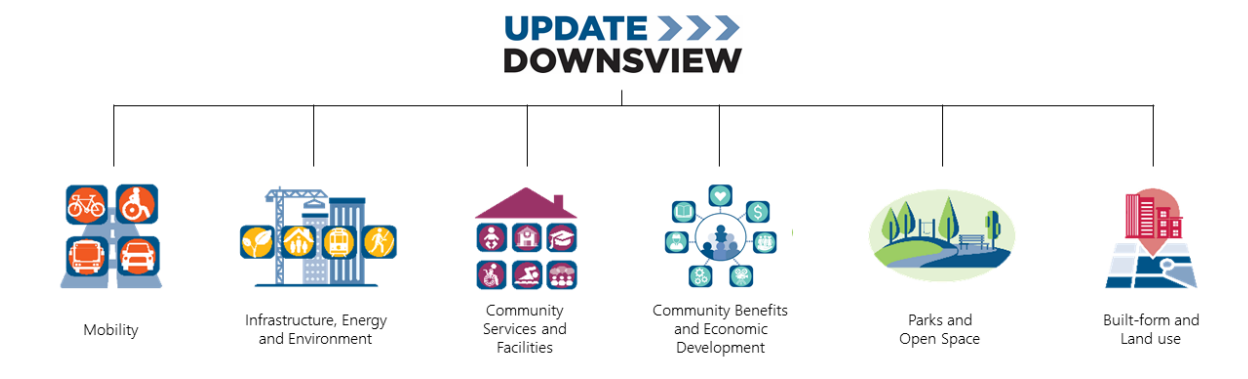
Study Deliverables

The Study will result in a suite of deliverables which will work together to guide development within the Secondary Plan Area over the next 30 years. The content of each deliverable will be unique and specific to its role, but all will align and will comprehensively ensure development of the area evolves within the context of the Emerging Directions listed further in this report.

Updated Secondary Plan

A revised Secondary Plan will focus on the following six core themes:

- Mobility;
- Built Form and Land Use (includes heritage conservation and housing);
- Infrastructure, Energy and Environment;
- Parks and Open Spaces;
- Community Services and Facilities; and
- Community Benefits and Economic Development.



Six inter-divisional and inter-agency working groups were established at the onset of the Study to foster collaboration and coordination, with each working group focusing primarily on a core theme while acknowledging intersections with other working groups. Other sections of the Secondary Plan will provide policy direction with respect to the development of District Plans phasing, implementation, and monitoring.

Area-Specific Zoning By-law

An area-specific zoning by-law for the Secondary Plan Area will provide both permissions and restrictions related to matters such as permitted uses, permitted

densities, and phasing. Holding provisions will be used to ensure orderly development by requiring that certain conditions be met prior to the release of the "hold" on the permitted zoning and will be used to secure phasing requirements to ensure that the necessary infrastructure is provided in tandem with development. When developing the new area-specific zoning by-law, staff will consider what elements of the in-force zoning should be repealed, and which elements will be considered through future district-based zoning by-law amendment applications.

Urban Design Guidelines

Updated Urban Design Guidelines ("UDG") will be created as part of the Study deliverables. The UDGs, which may include a Public Realm Plan and/or Streetscape Guidelines, will illustrate the essential elements and important built form relationships that will strengthen the area's unique sense of place and shape future communities in the Secondary Plan Area, in conformity with the intent and policies of the Secondary Plan. The UDGs will support ongoing implementation, provide a broad perspective for incremental change and present standards to assist in the review and coordination of active and future development applications. The UDGs will serve as an accompanying document to implement the Official Plan and Secondary Plan as contemplated by Policy 5.3.2.1 of the Official Plan and will complement, not repeat, existing city-wide UDGs.

Master Environmental Servicing Plan

A Master Environment Servicing Plan ("MESP"), including a detailed phasing strategy for the full 30 year build-out of the Secondary Plan Area, will be completed as part of the Study by the end of 2023. The MESP will provide infrastructure analysis and designs to support future development and the review of subsequent applications within the Secondary Plan Area.

A draft MESP report has been submitted with the Application and is currently under review by City staff. This report identifies and addresses a range of infrastructure issues for the Secondary Plan Area and its relation to neighbouring lands, including transportation, storm water management, water, sanitary, energy and electrical, geotechnical, hydrogeological, environmental, and site grading.

The transportation, storm water, water and sanitary servicing chapters of the MESP will fulfill the Class EA process requirements and act as technical support for the Study. The MESP will:

- identify problems and opportunities;
- develop and evaluate alternative solutions;
- recommend a preferred multi-modal transportation network that meets the Secondary Plan vision and supports the existing and future transportation and infrastructure needs within the Study Area; and
- develop a phased implementation plan.

Community Development Plan

A Community Development Plan ("CDP") will be established as part of the Study. A Community Development Plan is a framework for the implementation of prioritized actions and identified resources that ensure equitable opportunities for residents, community groups, agencies, businesses, local anchor institutions and other stakeholders of the Downsview Study Area and surrounding communities. The CDP will be aligned with the City's equity strategies including the Toronto Strong Neighbourhoods Strategy, Poverty Reduction Strategy, Community Benefits Framework, Reconciliation Action Plan, and the Action Plan to Confront Anti-Black Racism. The plan will be informed by an initial community consultation process that will begin in Spring 2022 and conclude early Fall 2022. This process will result in a framework for the Community Development Plan that includes a set of priority areas that begin to identify long-term inclusive and diverse engagement structures, examine the history of community activities, promote social capital, and identify employment and inclusive economic development opportunities.

The framework for the CDP will be brought forward to the Planning and Housing Committee in the first quarter of 2023 along with the other draft Study deliverables. It will establish a policy framework, guidelines and prioritized areas for determining long-term sustainable economic and social investments. A final CDP is to be completed by the end of 2023 that identifies clear actions for implementation of economic and social investment priority areas and community engagement structures that aim to achieve sustainable civic participation and community collaboration. The CDP is intended to be a living document that is monitored and evaluated at regular intervals and adapted to be responsive to the growing and ever changing population anticipated for the Downsview area.

EMERGING DIRECTIONS

The following provides a summary of the Study's Emerging Directions based on discussions with City Divisions, agencies, stakeholders, the Applicants , and input collected through the City-led public consultation and engagement process. A comprehensive summary of public comments and feedback received through the Public Launch Event and online survey for the City-led Study are appended to this report as Attachments 9 and 10. A summary list of the Emerging Directions is appended as Attachment 2 and public comments on the Emerging Directions themes are found in Attachment 12.

The Emerging Directions are categorized based on the core themes of the Study, with the exception of the first three general Emerging Directions, which intersect with all core themes. The Emerging Directions are:

- 1. Promote processes and outcomes that centre on equity and inclusion
- 2. Define a new Secondary Plan boundary
- 3. Improve physical connections throughout the Secondary Plan Area and to the surrounding city

Mobility

4. Prioritize robust transit and active transportation networks
5. Improve connectivity through the provision of additional rail crossings
6. Build an extensive public, complete street network
7. Prioritize the delivery of a dedicated north-south active transportation corridor

Built Form and Land Use

8. Achieve transit-supportive densities
9. Create a complete community in every phase of development
10. Maximize affordable housing opportunities
11. Preserve the uses of the TTC Wilson Yard and the lands used by the Department of National Defense

Infrastructure, Energy and Environment

12. Achieve a net-zero emissions community and support climate resilience
13. Expand and enhance the natural environment and its ecological integrity

Parks and Open Spaces

14. Secure an equitably distributed range of parks and open spaces
15. Create a central public space on and adjacent to the runway

Community Benefits and Economic Development

16. Foster inclusive and diverse engagement opportunities
17. Establish Downsview as a hub for arts and culture

It should be noted that while elements of the Community Services and Facilities core theme are embedded into a number of the Emerging Directions, none are specifically categorized under this theme. These Emerging Directions will guide and inform the Application review as well as the preparation of the Study deliverables, including an updated vision and policy framework for the area.

1) Promote Processes and Outcomes that Centre Equity and Inclusion

The Update Downsview Study process and Study deliverables will strive towards creating a policy framework that supports reconciliation efforts and promotes equity, diversity, social cohesion, community connections, and inclusive economic opportunities. The Study deliverables will ensure the equitable distribution and delivery of community facilities, services, amenities and municipal infrastructure to support the long-term needs of all residents, visitors, and businesses.

The Secondary Plan and Community Development Plan will enhance overall liveability by prioritizing and centring equity-deserving groups and people with disabilities, promoting human and environmental health and well-being, improving overall access to spaces, and striving to mitigate the impacts associated with gentrification and displacement in the general area. Consideration of those in all stages of the life cycle with respect to housing choice, amenities and required services will be a key part of the Study. There are a number of initiatives, plans, and ongoing efforts in, and around, the Secondary Plan Area that will be reviewed, coordinated, and/or reflected through the

Study deliverables as necessary. This work will also be aligned with the Toronto Strong Neighbourhood Strategy 2020 and other city initiatives. Community engagement and consultation will be prioritized throughout the Study process as it is a critical component to understanding the range in current and future needs of the growing community.

2) Define A New Secondary Plan Boundary

The local context and opportunities in the Downsview area have evolved since the adoption of the 2011 Downsview Area Secondary Plan, and it is important to recognize these changes through refinements to the Secondary Plan boundary. To this end, this report introduces a draft revised Secondary Plan boundary for consultation, shown on Attachment 1. This revised boundary takes into account where areas have already been substantially built out, where there may be opportunities for a broader range of uses and/or greater density as a result of the planned departure of Bombardier, and opportunities to build on planned or potential road and transit investments.

There are several changes reflected through the draft revised Secondary Plan boundary:

- The lands located east of Allen Road, north and south of Wilson Avenue have been removed to recognize that the lands south of Wilson Avenue, subject to the Tippet Road Area Regeneration Study, are substantially built out and the lands north of Wilson Avenue will be the site of a Housing Now development.
- *General Employment Areas* lands have been added to the Secondary Plan boundary south of Wilson Avenue between Dufferin Street and Allen Road to consider an *Employment Areas* conversion request, submitted as part of the current MCR, comprehensively with the broader Study process.
- The lands on either side of Dufferin Street both north and south of Wilson Avenue have been added to more comprehensively consider any future improvements to Dufferin Street and to consider whether changes to land use and density are warranted with Bombardier's departure and closure of the runway.
- Lands on either side of the GO rail line, between Wilson Avenue and the southern end of the current Secondary Plan boundary, have been added to recognize future plans for the southerly extension of Stanley Greene Boulevard (identified in the existing Secondary Plan) and northerly extension of Caledonia Road, and the growth opportunities that may result from each. Consideration for a potential future GO Transit station in this area will also be facilitated by the boundary expansion.
- The lands west of Stanley Greene Boulevard have been removed from the draft revised Secondary Plan boundary as they are substantially built out, with no major, outstanding planned infrastructure investments.
- A small area fronting onto Keele Street, currently occupied by a long-term care facility and commercial development, surrounded by the William Baker District has been added to enable more comprehensive planning of the area.

It should be noted that inclusion in the draft revised Secondary Plan boundary for consultation does not necessarily imply that lands will be granted additional development permissions through the Study process, but rather allows City staff to comprehensively consider the future transformation of the area.

3) Improve Physical Connections Throughout the Secondary Plan Area and to the Surrounding City

The Secondary Plan Area is currently characterized by a number of physical barriers, including the runway, Allen Road and the GO Transit rail corridor, which play a significant role in isolating the Downsview lands from surrounding areas and segregating some areas within the Secondary Plan Area from each other. With the planned departure of Bombardier's airport and manufacturing operations in 2023, there is now an opportunity to integrate lands within the Secondary Plan and to the broader community. This will be done in a variety of ways including building new streets and active transportation corridors both within and connecting into and out of the Secondary Plan Area, connecting over and under the rail corridor, and coordinating the provision of community services and facilities with existing facilities to fill gaps in space and programming.

To this end, the new and existing neighbourhoods will be provided with equitable access to daily needs, including community services and facilities, parks, open spaces, employment, housing, and a robust multi-modal transportation network. The Study will also prioritize a well-designed pedestrian-scaled public realm to promote connectivity between adjacent neighbourhoods.

Mobility

The departure of the Bombardier operations at Downsview Airport represents an opportunity to reintegrate the OPA Lands into Toronto's existing multi-modal transportation network. The Study anticipates a major transformation of the current mobility network to accommodate proposed population and employment growth, focus development towards the existing and planned TTC subway stations and GO Transit stations, reconnect the Downsview lands to the surrounding street network, and support a shift to more sustainable transportation modes. To facilitate this transformation, a detailed assessment of the existing and planned transportation system within and beyond the Study Area is currently underway. This work will inform the development of an updated Transportation Master Plan ("TMP") for the revised Secondary Plan Area in partnership with the Applicants, as required by SASP 596.

The primary mobility principle for the Secondary Plan will be to achieve a shift in travel behaviour towards sustainable modes of transportation, including active transportation and transit uses within, to, and from the Secondary Plan Area. This will be supported through the creation of a complete public street network and identified hierarchy of streets that improve transit accessibility, cycling infrastructure, pedestrian pathways and connectivity to transit options, including multiple connections over and under the Barrie GO Transit rail corridor.

The Secondary Plan mobility strategy will be guided by the following major considerations:

- Create complete connected communities;
- Reduce auto dependency;
- Optimize local transit access;

- Leverage regional transit access;
- Improve opportunities for active transportation;
- Integrate transportation and land use permissions; and
- Create a robust multi-modal network that integrates Downsview into the broader area transportation network.

City divisions and external agencies, in coordination with the Applicants, will continue to collaborate to advance the TMP and additional mobility work, the results of which will inform the Secondary Plan, Zoning By-law and MESP to ensure a robust multi-modal transportation network in the Secondary Plan Area.

4) Prioritize Robust Transit and Active Transportation Networks

Facilitating an increase in travel by transit and active transportation is a key priority for the City as a way to reduce transportation emissions and congestion and improve health, air quality, economic prosperity and road safety. The City's TransformTO Net Zero Strategy aims for 75% of school and work trips under five kilometers being completed by walking, biking, or transit. There is a significant opportunity through the Study to plan for a transit and active transportation-supportive community that can embody this City priority. Further, the integration of a robust transit and active transportation network, coupled with policies that will reduce auto-dependency, can help achieve the City's climate resilience goals by reducing single-occupancy vehicle trips.

To support a significant modal shift, this Study will plan for a street network which prioritizes walking, cycling, and surface transit to provide a range of realistic and attractive transportation options for people to move within and beyond the Study Area. This will be supported through the provision of enhanced linkages between existing and planned neighbourhoods and well-integrated, multi-modal transportation infrastructure. While there is significant higher order transit already in place, including the Downsview Park, Sheppard West and Wilson subway stations and Downsview Park GO Transit station, it will be critical to plan for a robust surface transit network with sufficient transit priority measures in place to support direct and safe transit and active transportation connections to these stations and improve first and last-mile connections.

The Secondary Plan will identify active transportation corridors and connections as well as provide policies and guidance that facilitate transit and active transportation through dedicated bicycle infrastructure and high-quality, pedestrian-scaled streetscapes.

Metrolinx's GO Transit Expansion program aims to expand service on the GO Transit network including the Barrie Line. In-progress investments on the Barrie Line include improved travel times and two-way all-day 15-minute service between Aurora Station and Union Station. Through the TMP process, the possibility of adding a future new GO Transit station near Wilson Avenue will be explored to promote transit usage and better support the anticipated number of new residents and employees in the Secondary Plan Area.

As per SASP 596, the Study will also consider the extension of the Sheppard Subway from Sheppard-Yonge Station to Sheppard West Station.

5) Improve Connectivity Through the Provision of Additional Rail Crossings

The GO Transit rail line is a significant physical barrier within the Secondary Plan Area. The updated planning framework will identify improved connectivity between the west and east sides of the rail corridor through the provision of new and improved rail crossings, both above and below grade. The implementation and phasing of these crossings is essential to achieving multi-modal connectivity within the Secondary Plan Area and to the surrounding communities.

Four new rail line crossings have been proposed through the Application, in addition to one planned active transportation rail crossing in the Stanley Greene neighbourhood already identified in the 2011 Secondary Plan. Of the four new rail crossings, two are proposed as multimodal streets which would extend below the rail line and two are proposed as active transportation-only crossings which would extend above the rail line. These five rail line crossings are generally aligned with the City's objective to improve connectivity across the rail line, and will be used as the basis for moving forward with the Study. Existing rail crossings will also be integrated with the overall planned transportation network to ensure safe and efficient connectivity to housing, employment, parks and open spaces, and community services and facilities.

6) Build an Extensive Public, Complete Street Network

The existing runway and airport facilities have historically presented significant street network connectivity challenges in the Secondary Plan Area, requiring the truncating of roads and generally limiting space for planned new roads. Through the Study, there is now the opportunity to reimagine a connected public street network throughout the Secondary Plan Area and linked to the surrounding communities to improve connectivity and permeability for all modes of travel.

To this end, the Application proposes two important north-south connections, the Dufferin Street extension and the Billy Bishop Way extension, and three important east-west connections as shown in Attachment 13. The alignment of each of these streets will be determined through further analysis. To complement the five proposed major north-south and east-west connections, an interconnected local public street network will be implemented to provide fine-grained transportation connections, access within and beyond the Secondary Plan Area, and context for a new public realm and development as each district proceeds through the development approval process. A series of public streets would provide new development direct street frontage as directed for in the Official Plan.

The design of new complete streets within the Secondary Plan Area will facilitate the provision of safe and accessible accommodations for people of all ages and abilities with a focus on making streets safe, comfortable, and attractive for pedestrians and providing a connected network of cycling facilities. A Green Streets approach and Vision Zero principles for all proposed streets and lanes will be secured.

7) Prioritize the Delivery of A Dedicated North-South Active Transportation Corridor

Through the Application, the Applicants have proposed the construction of a north-south active transportation corridor along the east side of the OPA Lands, to be open during the first phase of development. The implementation of a new north-south active transportation corridor to the east of the runway is considered integral to the successful connectivity between existing and planned development, higher order transit, services, and facilities within the Secondary Plan Area. To this end, the Secondary Plan will require that this corridor be substantially constructed concurrent with any residential development. This will ensure proximate connectivity is provided which supports first and last-mile connections as well as active lifestyles and modes of travel.

Built Form and Land Use:

The updated Secondary Plan will be a high-level framework plan which will be further expressed over time through the approval of more detailed District Plans. However, the Secondary Plan (and the associated area-specific zoning by-law) will provide clear and strong direction on the items which are fundamental to the vision for the Secondary Plan Area. This will include a land use plan that defines permitted land uses, including *Mixed Use Areas*, *Core Employment Areas*, *General Employment Areas* and significant *Parks and Open Space Areas*, affordable housing requirements, permitted densities, and development criteria to ensure that a true mix of uses, at transit-supportive densities that support the mobility network and planned modal split, is built within every phase of development. The land use plan and policies and guidelines related to built form will also support low carbon and resiliency principles.

Many cultural heritage resources are already included on the City's Heritage Register. As part of the Study process, staff will undertake a comprehensive assessment to identify any further potential cultural heritage resources, including potential cultural heritage landscapes make recommendations and develop policies to fully integrate them into the planning and future of the study area.

While the overall intensity and the location of differing scales of built form will be secured through the updated Secondary Plan and Zoning By-law, additional design direction for more specific built form requirements such as heights, setbacks, step backs, entrance locations, building design, and integration with other land uses will be provided by either in-force city-wide UDGs or site-specific UDGs that will be delivered as part of the Study.

8) Achieve Transit-Supportive Densities

The Update Downsview Study will increase the overall density permissions for the Secondary Plan lands to respond to the elimination of height and density restrictions associated with the former runway and flight path and the availability of the airport lands for comprehensive development. New development permissions will be considered in the context of the three existing TTC Subway stations and one GO Transit station, ensuring that lands within a 500 to 800 metre radius of these stations will be planned to meet the minimum density targets for MTSA's prescribed by the Growth Plan (2020). A

number of other factors will be considered as the Study further examines and finalizes the recommended densities for these lands, including creating a comfortable pedestrian-scaled public realm with appropriately scaled built form and built form transitions, efficient use of lands and infrastructure, and densities and building design to support climate change resilience and sustainability objectives. The Study will therefore look to achieve a compact, mixed-use and complete community with transit-supportive densities.

The Application has proposed maximum densities for the various areas within the OPA Lands, ranging from a Floor Space Index ("FSI") of 1.2 for the proposed Taxiway West District (Northcrest 1st District), to an FSI of 2.5 along the former runway, to an FSI of 3.5 for the districts nearest to the higher-order transit stations. A map showing the areas of each proposed density is appended to this report as Attachment 14. From an order of magnitude perspective, these proposed densities are generally appropriate for the future context of these lands, including having the highest densities concentrated near higher-order transit. As the Study progresses, these densities will be further analyzed and refined through additional work to determine appropriate densities for all lands within the Secondary Plan Area, including those outside of the OPA Lands.

9) Create A Complete Community in Every Phase of Development

It is anticipated that the Secondary Plan will designate the majority of the Secondary Plan Area as *Mixed Use Areas*, interspersed with a number of areas designated as *Parks* to identify the planned locations of larger district parks. *Mixed Use Areas* can accommodate a range of land uses and densities that support a reduction in auto-dependence through the creation of transit-supportive complete communities that are vibrant, safe, and encourage active transportation. In accordance with SASP 596, the Secondary Plan will ensure a balanced mix of residential and non-residential land uses including but not limited to office, retail and service, institutional, entertainment, recreational and cultural, community services and facilities, and additional parks and open space uses are permitted and/or required.

In addition to the areas designated for a mix of land uses, a significant portion of the Secondary Plan lands will remain designated as *General Employment Areas* to accommodate employment uses that support the regional economy and stable, quality, higher-income jobs generated by uses that cannot be accommodated in mixed use buildings, including but not limited to advanced manufacturing, biotech and film sector jobs. The TTC Wilson Yard and DND lands will remain designated as *Core Employment Areas* to recognize the continuation and possible expansion of these uses within the Secondary Plan Area. Compatibility factors including air, noise, dust and vibration are being studied to understand how these uses, as well as the rail corridor, Allen Road, Highway 401 and the *Employment Areas* to the north of the Secondary Plan Area, may impact - and be impacted by - planned adjacent *Mixed Use Areas* within the Secondary Plan. A mix of film, arts, and cultural jobs should be complemented by space for manufacturing for the production of goods.

10) Maximize Affordable Housing Opportunities

Housing, and particularly affordable housing, is a critical issue across Toronto. This is articulated by the Official Plan which encourages a full range of housing options, including affordable housing, to meet the current and future needs of residents. SASP 596 directs that affordable housing must be delivered by one or more of the following approaches:

- the conveyance of land to the City to accommodate 20% of the residential gross floor area;
- the provision of 10% of residential gross floor area as purpose-built rental units with affordable rents secured for a period of no less than 20 years; and/or
- the conveyance to the City of 5% of the residential gross floor area as purpose built affordable rental units or affordable ownership units.

In addition, SASP 596 mandates a mix of two- and three-bedroom units, including a minimum unit size for each unit type, directs that opportunities for exceeding minimum affordable housing requirements be considered, and that affordable and/or institutional housing may exceed the residential to non-residential ratios.

Considering the significant issues around the supply of affordable housing in Toronto, and the implications it has on the health of communities, quality of life and equitable opportunities for existing and new residents, affordable housing will be a key focus for the planning and development of the Secondary Plan Area. Opportunities for the provision of additional affordable housing will be prioritized throughout the Study, including opportunities to layer on housing programs to secure permanent affordability or more deeply affordable housing. One opportunity is the application of the City's new Official Plan Inclusionary Zoning policies, which would apply after the PMTSA delineations are approved by the Minister of Municipal Affairs and Housing for Wilson, Sheppard West, and Downsview Park stations.

City Council approved a new income based definition of affordable rental and ownership housing in November 2021. The definition was appealed to the OLT and have not yet been resolved. In the meantime, through the Study, City staff will be working to apply Council directions for affordable housing, including securing long term affordability and applying the income based definition.

11) Preserve the Uses of the TTC Wilson Yard and the Lands Used by the Department of National Defense

The TTC Wilson Yard and the lands used by the Department of National Defense ("DND lands") are two distinct areas within the Secondary Plan Area that are not intended for redevelopment through this update to the Secondary Plan. These lands are shown in Attachment 15.

The TTC Wilson Yard is a critical component of the subway system, marshalling the bulk of service on the Line 1 (Yonge-University-Spadina) subway line. The adjacent TTC bus garage stores over 250 vehicles, adding to the importance of this critical piece of infrastructure. The Study will consider possible future needs for the yard and bus

garage in addition to any compatibility or mitigation measures required to ensure that adjacent development does not negatively impact the TTC's Environmental Compliance Approvals that are premised on the existing surrounding context or prohibit its potential for future expansion.

The DND operations are also intended to remain and possibly expand within the lands designated for *Core Employment Uses*. Due to the unique nature of these lands, the updated Secondary Plan will recognize the existing land uses. In addition, there will be policies in the updated Secondary Plan that will provide direction on the process and requirements for any consideration of future development that may occur at a later stage in either of these areas.

Infrastructure, Energy and Environment:

The City of Toronto has a strong legacy of leading-edge policies to protect the environment and address climate change. The Study will implement the Official Plan policies related to climate change, resilience and adaptation. The Study will also address TransformTO's Net Zero Strategy which outlines a pathway to achieve the City's goal of net zero emissions by 2040, initiatives such as CanopyTO, and achieving the highest performance levels of the Toronto Green Standard.

Protection and enhancement of the City's natural heritage and water resource systems are key to climate adaptation and resilience. These systems support biodiversity, improve water quality, help cool urban areas and provide many other ecosystem services both within and beyond the City's boundaries. The natural heritage system and water resource systems also support recreational activities that benefit public health, overall quality of life, and help to moderate the impacts of a changing climate. The MESP will define such systems and determine appropriate measures to address the protection of same.

12) Achieve a Net-Zero Emissions Community and Support Climate Resilience

The Downsview area has potential to be regarded as a leading example of a net-zero emissions community which aligns with the City's goals related to climate action and resiliency. To achieve this, it is important to support the development of new buildings designed to minimize energy requirements, increase the use of low-carbon, renewable energy sources, minimize the embodied carbon used in materials and design infrastructure to support a resilient community. Near-zero emissions is targeted for all new development in the City by 2028.

The Application proposes a number of strategies to move forward the objectives of climate change resilience, adaptation and mitigation, including exploring low-carbon energy sources, low-carbon and passive building designs, and integrating green infrastructure, with a particular focus on what has been termed 'blue-green infrastructure'. Blue-green infrastructure is intended to create a decentralized storm water management system, whereby water is integrated and managed through green spaces and other elements of the public realm, creating a more natural and visible

water cycle. The Application also emphasizes the concept of 'City Nature' as a way to blend human-made and natural elements.

SASP 596 requires the Secondary Plan to apply an innovative approach to sustainable design in a manner that is climate resilient, such as achieving the City's net zero greenhouse gas emissions targets and the highest level of the Toronto Green Standard. The Study will therefore explore and prioritize the integration of innovative sustainability measures, and in particular will prioritize the integration of:

- a healthy and mature tree canopy;
- green infrastructure;
- green streets with the parks and open space system;
- a District Energy System;
- other low-carbon energy sources; and
- low-carbon building and landscape design.

This work will build on existing City standards, but will also involve further analysis and study to determine the most effective approach for the Downsview area, in coordination with the Applicant's ongoing work. Given the scale of the Plan Area, there is a unique opportunity to implement a comprehensive systems approach throughout the built form, infrastructure and natural landscape that balances the needs of both humans and nature.

As part of the Study, City staff and agencies are coordinating a comprehensive review of existing infrastructure conditions and capacity (roads, transit, water, sanitary, hydro, and storm water) to determine necessary upgrades and expansions to support future growth and connectivity between existing and planned neighbourhoods. The review will be informed by the draft MESP submitted by the Applicants for the OPA Lands. The draft MESP will continue to advance throughout the review and coordination of the Application and Study process. As much of the area does not have the necessary servicing infrastructure in place to support new development, this creates an important opportunity to reimagine how to best plan for this infrastructure to support resiliency and will allow the City to consider best practices to improve water quality in local waterways, increase water infiltration and support water conservation.

The timing and phasing of the new and/or improved servicing and infrastructure required to support the development of the OPA Lands and broader Plan Area will be contained within the Secondary Plan and Zoning By-law. The integration of holding policies and provisions in the Secondary Plan and Zoning By-law will also ensure that adequate infrastructure is available prior to the introduction of any new development. City staff, in coordination with external agencies and the Applicants, will determine where upgrades to the existing infrastructure network are required as well as the party(ies) responsible for completing the necessary upgrades prior to development commencing.

13) Expand and Enhance the Natural Environment and its Ecological Integrity

The Study deliverables will establish policies and guidelines that apply an innovative approach to sustainable design which is climate resilient and supports ecological health. Urban environmental design approaches will be applied to establish and support biodiverse ecosystems that support health and well-being benefits for both humans and nature. Wide-scale redevelopment of the OPA Lands, at the high point between watersheds and close to Downsview Park and various ravine systems, offers the opportunity to reintegrate nature into an urban landscape. The Study will identify a framework of open spaces that include natural areas and incorporate policies that direct future development to implement various strategies such as those that reduce impervious areas and encourage infiltration, enhance biodiversity, incorporate green infrastructure to ensure streets and buildings can collectively enhance microclimates, as well as promote tree canopy and habitat creation.

In coordination with the Application, the Study deliverables will aim to establish an integrated multi-functioning parks and open space network with blue-green infrastructure by that will help to reconnect natural systems within and beyond the Study Area to support ecological functions. There are various ways to improve connectivity of the natural environment such as providing large natural areas within the parks and open space system, integrating green roofs, and green streets on public roads, and providing healthy, mature tree canopy on both public and private lands. Given the size of the Secondary Plan Area consideration of a large, naturalized area, in addition to other large park spaces is an opportunity that is being studied.

Maximizing blue and green infrastructure and expanding and enhancing the natural environment will collectively support storm water management, ecological integrity and habitat creation while minimizing the impacts of increasing temperatures and extreme heat. The Study will apply a holistic and comprehensive approach to meet City targets as well as establish the Downsview area as a precedent for sustainable and resilient development.

Parks and Open Spaces:

Parks and open spaces - including parks, ravines, wetlands, school yards, cemeteries and other spaces - are integral to the creation of mixed-use, complete communities. Parks and open spaces are essential elements for a good quality of life as they provide spaces for active and passive recreation and social connection. They are places that can be programmed, used and animated by communities while supporting ecological sustainability. Maximizing these benefits requires parks and open spaces that are accessible, functional, connected and resilient.

14) Secure an Equitably Distributed Range of Parks and Open Spaces

A high quality public realm includes a network of publicly accessible parks and open spaces which are distributed to foster a range of experiences and opportunities and equitably serve all communities. The Secondary Plan will redesignate a portion of the lands as *Parks* and will provide direction on the general configuration, location and

types of new and expanded public parks and other on-site open spaces to ensure a connected and expansive park and open space network. Further lands will be redesignated *Parks* through the planning process for each District.

The proposal aims to provide a park and/or open space within a 5-minute walk from any residential dwelling or employment location with parkland integrated into the emerging plans of each district. The proposal acknowledges that additional parks will need to be secured through District planning to meet the Official Plan requirements for parkland dedication. The final quantum of public parkland required to be dedicated to the City will be determined as the street network, development blocks, densities and district plans are confirmed.

City staff will continue to assess the Application while also evaluating parkland provision and the function and distribution of existing parks in adjacent neighbourhoods to make recommendations for the requirements of parks and open spaces within the Secondary Plan Area. Planning at the scale of the Secondary Plan will enable an effective provision and distribution of much-needed outdoor recreation facilities, such as sports fields. The Study deliverables will consider the desired conditions, natural functions, programming, use profile, and comfort (shadowing, wind, seasonality) of these spaces to meet the needs of users.

15) Create A Central Public Space on and Adjacent to the Runway

A unique opportunity has been created with the anticipated decommissioning of the runway following Bombardier's departure in 2023, allowing the runway and taxiway to be reimagined as the key public space and active transportation route in the public realm and open space network. The Secondary Plan will include the protection and integration of the existing runway and a portion of the taxiway for public use, preserving links to the area's aviation heritage and creating truly unique public spaces.

As envisioned in the Application, the runway's approximate 2.1 kilometre length will contribute to overall connectivity within the Secondary Plan Area, and the OPA Lands in particular, and to surrounding neighbourhoods, becoming one of the main north-south active transportation corridors. In addition to accommodating active transportation, the reimagined runway will be prioritized as a public space for activation both in the interim and over the long-term, fostering opportunities for programming, community gathering, active and passive recreation. This central public space can provide an ideal axis to connect and enable movement between a series of signature parks and destinations. The Study will continue to consider how best to reinforce and protect for the runway and taxiway and will consider policies that prioritize the timely implementation, integration, and preservation of public access to the runway and taxiway.

Community Benefits and Economic Development:

The Community Development Plan ("CDP") will provide a framework to ensure equitable and inclusive opportunities for residents, community groups, agencies, businesses, local anchor institutions and other stakeholders to inform the future of the Downsview area. The CDP will include a set of guidelines and priorities including those which may focus on social capital and investment, civic participation and community

collaboration, employment and economic opportunities, local history, housing, and green and public spaces.

Given the proposed land uses and based on City objectives, the Secondary Plan Area presents an opportunity to strengthen its identity as a place where business and culture can thrive through a greater mix of employment and investment opportunities. Approximately 41,500 new jobs are anticipated solely within the OPA Lands, representing 2.9% of total jobs in the City. Fostering a range and mix of training and employment opportunities accessible to all residents through the CDP and other mechanisms will contribute to the creation of a complete, economically diverse community.

The Study will also consider ways to secure community benefits opportunities such as training and employment, skilled trade apprenticeships, business development for diverse suppliers and social enterprises, and local and social procurement. Community benefits opportunities will focus on serving Indigenous, Black and equity-deserving communities, and align with the City of Toronto's inclusive COVID-19 economic recovery objectives. The CDP and Secondary Plan will complement one another to advance social equity and economic inclusion for the Secondary Plan Area. City staff will continue to discuss and coordinate community benefits and economic development opportunities with the Applicants to ensure equitable and inclusive opportunities are created for all.

16) Foster Inclusive and Diverse Engagement Opportunities

Creating equitable opportunities for meaningful and inclusive engagement with a diverse range of community residents and key stakeholders is critical to the success of existing and future communities. Through the Study, there is an opportunity for increased engagement and consultation activities to obtain valuable input, learn about people's experiences and needs.

The Applicants id8 Downsview process has engaged a range of stakeholders and established a Community Resource Group to obtain feedback on the Application. The Applicants completed three rounds of consultation between Spring 2020 and Spring 2021 to identify people's values and challenges, share their proposal and seek feedback on their draft Framework Plan submitted with their OPA application. Engagement activities have reached a wide range of stakeholder groups including youth, adults, seniors, businesses, diverse and equity-deserving groups, and topic-specific sectors. The Applicants integrated feedback received thus far in the Application provides further context and better inform future discussions.

Through the Study process, City staff will coordinate engagement and consultation efforts with the Applicants when necessary to ensure consistency and respect individual requests. The development of the Study deliverables will ensure opportunities for input and feedback are provided and made accessible. City staff will continue to evaluate the on-going engagement and consultation process and respond to the changing needs of the community.

City staff will also ensure the Study process is implemented in coordination and alignment with existing equity-focused City strategies and initiatives including the Reconciliation Action Plan, Confronting Anti-Black Racism Action Plan, Poverty Reduction Strategy, Community Benefits Framework and the Toronto Strong Neighbourhoods Strategy.

17) Establish Downsview as a Hub for Arts and Culture

Arts and culture are integral contributions to the City's diversity, prosperity, and vitality. The Downsview area already demonstrates rich cultural heritage and local identity that have been influenced in part by the De Havilland Canada operation, military presence, Bombardier facilities, Downsview Park Merchants Market, and Downsview Park (e.g. SARSstock, festivals and other events). The Study will encourage the inclusion of mixed-use areas and non-residential uses that enable new institutional, employment, parks and open spaces, community facilities and spaces that foster place-keeping and become places where arts and culture can thrive.

The film and television studio campus proposed as part of the Northcrest 1st District is an example of the creation of a new media, technology and innovation hub within the Downsview area. Proposed buildings and public spaces, including the reimagined runway, will be leveraged to create opportunities for incubators, public art, learning, events, gathering, creativity, innovation, historical preservation and celebration. The Study will encourage engagement with local Indigenous, Black, 2SLGBTQIA+ and youth artists to contribute to the community's rich cultural identity.

In addition, the Plan Area presents a unique opportunity to preserve and protect the cultural heritage and landscape by integrating the runway and existing buildings into future development, targeted towards arts and cultural uses. As required by SASP 596, the Plan will identify any heritage buildings and cultural heritage assets to preserve the existing cultural heritage landscape of the Downsview area. The Secondary Plan, Zoning By-law, Urban Design Guidelines and Community Development Plan will provide direction to promote, preserve, and celebrate the various histories and cultural experiences of past, present and future communities within the Plan Area.

OPA APPLICATION OVERVIEW

On October 14, 2021, the Applicants submitted an Official Plan Amendment and Zoning By-law Amendment application (File No. 21 225717 NNY 06 OZ) for lands approximately 210 hectares in size, generally located in the centre of the Secondary Plan Area. The OPA Lands follow the general shape of the existing Downsview Airport, including the runway and taxiway (See Attachment 1).

The OPA Lands are proposed to house 83,500 residents and 41,500 jobs by 2051. This growth would occur in multiple phases over the next 30 years. The proposed Framework Plan identifies 10 districts where more detailed planning (e.g., District Plans, Zoning By-laws, Plans of Subdivision, and Site Plan Control) will occur in the future

(See Attachment 13: Applicants Proposed Framework Plan and Attachment 16: Applicants Proposed District Map).

The Application is known as 123 Garratt Boulevard and 70 Canuck Avenue. Detailed project information is found on the City's Application Information Centre at: <http://app.toronto.ca/AIC/index.do?folderRsn=fX79Ey8h8oqlyuePIX%2BaRg%3D%3D>

Application Submission

A complete application was submitted on October 14, 2021 and was circulated to all relevant City divisions, agencies and boards. A Notification of Complete Application was issued on November 5, 2021. The following reports, studies, and drawings were submitted with the Application:

- Application Form
- Community Services and Facilities Study
- Compatibility of Mitigation Study
- Cover Letter
- Cultural Heritage Resource Assessment
- Draft Master Environmental Servicing Plan
- Draft Official Plan Amendment
- Economic Impact Assessment Report
- Framework Plan
- Housing Issues Report
- Planning Rationale
- Project Data Sheet
- Public Consultation Strategy
- Rail Safety Plan/Report
- Survey Plans
- Topographical Survey

Preliminary Application Comments

The Emerging Directions section of this report describes where the details of the Application align with the Emerging Directions of City staff. This section of the report comments on additional information which is contained within the Application. The comments contained within this section will form the basis of continued discussions between City staff and the Applicants.

Density

The 2011 Secondary Plan anticipated up to 42,000 new residents and workers, based on the ongoing Bombardier operations on the runway and employment lands at that time. The 2011 Secondary Plan also directed the highest densities of development to areas around the subway stations with the planned building heights and densities restricted by flight path requirements.

The submitted Framework Plan outlines a density strategy that could create a critical mass of residents and employees to support a vibrant mix of uses, including employment anchors. The proposed gross density on the OPA Lands ranges from an FSI of 1.2 nearest the existing adjacent neighbourhoods to an FSI of 3.5 adjacent to higher-order transit stations. This distribution of density aligns with the provincial MTSA policies which require a minimum density of 200 residents and jobs per hectare within the area 500-800 metres from each subway station.

The Application states that the proposed densities have been prepared in tandem with a MESP to ensure that appropriate transportation and servicing infrastructure is available to accommodate the increased population. The MESP has been circulated to appropriate staff for review to confirm that the proposed densities is supported by the planned capacity of the required physical infrastructure including sewers, roads and public transportation. The area-specific zoning by-law may include holding provisions to ensure that the new density is released in an orderly and phased way, and is aligned with the provision of infrastructure.

The proposed densities have been reviewed by City Planning staff and, on a preliminary basis, are in keeping with the ranges of densities that have been approved in the immediate existing and planned context. For example, the Tippett Road Regeneration Area was approved in 2015 with a maximum gross FSI of 3.99 for lands designated as *Mixed Use Areas* and 2.0 FSI for lands designated as *Neighbourhoods*. Further discussions on how the proposed densities are reflected in built form and their relationship to the public realm, and how the densities will relate to climate change resilience and sustainability goals in the Secondary Plan Area, will continue throughout the Study process. Details with respect to the precise size and delineation of each density area, the relationship of density to phasing, the potential to specify residential and non-residential densities and the relationship between minimum and maximum densities are not yet resolved.

Land Use

The proposed Application seeks to re-designate the majority of the OPA Lands from *Regeneration Areas* and *Apartment Neighbourhoods* to *Mixed Use Areas*, with a number of *Parks* designations throughout. The Application also proposes to maintain and increase the areas that were designated *General Employment Areas* through SASP 596. A proposed Land Use Plan is appended to this report as Attachment 17.

Mixed Use Areas

Analysis completed in support of the Application finds that proximity to rapid transit stations alone is not enough to attract new office uses. Office employment tends to locate in dynamic urban environments that offer employees convenient choices for living, recreation and socialization in proximity to work. Therefore, the Application proposes flexible land use policy designations to realize the potential of the OPA Lands as an economic driver and an area that can accommodate diverse housing options.

City Planning staff are reviewing the proposed land use designation approach. Given the large area and the range of physical characteristics, conditions and land uses within

the OPA Lands and the broader Secondary Plan Area, there is an opportunity to create multiple character areas throughout the Secondary Plan Area, either through additional land use designations or refining the *Mixed Use Areas* designation.

Parks

There are three areas currently designated *Parks* within the OPA Lands. These areas are located on the east and west sides of the Downsview Park Subway Station; a one hectare triangle of lands owned by Canada Lands at the south-east corner of the Park Commons; and a park located within the Allen West district. The proposed Application redistributes and expands these existing *Parks* designated areas resulting in an overall increase in Parks and Open Space lands that will be required to meet the standards for park dedication at full build out of the Secondary Plan Area.

The proposed Application identifies eight new District Parks, which will anchor the various new development areas, as well as a linear park (referred to as the Green Spine in the Framework Plan) connecting the new Districts. The District Parks and Green Spine identified in the draft Framework Plan that was submitted as part of the Application amount to approximately 18.5 hectares (45 acres) of public parkland dedication. Additional parkland dedication will need to be confirmed through the review and refinement of the OPA application. The updated Downsview Secondary Plan will include clear policies on the securing of new parks through those District Plans.

Staff are currently reviewing the submission materials. General support of an approach to balance the distribution of parks and the principle of providing a park within a 5-minute walking distance throughout the site has been expressed to the Applicants . Additional preliminary commentary are as follows:

- interest in creating a larger park(s) that can serve as a focal point and destination within the open space network;
- the location, dimensions and layout of the proposed parks will need to be reviewed in the context of proposed land uses, built form, street networks and other characteristics in order to maximize functionality and programming opportunities;
- almost all of the proposed parks are bisected by a major road, the Runway, or active transportation routes (greenways), in effect creating several smaller parks. Larger contiguous park parcel should be explored to maximize programmability and user safety; and
- greater clarity is needed on the proposed type and function of the parks, in particular related to opportunities to create renaturalized spaces and connections to nearby natural areas.

Employment Areas:

The Application aims to ensure that Downsview will remain a vital and major employment anchor in the Greater Toronto Area. The employment uses will evolve as Bombardier departs, and staff understand that the Applicants are actively working to attract new major employment uses, beginning with a new film and television studio in the Northcrest 1st District.

Consistent with SASP 596, the Application outlines the ratio of residential floor area that is permitted to be built in each phase to ensure that non-residential floor area keeps pace with new residential uses. SASP 596 requires an overall minimum non-residential floor area of 1,114,000 square metres across the OPA Lands, and an increase in lands designated as *General Employment Areas*. The Applicants proposed Framework Plan includes a conceptual breakdown of land uses, including approximately 50 hectares designated *General Employment Areas*.

Preliminary staff comments identify the need to encourage an economic mix in Downsview that reflects Toronto's economy, with the ability for manufacturing opportunities in addition to the establishment of a film, arts, and culture hub.

Official Plan Section 2.2.4 (Policy 5) requires that sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to *Employment Areas* or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to:

- a) prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour;
- b) minimize risk to public health and safety;
- c) prevent or mitigate negative impacts and minimize the risk of complaints;
- d) ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and
- e) permit *Employment Areas* to be developed for their intended purpose.

The Applicants have submitted a Compatibility/Mitigation Study which is currently being peer reviewed.

Built Form

The Official Plan emphasizes the importance of new development fitting within its existing and/or planned context, while limiting impacts on neighbouring streets, parks and open spaces. The proposed overall strategy for built form is summarized below:

- most of the proposed buildings will be under 15 storeys in height;
- taller buildings will be located: within Major Transit Station Areas; at signature places; along the extension of Dufferin Street; along the eastern edges of the subject lands; and at key intersections; and
- at some edges of the subject lands, low-rise built forms will provide a transition to established communities, for example, at the interface with the Ancaster neighbourhood.

The Applicants have suggested that the Secondary Plan identify building height principles and built form performance measures, with more specific details pertaining to development criteria such as heights, building locations, setbacks, and step backs to be determined through the District Plan process. Staff are generally in agreement with this

approach in principle, though some specificity pertaining to the relationship between built form and key public realm moves may be required.

Planning staff are reviewing the Applicants' submitted materials and are working with the Applicants to discuss aspects of the proposal and to determine the appropriate amount of detail to assess built form at the Secondary Plan level versus the District Plan level. This includes built form types, how mid-rise buildings are defined related to their adjacent right-of-way, the overall built form strategy as well as the potential for demonstration plans for each district, more detailed information regarding the microclimate such as sun/shadow and wind studies, and potentially additional information related to sustainability, climate change and resilience.

Mobility

An existing Major Roads Class Environmental Assessment and TMP were completed in support of the 2011 Secondary Plan. Although some of the elements of the 2011 street network are maintained in the Application, updated studies to assess the proposed mobility network are underway, including an updated TMP being developed for the entire Secondary Plan Area through a co-proponency with the Applicants . The TMP will follow and satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment process.

Sheppard West Subway Extension is identified in the Metrolinx 2041 Regional Transportation Plan and on Official Plan Map 4: Higher Order Transit Corridors. As part of the updated TMP, Sheppard West Extension will be analyzed to understand the impact of transit options in the area and how they might impact future growth.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services. The timely provision of CS&F is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in CS&F supports healthy, safe, liveable, and accessible communities. Providing for a full range of CS&F in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

A Community Services and Facilities Study has been submitted with the application and is currently under review by City staff. This report will be reviewed concurrently with the Study process and related working groups that have been established on Community Services and Facilities, as well as Community Benefits and Economic Development. As the necessary analysis and consultations are undertaken to identify community service facility priorities and delivery strategies, Policy staff will provide further advice on potential CS&F contributions that may be made to support the creation of a livable,

healthy and inclusive community as part of the subject site's redevelopment. CS&F will be identified in the updated Secondary Plan, and through District Plans and development approvals, as necessary. The determination of the necessary CS&F to be secured will be the subject of further discussions. Holding provisions in the area-specific zoning by-law will secure the timing and orderly provision of these important pieces of infrastructure.

Housing

SASP 596 requires that prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Housing Plan will be approved as part of an updated Downsview Area Secondary Plan. The Applicants submitted a Housing Issues Report as part of the Application and it is being reviewed by City staff. Analysis through the Study will identify an affordable housing strategy, including identifying the range of mechanisms for the delivery of required affordable housing on the subject lands to the satisfaction of the City. Opportunities for exceeding the minimum affordable housing requirements stated above and the appropriate percentage of units that will be two- and three-bedroom units, including a minimum size for each will also be considered.

Heritage Impact & Conservation

The area within which the Downsview site is located is the traditional territory of the Wendat, Haudenosaunee and Anishnaabeg people. Most recently, the Study Area has been dramatically shaped by its significant links to the aviation and military history of Canada. The earliest structures on the site date to 1928-1929, when the de Havilland Aircraft Company of Canada established an airfield permanent aircraft production facility here. In Downsview, de Havilland would go on to produce such iconic Canadian aircraft as the Tiger Moth and the DHC-2 Beaver bush plane. During World War II, the plant supplied the Allied cause with training planes and fighter aircraft. In the early 1950s, portions of the de Havilland lands and its buildings were acquired by the Canadian government for military purposes.

Sheppard Avenue West was rerouted to allow for runway expansion, and additional structures were introduced at the west end of the property for the National Defence Department's central supply depot and what later became known as Canadian Forces Base Toronto (Downsview). De Havilland was acquired by Bombardier in 1992. After the Canadian Forces base closed in 1996, the federal government reserved the north end of the site for Parc Downsview Park, the first national urban park in Canada.

The Secondary Plan Area contains a number of heritage resources that are included on the City's Heritage Register, have been recommended for listing in the Secondary Plan or have potential cultural heritage value. The lands that are subject to the Application include existing and potential cultural heritage resources, including potential cultural heritage landscapes.

While Heritage Planning staff will undertake an independent assessment of all potential heritage resources and cultural heritage landscapes within the boundaries of the Study area, the Applicants will be requested to provide a Cultural Heritage Evaluation and

Heritage Impact Assessment for all existing and potential heritage resources, including cultural heritage landscapes, on the site. The timing of these submissions will be guided by the need as determined through the Study work plan.

COORDINATION BETWEEN THE STUDY AND THE OPA APPLICATION

As part of the Study, City staff will continue to engage in discussions with the Applicants, City divisions, agencies, and stakeholders to advance the Study deliverables as well as inform the OPA application and final recommendations. This coordination will occur concurrently to ensure alignment of future submissions, including District Plan, Draft Plan of Subdivision, Zoning By-law Amendment, and Site Plan Control applications. The Emerging Directions section of this report provides further commentary on the Study deliverables and the OPA application based on the Study's six core themes.

NEXT STEPS

City staff are continuing to assess existing servicing and community infrastructure capacity and conditions in the OPA Lands as well as evaluate the different development options for the OPA Lands and broader Secondary Plan Area. The Application, other development applications in the area and initiatives within the Secondary Plan Area will be coordinated and reviewed in conjunction with the work that is being advanced through the Update Downsview Study. Public consultation with the Applicants, working groups, stakeholders and community partners to gain feedback on key directions will continue through the early summer of 2022.

CONTACTS

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Application: Perry Korouyenis, Senior Planner, North York District Community Planning, City Planning Division, 416-395-7110, Perry.Korouyenis@toronto.ca

Community Development Plan: John Smith, Manager, Community Development, Social Development, Finance & Administration Division, 416-397-4495, John.Smith@toronto.ca

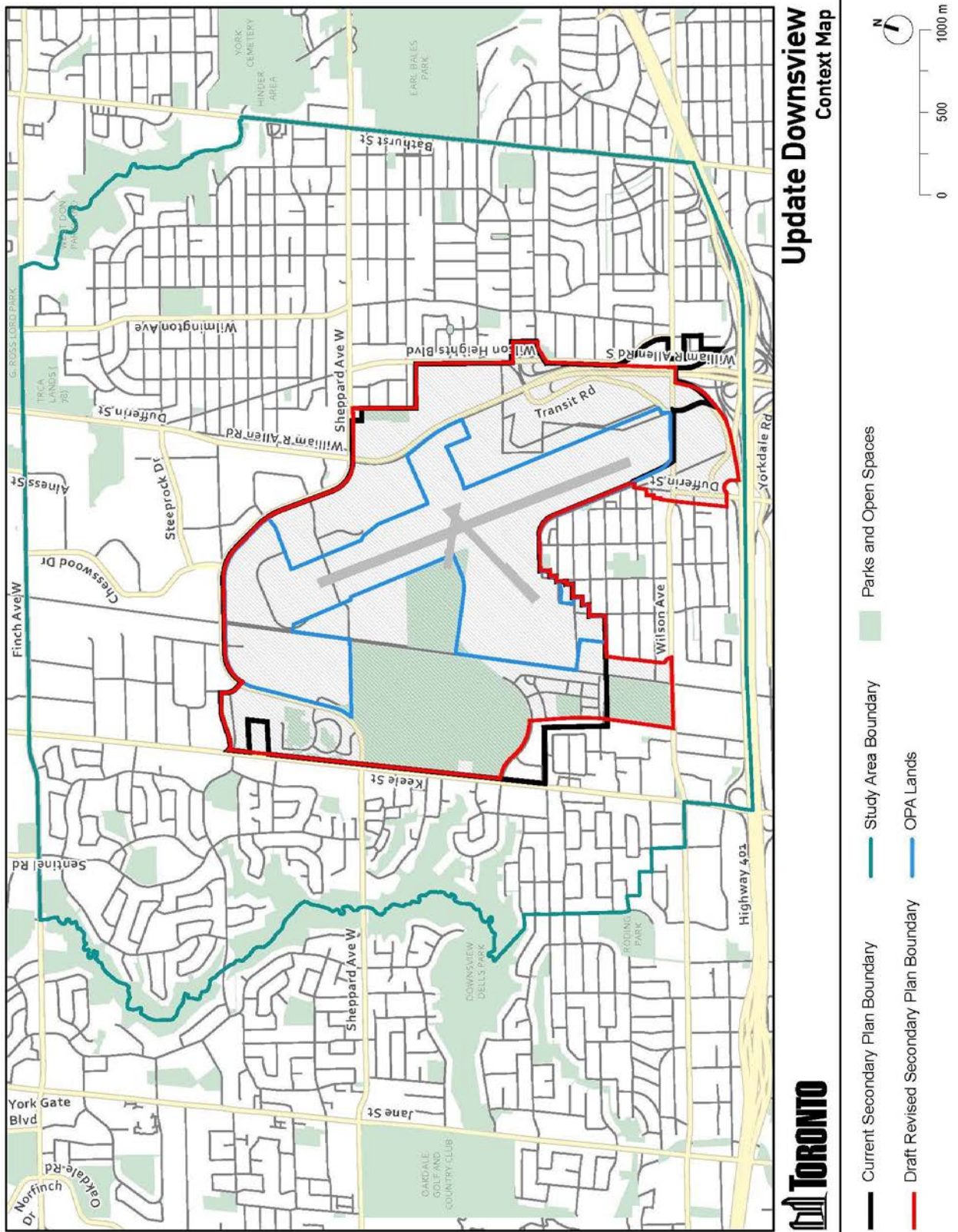
SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

- Attachment 1: Update Downsview Context Map
- Attachment 2: List of Emerging Directions
- Attachment 3: Official Plan Land Use Map (Existing)
- Attachment 4: Official Plan Policies to Guide the Update Downsview Study
- Attachment 5: Zoning By-law Map (Existing)
- Attachment 6: Aligned Initiatives within the Secondary Plan Area
- Attachment 7: Map of Development Applications in Study Area
- Attachment 8: Map of Applications in the Secondary Plan Area
- Attachment 9: Public Launch Event - Consolidated Q & A Summary (attached separately)
- Attachment 10: Online Survey Summary (attached separately)
- Attachment 11: Update Downsview Study Schedule
- Attachment 12: Public Comments on Emerging Directions Themes
- Attachment 13: Applicants Proposed Framework Plan
- Attachment 14: Applicants Proposed Density Plan
- Attachment 15: Existing Secondary Plan Structure
- Attachment 16: Applicants Proposed District Map
- Attachment 17: Applicants Proposed Land Use Plan

Attachment 1: Update Downsview Context Map



Attachment 2: List of Emerging Directions

General:

- 1) Promote processes and outcomes that centre equity and inclusion
- 2) Define a new Secondary Plan boundary
- 3) Improve physical connections throughout the Secondary Plan Area and to the surrounding city

Mobility:

- 4) Prioritize robust transit and active transportation networks
- 5) Improve connectivity through the provision of additional rail crossings
- 6) Build an extensive public, complete street network
- 7) Prioritize the delivery of a dedicated north-south active transportation corridor

Built Form and Land Use:

- 8) Achieve transit-supportive densities
- 9) Create a complete community in every phase of development
- 10) Maximize affordable housing opportunities
- 11) Preserve the uses of the TTC Wilson Yard and the lands used by the Department of National Defense

Infrastructure, Energy and Environment:

- 12) Achieve a net-zero emissions community and support climate resilience
- 13) Expand and enhance the natural environment and its ecological integrity

Parks and Open Space:

- 14) Secure an equitably distributed range of parks and open spaces
- 15) Create a central public space on and adjacent to the runway

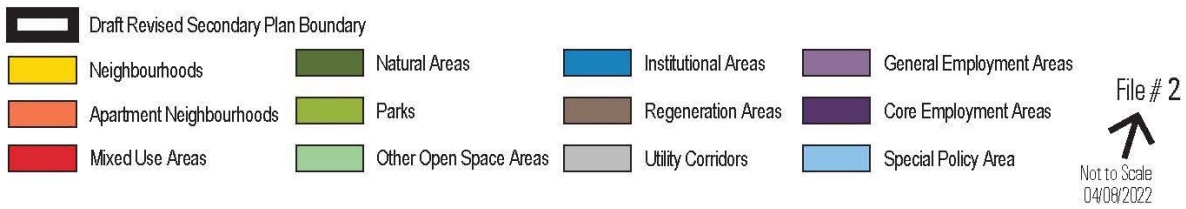
Community Benefits and Economic Development:

- 16) Foster inclusive and diverse engagement opportunities
- 17) Establish Downsview as a hub for arts and culture

Attachment 3: Official Plan Land Use Map (Existing)



Update Downsview Current Land Use Designations



Attachment 4: Official Plan Policies to Guide the Update Downsview Study

Built Environment (Section 3.1)

Public Realm (3.1.1)

Section 3.1.1 of the Official Plan describes policies related to the Public Realm, including a series of policies on quality, streets and views requiring that:

- New development will enhance and expand the quality of the public realm;
- Enjoyment of valleys and ravines will be protected by ensuring appropriate proximities with development (especially height and massing) to preserve views and vistas from the valley;
- City streets are significant public open spaces, intended to incorporate a well-connected and walkable complete streets approach, as well as providing building access and address, sight lines and view corridors, sky view and sunlight, and green features;
- City streets balance the needs and priorities of various users of all ages and abilities;
- Toronto's concession road grid is a major organizing element to be maintained, improved;
- Development will preserve and enhance scenic views and routes.

The Official Plan outlines a series of obligations related to new streets, including that new streets be designed to provide connections with adjacent neighbourhoods; promote a connected grid of streets that offers safe and convenient travel options; extend sight lines and view corridors; divide larger sites into smaller development blocks; implement the Complete Streets approach; and improve the visibility, access and prominence of unique natural and human-made features. Policies are clear that new streets should be public streets, and that private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

Respecting new blocks, design objectives include that blocks should have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space; promote street-oriented development with buildings fronting onto street and park edges; and allow for incremental, phased development.

Design objectives related to new parks and open spaces require that these connect and extend, wherever possible, existing parks, natural areas and other open spaces; provide a comfortable setting for community events as well as individual use; provide appropriate recreational space and emphasize and improve unique aspects of the area's natural and human-made heritage. Parks and open spaces should also front onto a street for good visibility, access and safety.

Built Form (Sections 3.1.2 and 3.1.3)

The Official Plan requires that new development be located and organized to fit within its existing and/or planned context, and includes direction on building shape, scale, and massing, entrance siting, ground floor uses, open and amenity spaces, vehicle parking

and access. Massing is required to fit harmoniously into the existing and/or planned context, limit its impact on surrounding areas, and create appropriate transitions in scale, including limiting shadows and uncomfortable wind conditions. New development is required to provide amenity for adjacent streets and open spaces, including streetscape improvements, weather protection, landscaped edges and integral landscaped open space, and provision of public art.

Mid-rise buildings are informed by right-of-way onto which they front to ensure adequate access to midday sunlight and the development of buildings that provide good transitions due to their moderate scale. The Official Plan defines the maximum heights that are generally permitted and requires such to address key urban design considerations related to civic structure, built form, and context.

Taller buildings are required to be located in such a way to ensure adequate access to sky view for the proposed and future uses. The Official Plan acknowledges the larger civic responsibility associated with tall buildings; defines objectives for the base, middle and top of buildings; and requires such to address key urban design considerations related to civic structure, built form, and context.

Public Art (3.1.4)

The Official Plan encourages the inclusion of public art in all significant private sector developments across the City, and the dedication of one per cent of the capital budget of all major municipal structures to public art.

Heritage Conservation (Section 3.1.5)

The Official Plan recognizes the importance of recognizing cultural heritage and heritage resources, which can include significant buildings, properties, landscapes, districts and archaeological sites.

Human Environment (Section 3.2)

Housing (Section 3.2.1)

Large residential developments provide an opportunity to achieve a mix of housing in terms of type and affordability. Housing policies within Section 3.2.1 of the Official Plan indicate that on large sites, generally greater than 5 hectares in size, a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings. Additionally, in accordance with the Section 5.1.1 of the Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing.

Community Services and Facilities (Section 3.2.2)

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Parks and Open Spaces (Section 3.2.3)

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. The Official Plan policies address parkland acquisition and best practices for new parkland including minimizing the effects of development on park spaces. Policy 3.2.3 (5) of the Official Plan outlines the alternative parkland dedication policies for new residential development proposals. For sites greater than 5 hectares, the parkland dedication will not exceed 20 percent of the development site area. The City-owned portion of the lands within the Study Area is designated Natural Areas in the Official Plan. The sale or disposal of City owned lands in Parks and Open Space Areas is not allowed, however, City owned land in Parks and Open Space Areas may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility. Development is generally prohibited within this designation, other than for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities

Building New Neighbourhoods (Section 3.3)

The Official Plan requires a comprehensive planning framework when developing new neighbourhoods. The policy framework should reflect the Official Plan's city-wide goals as well as the local context. The Official Plan states that the framework should include, among other matters: the pattern of streets, development blocks, and open space; the mix and location of land uses; and a strategy to provide parkland. The Building New Neighbourhoods policies of the Official Plan also require that new neighbourhoods will be viable communities that are carefully integrated into the surrounding fabric of the City.

Natural Environment (Section 3.4)

The Official Plan recognizes the importance of a healthy natural environment to strong communities and a competitive economy. The Natural Environment section sets out best practices for new development related to environmental efficiencies, hazards and ecosystem health.

Economic Health (Section 3.5)

The Official Plan includes policies which support the foundations of competitiveness, intended to nurture and expand Toronto's economy. These include policies aimed at attracting new employment and expanding employment clusters that are important to Toronto's competitive advantage, promoting international investment in Toronto, and stimulating transit-oriented office growth adjacent to existing and approved and funded higher order transit. Investment in enabling infrastructure is contemplated by key

agencies as well as through partnership agreements supporting its maintenance, improvement and extension to support current and future employment needs.

Investment in cultural capital is also advanced, including policies supporting the inclusion of new, not-for-profit arts and cultural facilities in development.

Employment Areas (Section 4.6)

Section 4.6 of the Official Plan describes Employment Areas as " places of business and economic activities vital to Toronto's economy and future economic prospects . Both *Core Employment Areas* and *General Employment Areas* are important and comprise the City's "*Employment Areas*" as defined under the Provincial Planning framework."

A broad and inclusive approach to employment uses in *Employment Areas* is needed for the City's economic future. Uses that support the prime economic function of *Employment Areas*, such as parks; small scale retail stores and services to meet the daily needs of business and employees; and restaurants must also be readily accessible within *Employment Areas*. Uses that detract from the economic function of these lands will not be permitted to locate in *Employment Areas*.

Regeneration Areas (Section 4.7)

Section 4.7 indicates Regeneration Areas are unique areas of the City where a mixture of uses is encouraged and where strategies and a framework for development shall be "tailor-made" based on the specific policies of a Secondary Plan.

Managing Growth and Change: The Planning Tool Box (Section 5.1)

Holding By-laws (Section 5.1.2)

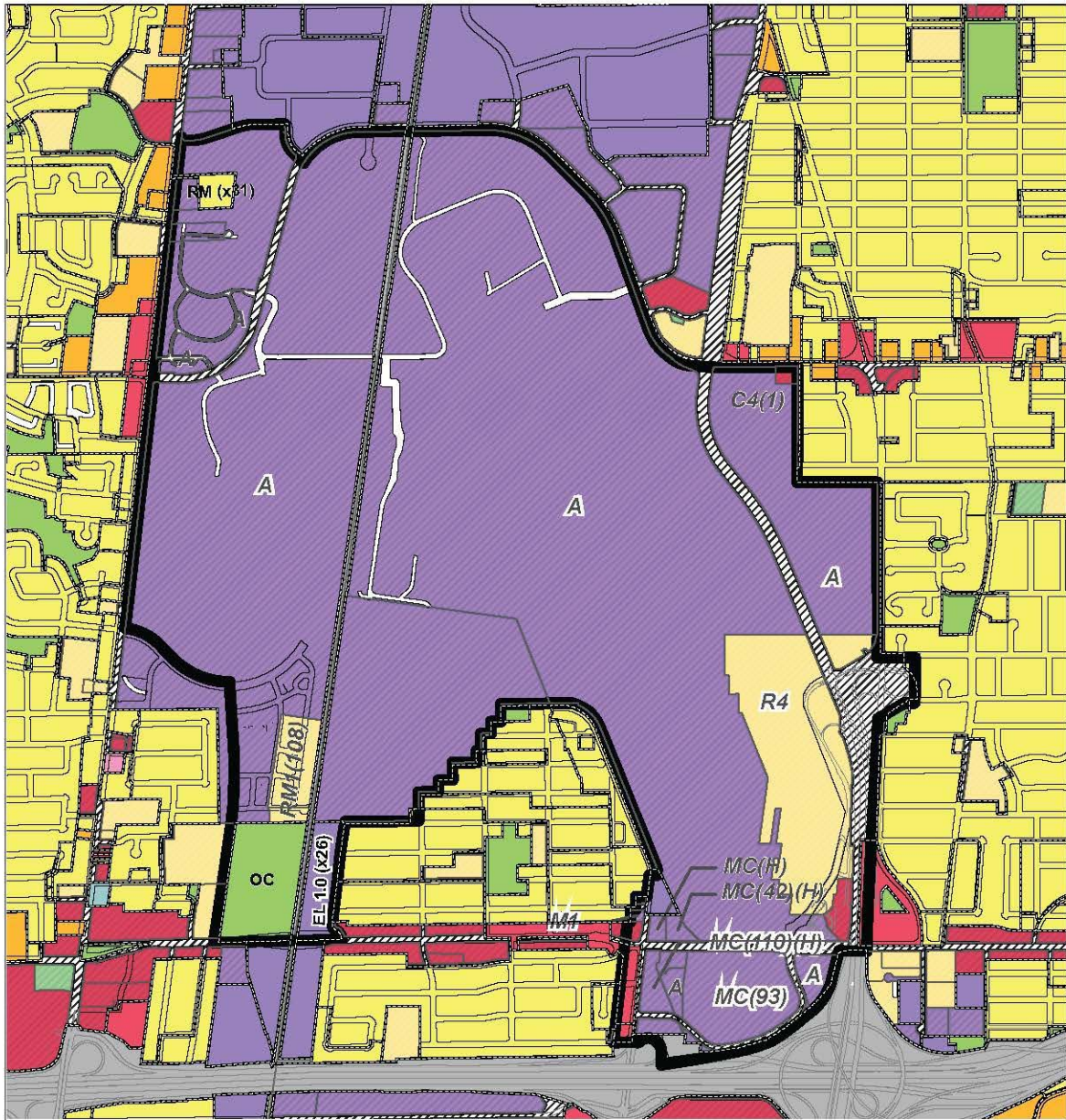
Section 5.1.2 of the Official Plan outlines the policies related to holding by-laws, the instances where City Council can impose them and the conditions for removal.

Planning and Acting Locally (Section 5.2)

Secondary Plans: Policies for Local Growth Opportunities (Section 5.2.1)

Section 5.2.1 of the Official Plan outlines the City-building objectives for Secondary Plan Areas to stimulate and guide development of highly functional and attractive communities.

Attachment 5: Zoning By-law Map (Existing)



Update Downsview
Current Zoning

- | | | |
|--|----------------------------|-----------------------|
| Draft Revised Secondary Plan Boundary | Open Space | Employment Industrial |
| Former North York Zoning By-law No. 7625 | Utility and Transportation | |
| Residential | Commercial | |
| Residential Apartments | | |

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Not to Scale
04/08/2022

Attachment 6: Aligned Initiatives within the Secondary Plan Area

Film Studio, 10 Hanover Road (File No. 21 230911 NNY 06 SA): Site Plan Control Application

On October 26, 2021, a Site Plan Control application was submitted by Northcrest Developments to permit a 4-storey film studio campus on lands municipally known as 10 Hanover Road. The proposed development consists of approximately 57,329 square metres (617,082 square feet) of new film studio and support spaces including eight sound stages, production support, mill shops, and production and management offices. It also proposes 554 parking spaces with an additional 282 surge parking spaces for a total of 836 spaces, three loading spaces with additional flexible loading areas, and 166 bicycle parking spaces. The proposed film studio conforms to the 2011 Downsview Area Secondary Plan and aligns with SASP 596, which requires that non-residential uses be developed prior to or concurrent with residential uses. A Minor Variance and consent applications are anticipated to permit for minor variances to the existing zoning.

Detailed information is found on the City's Application Information Centre at:
<http://app.toronto.ca/AIC/index.do?folderRsn=fX79Ey8h8oqlyuePIX%2BaRq%3D%3D>

1377 Sheppard Avenue West

The Draft Plan of Subdivision application proposes to create a new public street in a north-south direction south from Sheppard Avenue West, west of Allen Road is shown as Part 2 on Plan 66R-31787, and which also includes a temporary turn around circle shown as Part 3 on Attachment 8 "Preliminary Plan of Subdivision - Concept Plan". The proposed draft Plan of Subdivision also proposes easements over Parts 6 and Part B in which Part 6 will form the future street continuation of Street A in its ultimate configuration. Street A presently will be a new 18.5 metre wide public street which will form part of a future street network to support future development within the Allen District. Further information can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.NY31.3>

William Baker District (File Nos. 21 119571 NNY 06 OZ and 21 119572 NNY 06 SB): District Plan, Zoning By-law Amendment and Draft Plan of Subdivision

A District Plan, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted by Canada Lands Company on February 24, 2021 for the lands municipally known as 1350 Sheppard Avenue West, east of Keele Street and north of Sheppard Avenue West. The lands would be developed over two phases and would include approximately 4,000 residential units. New development blocks and streets allow for a broad range and mix of uses, including new parks and open spaces, a variety of building types, unit types and tenures, including affordable and senior's housing. The development would be supported by existing transit as well as existing and planned community services and facilities. A community consultation meeting was held on March 30, 2022.

Detailed information is found on the City's Application Information Centre at:

Zoning By-law Amendment:

<http://app.toronto.ca/AIC/index.do?folderRsn=9zx7PQAdnp5KxeSXFdsXXg%3D%3D>

Plan of Subdivision:

<http://app.toronto.ca/AIC/index.do?folderRsn=9zx7PQAdnp5KxeSXFdsXXg%3D%3D>

Allen East District Plan (File No. 15 202615 NNY 10 OZ)

On October 1, 2021, City Council adopted a Final Report for the Allen East District Plan, outlining the future development of approximately 29 hectares of land east of Allen Road and south of Sheppard Avenue West. The District Plan includes three character areas – Mixed Use Areas, Apartment Neighbourhoods, and Neighbourhoods – ranging in density from 2.0 FSI to 0.8 FSI, respectively, that will accommodate approximately 3,500 units across a range of affordable and market residential units. Office and retail uses, a new neighbourhood park and the expansion of Banting Park will support the residential uses and the creation of a complete, transit-oriented community adjacent to Sheppard West subway station.

The District Plan includes a new major north-south street connecting Sheppard Avenue West and Allen Road, and three new east-west crossings of Allen Road. A number of new minor and local streets, and lanes will create a connected multimodal network to promote healthy living and connect the district to surrounding neighbourhoods and broader transit system.

The Decision History for the Allen East District Plan can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY25.6>

Dufferin-Wilson Area Site and Area Specific Policy (File No. 14 101834 NPS 00 OZ)

The Dufferin-Wilson Regeneration Area Study was adopted by Council on November 7, 2017, and resulted in the Dufferin-Wilson Area SASP, #388, approved by the Ontario Land Tribunal on June 8, 2021. The Dufferin-Wilson SASP establishes a vision that encourages transit-supportive mixed-use development to attract economic growth and residential and commercial uses that will help create and sustain a vibrant community for the lands east of Dufferin Street between Wilson Avenue and Billy Bishop Way.

The SASP requires at-grade, local serving non-residential uses and an overall net-gain of non-residential gross floor area. Major retail, new auto-oriented development and self-storage warehouses are not permitted. Two new streets and two mid-block connections are planned to improve mobility between Dufferin Street, Wilson Avenue and Billy Bishop Way, and to contribute to an expanded public realm network inclusive of a linear park and a 23 metre "Dufferin-Wilson Greenway" on the east side of the SASP.

The Decision History for the Dufferin-Wilson Regeneration Area Study can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.6>

The approved Dufferin-Wilson SASP and Ontario Land Tribunal Decision History can be accessed at this link: <https://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL171416>

Northcrest 1st District: District Plan, Zoning By-law Amendment, Draft Plan of Subdivision

The Northcrest 1st District Plan is anticipated to be submitted by Northcrest Developments in May 2022. The plan includes an above-grade pedestrian crossing over the rail line, a north sub-district and a south sub-district, a 19 hectare film and television studio campus, 23 hectares of mixed-use and residential areas (including approximately 3,000 residential units), more than three acres of parks and open spaces, and multi-modal transportation networks. Virtual town halls were hosted by the Applicants on November 24, 2021 and March 9, 2022.

Downsview Community Recreation Centre

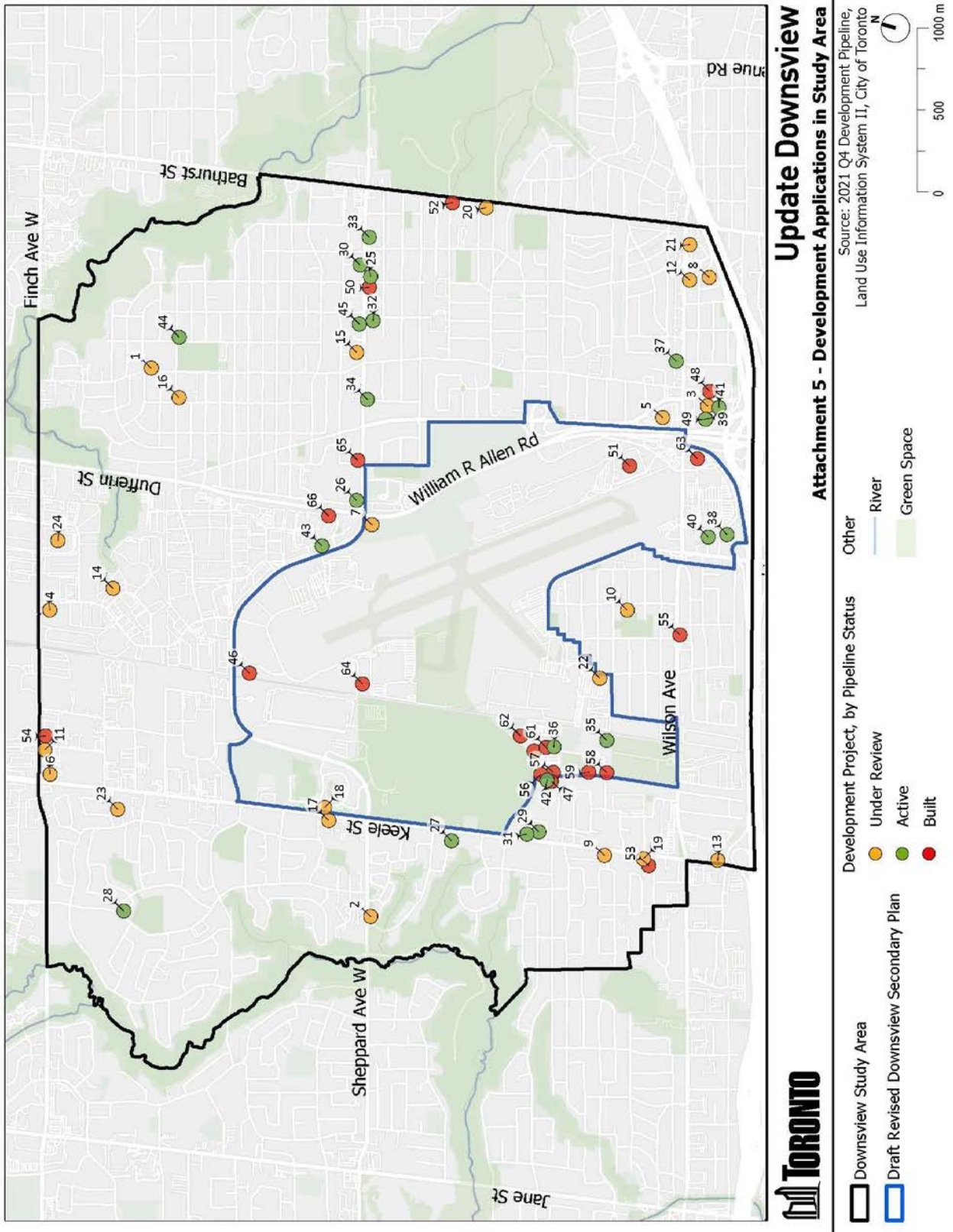
Policy 3.6.2 of the 2011 Secondary Plan states that a community centre with an indoor pool will be required to support the anticipated population growth. SASP 596 builds on this direction by requiring the new community recreation centre ("CRC") to be located near the south-east corner of the Sheppard Avenue West and Keele Street intersection. Design of the new CRC is included in the Council approved Parks, Forestry and Recreation 2022-2031 Capital Plan, with design targeted to begin in 2030. City staff are investigating opportunities to align the timing and funding of the CRC with active applications in the area and with the Community Services and Facilities component of the updated Downsview Secondary Plan.

Finch West Goods Movement Plan

The Finch West Goods Movement Plan was initiated by the City's Transportation Services Division in January 2020 to identify strategies that address future shipping and freight delivery needs as well as travel safety and efficiencies for the area bounded by Dufferin Street, Islington Avenue, and Highways 407 and 401. The Plan will address changes to the local transportation network as a result of the new light rail transit line being constructed on Finch Avenue West from Highway 27 to Keele Street.

More information on the Finch West Goods Movement Plan can be accessed at this link: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/finch-west-goods-movement-study/>

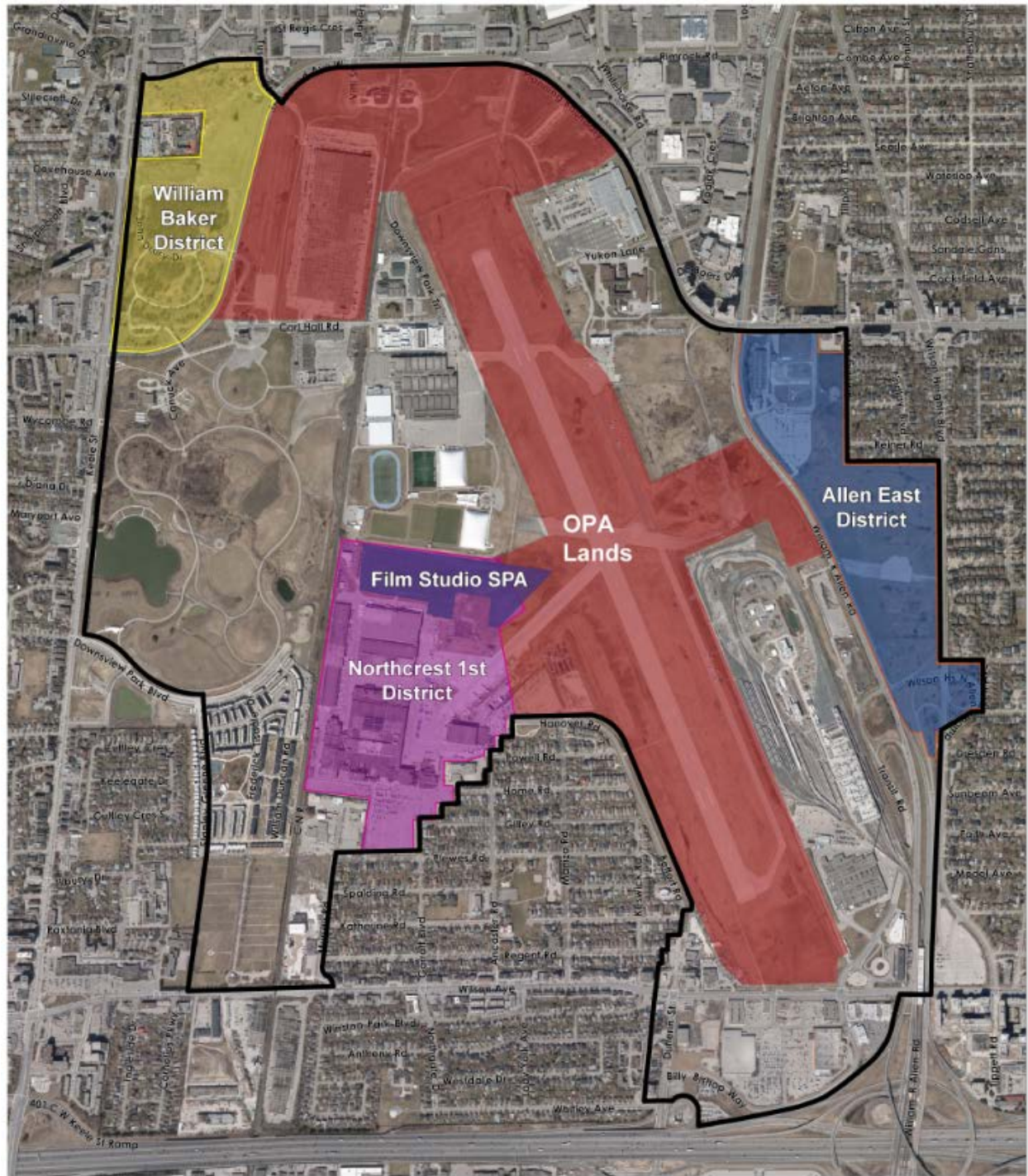
Attachment 7: Map of Development Applications in Study Area



ID	Address	ID	Address	ID	Address
1	221-245 Wilmington Ave.	23	11 Catford Rd.	45	788-796 Sheppard Ave. W
2	1629 Sheppard Ave W.	24	2 Champagne Dr.	46	80 Carl Hall Rd.
3	6 Tippett Rd.	25	719 Sheppard Ave. W	47	80 Carl Hall Rd.
4	1125 Finch Ave. W	26	1050 Sheppard Ave. W	48	9 Tippett Rd.
5	50 Wilson Heights Blvd.	27	3100 Keele St.	49	30 Tippett Rd.
6	3933 Keele St.	28	102-134 Hucknall Rd.	50	741 Sheppard Ave. W
7	1377 Sheppard Ave W.	29	2945 Keele St.	51	160 Transit Rd.
8	25 Brightwood St.	30	700 Sheppard Ave. W	52	4246 Bathurst St.
9	2850 Keele St.	31	35 Carl Hall Rd.	53	2800 Keele St.
10	60 Maniza Rd.	32	128 Gorman Park Rd.	54	35 Tangiers Rd.
11	1285 Finch Ave. W	33	665 Sheppard Ave. W	55	855 Wilson Ave.
12	379 Wilson Ave.	34	871-873 Sheppard Ave. W	56	2995 Keele St.
13	2699 Keele St.	35	80 Carl Hall Rd.	57	2995 Keele St.
14	75 Vanley Cres.	36	80 Carl Hall Rd.	58	2995 Keele St.
15	824 Sheppard Ave. W	37	470 Wilson Ave.	59	2995 Keele St.
16	147 Overbrook Pl.	38	151 Billy Bishop Way	60	2995 Keele St.
17	3374 Keele St.	39	30 Tippett Rd.	61	2995 Keele St.
18	1350 Sheppard Ave. W	40	3621 Dufferin St.	62	2995 Keele St.
19	2808 Keele St.	41	4 Tippett Rd.	63	75 Billy Bishop Way
20	4190 Bathurst St.	42	2995 Keele St.	64	65 Carl Hall Rd.

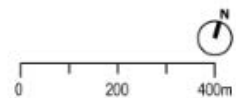
ID	Address	ID	Address	ID	Address
21	333 Wilson Ave.	43	1100 Sheppard Ave. W	65	940 Sheppard Ave. W
22	123 Garratt Blvd.	44	103 Overbrook Pl.	66	20 De Boers Dr.

Attachment 8: Map of Applications in the Secondary Plan Area



Update Downsview
Applications in the Secondary Plan Area

- Draft Revised Secondary Plan Boundary
- Northcrest 1st District
- Film Studio SPA
- OPA Lands
- Allen East District
- William Baker District

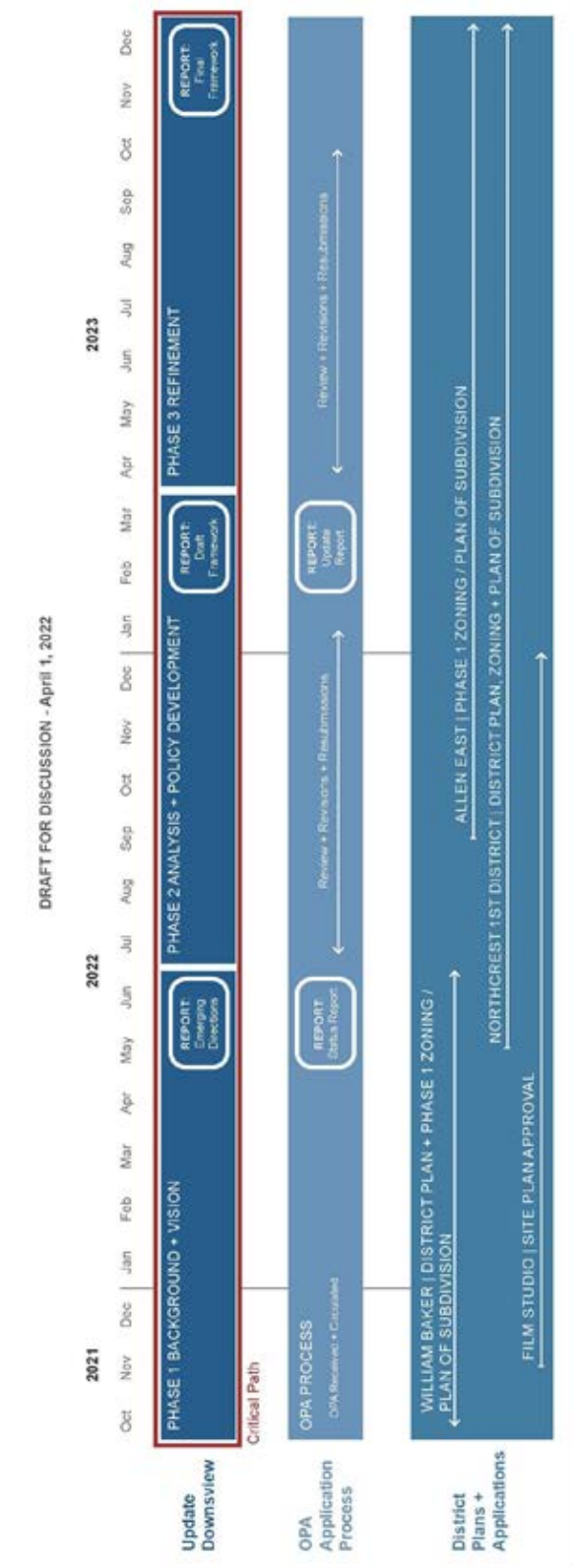


Attachment 9: Public Launch Event - Consolidated Q & A Summary
(Attached separately)

Attachment 10: Online Survey Summary

(Attached separately)

Attachment 11: Update Downsview Study Schedule



Attachment 12: Public Comments on Emerging Directions Themes

Summary of Public Feedback Received for Mobility:

- Walking, biking, and transit are important and should be prioritized.
- Require better connections within the area and to surrounding neighbourhoods, across the Highway 401 and GO rail line, and to the TTC and GO Transit stations.
- Provide better first/last mile connections from Downsview to TTC and GO stations.
- Consider elevating and/or protecting active transportation routes from automobiles.
- Consider accommodations for e-scooters (parking and dedicated bike/scooter lanes).
- Create a safe street network for all users.
- Traffic congestion caused by additional population should be minimized, particularly on Dufferin Street. Also of note, is the need to avoid increased truck traffic and noise.
- Provide defined areas that prioritize active transportation, ride share/taxis, and service vehicles.
- Better signage and signal priorities can help make transit and active transportation more attractive and safe than driving.
- Connections between Downsview Park facilities (e.g. sports complex) and transit stations, such as Wilson Station, should be more sheltered and protected from natural elements.

Summary of Public Feedback Received for Built-Form and Land Use:

- Show a stronger commitment with respect to the percentage of affordable housing and a time period of more than 10 or 15 years.
- Housing and buildings should be accessible. Develop the area as an age-friendly community by following the Toronto Seniors Strategy 2.0.
- There are many examples of good housing in Toronto as well as outside of Toronto and Canada.
- The area has many immigrants from cultures where multi-generational and/or apartment living is the norm. This should be reflected in housing options.
- Provide independent living communities for senior citizens at different stages of independence.
- Better support for arts and culture in the area is needed and can be demonstrated by providing housing for artists.
- Create new jobs and industries that support existing and future residents.
- Provide a mix of uses that allow people to live, shop, play, and work within the community. This will also reduce the need for cars.
- Provide more commercial/retail at ground level with residential above.
- Employment areas should be easily accessible by transit and bike routes, offer places to eat, and have pleasant streetscaping, building designs, public art, etc.
- Provide more parks and open spaces, schools, local shopping/entertainment, and other community amenities.

- Make sure there are frameworks within the development planning process to fund community amenities (markets, childcare, libraries, seniors' services and others).
- There are existing buildings and physical landmarks that are important such as 'The Lake', William Baker woodlot, Downsview Airport and hangars, DND lands, 40 Carl Hall Road and others.

Summary of Public Feedback Received for Infrastructure, Energy and Environment:

- Increase the tree canopy cover.
- Important to build energy efficient buildings/infrastructure.
- Consider how housing could use renewable energy resources and reduce embodied carbon through the delivery of housing.
- On-site storm water retention should be prioritized and different materials should be explored to manage run-off.
- Use mass timber where possible and consider building to Passive House standards.
- Build compact 15-minute communities to become more environmentally-friendly.

Summary of Public Feedback Received for Parks and Open Spaces:

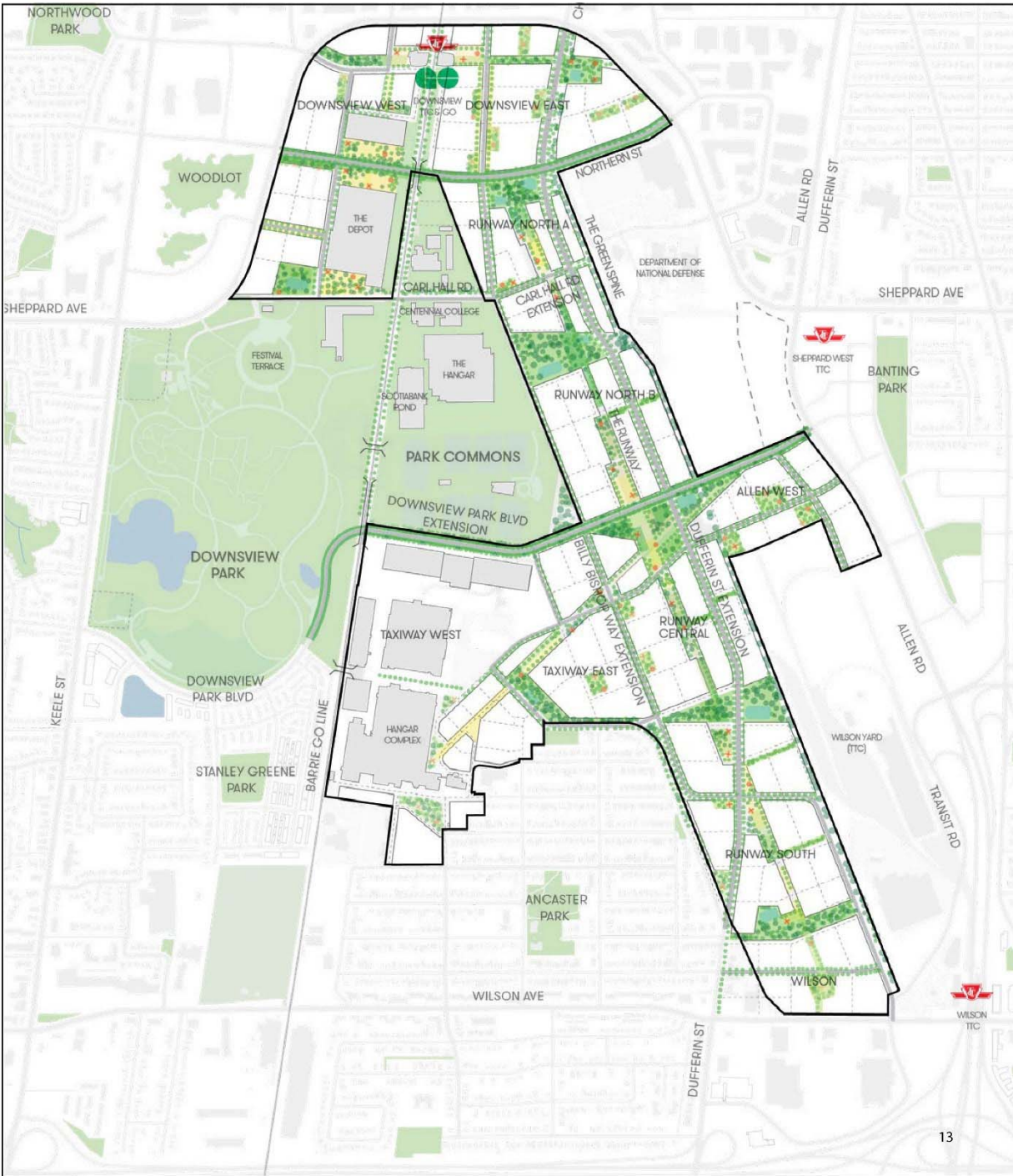
- Prioritize multi-use trails/paths and places to relax, play and gather in green spaces.
- A multi-use trail through the lands and connecting to the ravine trail system is needed.
- Plant more trees to increase canopy, break wind, and provide shade.
- Consider how fewer larger parks might be more useable in comparison to several smaller parks.
- Safety should be prioritized in all parks.
- Important to include facilities for sports and activities such as football, soccer, skating, baseball and basketball in parks. Also need more public swimming pools.
- Enjoy places in the City that provide access to parks and wide boulevards to walk along.
- More edible landscaping/foodscaping/urban farming should be included across the lands to improve food security and local food production.
- Consider including cafes and restaurants in green areas.
- The Downsview area should accommodate a variety of uses, especially in the interim as the site develops, such as:
 - Outdoor concerts.
 - Tennis courts.
 - Develop runway as a place to skate, cycle, socialize and relax.

Summary of Public Feedback Received for Community Benefits and Economic Development:

- There are many local events and cultural experiences enjoyed in the Downsview area (e.g., Ribfest, concerts, airplane exhibits, farm tours, markets, food festivals).
- Create new jobs and industries that support existing and future residents.

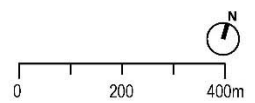
- Strengthen and encourage new businesses to open and support people of diversified ethnic backgrounds.
- Important to include non-industrial employment.
- Create opportunities and incubator spaces for industries to start and grow in the Downsview area (e.g. local breweries, vertical farming, arts and culture performance and production).
- This area could benefit from a major employment area outside of the downtown core – bring events, culture, night life to Downsview.
- Shops/retail/commercial spaces should be integrated to attract people. For example, art galleries and local retail will create an authentic and attractive identity for the site.
- Prioritize the arts and culture sector and economic opportunities for creative industries in order to establish Downsview as an arts & culture destination. Downsview can become a place for fashion, art galleries, media and culinary production, and innovation.
- The Downsview area should accommodate a variety of activities and uses, especially in the interim as the site develops. Suggestions include:
 - Public art.
 - Public cultural spaces that connects to the local neighbourhoods.
 - Theatre to bring the arts to the north of the City, such as an art installation theatre.
 - Arts and culture festivals, street festivals, food trucks, pop-up events, fairs, recreation and leisure opportunities.

Attachment 13: Applicants Proposed Framework Plan

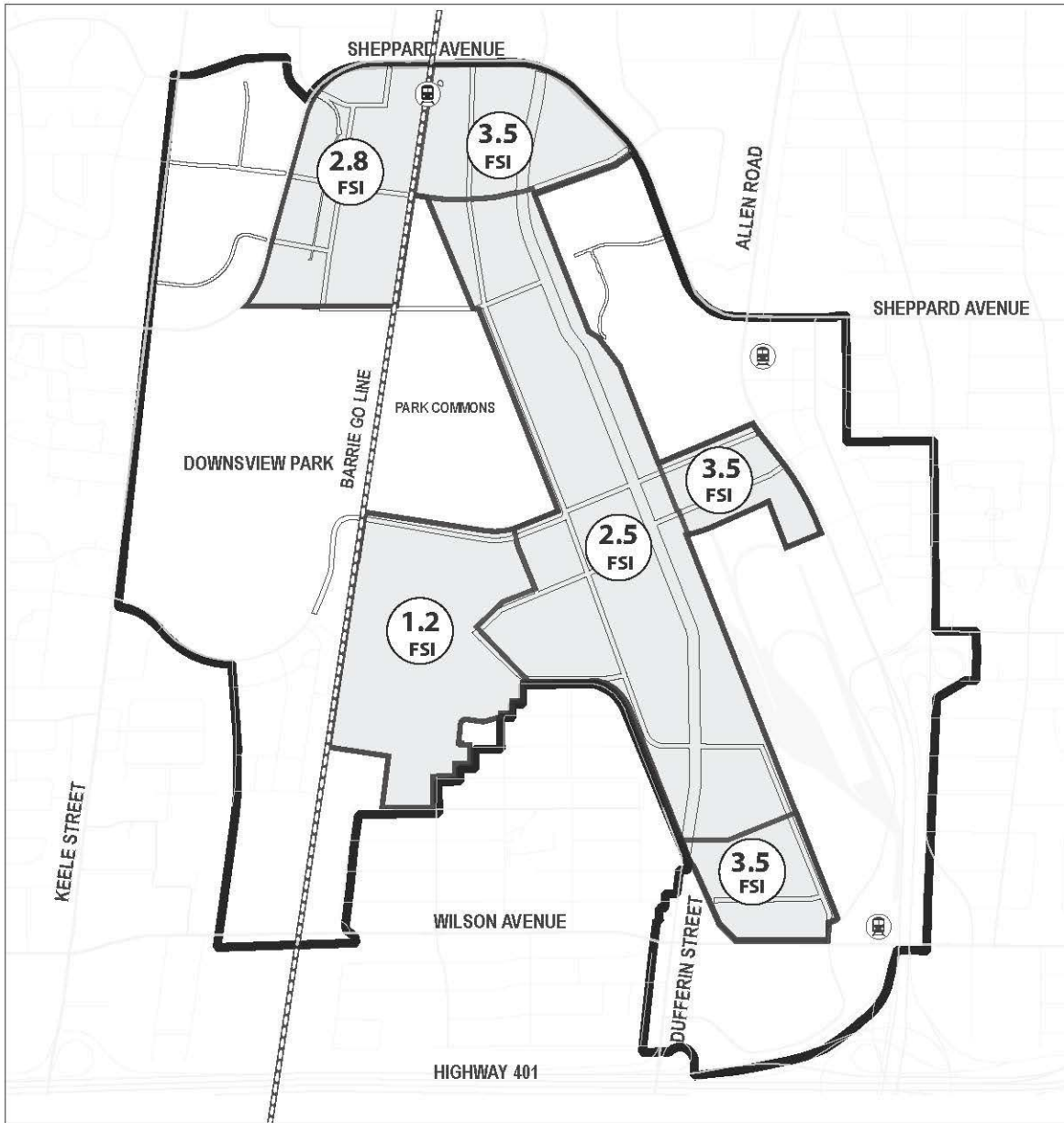


Update Downsview
Applicant Proposed Framework Plan

— OPA Area

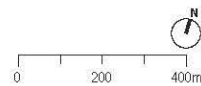


Attachment 14: Applicants Proposed Density Plan

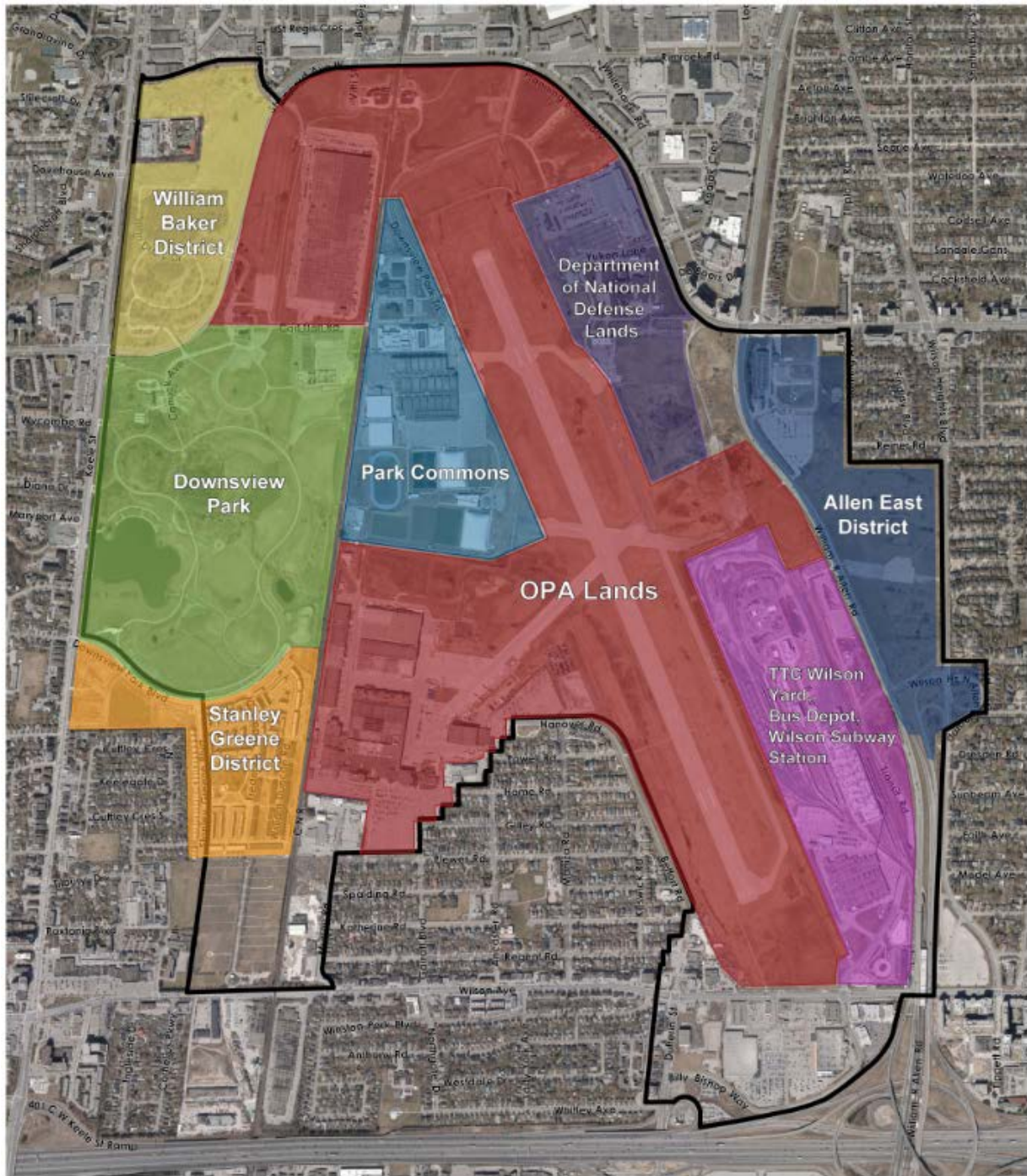


Update Downsview Applicant Proposed Density Plan

-  Draft Revised Secondary Plan Boundary
-  Subject Lands

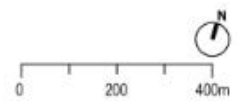


Attachment 15: Existing Secondary Plan Structure

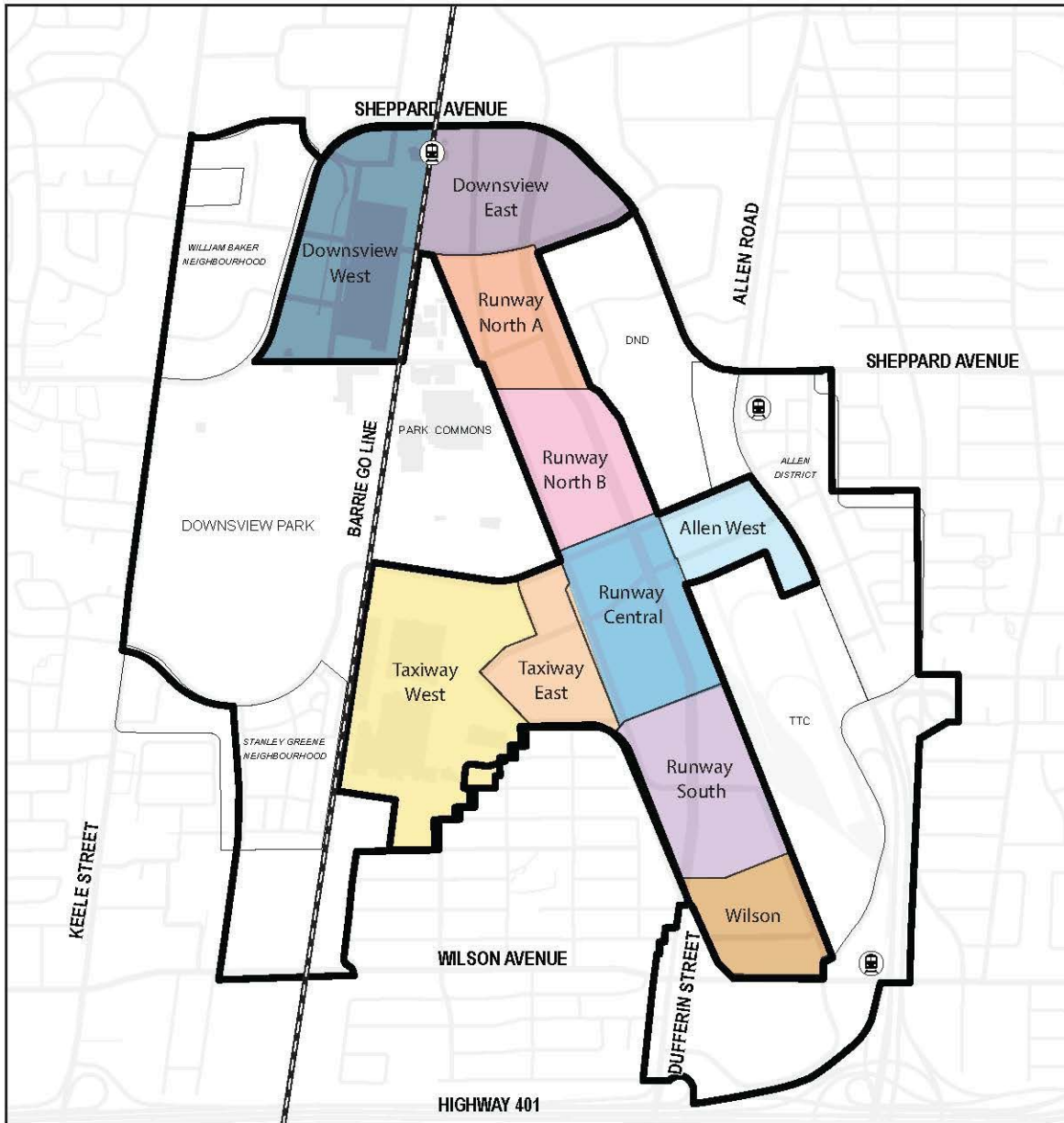


Update Downsview
Existing Structure

- | | | |
|---------------------------------------|---|---------------------|
| Draft Revised Secondary Plan Boundary | OPA Lands | Allen East District |
| Stanley Greene District | TTC Wilson Yard, Bus Depot, Wilson Subway Station | |
| Downsview Park | Park Commons | |
| William Baker District | Department of National Defense lands | |

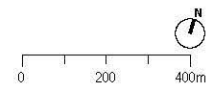


Attachment 16: Applicants Proposed District Map

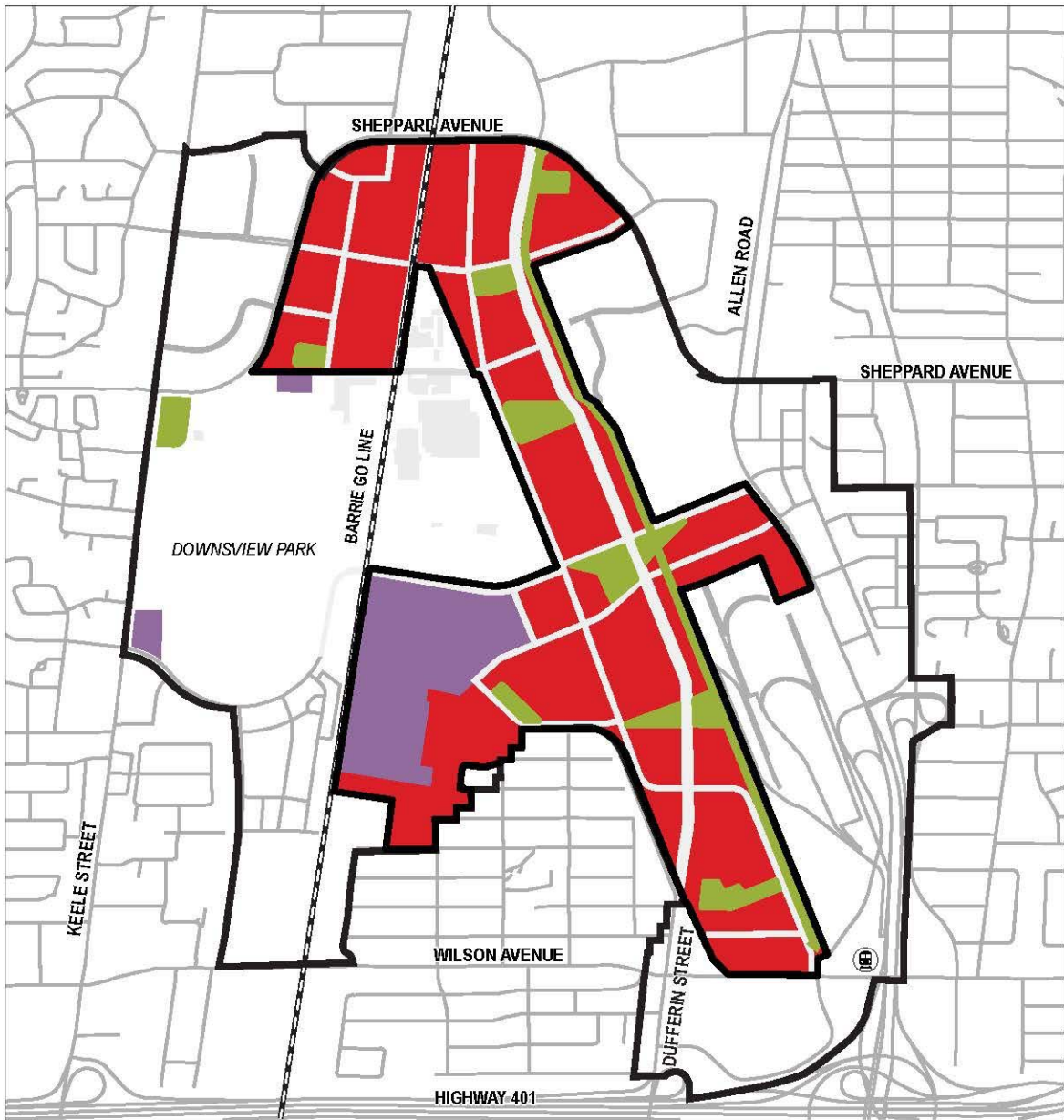


Update Downsview Applicant Proposed Districts





 Draft Revised Secondary Plan Boundary



Attachment 17: Applicants Proposed Land Use Plan



Update Downsview Applicant Proposed Land Use Plan

-  Draft Revised Secondary Plan Boundary
-  General Employment Areas
-  Parks
-  Mixed Use Areas

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Not to Scale
29/03/2022