

Authority: Planning and Housing Committee Item PH12.1,
adopted as amended by City of Toronto Council on May 22
and 23, 2024

CITY OF TORONTO

Bill 682

BY-LAW -2024

To adopt Amendment 716 to the Official Plan for the City of Toronto with respect to the lands municipally known in the year 2023, as lands generally bounded by Keele Street, Sheppard Avenue West, Banting Avenue, Reiner Road, Wilson Heights Boulevard, Allen Road, Highway 401, Dufferin Street, Beffort Road, Hanover Road, Ancaster Road, Home Road, Gilley Road, Garratt Boulevard, Plewes Road, Murray Road, Wilson Avenue, GO Transit Barrie Line Rail Corridor, and Downsview Park Boulevard.

Whereas authority is given to the City of Toronto under the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public, and held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 716 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on June , 2024.

Frances Nunziata,
Speaker
(Seal of the City)

John D. Elvidge,
City Clerk

AMENDMENT 716 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2023 AS LANDS GENERALLY
BOUNDED BY KEELE STREET, SHEPPARD AVENUE WEST, BANTING AVENUE,
REINER ROAD, WILSON HEIGHTS BOULEVARD, ALLEN ROAD, HIGHWAY 401,
DUFFERIN STREET, BEFFORT ROAD, HANOVER ROAD, ANCASTER ROAD,
HOME ROAD, GILLEY ROAD, GARRATT BOULEVARD, PLEWES ROAD,
MURRAY ROAD, WILSON AVENUE, GO TRANSIT BARRIE LINE RAIL CORRIDOR
AND DOWNSVIEW PARK BOULEVARD**

The Official Plan of the City of Toronto is amended as follows:

1. Map 2 – Urban Structure, is amended by revising the boundary of the Employment Areas south of Downsview Park Boulevard and within Downsview Park as shown on the attached Schedule 1, Map 7-3.
2. Map 4 – Higher Order Transit Corridors, is amended by identifying a new Expansion Element (GO Rail Station on Existing Line) at the location shown as Proposed New GO Rail Station on the attached Schedule 1, Map 7-4.
3. Map 4 – Higher Order Transit Corridors, is amended by extending the Transit Corridor on Sheppard Avenue West to the alignment shown as Sheppard Extension on the attached Schedule 1, Map 7-4.
4. Map 7A – Identified Views from the Public Realm, is amended by removing the Parc Downsview Park view (Skyline 11).
5. Map 8A – City Parkland, is amended by adding newly designated City parks, consisting of those lands designated Parks excepting Downsview Park as shown on the attached Schedule 1, Map 7-3.
6. Map 16 – Land Use Plan, is amended to reflect the revised land use designations, particularly the new Mixed Use Areas, Parks, Institutional Areas and Other Open Space Areas as shown on the attached Schedule 1, Map 7-3.
7. Map 27 – Site and Area Specific Policies, is amended by deleting SASPs 68, 596 and 789.
8. Chapter 7, Site and Area Specific Policies, is amended by deleting SASPs 68, 596 and 789 in their entirety.
9. Map 35 – Secondary Plan Key Map, is amended by deleting the Secondary Plan Area for "7 Downsview Area" and replacing it with the Secondary Plan Area shown on the attached Schedule 1, Map 7-1.
10. Map 35 – Secondary Plan Key Map, is amended by deleting the legend for "7 Downsview Area" and replacing it with "7 Downsview".

11. Schedule 1 – Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres, is amended by deleting "Regent Rd" under the 'FROM' column for Dufferin St and replacing it with "Katherine Rd".
12. Schedule 2 – The Designation of Planned but Unbuilt Roads, is amended by adding the following new planned but unbuilt roads:

Street Name	From	To
New Link 1 (Dufferin Street Extension)	Katherine Road	Sheppard Avenue West
New Link 2 (Billy Bishop Way Extension)	Wilson Avenue	Sheppard Avenue West
New Link 3 (Downsview Park Boulevard Extension)	Downsview Park Boulevard	William R. Allen Road
New Link 4 (Northern East West Street)	Keele Street	Sheppard Avenue West

13. Schedule 4 – Description of Views, is amended by deleting B1 xii: Parc Downsview Park (top of the Mound).
14. Chapter 6, Secondary Plans, is amended by deleting Section 7, Downsview Area Secondary Plan, and replacing it with the attached Schedule 1.

Schedule 1 to Amendment 716

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DOWNSVIEW SECONDARY PLAN

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Appendices

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7. Downsview Secondary Plan

The Downsview Secondary Plan Area is geographically located on a high point in the City of Toronto along the divide between the Don and Humber River watersheds, and is part of the territory that has been occupied by Indigenous communities since time immemorial. In particular, the Downsview area is thought to have played a role in the lives of First Nations for activities such as hunting and ceremonial purposes. More recently, the Plan Area was an important site for aerospace and military activity and retains significant physical links to this heritage.

1. INTERPRETATION

- 1.1. The policies of the Downsview Secondary Plan (this “Plan”) apply to the area identified as “Plan Area” on Map 7-1: Secondary Plan Area.
- 1.2. The policies of this Plan must be read together with the policies of the Official Plan. For any individual policy to be properly understood, this Plan must be read as a whole. In the case of conflict between the policies of this Plan and the Official Plan, the policies in this Plan will prevail.
- 1.3. Paragraphs that are listed by number and/or letter contain the policies of this Plan. Other paragraphs and text in sidebars provide the context and intent of the policies.
- 1.4. Italicized terms are defined in Section 13: Definitions, or refer to land use designations.
- 1.5. For the purposes of this Plan, a District Plan means a document containing, in graphic and written form, the information described in Section 11.2 of this Plan.
- 1.6. The Appendices to this Plan are included for information purposes only, to provide additional guidance in the development of the Plan Area.
- 1.7. Location-Specific Policies are outlined in Section 12: Location-Specific Policies and apply to areas identified on Map 7-7: Location-Specific Policies. In the case of conflict between a Location-Specific Policy and the general policies in this Plan, the Location-Specific Policy will prevail.
- 1.8. Development and public decision-making will be implemented in accordance with the Downsview Master Environmental Servicing Plan (“MESP”). The MESP identifies the on- and off-site transportation and municipal servicing

infrastructure improvements required to support the growth anticipated in the Plan Area, including:

- 1.8.1. The major streets and *active mobility network*;
 - 1.8.2. The requirements related to future regional and local transit network improvements;
 - 1.8.3. The requirements related to water and wastewater infrastructure;
 - 1.8.4. The requirements and standards for the design of a decentralized stormwater management system(s);
 - 1.8.5. The design targets and assumptions to be incorporated in transportation and municipal servicing reports and plans submitted in support of development applications within the Plan Area; and
 - 1.8.6. The phasing, monitoring, and implementation schedule.
- 1.9. Development and public decision-making will be informed by the Downsview Community Development Plan (“CDP”), which identifies and supports the necessary social and physical investments for embedding *equity* as new communities are established. The CDP:
- 1.9.1. Is developed, implemented and regularly reviewed by the City, agencies, local institutions, property owners, developers, non-profit organizations, businesses, community groups, and other orders of government through comprehensive engagement with a focus on Indigenous and Black communities, and also including *equity*-deserving groups such as seniors, refugees, newcomers, persons with disability, 2SLGBTQ+ community members, youth and children;
 - 1.9.2. Is a collaboration tool that identifies specific actions to implement community priorities;
 - 1.9.3. Leverages the development of new communities to provide opportunities to build for and with Indigenous and Black communities;
 - 1.9.4. Embeds an *equity* lens in social, cultural and economic development, housing, environment, food, safety, health and education through impactful investment, programming, services and facilities;
 - 1.9.5. Identifies community priorities related to the design of the *public realm* and the type and quantity of *community service facilities*, including arts and culture facilities;

- 1.9.6. Encourages local and social hiring and the creation of employment, training and apprenticeship opportunities, with a particular emphasis on Indigenous, Black and *equity*-deserving groups; and
- 1.9.7. Encourages social procurement, with a particular emphasis on businesses owned by Indigenous, Black and *equity*-deserving groups.

SIDEBAR: Community Development Plan

A community development plan (“CDP”) is a living document that responds to local community needs and priorities as an area evolves. Its purpose is to document input from communities that have been historically marginalized and integrate the input across City documents and development outcomes. CDPs complement planning documents like Secondary Plans and Urban Design Guidelines by broadening the community interests that can be addressed, facilitating partnerships and amplifying diverse voices.

The preparation of the Downsview CDP informed and strengthened the *equity* lens on this Plan and related documents. This is reflected across multiple policy areas to comprehensively support the development of more inclusive communities from the ground up. The CDP leverages the significant development anticipated on these lands to create a welcoming place for Indigenous and Black communities and *equity*-deserving groups, including identifying and supporting the provision of social, economic, environmental, cultural and housing infrastructure for these communities to live, work and thrive.

The regular renewal of the Downsview CDP is anticipated to occur every five years, such that its review can respond to the evolving development context and community needs.

- 1.10. Development and public decision-making will be informed by the Downsview Urban Design Guidelines (“UDGs”), which will be used as a tool to evaluate development applications and provide direction for future district-level UDGs. The UDGs:
 - 1.10.1. Provide guidance on the integration of the natural environment within the *public realm* and built environment to support *City Nature*;
 - 1.10.2. Identify opportunities to improve the quality and connectivity of the *public realm* network;
 - 1.10.3. Support integration of *Indigenous place-keeping* and cultural heritage resources;
 - 1.10.4. Outline the key features of the Runway, Taxiway, Green Spine, rail crossings, *greenways* and adjacent development;

- 1.10.5. Provide guidance on parks and open space requirements related to *green infrastructure*;
 - 1.10.6. Identify and provide direction on potential views and vistas;
 - 1.10.7. Provide guidance on the built form and massing of mid-rise and tall buildings; and
 - 1.10.8. Support opportunities for public art and wayfinding.
- 1.11. Where City-wide UDGs differ from the Downsview UDGs, the guidance within the Downsview UDGs will prevail.
- 1.12. Strong partnerships and communication between the City, residents, agencies, local institutions, property owners, developers and non-profit organizations will provide the basis for implementing this Plan, with a collective understanding of, and responsibility for, building resilient, sustainable and equitable complete communities.

2. VISION AND OBJECTIVES

2.1. Plan Area

Initiated by the closure of the Downsview Airport and combined with other redevelopment opportunities, it is estimated that the Plan Area will accommodate 115,000 new residents and 52,000 workers over the next 30 years. This represents one of the largest and most transformative city-building efforts in the history of Toronto. It is an opportunity to reconnect the Plan Area with its surroundings, leverage existing transit infrastructure and cultural heritage resources, create compact, mixed use communities and deliver new *community service facilities*. These opportunities will support diverse and inclusive employment and deliver a significant amount of new housing, enabling the development of resilient, sustainable and equitable complete communities.

Responding to the climate change emergency, this Plan prioritizes climate resilience and environmental sustainability in the design and operation of buildings, infrastructure and the *public realm*. Development will support the reintegration and co-existence of the natural and built environments through *City Nature* and recognize shared responsibilities to the land and water. This will include ensuring public access to green space, supporting natural functions and reducing greenhouse gas emissions. *City Nature* will also help define the sense of place, which will be further influenced by the area's history and informed by Indigenous perspectives. Underpinning this vision is the recognition that some communities experience disproportionate impacts from climate change, highlighting the need to embed *equity* in this work.

Through this transformation, the Plan Area will emerge as a series of complete communities that prioritize inclusive social and economic development opportunities and strive to remove barriers faced by Indigenous, Black and *equity*-deserving groups. The 5.4 square kilometre Plan Area provides a generational opportunity for the intentional development of communities of inclusion from the ground up, contributing to the City's efforts to address reconciliation and anti-Black racism. This will be achieved with early engagement and integration of the facilities, places and spaces needed to meet diverse needs and create a welcoming environment. New communities will be further supported by a regionally significant concentration of employment, local services and amenities, arts and culture, and a range and mix of housing options, ensuring everyone has an equal opportunity to thrive.

These new communities will be vibrant and attractive places to live, work, play, visit and gather. Three existing transit stations together with a new *mobility network* will focus on moving people and providing attractive choices for getting around by transit and *active modes*. The Plan Area will be structured around a high quality and integrated *public realm* network - anchored by Downsview Park, the Runway and Taxiway, the Green Spine, and new parks and open spaces - building connections within and beyond the Plan Area.

2.1.1. The vision for the Downsview Secondary Plan is guided by two overarching goals:

- a. Climate resilience and environmental sustainability; and
- b. Achieving equitable outcomes for Indigenous, Black and *equity*-deserving groups.

2.1.2. To support the vision and goals, development will be guided by the following objectives:

- a. Create an integrated, attractive and comfortable *public realm* network centred on Downsview Park, the Runway and Taxiway, the Green Spine and Major Parks that enhances and restores connections to nature, supports a robust and sustainable tree canopy, creates a range of recreational opportunities and provides landscapes with native species to support biodiversity;
- b. Improve long-term climate resilience and mitigate the negative impacts of extreme weather by integrating *green infrastructure* and sustainable design to effectively manage stormwater, restore ecological functions, and reduce heat exposure and impervious surfaces;
- c. Minimize energy demand, implement low-carbon design and energy solutions and pursue net zero greenhouse gas emissions, including from the impacts of embodied carbon;
- d. Consider and meet the needs of Indigenous, Black and *equity*-deserving groups by removing barriers that have impeded equitable outcomes, including access housing, quality jobs, spaces, training, education and services;
- e. Support a diverse local economy which facilitates high quality and equitable employment opportunities and social investment;
- f. Acknowledge the Indigenous presence, past, present and future, by integrating Indigenous ways of knowing, stories and cultures in the *public realm*, including recognizing the distinct interests of different First Nations, Inuit and Métis peoples;
- g. Achieve an extensive, safe, accessible and integrated transit and *active mobility network* through investment in infrastructure, such that these modes are the most efficient and attractive ways to meet daily mobility needs;
- h. Support a significant shift to transit and *active mobility* through the creation of compact and well-connected neighbourhoods with a broad mix of uses at appropriate densities;

- i. Maintain and enhance the broader area's function as one of the largest employment nodes outside the downtown by protecting for and providing a broad range of employment and non-residential uses, and accommodating a range of jobs across multiple sectors, to enable long term employment growth;
- j. Provide a range and mix of housing options, including different tenures, unit types and levels of affordability, with affordable, rent-geared-to-income and supportive housing, to serve a variety of households and those in all stages of life;
- k. Provide new and expanded services and amenities, including *community service facilities*, that contribute to social, economic and cultural development and health, and support diverse and growing communities;
- l. Conserve, interpret and enhance the cultural heritage resources that represent the aerospace and military history of the area and recognize their role as important components of a unique sense of place; and
- m. Celebrate and support the cultural diversity of the local communities.

2.2. District Areas

- 2.2.1. The Plan Area is composed of 15 districts as identified on Map 7-5: Districts. The distinct character of each district will be determined through District Plans, and be generally guided by the following group typologies:

- a. Runway Districts;

Runway North A, Runway North B, Runway Central, Runway South

The Runway districts are characterized by their central organizing feature – the Runway – supported by Major Parks which will act as the hearts of these districts and reflect the focus on *City Nature*. Mobility corridors will play structuring roles, with portions of the Dufferin Street and Billy Bishop Way extensions emerging as main streets where retail and other non-residential uses take hold. The Runway districts will include a variety of mid-rise residential buildings and clusters of taller buildings, with supportive non-residential uses integrated throughout.

- b. Transit Districts;

Wilson, Wilson South, Downsview East, Downsview West, Allen East, Allen West

The Transit districts are characterized by both their proximity to transit stations and their location along the edges of the Plan Area. They will generally include a greater concentration of commercial, office, cultural, entertainment and institutional uses and support more significant clusters of the tallest buildings, commensurate with their higher permitted densities, while also transitioning into the surrounding areas. Specifically, the Downsview East and West Districts will be influenced and linked by the multi-modal Northern Crossing of the GO Transit Barrie Line Rail Corridor (GO Barrie Line) and Supply Depot building, and Wilson South District by the planned bridge over Highway 401 to create a strong southern connection.

c. William Baker District;

The William Baker District is characterized by its internal woodlot and proximity to the naturalized open spaces in Downsview Park. This District will serve residents, workers and visitors of all ages and in particular support aging in place. This District provides connectivity with adjacent existing communities and is generally residential, supported by a mixed use corridor along Keele Street. The built form character includes a mix of low and mid-rise buildings, with taller buildings and higher densities at the intersection of Keele Street and Sheppard Avenue West and towards the north, closer to Downsview Park station.

d. Taxiway Districts;

Taxiway East, Taxiway West, Murray

The Taxiway districts are influenced by their position between the existing Ancaster neighbourhood and the GO Barrie Line and contain unique features that reflect the Plan Area's former industrial character, including the airport hangars and Taxiway. Reinforcing this longstanding role as a centre for employment, these districts will include a significant concentration of employment and non-residential uses, taking advantage of the opportunity to locate large format and land consumptive uses in a growing urban area. The Taxiway districts will have a built form generally at a mid-rise scale that responds to the industrial context and new mixed use areas and provides transition with low-scale buildings to the adjacent Ancaster neighbourhood. These districts will also benefit from stronger connectivity to Downsview Park through the Downsview Park Boulevard extension and two active-only rail crossings, as well as a potential site for a future GO Station.

e. Park Commons District.

The Park Commons District is characterized by a cluster of existing cultural heritage resources associated with former military and aerospace uses, its proximity to and inclusion within Downsview Park and its central location within the Plan Area. This District accommodates low density, park supportive uses such as education, arts, culture and sports facilities surrounded by open space.

3. THE PUBLIC REALM

A high quality *public realm* is the primary organizing framework for the Plan Area and the starting point for building resilient and equitable communities. The *public realm* is anchored by Downsview Park, the Runway and Taxiway, the Green Spine and the Major Parks, all of which are destinations and support open space connectivity. An equitable distribution of parks, open spaces, amenities and programming provides easy access to space for recreation, placemaking, gathering, commemoration and celebration for all ages and abilities, and includes opportunities to recognize contributions of Indigenous and Black communities. This system, together with the *mobility network*, aims to create a *public realm* that is accessible, welcoming and inclusive, and which supports access to nature throughout the Plan Area, encapsulating the concept of *City Nature*.

SIDEBAR: Runway, Taxiway and Green Spine

The Runway, Taxiway and Green Spine play important roles in the *public realm*, collectively creating a unique identity for the Plan Area and a well-connected *active mobility network* (see Map 7-2). The Runway is a large pedestrianized space running the length of the former Downsview Airport landing strip and intersected by a number of parks and major streets. The Taxiway is a smaller-scale pedestrianized space extending along the former taxiway alignment from the Runway to the south-west. The Green Spine is a dedicated cyclist and pedestrian corridor running east of and parallel to the Runway.

3.1. General Policies

- 3.1.1. Establishing, expanding and improving a high quality *public realm* will be guided by Map 7-2: Public Realm Plan. Refinements to the *public realm* elements on Map 7-2 will not require an amendment to this Plan, provided that refinements are minor and meet the intent of this Plan.
- 3.1.2. The precise size, location and configuration of all *public realm* elements will be identified and secured through District Plans and development applications.
- 3.1.3. The *public realm* network will advance long-term climate resilience and environmental sustainability by:
 - a. Including landscape features that enhance ecological health, natural functions and climate resilience, support habitat creation and connectivity, and promote biodiversity, native species and pollinators;
 - b. Supporting long-term, sustainable and mature tree growth, and the expansion of the urban forest by providing sufficient growing space, soil volumes and access to sunlight for trees and vegetation to thrive;

- c. Supporting decentralized stormwater management through the use of *green infrastructure* and nature-based solutions;
 - d. Supporting *active mobility* and transit use as the most appealing means of moving around;
 - e. Supporting comfortable microclimates, including access to sunlight during the spring, fall and winter, tree canopy shade during the summer, and wind conditions that support the intended use of the *public realm*; and
 - f. Utilizing high quality, sustainable and durable materials that minimize embodied carbon. Consideration should be given to effective maintenance and ability to support the intensity of use by residents, workers and visitors in all seasons.
- 3.1.4. Indigenous presence and ways of knowing will be recognized and celebrated in the *public realm* such as through placemaking, *place-keeping*, wayfinding, naming, spaces for ceremony, medicinal gardens, landscaping, plant species, materiality and/or other initiatives. The design and/or implementation of these elements will be in collaboration with First Nations and Indigenous communities, which may include engagement, Indigenous-led opportunities, partnerships or other approaches.
- 3.1.5. The inclusion of water features should be considered in the design of the *public realm* to support opportunities for ceremony and traditional relationships to water systems.

SIDEBAR: Spaces for Ceremonies

Spaces for ceremonies can include spaces that support Indigenous cultural gatherings such as traditional ceremonial practices (e.g. pow-wows, sweats, naming ceremonies, rights of passage, smudging, pipe ceremonies, full moon ceremonies), sacred fire, solstice celebrations, lacrosse and other traditional games.

- 3.1.6. The *public realm* is encouraged to be designed in a way that recognizes the presence of historical watercourses, as illustrated on Appendix 1: Historical Watercourses, which may include a range of opportunities for creative interpretation, daylighting and/or restoration, where technically feasible and meeting the intent and vision of this Plan.
- 3.1.7. The *public realm* should be designed in a way that respects and celebrates the area's historic aerospace industry. Creating and enhancing views to cultural heritage resources, as identified on Map 7-10: Cultural Heritage Resources, is encouraged.

- 3.1.8. Opportunities to utilize the *public realm* for food production, harvesting, sales, education and programming as a means of supporting climate resilience, local urban agriculture, food security and opportunities for economic development is encouraged.
- 3.1.9. Active uses will be included in development fronting the Runway, Taxiway and Major Parks. Minimum active use frontage requirements will be identified and secured through District Plans and development applications.

SIDEBAR: Active Uses

Active uses animate the space at grade, such as retail, restaurants, services, arts and culture uses, publicly accessible institutional uses, community uses including *community service facilities* and live/work units.

- 3.1.10. Priority retail areas will be encouraged in development fronting the Runway, Taxiway, Major Parks and appropriate streets and will be identified and secured through District Plans and development applications.
- 3.1.11. Where applicable, development will define and frame views, such as of significant *public realm* elements and evolving skylines, to be identified through District Plans and development applications.
- 3.1.12. The Downsview Park Boulevard rail crossing, known as the Ravine Underpass, should be a broad underpass that facilitates connections between Keele Street and Allen Road, while expanding open space, stormwater management and habitat connections beneath the GO Barrie Line to Downsview Park, Downsview Park Boulevard and beyond.
- 3.1.13. The northern planned multi-modal rail crossing, known as the Northern Crossing, should be designed to support activation of the Supply Depot building, with consideration for programmable open spaces flanking the new street connection.

3.2. The Runway and Taxiway

The former landing strip and taxiway of the Downsview Airport will be reimagined as the Runway and Taxiway: an approximate combined six hectares of publicly-accessible open space. The Runway and Taxiway will be important organizing elements of the *public realm* and the primary connecting features of new communities. They provide important opportunities for commemoration of local heritage and culture and in establishing a strong character and sense of place.

The Runway and Taxiway will function similarly, though each will have distinct characteristics to be further refined through District Plans. The Runway is illustrated on

the maps of this Plan at its minimum width of 20 metres, although it will have greater widths at various points along its length.

- 3.2.1. The Runway and Taxiway will be developed as continuous publicly accessible open space corridors.
- 3.2.2. The Runway and Taxiway will be designed for *active mobility*, with automobile access limited to servicing, maintenance and emergency vehicles. Servicing, maintenance and emergency vehicle access will be designed to minimize impacts to the *public realm* and will be secured as part of District Plans and development applications.
- 3.2.3. The Runway and Taxiway will be designed to:
 - a. Maintain their linear legibility as fundamental landmarks in the landscape;
 - b. Incorporate public art and creative interpretations to celebrate the past, present and future of the area, including *Indigenous place-keeping* and the aerospace history;
 - c. Include appropriate stormwater management and *green infrastructure*; and
 - d. Include consistent placemaking and wayfinding elements along their length, such as lighting, street furniture, materiality and graphics.
- 3.2.4. Local street crossings of the Runway and Taxiway should be minimized where feasible.
- 3.2.5. Where streets or *greenways* intersect with the Runway or Taxiway, they will be designed to maintain the legibility of the Runway and Taxiway, and in the case of streets, prioritize *active mobility* movement across the street.
- 3.2.6. Where parks intersect with the Runway or Taxiway, park design and function will be prioritized, while maintaining the legibility of the Runway and Taxiway.
- 3.2.7. Legible and publicly accessible *active mobility* connections will be created from the Runway to Downsview Park Station and Wilson Station, and from the Taxiway to the existing Hangar Buildings, illustrated on Map 7-2 as Public Realm/Mobility Connections. These connections should utilize consistent materiality, wayfinding elements and/or other design features of the Runway and Taxiway to support continuity.
- 3.2.8. Building entrances facing the Runway and Taxiway are strongly encouraged, and development along the Runway and Taxiway will avoid blank-wall conditions facing the Runway and Taxiway.

- 3.2.9. Automobile access for servicing development blocks adjacent to the Runway and Taxiway will be from adjacent streets and/or lanes.
- 3.2.10. Small-scale pavilion buildings, kiosks or other structures that support uses that animate the Runway and Taxiway may be permitted within the Runway and Taxiway, provided they do not impede safe and accessible travel, or obstruct the legibility of its continuous linear character.
- 3.2.11. Development along the eastern edge of the Runway will be located and oriented to create a consistent frontage and distinct edge condition that communicates the continuity of the Runway and its role as a reimagined linear open space.
- 3.2.12. The Runway will maintain a minimum width of 20 metres of publicly accessible space. Greater widths, including its legacy width of generally 60 metres, will be achieved at strategic locations, identified and secured through District Plans and development applications.
- 3.2.13. The Runway will have a minimum area of 5.4 hectares. This minimum area may be reduced to account for parks or streets which intersect with the Runway beyond what is shown on Map 7-2, in accordance with the policies of this Plan.
- 3.2.14. The Runway will be developed in segments corresponding to District Plan boundaries and each segment will be concurrently developed with its associated district.
- 3.2.15. The Runway will be developed and secured as a privately owned publicly-accessible space ("POPS"), subject to the following:
 - a. The Runway will be free of all encumbrances above and below grade, except for those permitted by the City, which may include the following:
 - i. Below grade parking outside of the 20 metre minimum width, where consistent with the Mobility policies of this Plan;
 - ii. Below grade utilities and services where they support *green infrastructure*, district energy, the tree canopy and/or the needs of animating activities within the Runway; and
 - iii. Below grade utilities and services that are not fulfilling one of the above roles, but will be minimized, and should be clustered;
 - b. The entire Runway will be owned by a single entity, excluding public streets and parks; and
 - c. A public access easement(s) in favour of the City will be granted to the City in perpetuity, for all privately-owned sections of the Runway.

- 3.2.16. To provide access to sunlight and comfortable microclimates year-round, development will be designed to support at least 5 hours of continuous sun on at least 50% of the Runway segment within each district on March 21 and September 21.

3.3. **Parks**

Parks will meet a range of active and passive recreational needs for residents, workers and visitors, support sustainability and resilience, and provide space for natural habitats and systems. They will be comfortable green spaces that support physical, emotional, psychological and spiritual well-being and are designed to prioritize safety and a welcoming experience. The distribution of larger-scale Major Parks is intended to deliver equitable access to significant recreation and gathering spaces. These will be complemented by other parks and open spaces, including Downsview Park, providing a variety of green spaces, amenities and activities within easy reach.

Parks are intended to be delivered as development advances, so that new residents, workers and visitors are able to enjoy them as the Plan Area builds out.

3.3.1. Parks in the Plan Area will:

- a. Have a functional size, configuration, location and topography that can accommodate facilities and programming and respond to the recreational needs and priorities identified in City strategies and plans;
- b. Be clearly identifiable as a park based on sufficient frontage on public street(s), accessible design, signage, wayfinding and ease of navigation;
- c. Provide opportunities for naturalized spaces, habitat creation, species diversity and expansion of the urban tree canopy;
- d. Connect and extend to the broader *public realm* network within and beyond the Plan Area, with an emphasis on establishing strong connections to Downsview Park, the Runway and Taxiway, and the Green Spine;
- e. Provide opportunities for integrating public facilities and/or infrastructure that can be used by local communities for arts and culture programming and activities;
- f. Be designed to support the broader decentralized stormwater management system(s) across the Plan Area, where appropriate subject to the parks' programming and recreational uses; and
- g. Contribute to the Green Space System between the Don River Valley and Black Creek ravine systems, and the City's overall Natural Heritage System.

- 3.3.2. Development will prioritize the dedication of land to the City to satisfy parkland dedication requirements. As part of the development application review process, parkland provision will be prioritized in the following order:
- a. On-site parkland dedication to achieve Major Parks identified on Map 7-2, within the same district;
 - b. On-site parkland dedication to achieve local parks, where appropriate and as determined through District Plans, within the same district;
 - c. Off-site parkland dedication within the boundary of the Plan Area to contribute to Major Parks identified on Map 7-2 in other districts;
 - d. Off-site parkland dedication within the boundary of the Plan Area to contribute to local parks in other districts; and
 - e. Cash-in-lieu of parkland.
- 3.3.3. Development adjacent to parks will fulfill the following criteria:
- a. Achieve appropriate setbacks and vertical clearances to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Provide for casual overlook to support comfort and perception of safety; and
 - c. Avoid locating non-complementary uses adjacent to parks, including, but not limited to loading and servicing areas, mechanical equipment and venting. Where non-complementary uses are unavoidable these uses will be screened and any impacts mitigated.
- 3.3.4. To provide access to sunlight and comfortable microclimates year-round, development will be designed to support at least 5 hours of continuous sun on at least 75% of each Major Park on March 21 and September 21.
- 3.3.5. Each Major Park will be a minimum of 1.0 hectare in size, except as described below:
- a. Runway Central District: minimum 3.5 hectares;
 - b. Runway North B District: minimum 2.3 hectares;
 - c. Runway South District: minimum 1.5 hectares; and
 - d. Wilson District: minimum 1.2 hectares.
- 3.3.6. In accordance with the City's recreational priorities, at least one Major Park will be of an appropriate size and shape to accommodate a full-size cricket field,

including supporting facilities. The Major Park in Runway North B District is shown on Map 7-2 as having this sufficient size and shape.

3.4. **Green Spine**

The Green Spine will be a linear open space that runs the length of the Plan Area, and performs a variety of functions. With generous space for walking, cycling and other *active modes* embedded within a green corridor, it will be an essential component of the *active mobility network*. The Green Spine will further improve ecological and habitat connectivity, support access to nature and recreation, expand the urban tree canopy and support the decentralized stormwater management system(s).

3.4.1. The Green Spine will function as a:

- a. Dedicated *active mobility* corridor, providing generous, safe and convenient pedestrian pathways and bikeways with limited intersection interruptions;
- b. Landscaped and naturalized corridor that will support expansion of the urban tree canopy, habitat connectivity and species diversity; and
- c. Component of decentralized stormwater management by incorporating *green infrastructure* where applicable.

3.4.2. The Green Spine, including its access points, will be designed to provide direct, legible and continuous public access for the length of the Plan Area, and further connect to *active mobility* routes beyond the Plan Area.

3.4.3. The Green Spine will generally be 15 to 18 metres in width to accommodate its intended functions. This width may be reduced where detailed design work demonstrates that less space is needed to fulfill its required *green infrastructure* and *active mobility* functions.

3.4.4. Where the Green Spine is immediately adjacent to a street, park or other open space:

- a. The Green Spine will be designed in coordination with the adjacent street, park or open space; and
- b. Facilities such as *active mobility* infrastructure, street furniture, street trees, and *green infrastructure* may be shared between the Green Spine and the adjacent street, park or other open space to make efficient use of land where appropriate, resulting in potential reductions in width, to the satisfaction of the City.

- 3.4.5. The Green Spine will connect, or enable a future connection, to the future Yorkdale pedestrian bridge identified through the Yorkdale Transportation Master Plan.
- 3.4.6. Development adjacent to the Green Spine:
- a. Will achieve appropriate setbacks and vertical clearances to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Is encouraged to include casual overlook to support comfort and perception of safety; and
 - c. Will ensure that any non-complementary uses, including, but not limited to loading and servicing areas, mechanical equipment and venting, are appropriately screened and that adverse impacts on users of the Green Spine are mitigated.
- 3.4.7. A temporary Green Spine will create an *active mobility* route from Wilson Avenue to Sheppard Avenue West in accordance with the following:
- a. The temporary Green Spine is not required to follow the alignment of the final Green Spine, provided a reasonable alternative route is available that creates a similar level of safety, access and direct north-south connectivity, to the satisfaction of the City;
 - b. The temporary Green Spine will be designed, constructed and available for public use in accordance with the Downsview MESP, or prior to or concurrent with the first of the districts it runs through, whichever comes first;
 - i. The exact timing of the temporary Green Spine will be secured through the phasing of the applicable district; and
 - c. The construction of an *active mobility* connection between the temporary Green Spine and the Downsview Park and Wilson Stations is encouraged at the time of the construction of the temporary Green Spine.
- 3.4.8. The final Green Spine will be delivered in accordance with the following:
- a. The first of Runway Central, Runway South and Wilson Districts where a development application is submitted to implement the District Plan will secure through the development application:
 - i. The complete design, ownership and construction of the portion of the final Green Spine within that district's boundaries; and

- ii. The preliminary design for the final Green Spine from Wilson Avenue to Downsview Park Boulevard, level of detail at the City's discretion;
 - b. The first of Downsview East, Runway North A and Runway North B Districts where a development application is submitted to implement the District Plan will secure through the development application:
 - i. The complete design, ownership and construction of the portion of the final Green Spine within that district's boundaries; and
 - ii. The preliminary design for the final Green Spine from Sheppard Avenue West to Downsview Park Boulevard, level of detail at the City's discretion;
 - c. All other districts through which the Green Spine runs will secure the complete design, ownership and construction of the portion of final Green Spine within their respective boundaries through development applications; and
 - d. As the final Green Spine is constructed through the build out of respective districts, appropriate connections to the remaining temporary Green Spine segments will support continuity, comfort and safety for users.
- 3.4.9. The design of the interface between the Green Spine and the TTC Wilson Yard Complex (lands designated *Core Employment Areas* south of Downsview Park Boulevard on Map 7-3) and the Department of National Defence lands (lands designated *Core Employment Areas* north of Downsview Park Boulevard on Map 7-3) will be to the satisfaction of the City, in consultation with TTC and the Department of National Defence, respectively.

3.5. **POPS, Mid-block Connections and Greenways**

Privately Owned Publicly-accessible Spaces (POPS), mid-block connections and *greenways* are important elements of the *public realm* network. They support the connectivity and permeability of the Plan Area and provide opportunities for creating a sense of identity and character by integrating additional landscaping and *green infrastructure*, and promoting animation through adjacent uses, events and community functions. This Plan further acknowledges the contributions of POPS as supplemental to but not replacing the need for parks.

- 3.5.1. Collectively, POPS, mid-block connections and *greenways* will supplement parks, streets and lanes, respond to pedestrian and cyclist desire lines, and support a continuous and safe *active mobility network*.

3.5.2. The design of POPS will include:

- a. Coordinating with active ground-level uses in adjacent buildings;
- b. Supporting the stormwater management system through *green infrastructure*;
- c. Providing opportunities for naturalized wildlife spaces, plantings and/or local urban agriculture;
- d. Supporting the recreation and cultural needs of local communities; and/or
- e. Supporting or enhancing a sense of place related to *Indigenous place-keeping*, cultural heritage resources as identified on Map 7-10 or local cultures and histories.

3.5.3. Mid-block connections and *greenways* will provide direct, legible and continuous public access through or along blocks and will be:

- a. Located at-grade, except when part of a rail crossing;
- b. Publicly accessible in all seasons;
- c. Signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety; and
- d. Designed to include clearways of a generous width for comfortable two-way pedestrian passage.

3.5.4. *Greenways* will support the connectivity of parks and open spaces and be designed to include *active mobility*, *green infrastructure* and/or habitat connectivity functions, with a significant proportion of permeable surface, landscaping and plantings.

3.6. **Public Art**

3.6.1. Public art is encouraged to facilitate the expression of the Plan Area's history, culture and natural heritage, including:

- a. *Indigenous place-keeping* and cultural expression;
- b. The historic aerospace industry; and
- c. Other themes that contribute to community identity and a sense of place.

4. MOBILITY

The Plan Area is impacted by numerous human-made physical barriers to connectivity, including the GO Barrie Line, Department of National Defence lands, TTC Wilson Yard Complex, former Downsview Airport and automobile-oriented arterial streets. These have a strong influence on the area's *mobility network*, creating significant challenges – particularly for pedestrians, mobility aid users, cyclists and transit users. Existing and planned employment uses within and adjacent to the Plan Area also require consideration for the movement of goods. This Plan provides an opportunity to rethink and address many of these elements to promote a more sustainable and equitable approach to mobility.

This Plan will establish complete communities that are supported by a fine-grained *mobility network*. This integration between land use and mobility will enable a significant shift in travel behaviour over time. Paired with minimizing automobile priority, the planned *mobility network* will support walking, cycling and transit in becoming the most convenient and attractive ways to get around. This shift will contribute to reducing barriers and creating a more equitable *mobility network* that supports access to daily needs and the broader city and region.

The integrated land use and mobility strategy is only one part of encouraging *active mobility* and transit use. Equally important is recognizing streets as being more than routes that support movement, but as points of origin and destination, places of commerce and places to spend time in and enjoy. This Plan considers not only how individual elements of streets prioritize active and transit modes, but also how these elements come together to create “people-first” spaces that reflect these roles.

4.1. Mobility Network

- 4.1.1. It is the intent of this Plan to develop a *mobility network* that will provide equitable transportation choices, comfort and connectivity, to support a significant shift away from automobile travel for most daily trips. The *mobility network* will be implemented in accordance with the Downsview MESP.
- 4.1.2. Development and public decision-making will collectively aim to achieve the following mode share targets by 2051:
 - a. 75% of trips are by transit and *active mobility*; and
 - b. No more than 25% of trips are by automobiles.
- 4.1.3. This Plan, including the *mobility network*, as shown on Map 7-4: Mobility Network, will focus on the efficient movement of people within and around the Plan Area by prioritizing *active mobility* and transit through:
 - a. Requiring a mix of land uses to support access to daily needs within the community;

- b. Implementing a fine-grained and continuous network of safe, comfortable and direct streets, lanes, mid-block connections, *greenways* and other active routes to increase the number of pedestrian and cycling routes and ensure network connectivity;
 - c. Establishing convenient *active mobility* connections to transit stations and stops, *community service facilities*, concentrations of employment-generating uses and other major destinations;
 - d. Minimizing the amount of parking and the impacts of parking on the *public realm*;
 - e. Introducing a local bus priority network, as determined through further study;
 - f. Ensuring that the design and operation of the *mobility network* prioritizes the safety, comfort and accessibility of people of all ages and abilities, including designing for safe automobile speeds and behaviours; and
 - g. Designing and rightsizing streets with consideration for the entirety of the *mobility network* and minimizing roadway space for private automobiles.
- 4.1.4. The *mobility network* will be reviewed, refined and secured through District Plans, development applications and other studies as applicable and at the discretion of the City. Resulting refinements to the *mobility network* will not require an amendment to this Plan, provided that refinements meet the intent of this Plan.
- 4.1.5. All *mobility network* improvements will consider the existing and planned *mobility network* beyond the Plan Area and facilitate connections to the broader City network.
- 4.1.6. Should any opportunities arise, *mobility network* improvements through the lands designated *Core Employment Areas* north of Downsview Park Boulevard (see Map 7-3), otherwise known as the Department of National Defence lands, will be assessed and secured.
- 4.2. **Streets**
- 4.2.1. A fine-grained local public street network that complements the planned major street network identified on Map 7-4 will be identified and developed through District Plans and development applications.
- 4.2.2. Map 7-8: Major Street Rights-of-Way outlines the target ranges for the right-of-way widths of all major streets. The right-of-way widths are intended to accommodate road, transit, pedestrian, mobility aid and cycling requirements,

as well as *green infrastructure*, landscaping and other *public realm* elements. The final right-of-way widths of major streets will be determined through further study.

- 4.2.3. Automobile turn lanes and slip lanes are generally discouraged. Where automobile turn lanes are warranted and justified to the satisfaction of the City, additional right-of-way space beyond what is outlined on Map 7-8 may be required and secured through the development applications.
- 4.2.4. A green streets approach will be applied to the design and construction of new streets and, where feasible, to the reconstruction of existing streets.

SIDEBAR: Green Streets

Green streets are streets that incorporate *green infrastructure* elements such as street trees, green walls, alternate energy sources, such as wind or solar, high efficiency lighting, low-impact-development stormwater infrastructure and more. Green streets enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

- 4.2.5. New local streets connecting or adjacent to existing local streets should be designed with a complete street approach that incorporates traffic calming design measures to limit automobile traffic infiltration and discourage speeding.
 - 4.2.6. Normalization of interchanges and major street intersections, such as Transit Road/Wilson Heights Boulevard, will be considered as part of District Plans, development applications and other studies as applicable and at the discretion of the City.
- 4.3. **Regional and Local Transit Network**
- 4.3.1. Development will be supported by expanded local and regional transit, including the Sheppard Extension (extension of higher-order transit westward from Yonge Street).
 - 4.3.2. The development of the Proposed New GO Rail Station shown on Map 7-4 is strongly encouraged to support the mode share targets of this Plan.
 - 4.3.3. Downsview Park, Sheppard West and Wilson Stations and any future transit stations are encouraged to become or expand their role as transit hubs, providing improved and integrated local and regional transit service between the Plan Area and other areas of the city and the Greater Toronto Area.
 - 4.3.4. Development and infrastructure projects adjacent to transit hubs will recognize and protect for new and/or improved bus transit terminals to serve as key connections to the regional transit system.

- 4.3.5. District Plans and development applications will protect for and accommodate the alignment of the Sheppard Extension, once the extension is approved.
- 4.3.6. The Sheppard Extension is encouraged west from Sheppard West Station.
- 4.3.7. TTC Wilson Yard Complex is a major transit operations facility for the City's public transit network. The Wilson Yard Complex will be protected and development adjacent to the facility will:
 - a. Consider the uses, operations and potential expansion of the Wilson Yard Complex; and
 - b. Mitigate any negative impacts due to proximity to the facility in consultation with the TTC and City, to their satisfaction.

4.4. Pedestrian and Cycling Network

- 4.4.1. Major streets will include separated bikeways or similar separated cycling facilities, as illustrated on Map 7-9: Cycling Network.
- 4.4.2. Direct and publicly accessible pedestrian and cycling routes will provide a connection from the Runway to Wilson Avenue, and south to the future Yorkdale pedestrian bridge, illustrated on Map 7-4 as Public Realm/Mobility Connections.
- 4.4.3. All intersections will be designed to ensure safety, continuity and priority for pedestrians. Intersections will reflect context-appropriate design, which may include, but is not limited to:
 - a. Narrow automobile travel lanes at intersections to create shorter pedestrian crossings;
 - b. Reduced curb radii at intersections;
 - c. Protected intersection design;
 - d. Wider sidewalks; and
 - e. Raised pedestrian crossings.
- 4.4.4. All intersections that are part of the cycling network identified on Map 7-9 will be designed to ensure safety and continuity for cyclists, and additional intersections will be identified through District Plans and development applications. Intersections will reflect context-appropriate design and operational measures to secure easier turning movements for cyclists, which may include, but is not limited to:
 - a. Protected intersection design;

- b. Bicycle boxes;
- c. Raised corner islands; and
- d. Signal phasing.

4.4.5. The bike share network will be expanded throughout the Plan Area, particularly near parks, concentrations of employment-generating uses, the Runway and Taxiway, the Green Spine, *community service facilities*, and transit stops and stations. The number, location and design of bike share stations will be determined and secured through development applications.

4.5. **Rail Crossings**

- 4.5.1. New grade-separated crossings of the GO Barrie Line will be required to support improved *active mobility*, transit and automobile connections throughout the Downsview area, including to Downsview Park and surrounding communities.
- 4.5.2. The general locations of planned rail crossings are shown on Map 7-4. The exact location, alignment and design of planned rail crossings will be refined through District Plans, development applications and other studies as applicable and at the discretion of the City. Resulting refinements to the planned rail crossings will not require an amendment to this Plan, provided that refinements meet the intent of this Plan.
- 4.5.3. Active-only rail crossings are intended to be above-grade pedestrian and cyclist bridges that cross over the GO Barrie Line. Multi-modal rail crossings will be grade-separated and include infrastructure for pedestrians and cyclists as part of new public streets.

4.6. **Parking**

- 4.6.1. All parking is encouraged to be delivered in a way that minimizes automobile use, including through the amount of parking, ownership, potential for adaptive reuse and location.
- 4.6.2. *Shared mobility hubs* will be located in each district and will be identified through District Plans and development applications, including locations and design. Toronto Parking Authority and private centrally managed parking facilities are further encouraged to include *shared mobility hubs* elements.
- 4.6.3. Curbside management strategies will be pursued, where appropriate, to reserve space for car share, ride share or bike share stations in the public street.

- 4.6.4. Surface parking is strongly discouraged, except to support the feasibility of employment uses in the *General Employment Areas* and *Core Employment Areas*, or where it is being used to fulfill interim parking needs. Surface parking will be located and designed to mitigate impacts on the *public realm* and to support redevelopment over time.

5. ECONOMIC, CULTURAL AND SOCIAL DEVELOPMENT

This Plan recognizes the broader area as a regional employment node with opportunities to accommodate large scale employment uses that can contribute to the local and regional economy. It is intended to encourage, attract and retain investment for a broad range of business and creative industries, across multiple sectors, and to provide opportunities for a wide range of commercial choices that are responsive to local needs. Existing and future transit investments will further encourage office, commercial, retail, institutional and other employment uses and make the Plan Area attractive for future residents and workers. Legacy assets like the former Bombardier facilities and Supply Depot building also offer different opportunities to build a vibrant and economically robust future.

This Plan encourages opportunities that contribute to the economic vitality, liveability and amenity of the Plan Area, and support inclusive economic development, high quality employment opportunities and social and cultural investment, including opportunities for Indigenous, Black and *equity*-deserving groups. As such, this Plan strives to establish a context where local businesses are supported, with opportunities for business incubators and small-scale commercial space, while also enabling the infrastructure and space needed to encourage social development. Additionally, the Plan Area is encouraged to develop as a hub for the arts, including spaces for exhibitions, film, music, festivals, performance and arts-based organizations.

The policies of this Plan are supported by the Downsview CDP, to promote the need for social, cultural and economic development and investment that will enhance the lives of Indigenous, Black and *equity*-deserving groups.

5.1. General Policies

- 5.1.1. The identification and implementation of economic, cultural and social development opportunities will be informed by the Downsview CDP.
- 5.1.2. The clustering of businesses supporting employment uses within the same industry is encouraged.
- 5.1.3. Land intensive major employment uses, traded sector goods/export-oriented businesses and compatible uses that support such industries are encouraged in *General Employment Areas*, *Core Employment Areas* and *Institutional Areas* to support the Plan Area's regional significance as an employment node.
- 5.1.4. The retention, expansion and development of advanced manufacturing, research and production activities is strongly encouraged, particularly in the following and other similarly innovative sectors:
 - a. Biotechnology and pharmaceuticals;
 - b. Green technology;

- c. Electric vehicle development;
- d. Agribusiness/food production;
- e. Robotics and advanced manufacturing; and
- f. Information technology and artificial intelligence.

5.2. **Commercial, Office and Retail**

- 5.2.1. Through District Plans and implementing Zoning By-laws, requirements for a variety of retail space sizes will be identified to accommodate a full range of business types and local shopping opportunities, including supporting the viability of locally-owned and/or smaller businesses.
- 5.2.2. When buildings with non-residential uses are redeveloped, appropriately-sized non-residential space is strongly encouraged in the new development to mitigate the displacement of existing businesses and assist in supporting the continuity and viability of small scale, locally-owned and locally serving businesses.
- 5.2.3. Significant office and institutional development is encouraged to be located in proximity to transit stations.

5.3. **Creative Industry and Cultural Space**

- 5.3.1. Development is encouraged to foster a thriving arts and culture sector through the retention, expansion and creation of spaces for arts and culture sector uses, including, but not limited to visual arts, film, music, performance, creative technology, arts production, events and festivals. The adaptive reuse of cultural heritage resources as identified on Map 7-10 is encouraged for these spaces.
- 5.3.2. The clustering of businesses related to the creative/cultural sector is encouraged, supporting the creation of a creative/cultural sector hub.

5.4. **Social Development**

- 5.4.1. Property owners are strongly encouraged to establish local and social hiring pathways and training and apprenticeship opportunities, social procurement, provision of space for business incubation and social enterprises, and other priorities identified in the Downsview CDP.
- 5.4.2. Clustering and co-location of institutional uses, affordable and/or supportive housing, arts and culture facilities and/or other *community service facilities* is encouraged to enable the creation of community hubs.

- 5.4.3. New opportunities for commercial community land trusts and cooperative models to secure new commercial space are encouraged.

6. LAND USE

The Plan Area will be developed as a series of complete communities, combining places to live and work, and where the daily needs of residents and workers are easily accessed by *active mobility* or public transit. In addition to the focus on delivering a mix of uses, this Plan recognizes the Downsview area as a regionally significant concentration of employment uses and the need to protect for areas that will provide a critical mass of jobs, including *Core Employment Areas*, *General Employment Areas* and *Institutional Areas*. Section 5: Economic, Cultural and Social Development provides further direction for supporting the economic role of the Plan Area.

SIDEBAR: As is the case throughout this Plan, these policies add to and/or provide additional detail to supplement the policies of the Official Plan, which continue to apply. The full range of land use policies and development criteria for land use designations are found in Chapter 4 of the Official Plan.

In some cases, the policies of this Plan also identify where policy direction for the Plan Area differs from elsewhere in the City; in the case of any conflict between the policies of this Plan and the Official Plan, the policies of this Plan will prevail.

6.1. General Policies

- 6.1.1. The boundaries of land use designations are shown on Map 7-3: Land Use Plan and will be interpreted in accordance with policy 5.6.5 of the Official Plan.
- 6.1.2. Non-residential uses will be provided in each district, prior to or concurrent with residential uses, to ensure a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play. This policy does not apply to development within the *Neighbourhoods* designation.

6.2. Mixed Use Areas

- 6.2.1. *Mixed Use Areas* are intended to develop with a broad mix of residential and non-residential uses, including commercial, office, compatible light industrial, institutional, community service, arts, culture, utility, park, open space and recreation uses.
- 6.2.2. New large scale retail stores are only permitted in *Mixed Use Areas* within mixed use buildings.

6.3. Institutional Areas

- 6.3.1. In addition to the institutional uses permitted in the Official Plan, the following uses are permitted within *Institutional Areas*:

- a. Office, media, information and technology facilities, research and development facilities, light manufacturing, retail, restaurants and services.
- 6.3.2. Despite the institutional uses permitted in the Official Plan, the following uses are not permitted within *Institutional Areas*:
- a. Hospitals, religious facilities or any use containing overnight accommodation; and
 - b. Any residential uses, including institutional residence facilities.

7. BUILT FORM

To respond to the climate change emergency, the built form approach in the Plan Area will advance resilience and environmental sustainability, and is encouraged to support efficient, sustainable and low embodied carbon building and site designs. Development will respond to the existing and planned context – which includes existing transit stations and surrounding low-rise areas – and plan for a strong relationship between built form and the *public realm*.

The Plan Area also has a rich legacy of cultural heritage resources, including buildings, structures and landscapes relating to its aerospace and military history, which contribute to a sense of place. This Plan will inform future decisions regarding these cultural heritage resources and support their adaptive reuse as the communities evolve. The former landing strip and taxiway are addressed in Section 3: The Public Realm and also contribute to the cultural heritage value of the Plan Area.

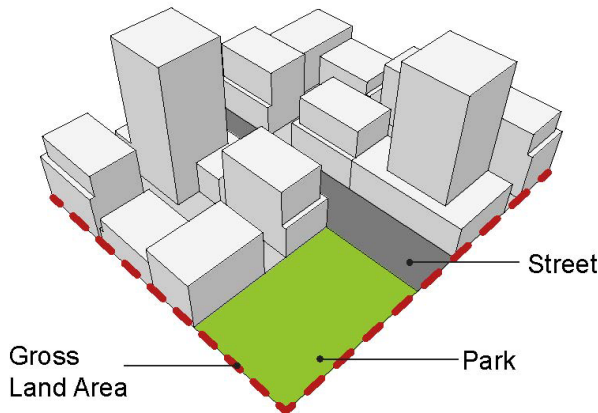
7.1. Density

- 7.1.1. The Plan Area will be developed in accordance with the maximum gross densities identified on Map 7-6: Maximum Permitted Gross Density, expressed as Floor Space Index (FSI). The density on any individual lot may exceed or be lower than the FSI for the applicable density area, provided that the overall maximum FSI for the density area is not exceeded.
- 7.1.2. The 0.35 FSI allocated to the lands at the south-east corner of Keele Street and Sheppard Avenue West is to accommodate a future community recreation centre and related facilities.
- 7.1.3. In districts adjacent to transit stations, densities should generally be distributed according to transit station proximity, such that densities are higher in areas closer to the transit station, and lower in areas further from the transit station.

SIDEBAR: Gross Density

Gross density is measured using Floor Space Index (FSI) which, for the purposes of this Plan, is the ratio of the gross floor area of all buildings in an identified density area as shown on Map 7-6 divided by the total (or gross) land area of the identified density area (inclusive of lands for buildings, streets, parks etc.).

$$\text{FLOOR SPACE INDEX} = \frac{\text{GROSS FLOOR AREA}}{\text{GROSS LAND AREA}}$$



7.2. Building Location, Organization and Massing

- 7.2.1. Buildings are encouraged to be located, massed, oriented and designed to promote the presence and visibility of cultural heritage resources identified on Map 7-10 as defining elements of a sense of place.
- 7.2.2. Development will demonstrate a high level of block permeability, such that a mid-block connection, *greenway*, street, or other *active mobility* route, is generally located every 80 metres.
- 7.2.3. Development will support the integration of permeable surfaces and on-site water retention throughout and surrounding development sites.

7.3. Building Types and Heights

- 7.3.1. Development will create a varied and diverse built form that includes a mix of block configurations, built form typologies and heights. This diverse built form will be discernible from within the Plan Area at the scale of the block and district, as well as from outside the district and Plan Area at the scale of the skyline.
- 7.3.2. Development will be primarily mid-rise with tall buildings permitted throughout the Plan Area, provided that the proposed building locations meet the objectives of this Plan. The tallest buildings and most significant clusters of tall buildings will be located near transit stations.
- 7.3.3. Mid-rise buildings may include minor additional height and fewer step-backs than detailed in the Official Plan, where doing so meets the objectives of this

Plan, including the requirement for a variety of built form heights at good proportion to allow for sunlight and daylight access to the *public realm*.

7.3.4. Buildings that are 20 storeys or greater in height will have a minimum tower separation of 30 metres.

7.3.5. Low-rise residential buildings will not be permitted, except where they are used to support the required transition to low-rise *Neighbourhoods* existing as of the date of approval of this Plan.

7.4. **Shared Amenity Space**

7.4.1. Required indoor shared amenity space provided as part of multi-unit residential developments will be:

- a. Located at or above grade, with a portion having access to daylight;
- b. Located in visible and accessible locations for all building occupants; and
- c. Designed to provide spaces and elements that respond to a variety of users of all ages and abilities.

7.4.2. Multi-unit residential development is strongly encouraged to include:

- a. Amenity areas suitable for children and youth, including locations which are adjacent to and visible from circulation space and/or other amenities; and
- b. Indoor and outdoor pet amenity areas that include facilities for the disposal of pet waste.

7.5. **Cultural Heritage Resources**

7.5.1. Map 7-10 shows cultural heritage resources in the Downsview West, Park Commons, Taxiway West District, and in lands west of Sheppard Avenue West to the Runway North A District.

7.5.2. Cultural heritage resources will be considered for inclusion on the Heritage Register.

7.5.3. Cultural Heritage Resources located on lands under the ownership of the federal government and its corporations and which are exempt from the Ontario Heritage Act are described in Schedule 3, and will be conserved in consideration of the Standards and Guidelines for the Conservation of Historic Places in Canada.

7.5.4. In addition to the submission requirements for a complete application identified within the Official Plan, Heritage Impact Assessments will be required to be

submitted for development proposals which include properties that have buildings and structures identified as cultural heritage resources on Map 7-10 which have not yet been evaluated for inclusion on the Heritage Register. HIAs may be required for properties adjacent to those identified cultural heritage resources.

8. ENVIRONMENT & MUNICIPAL SERVICING

On October 2, 2019, City Council voted to declare a climate emergency, and to accelerate ongoing efforts to mitigate and adapt to climate change. The climate emergency creates an imperative to mitigate further changes to the global climate - by reducing and eliminating greenhouse gas (GHG) emissions - and to adapt to a changing climate through the design and construction of urban environments. These efforts can and should take a number of forms, including reducing GHG intensive materials, designs, processes and activities; ensuring the efficient use of resources; supporting biodiversity and natural systems; contributing to the City's goal of 40 percent tree canopy cover; and planning for communities to be adaptable to shocks and stresses. All this work should be done through an *equity* lens to mitigate the disproportionate impact that climate change can have on some communities, to be implemented as development proceeds.

The Plan Area has the potential to showcase sustainable energy planning and stormwater management. The scale of development means that emerging energy solutions can play a key role in advancing this as a net-zero GHG emissions community. Given the long-term timeline for development, approaches to sustainability and resilience will also be evaluated against and implement best practices as they continue to evolve, providing opportunities to pilot innovative strategies and incorporate more sustainable interventions.

8.1. General Policies

- 8.1.1. Development will incorporate environmentally sustainable strategies to reduce GHG emissions and adapt, and be resilient, to the impacts of climate change. Best practices in urban systems design will be detailed and implemented through District Plans and development applications.
- 8.1.2. Development will aim to implement the highest level of the Toronto Green Standard in effect at the time of the relevant development application.

8.2. Expanding the Urban Forest

- 8.2.1. Development and City initiatives will retain and expand the urban forest and increase the tree canopy by:
 - a. Planting trees throughout development sites and in the *public realm*, wherever possible;
 - b. Providing a suitable volume of soil for every tree to support large-growing shade trees; and
 - c. Locating/relocating utilities, where feasible, to ensure required soil volumes for street trees.

8.2.2. The wooded area in Downsview Park is strongly encouraged to be expanded. The expansion of the wooded area will contribute to the minimum of 40 hectares of new publicly accessible space identified in the Downsview Centre Location-Specific Policy, provided that:

- a. The expansion contributes two additional hectares, which may be in more than one location, provided they are all contiguous to the existing wooded area, identified on Map 7-3 as *Natural Areas*;
- b. A forest management plan is developed in collaboration with the City;
- c. The design and programming of the expansion is undertaken through engagement with First Nations and Indigenous communities;
- d. The expansion is designed to support interior forest habitat, increased biodiversity and carbon sequestration; and
- e. The expansion is delivered alongside infrastructure updates to the Plan Area that may also impact Downsview Park, and generally no later than the end of Phase 2 as identified in Appendix 2: Population Phasing.

8.3. **Greenhouse Gas Emissions and Climate Resilience**

8.3.1. Development is strongly encouraged to:

- a. Incorporate low carbon thermal energy technologies such as geo-exchange, wastewater energy recovery and heat recovery from sources such as data centres and industry to reduce GHG emissions;
- b. Develop a low carbon thermal energy network (district energy system), connect to an existing thermal energy network or have the capability to connect to a future thermal energy network;
- c. Integrate decentralized on-site renewable energy generation and energy storage to manage peak electricity demand, reduce emissions and strengthen energy resilience; and
- d. Provide backup power for protection from area-wide power outages, including in residential buildings as informed by guidelines developed by the City.

8.3.2. Development is encouraged to use designs, practices and materials that reduce emissions, minimize waste and embodied carbon and promote a circular economy.

SIDEBAR: Reducing Building Emissions

It is important to apply evolving best practices to reduce building emissions. Examples of potential strategies include:

- Minimizing the use of carbon-intensive materials such as concrete and steel or using low-carbon versions of the materials;
- Designs that optimize structural layout and minimize below grade construction;
- Applying compact and energy efficient building envelopes;
- Using lower-carbon options for traditional methods and materials such as mass timber, pre-fabrication, net-zero carbon construction and biogenic insulation;
- Adaptively reusing existing buildings; and
- Salvaging and/or reusing on-site materials.

8.3.3. The City will consider strategies for supporting low carbon thermal energy technologies, including through zoning to permit the repurposing of mechanical penthouse space to other uses.

8.3.4. Development applications and infrastructure projects will include identification, evaluation and implementation of opportunities to reduce or eliminate GHG emissions in infrastructure, *public realm* improvements and development.

8.3.5. Through District Plans and development applications, implementation strategies and on-site improvements will be identified to support the achievement of Toronto's goal of net zero GHG emissions by 2040.

8.4. **Municipal Servicing**

8.4.1. Water, stormwater and sanitary sewer infrastructure ("municipal servicing") that supports development within the Plan Area will be implemented in accordance with the Downsview MESP.

8.4.2. Development is encouraged to promote water conservation and efficiency, including through strategies such as installing rainwater harvesting and reuse systems, using water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation and water demand management, and considering technological and other system improvements.

8.4.3. Stormwater within the Plan Area is strongly encouraged to be managed through a decentralized system(s), leveraging the private and *public realm*, *green infrastructure* and nature-based solutions. The decentralized approach will be implemented with consideration for the following:

- a. The systems approach will consider the impacts of climate change, including the projected increased probability for more frequent and intense extreme weather events;
 - b. *Green infrastructure* and nature-based solutions will be incorporated in the design of the *public realm* in a manner that manages the quantity and quality of stormwater run-off and mitigates the potential for downstream erosion during storm events;
 - c. The use of *green infrastructure* elements that capture and treat stormwater at-source will be prioritized, reducing the demand for more carbon-intensive underground grey infrastructure;
 - d. The decentralized stormwater management system will be designed to maximize the use of *green infrastructure* in private development lands, POPS, mid-block connections and *greenways* to manage stormwater before the implementation of *green infrastructure* in public streets and parks;
 - e. Stormwater management or *green infrastructure* elements located in the *public realm* should not detract from the functionality of the *public realm* component or result in undue maintenance requirements, to the satisfaction of the City; and
 - f. District Plans and development applications will detail the design of the proposed stormwater management system in the *public realm*, including demonstrating its safety, maintenance and operational requirements, to the satisfaction of the City.
- 8.4.4. Where the City determines that a complete decentralized stormwater management system is not feasible for a district, or where such system cannot be designed to achieve the targets identified in the Downsview MESP, a partial or full traditional stormwater management system will be required to be developed and implemented through District Plans and development applications to satisfy the City's stormwater management requirements.
- 8.4.5. Where a decentralized stormwater management system is not implemented, the applicable district is strongly encouraged to maximize *green infrastructure* in support of its grey infrastructure to increase the amount of vegetation and trees and to improve climate resilience.
- 8.4.6. Street tree irrigation through *green infrastructure* or other passive means may be considered as part of the broader decentralized stormwater management system to improve the resilience of the urban tree canopy.

- 8.4.7. Municipal servicing will be co-ordinated with the detailed design of the street network.
- 8.4.8. Construction of and/or improvements to municipal servicing will be secured through conditions of approval for development applications to ensure that servicing will be available to support development.
- 8.4.9. Municipal servicing will be reviewed, refined and secured through District Plans, development applications and other studies as applicable and at the discretion of the City . Resulting refinements to municipal servicing will not require an amendment to this Plan, provided that refinements meet the intent of this Plan.

9. HOUSING

The Plan Area is anticipated to be home to many new residents upon full build-out, and will play an important role in achieving the City's housing targets. This Plan requires a range and mix of housing options to meet a spectrum of needs, including those of Indigenous, Black and *equity*-deserving groups, and to create diverse and equitable communities. The Plan Area will include housing for seniors, multi-generational housing, supportive housing and affordable rental housing, including rent-geared-to-income where possible, addressing the spectrum of affordability. This range of housing will further include a variety of unit types, sizes and tenures to respond to the needs of a diverse and evolving city.

9.1. Housing Options

- 9.1.1. Residential development will contribute to a range and mix of housing options by type, affordability, size and tenure to serve a variety of household types and those in all stages of life.
- 9.1.2. To achieve a mix of residential unit types and sizes, a minimum of 40 percent of new units in developments with more than 80 new residential units will have two or more bedrooms, including:
 - a. A minimum of 15 percent of the total number of units as two-bedroom units; and
 - b. A minimum of 10 percent of the total number of units as three or more bedroom units.
- 9.1.3. The City may reduce the above minimum requirements for multi-bedroom units where development is providing:
 - a. Social housing or other publicly funded housing; and/or
 - b. Specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.
- 9.1.4. Opportunities for community land trusts and cooperative models to secure new affordable housing are encouraged.
- 9.1.5. Opportunities to provide for a spectrum of mid-range housing and to exceed the minimum affordable housing requirements identified in Section 12: Location-Specific Policies are encouraged, including through participation in funding programs offered by the City and/or other levels of government. This could include:
 - a. Deeper levels of affordability or rent-geared-to-income housing;

- b. Longer terms for affordability; and/or
- c. A greater number of affordable rental and/or ownership units.

10. COMMUNITY SERVICE FACILITIES

Community service facilities are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or funded by the City or other public agencies/organizations. They include community recreation centres, child care centres, libraries, schools and *community space*, and support people in meeting their social and cultural needs, as well as enhancing well-being, health and quality of life.

This Plan acknowledges the role that *community service facilities* have in building communities and acting as neighbourhood focal points where people gather, learn, socialize and access services. These facilities and the services they provide are essential components of resilient and equitable complete communities, and will contribute to positive outcomes as development unfolds – including opportunities to improve service access for Indigenous, Black and *equity*-deserving groups within and surrounding the Plan Area.

10.1. Facility Provision

10.1.1. New *community service facilities* are required to support and meet the needs of residents and workers in the Plan Area, and will be provided in a timely manner commensurate with growth.

10.1.2. The following *community service facilities* are City priorities within the Plan Area:

- a. Two or more community recreation centres;
- b. One district library branch and potential renovations to the existing Downsview branch;
- c. 11,625 square metres of *community space*; and
- d. 24-38 child care centres, depending on size in accordance with City guidelines.

10.1.3. In addition to the above, it is estimated that up to 14 elementary schools and one secondary school will be required to serve the projected population. The number of schools required will depend on the school space opportunities provided and the ability for existing school sites in the neighbourhoods surrounding the Plan Area to accommodate future students.

10.1.4. The following minimum requirements for all districts, excluding Park Commons and Murray, will support the appropriate distribution of *community service facilities*:

- a. A minimum of one child care centre will be included in each district, although districts are generally anticipated to accommodate 2-3 child care centres; and

- b. A minimum of 930 square metres of *community space* is required per district. To encourage consolidation to create larger *community spaces* and/or community hubs, up to 465 square metres of the required *community space* per district may be located elsewhere in the Plan Area, provided the cumulative total is achieved across multiple districts to the satisfaction of the City;
 - i. Despite the above, the minimum amount of *community space* for William Baker is 465 square metres, to be provided on-site.
- 10.1.5. At least two new community recreation centres will be required to serve the anticipated growth in the Plan Area, which will be generally located:
 - a. In Downsview Park, at the south-east corner of Sheppard Avenue and Keele Street; and
 - b. Near Wilson and/or Sheppard West Station.
- 10.1.6. The new district library branch should be located near a transit station.
- 10.1.7. *Community service facilities* will generally be delivered in accordance with Appendix 2: Population Phasing, to ensure they are coordinated with projected population growth:
 - a. Phase 1 (2024-2031): the Downsview Community Recreation Centre; 4,185 square metres of *community space*; and an estimated 8-12 child care centres and 3-5 elementary schools;
 - b. Phase 2 (2031-2041): a Community Recreation Centre; a new district library branch; 4,650 square metres of *community space*; and an estimated 11-18 child care centres and 3-6 elementary schools; and
 - c. Phase 3 (2041-2051): 2,790 square metres of *community space*; and an estimated 5-8 child care centres and 2-3 elementary schools.
- 10.1.8. An Indigenous-run child care centre will be prioritized for one of the Phase 1 child care centres, subject to the City securing funding and the location identified is supported by Indigenous communities.
- 10.1.9. To support the City's provision of emergency services, fire, paramedic and police services will be considered as part of future District Plans and development applications to serve the local area.
- 10.1.10. The specific *community service facilities* to be delivered for each district will be further detailed through District Plans and development applications.

10.2. **Facility Design**

- 10.2.1. New *community service facilities* and expansions or retrofits of existing *community service facilities* will:
- a. Be designed to meet the requirements of the City, public agencies/organizations, boards and commissions;
 - b. Be located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
 - c. Have prominent pedestrian entrances on the building façade fronting onto a public street, or onto the Runway or Taxiway where applicable, which are clearly visible and accessible from a sidewalk on a public street or the Runway or Taxiway; and
 - d. Provide for flexible, accessible, multi-purpose spaces that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs.
- 10.2.2. To address their respective requirements, and promote partnership, cost-effectiveness and coordination, property owners, the City and public agencies/organizations are encouraged to:
- a. Explore alternative delivery models, such as partnerships with non-profit organizations;
 - b. Co-locate facilities; and/or
 - c. Integrate and coordinate programs.
- 10.2.3. With the exception of the first community recreation centre in Downsview Park, community recreation centres will generally be located in the base, inclusive of the ground floor, of mixed use buildings adjacent to parks.
- 10.3. **Schools**
- 10.3.1. Local School Boards will maximize outdoor play space on school property, including at-grade and/or on building podiums, to ensure students and staff have dedicated access to open space that is designed for their needs, prior to any consideration of shared use of other open spaces. The City and local School Board(s), and property owners where applicable, may collaborate to secure shared use of parks, POPS, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.
- 10.3.2. Local School Board use of parks during school hours may be accommodated through a shared-use agreement, which may address, among other matters,

shared responsibilities regarding funding, maintenance and governance. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park available for community use.

10.3.3. Where shared use is being considered:

- a. The school must be located adjacent to the park and/or POPS with maximum consideration for student safety;
- b. The design, location, and programming of parks will be determined by the City in consultation with local School Boards; and
- c. The design, location, and programming of POPS will be determined by the property owner in consultation with the City and local School Boards.

10.3.4. During the District Plan and development application processes, property owners are required to consult with School Boards and the City to consider how school sites and their design can be integrated into emerging communities.

11. IMPLEMENTATION

11.1. General Policies

- 11.1.1. The City and one or more property owners may enter into a Master Parks Agreement that will address the delivery of parkland dedication by district within the Plan Area.
- 11.1.2. As a condition of each Subdivision Approval in applicable districts, the applicant will demonstrate satisfaction of the requirements set out in the Master Parks Agreement, to the satisfaction of the City.
- 11.1.3. District Plans and development applications will protect for the full implementation of the *mobility network* infrastructure identified on Map 7-4.
- 11.1.4. District Plans and development applications will consider existing City strategies applicable at the time of development to support City objectives.

SIDEBAR: City Guidelines and Strategies

The City of Toronto has adopted guidelines and strategies to guide the achievement of important City objectives. These currently include, but are not limited to:

- | | |
|---|---|
| › Action Plan to Confront Anti-Black Racism | › Ravine Strategy |
| › Best Practices Effective Lighting | › Reconciliation Action Plan |
| › Biodiversity Strategy | › Resilience Strategy |
| › Bird-Friendly Best Practices Glass Guidelines | › Retail Design Manual |
| › Commemorative Framework | › SafeTO |
| › Community Benefits Framework | › Strategic Forest Management Plan |
| › Complete Streets Guidelines | › Streetscape Manual |
| › ConnectTO | › Tall Buildings Design Guidelines |
| › Cycling Network Plan | › TO Prosperity |
| › Drought Tolerant Landscaping | › Toronto Accessibility Design Guidelines |
| › Green Streets Technical Guidelines | › Toronto Black Food Sovereignty Plan |
| › Growing Up: Planning for Children in New Vertical Communities | › Toronto Green Standard |
| › Housing Pledge | › Toronto Green Roof Construction Standard Supplementary Guidelines |
| › HousingTO 2020-2030 Action Plan | › Toronto Heritage Survey |
| › Mid-Rise Guidelines | › Toronto Multi-Use Trail Design Guidelines |
| › Parkland Strategy | › Toronto On-Street Bikeway Design Guide |
| › Parks and Recreation Facilities Master Plan | › Toronto Public Art Strategy |
| › Percent for Public Art Program Guidelines | › Toronto Seniors Strategy |
| › Pet Friendly Design Guidelines for High Density Communities | › Toronto Strong Neighbourhoods Strategy |
| › Poverty Reduction Strategy | › Toronto Youth Equity Strategy |
| › RapidTO | › TransformTO |
| | › Vision Zero 2.0: Road Safety Plan |
| | › Wet Weather Flow Master Plan |

- 11.1.5. Development applications may be required to demonstrate, as part of their submission requirements, a record of community consultation conducted prior to the submission of a formal planning application.
- 11.1.6. A community planning permit system may be implemented on a district or area basis through amendments to this Plan and a community planning permit by-law.

11.2. District Plans and Development Applications

District Plans will implement the Downsview Secondary Plan and outline area-specific development principles and guidelines at a level of detail not practical within this Plan. These District Plan principles and guidelines provide the framework that allows the City to move from policies to implementation through development applications. Through the development application process, District Plans will be brought to Council for endorsement.

District Plans are intended to provide a context for coordinated development, a framework to guide capital initiatives for the *public realm* and a tool to evaluate a development's conformity with this Plan. This section further identifies the Plan-specific items that may need to be submitted with District Plans and development applications to ensure that they support the vision of this Plan.

- 11.2.1. The boundaries of the districts are identified on Map 7-5: Districts. Where the general intent of this Plan is maintained, minor adjustments to the district boundaries will not require an amendment to this Plan, to the satisfaction of the City.
- 11.2.2. District Plans are required for lands within a District on Map 7-5, to the satisfaction of the City.
- 11.2.3. A District Plan must be submitted prior to or concurrently with the submission of the first Draft Plan of Subdivision or Zoning By-law Amendment application within that district's boundaries.
- 11.2.4. District Plans will:
 - a. Demonstrate conformity to the policies of this Plan;
 - b. Provide a framework within which to prepare and review development applications; and
 - c. Outline development principles and guidelines for each district, ensuring a coordinated approach to development and infrastructure planning.

SIDEBAR: District Planning

To appropriately manage the comprehensive planning of districts, it is intended that:

- a. District Plans be submitted prior to or concurrently with the first draft Plan of Subdivision application in that district; and
- b. Zoning By-law Amendment applications be submitted to the City at the time of or following Draft Plan of Subdivision;

11.2.5. Development applications shall have regard for and implement the applicable District Plan.

11.2.6. Despite the above requirement for a District Plan, development may proceed ahead of a District Plan at the discretion of the City, subject to approval of applicable development applications and to the following:

- a. It conforms with this Plan;
- b. It does not impede the logical and coordinated development of the district as a whole, including the establishment of a local mobility and park network;
- c. It does not preclude or negatively impact a preferred alignment identified in an Environmental Assessment or major infrastructure study; and
- d. A Plan of Subdivision is not required.

11.2.7. Notwithstanding that Park Commons is identified as a district on Map 7-5, a District Plan is not required provided development applications demonstrate that development:

- a. Adjacent to the Existing Rail Crossing at Carl Hall Road (identified on Map 7-4) recognizes and protects for the potential for a future grade-separated crossing at this location, subject to future work completed and/or approved by Metrolinx;
- b. Is planned in a manner that reflects the local context, including consideration for the interface with existing buildings and open spaces; and
- c. Does not preclude the logical and coordinated development of the district as a whole, adjacent districts and the broader Plan Area, in accordance with the policies of this Plan.

11.2.8. District Plans will be prepared through a comprehensive engagement program both pre- and post-submission. This includes targeted and meaningful engagement with Indigenous, Black and *equity*-deserving groups, and engagement with other relevant stakeholders as identified in the Downsview CDP. Documentation of engagement results and how feedback was implemented will be provided as part of the District Plan submission.

11.2.9. District Plans will be developed in consultation with all property owners within the applicable district's boundaries.

SIDEBAR: Developing District Plans

Developing District Plans in consultation with all property owners within the applicable district's boundaries is important to advance a comprehensive vision for the lands, including a coordinated approach to planning for land use, density, built form, servicing, *mobility network*, *public realm*, parks and *community service facilities*. Applicants are expected to demonstrate that they have made reasonable efforts to engage all applicable property owners.

11.2.10. District Plan submissions will include the items identified in Schedule 2 of this Plan, where applicable.

SIDEBAR: District Plan Submission Materials

The submission materials in support of District Plans will generally consider the entire District Plan area to ensure appropriate comprehensive planning. However, in recognition that the development of District Plans may be phased over time and/or include multiple property owners, supporting submission materials may be scoped where appropriate to the satisfaction of the City.

11.2.11. In addition to the items listed in Schedule 2, the following matters must also be addressed through District Plan and development application submissions, where applicable:

- a. Technical requirements (e.g. Servicing and Stormwater Management Reports, Transportation Impact Study) based on the recommendations, standards and findings of the Downsview MESP, including any required modelling, monitoring and updates/refinements to phasing;
- b. Applications for Draft Plans of Subdivision will demonstrate how development will incorporate green infrastructure by coordinating utility locations to ensure adequate space accommodation for green infrastructure;
- c. Description of the intended character and the key elements of the district;
- d. Description of land uses and *public realm* network connectivity through the Block Context Plan;
- e. Description of how public art will contribute to the character of the district and identification of appropriate locations for public art in a Public Art Plan;
- f. Demonstration model to confirm conformity to the Runway and Major Park sun performance standard requirements of this Plan, for Major

Parks and Runway segments within or impacted by the district. Adjacent district shadowing over these areas will count towards the total percentages and will be included where known.

- g. Travel Demand Management ("TDM") Plan, including:
 - i. Site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce private automobile use and encourage transit, cycling and walking;
 - iv. Infrastructure improvements beyond the boundaries of the applicable District Plan or development application that may include bike share stations, car share spaces, ride share hailing points and *shared mobility hubs*; and
 - v. Phasing of TDM measures to support development as it proceeds.
- h. Description of how the district will contribute to expanding the City's tree canopy by:
 - i. Submitting a district-level Soil Volume Plan; and
 - ii. Identifying a tree canopy target.
- i. In the Housing Issues Report:
 - i. The percentage of units that will have a minimum of two- and three-bedrooms, including requirements for establishing a minimum size for each unit type;
 - ii. The provision of affordable housing in accordance with minimum requirements outlined in Section 12; and
 - iii. The proposed phasing of development within the district, and the identification of how affordable housing is delivered prior to or generally at the same pace as market housing units.
- j. District Phasing Plan, including how *community service facilities*, parks and open spaces, non-residential uses and affordable housing are appropriately phased through the development of the district;
- k. Description of how the District Plan supports achieving Toronto's goal of zero emissions by 2040; and
- l. CDP Response.

11.2.12. Where applicable, District Plan submissions will summarize how the following requirements and objectives of this Plan have previously progressed in the Plan Area and how the current District Plan will contribute to the following:

- a. Quantity and distribution of Major Parks, local parks and open spaces;
- b. The Green Spine;
- c. The Runway;
- d. The implementation of the Downsview CDP;
- e. Achieving minimum non-residential gross floor area requirements; and
- f. *Community service facilities.*

11.3. **Monitoring**

11.3.1. A transportation monitoring program will be developed as part of each District Plan, in coordination with area stakeholders, to monitor development levels and travel patterns as the *mobility network* and associated improvements are implemented. Each program shall consider the influence of changing travel behaviour on mobility needs, the impact of new technology, land use and permitted density, and the supporting mobility infrastructure planned for the district.

11.3.2. Performance of the *mobility network* in earlier districts will be evaluated to apply and/or modify the approach in the later District Plans.

11.3.3. Transportation monitoring programs will be developed and implemented in accordance with the Downsview MESP and also include:

- a. A review of relevant and available travel behaviour information, including, but not limited to the Transportation Tomorrow Survey, Statistics Canada census information, and building-specific transportation surveys, where appropriate;
- b. Multi-modal transportation counts of the *mobility network*;
- c. An evaluation of parking availability, usage and location in relation to land use; and
- d. An evaluation of the performance of shared mobility options.

11.3.4. A stormwater management monitoring program(s) will be developed and implemented in accordance with the Downsview MESP to evaluate stormwater quality and quantity.

11.3.5. Performance of the decentralized stormwater management system in earlier districts will be evaluated to apply or modify to the stormwater management system approach in the later District Plans.

11.3.6. The implementation of the Downsview CDP will be monitored and its renewal reported to Council every five years to ensure that it continues to reflect the changing conditions and priorities within the Plan Area over time.

11.4. **Phasing**

11.4.1. Development will be phased to ensure the orderly and efficient development of complete communities supported by appropriate municipal servicing, *community service facilities*, and mobility infrastructure, with priority for transit and *active mobility*. Phasing should advance with regard for the principles, strategies and conclusions outlined in the Downsview MESP and other relevant strategies.

11.4.2. To preserve long-term flexibility and capacity, infrastructure and relevant services will be delivered to support forecasted infrastructure demand in accordance with the Phasing Plan included in the Downsview MESP.

11.4.3. Where municipal servicing capacity is inadequate to support planned growth, property owners are required to provide upgrades, improvements and/or new municipal servicing infrastructure to provide adequate capacity. Required upgrades, improvements and/or new infrastructure will be secured through the development approval process prior to development proceeding.

11.4.4. To ensure that benefitting property owners contribute towards the provision of municipal infrastructure and grant each other the necessary permissions to construct the municipal infrastructure on their respective properties in accordance with the Downsview MESP, the property owners shall, prior to approval of any development in the Plan Area, enter into one or more developers' group agreements to address the sharing of these costs, and access and construction arrangements.

11.4.5. Prior to development approval in the Plan Area, property owners will demonstrate that they have entered into a developer's group agreement pursuant to the policies of this Plan and are in good standing with the developer's group, or provide confirmation from the developers' group trustee that it is not required to enter into such an agreement.

11.4.6. Expansion of the mobility network will occur incrementally as lands are subdivided in the Plan Area, where applicable, and as sites develop. Where a subdivision/site requires a network improvement beyond the boundaries of a

specific development application and the property owner will not be constructing that improvement as a condition of that specific development approval, property owners must demonstrate to the satisfaction of the City that:

- a. The *mobility network* will function appropriately until the required improvements have been implemented; and
- b. The property owner has entered into relevant agreements related to cost-sharing for the required network improvements pursuant to the policies of this Plan and the property owner is in good standing with those relevant agreements.

11.5. **Meanwhile Uses**

It is anticipated that the Plan Area will be developed over a 30-year period. During the long interim period before the area is fully developed, *meanwhile uses* are envisioned and encouraged to activate vacant portions of the Plan Area. *Meanwhile uses* will provide community amenity and placemaking opportunities on lands that have been historically closed off to the community for aerospace and military purposes. This will include a variety of local arts and culture activities, as well as retail, community, ceremonial, entertainment and economic development uses and programs, and will build on activities that are already occurring within the Plan Area. *Meanwhile uses* are also intended to provide opportunities to use vacant lands efficiently, such as opportunities for renewable energy generation, prior to future development in accordance with the vision of this Plan.

- 11.5.1. While the ultimate development of the Plan Area will implement the vision set out in this Plan, new uses may be introduced prior to the permanent development of a particular district, phase or site with the intent that they would fulfill a *meanwhile use* role.
- 11.5.2. The Zoning By-law for Meanwhile Uses establishes permitted uses for a portion of the Plan Area that fulfill one or both of the following goals:
 - a. Support interim activation of the emerging districts, economically, socially and/or culturally, through temporary or semi-permanent uses; and/or
 - b. Make efficient use of vacant lands prior to development proceeding through District Plans.
- 11.5.3. Residential uses are prohibited as a *meanwhile use*, except for a municipal shelter or crisis care shelter.
- 11.5.4. Despite the policies of this Plan, *meanwhile uses* may proceed prior to a District Plan, Draft Plan of Subdivision or Zoning By-law Amendment application, and may deviate from the policies of this Plan, provided they conform to the policies

of this Section 11.5 Meanwhile Uses and are permitted in accordance with the Zoning By-law for Meanwhile Uses.

11.5.5. *Meanwhile uses* will comply with the following criteria:

- a. Are temporary in nature in that the use is appropriate over the short-to-medium term;
- b. Do not preclude the long-term development of the Plan Area as envisioned by this Plan;
- c. Do not preclude the phased delivery of the *public realm* or *mobility network* set out in Map 7-2 and Map 7-4 as district planning proceeds;
- d. Do not include the development of underground parking or other gross floor area located below-ground; and
- e. Adequate water, sanitary and stormwater management capacity is available to support the proposed use.

11.5.6. Any *meanwhile use* or structure will not preclude future orderly and efficient development through District Plans and subsequent development applications. As a condition of development approval, the City may require *meanwhile uses* to be removed and/or relocated to achieve the land uses and overall vision of this Plan.

11.5.7. When *meanwhile uses* are removed to enable the development of permanent districts, appropriately-sized non-residential space is encouraged in the new development to support opportunities for the permanent relocation of former *meanwhile use* businesses that meet the intent and vision of this Plan.

11.6. **Easements**

11.6.1. The City may require easements and/or other appropriate agreements to secure public access to privately-owned or controlled components of the *public realm*, including, but not limited to The Runway, Taxiway, Green Spine, mid-block connections, *greenways* and POPS. The final design of the *public realm* components will be secured through the development application review process, including securing necessary easements. When in private ownership, the *public realm* components will be constructed and maintained by the property owner.

12. LOCATION-SPECIFIC POLICIES

12.1. Downsview Centre

SIDEBAR: Downsview Centre Boundaries

Downsview Centre is a combination of several boundaries identified in documents which contributed to the preparation of this Plan. These documents are no longer in effect, therefore pertinent policies were brought forward through this Location-Specific Policy.

Area A: This boundary reflects the lands that were subject to an Official Plan Amendment application, which identified several policies that are not applicable to the remainder of the Plan Area.

Area B: This boundary reflects a former Site and Area Specific Policy that came into force when the relevant lands were first converted from Employment Areas. Several requirements were secured through that conversion, such as minimum affordable housing provisions.

Areas X&Y: These areas are also related to the former Site and Area Specific Policy, which identified a slightly different area that was subject to the minimum non-residential gross floor area requirements. Subsequently, this area was divided in two (hence areas X and Y), to reflect the two property owners at the time of approval of this Plan.

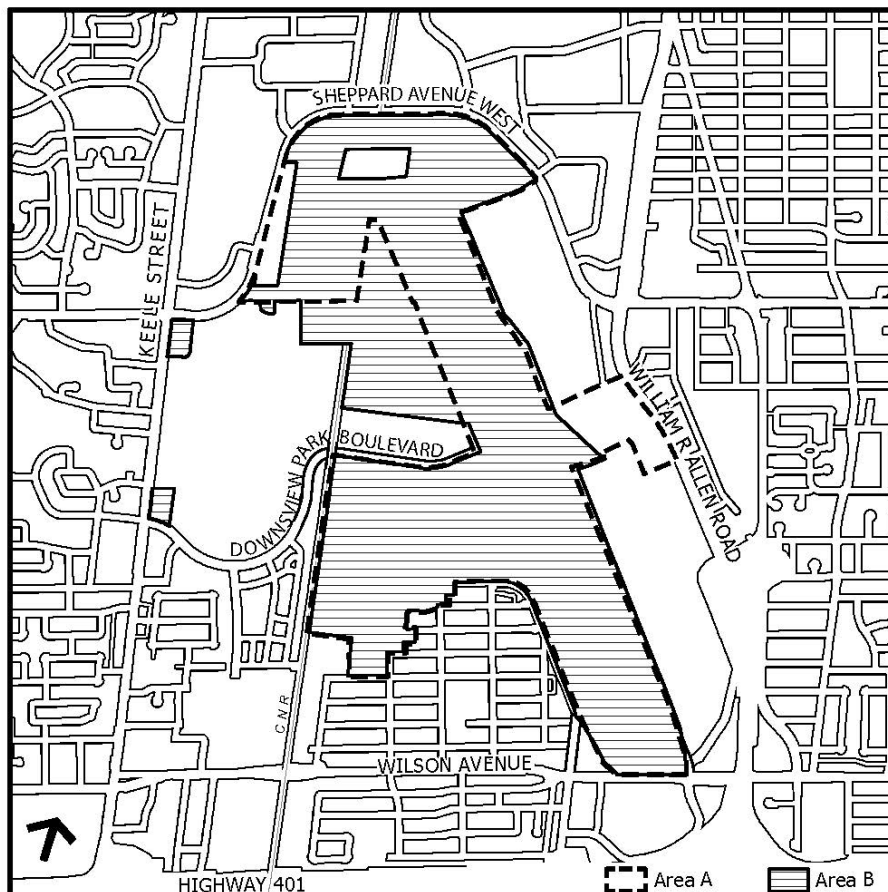


Figure 1a: Downsview Centre

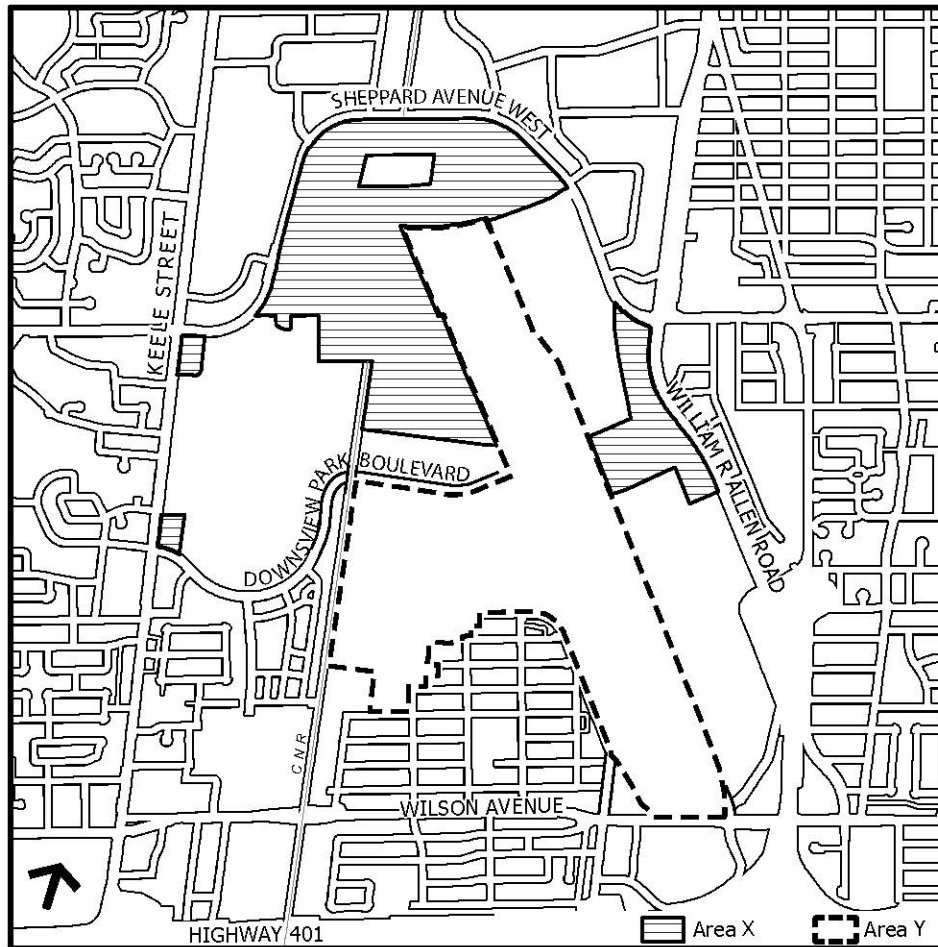


Figure 1b: Downsview Centre Non-Residential Requirements

- 12.1.1. Within Area A in Figure 1a: Downsview Centre, a minimum of 40 hectares of new publicly accessible space will be achieved, inclusive of parks, open spaces, natural areas, POPS, *greenways*, the Runway, the Taxiway, and the Green Spine. Of this 40 hectares, a minimum of 14 hectares of the total required public parkland dedication to the City will be delivered through Major Parks, generally consistent with the scale and locations illustrated on Map 7-2.
- 12.1.2. Affordable housing will be provided by development through one or more of the following, or equivalent, delivery mechanisms within each district, to the satisfaction of the City, for Area B:
- The conveyance of land to the City sufficient to accommodate a minimum of 20% of the residential gross floor area;
 - The provision of a minimum 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

- c. The conveyance to the City of a minimum of 5% of the residential gross floor area as purpose built affordable rental or affordable ownership units.
- 12.1.3. The Housing Issues Report developed as part of each District Plan may include proposals to meet the affordable housing requirements through the conveyance of land to the City, however acceptance of conveyed land to meet the affordable housing requirements will be at the City's discretion.
- 12.1.4. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development in the Plan Area, then the Official Plan Inclusionary Zoning policies and By-law will prevail in the area to which they apply and the affordable housing requirements identified above will no longer apply, but only provided the applicable Inclusionary Zoning policies and By-law requirements meet or exceed the affordable housing requirements identified in this Plan.
- 12.1.5. The required affordable housing will be secured through one or more agreements with the City to the satisfaction of the City Solicitor.
- 12.1.6. As a condition of approval of the first draft plan of subdivision within Area B, the property owner of the respective lands will provide a contribution to the City, through a letter of credit or cash, to cover the full cost of complete design and consultation for a community recreation centre at the south-east corner of Keele Street and Sheppard Avenue West, the value of which will be determined through an agreed upon process.
- 12.1.7. Stormwater within Area A will be managed through a decentralized stormwater management system that leverages the private and *public realm, green infrastructure* and nature-based solutions – in accordance with the Downsview MESP, unless the City determines that a complete decentralized stormwater management system is not feasible or where such a system cannot be designed to achieve the targets identified in the Downsview MESP.
- 12.1.8. Future public art plans prepared to support development within Area A should have regard for the Downsview Public Art Strategy reviewed by the Toronto Public Art Commission on January 31, 2024. Subsequent refinements to the strategy may occur over time, to the satisfaction of the City.

Non-Residential Requirements

- 12.1.9. Within the lands identified as Area X in Figure 1b: Downsview Centre Non-Residential Requirements, a minimum non-residential gross floor area of 414,000 square metres is required, including through the adaptive reuse of existing buildings.

- 12.1.10. Within the lands identified as Area Y in Figure 1b: Downsview Centre Non-Residential Requirements, a minimum non-residential gross floor area of 700,000 square metres is required, including through the adaptive reuse of existing buildings.
- 12.1.11. Development of the minimum non-residential gross floor area in Areas X and Y will be comprised of the uses listed in Schedule 1, such that:
- a. Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
 - b. Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area;
 - c. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area; and
 - d. Tracking of the balance of uses listed in Schedule 1 for Area X will be done independently of tracking for Area Y, and vice versa.
- 12.1.12. Uses listed in Column 1, as outlined above, will be primarily located within the *General Employment Areas* identified on Map 7-3, but can extend to all *Mixed Use Areas* and *Institutional Areas*.
- 12.1.13. The mix of non-residential uses in Areas X and Y may vary from district to district, and as development occurs, provided that the intent of achieving the above mix is maintained.
- 12.1.14. To provide a balance of employment and residential growth and ensure that non-residential uses are developed prior to or concurrent with residential uses, the minimum non-residential gross floor area required in Areas X and Y respectively will be achieved through the following:
- a. Until the amount of non-residential gross floor area reaches the total minimum non-residential gross floor area for Areas X and Y respectively, residential uses in Areas X and Y respectively may be developed at a ratio of 3 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
 - b. A minimum of 25,000 square metres of new non-residential gross floor area must be built in Downsview West District prior to the development of residential uses in any other district within Area X; and
 - c. A minimum of 10,000 square metres of new non-residential gross floor area must be built in Taxiway West District prior to the development of residential uses in any other district within Area Y.

12.1.15. Affordable housing and institutional housing units are considered residential gross floor area. However, to encourage the development of affordable housing and institutional housing (including, but not limited to student residences, retirement homes and long-term care facilities), residential uses may be developed at ratios exceeding the amounts set out above only where the additional residential gross floor area is used for affordable housing and/or institutional housing;

- a. Should any affordable housing or institutional housing units revert or be converted to market housing units or where the affordability period has lapsed prior to the development of the minimum non-residential gross floor area required for Areas X and Y respectively, such units will then be included in the amount of residential gross floor area for the purposes of achieving the ratios set out above.

SCHEDULE 1

Non-Residential Uses referred to under Policy 12.1.11		
Column 1 (51%)	Column 2 (49%)	Column 3
Office	Ancillary Retail	Community Recreation Centres
Creative Industries *	Services (including Restaurants, Fitness Centres, Day Cares)	Libraries
Scientific Research and Development	Hotels	Public Schools
Light Manufacturing (including High Tech Industrial)	Medical/Health Facilities (including Hospitals, Clinics, Hospices, Medical Offices)	Transit Stations
Processing	Warehousing, Wholesaling, Distribution	Places of Worship
	Public Utility/Renewable Energy	Ambulance/Fire Stations
	Artist's Galleries/Studios	
	Downsview Park General Employment Areas Uses **	
	Post-Secondary Institutions, Business and Industrial Trade Schools	

* Creative industries have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property, including: arts and crafts; broadcasting; design; film, video and photography; music and the visual performing arts; publishing; software, computer games and electronic publishing; film studio and all pre-production and post-production as well as other services which directly or indirectly support film production.

** Uses permitted by Policy 12.2.3 a).

12.2. Downsview Park

The lands occupied by Downsview Park are owned by the federal crown corporation Parc Downsview Park Inc. to manage as a national urban park. Downsview Park opened in 2012, although a number of its buildings and facilities date back to the area's previous military and aerospace history. Downsview Park hosts a unique range of institutional, cultural, educational and park-related uses that reflect its role as a national urban park. Many of these uses are existing and/or support the continued evolution of the park.

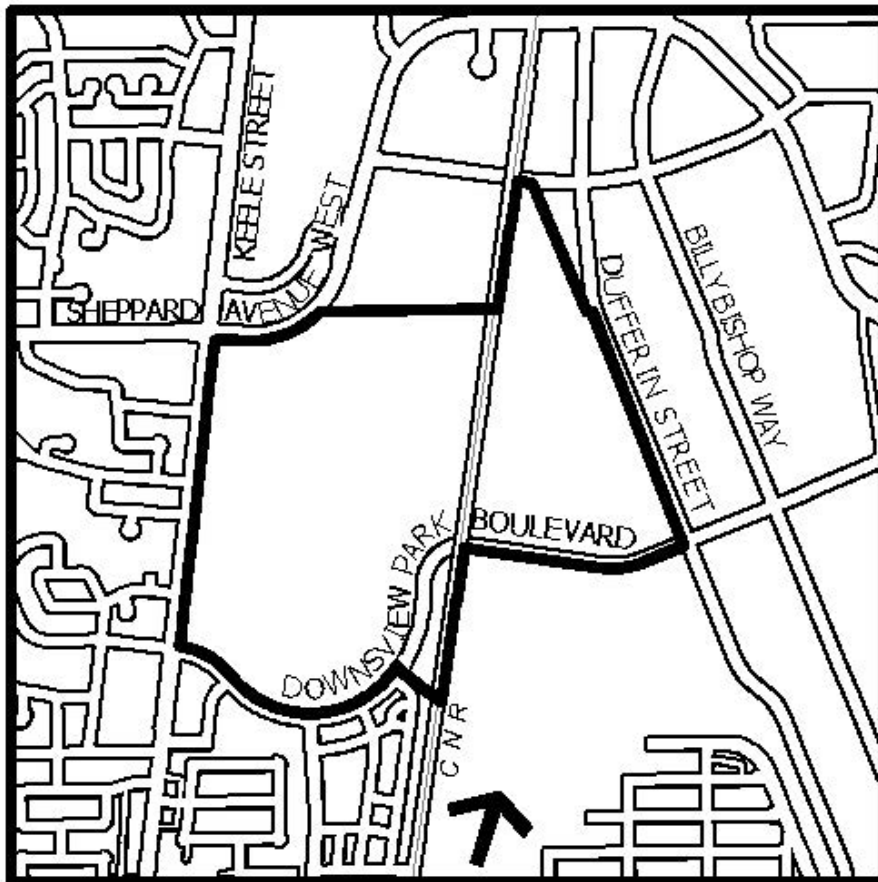


Figure 2: Downsview Park

- 12.2.1. The lands identified in Figure 2: Downsview Park are intended to develop as a park of local, regional and national attraction and significance comprised of large natural and open space areas and areas of park development. The total area of these Downsview Park lands may not be reduced.
- 12.2.2. Lands identified in Figure 2 and designated as *Parks* on Map 7-3 will:
- Support primarily parkland and open space uses;
 - Not be used for the development of new principal buildings, with the exception of a community recreation centre at the south-east corner of

Keele Street and Sheppard Avenue West, and recreational facilities that complement existing uses within the Park Commons on lands east of the GO Barrie Line. Supportive buildings such as park washrooms, concession areas and park information buildings may be constructed on lands designated *Parks* provided they are of a size and scale that is ancillary to the park and open space function; and

- c. Provide for agriculture uses.

12.2.3. Within the lands identified in Figure 2 and designated *General Employment Areas* on Map 7-3:

- a. The following lawfully established uses contained in the 2011 Downsview Area Secondary Plan shall be permitted:
 - i. Uses that support and relate to Downsview Park, including but not limited to: museums; art galleries; small craft industries; artist studios; recreation facilities; park and office administration uses; cultural uses; theatres; educational uses; market areas and ancillary retail and restaurant uses; and
- b. On sites along Carl Hall Road, uses will primarily be developed in existing buildings and any new development or redevelopment should support the scale, organization and orientation of existing buildings to augment its rich inventory of cultural heritage resources and support the evolution of the street as a pedestrian-oriented public destination and the cultural centre of Downsview Park.

12.3. Allen East

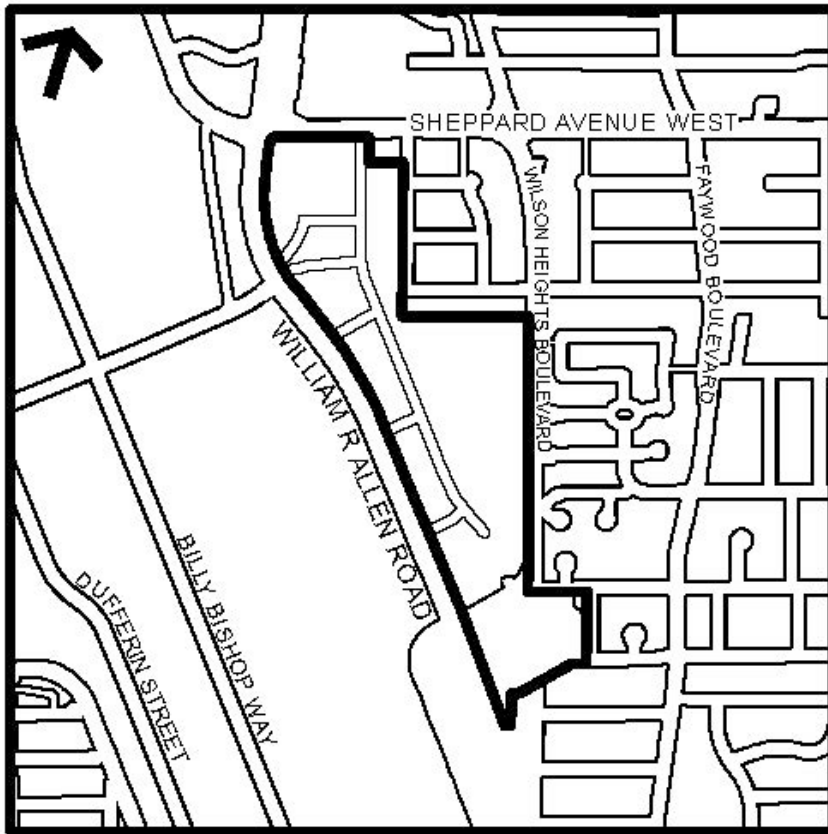


Figure 3: Allen East

- 12.3.1. The lands identified in Figure 3: Allen East are subject to a Council-endorsed District Plan which will guide development on these lands. Where the policies in this Plan vary from the Allen East District Plan, future development applications will demonstrate refinements to the District Plan, where appropriate, to support achieving the goals of this Plan.
- 12.3.2. A *greenway* will connect to the existing Banting Park and a new park at the south end of the District. Despite the definition for *greenways*, in Allen East this *greenway* will count towards parkland dedication requirements.
- 12.3.3. The predominant use of land at the intersection of Sheppard Avenue West and Allen Road will be for office, institutional, retail and service commercial purposes.
- 12.3.4. A minimum of 20% of the residential gross floor area, with a target of 30% of the residential gross floor area, will be set aside for affordable housing for a period of 99 years. For added clarity, the minimum 20% affordable housing requirement is not a requirement for each individual development site, but is an

overall requirement to be achieved cumulatively for the lands identified in Figure 3.

- 12.3.5. A large format retail store is permitted in the base of a mixed use building in the area designated as *Apartment Neighbourhoods* on Map 7-3 to provide the opportunity for a grocery store.
- 12.3.6. Any proposal for density beyond what is identified on Map 7-6 of this Plan is required to demonstrate that sufficient water, wastewater and stormwater management capacity is available to service the proposed land uses and density.

12.4. Wilson South

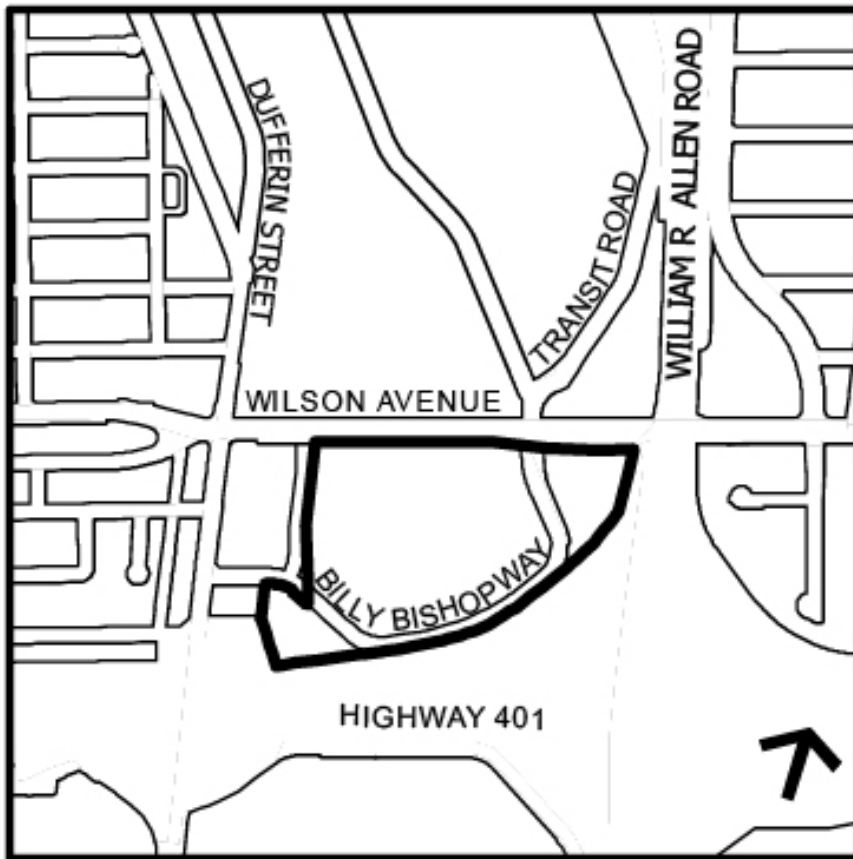


Figure 4: Wilson South

- 12.4.1. Within the lands identified in Figure 4: Wilson South, a minimum of 3 hectares of new publicly accessible space will be achieved, inclusive of parks, open spaces, natural areas, POPS, *greenways*, and the Green Spine. As development proceeds, each development will provide their equitable share of this requirement and/or provide confirmation of cost sharing to address said provisions.
- 12.4.2. The minimum 3 hectares of new publicly accessible space will include a future Major Park whose location will be determined through the District Plan process.
- 12.4.3. A new network of local public streets will be developed to create new east-west and north south mobility connections.

12.5. Dufferin Wilson Regeneration Area

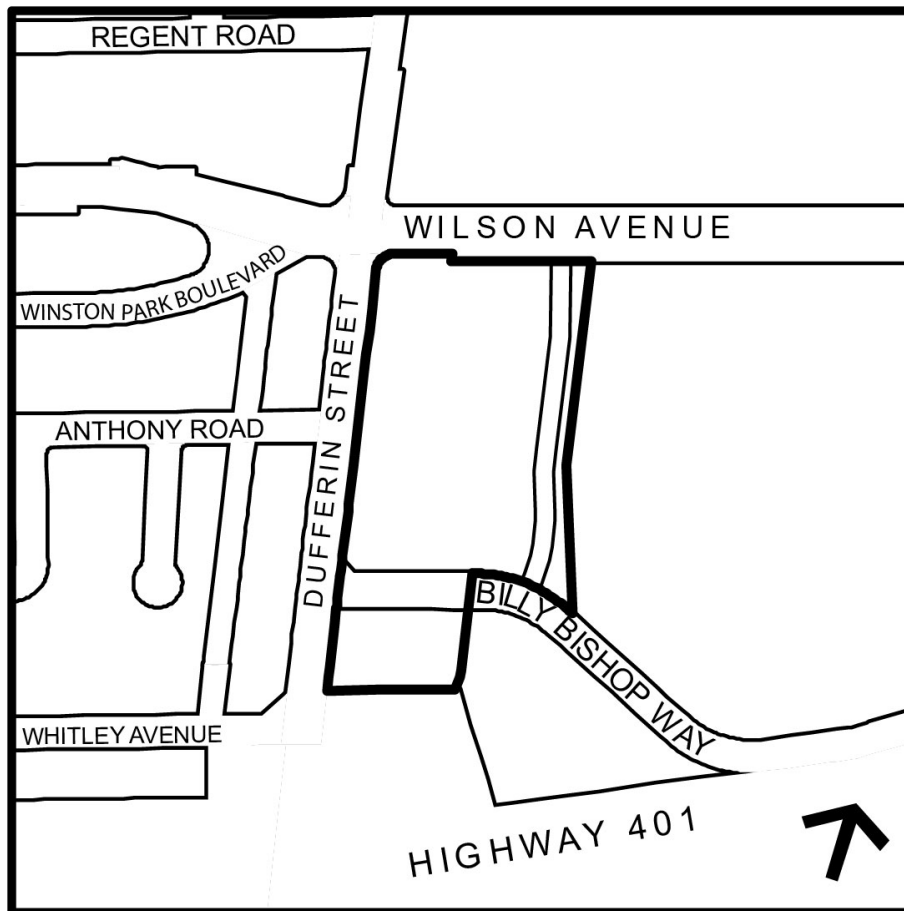


Figure 5: Dufferin Wilson Regeneration Area

- 12.5.1. The lands identified in Figure 5: Dufferin Wilson Regeneration Area are subject to the Dufferin Wilson Regeneration Area Plan, which was adopted as OPA 362 and exists as SASP 388.
- 12.5.2. Development on lands identified in Figure 5 will conform with and implement the policies of this Plan, except where they conflict with SASP 388, in which case the policies of SASP 388 will prevail.

12.6. Wilson and Allen Road

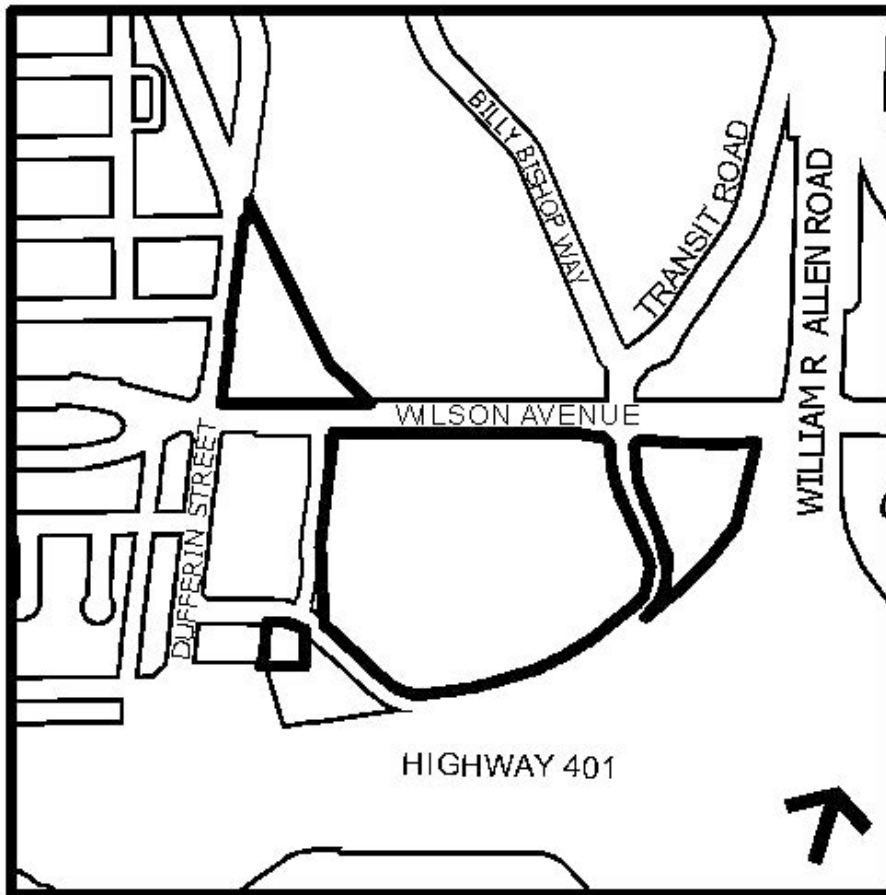


Figure 6: Wilson and Allen Road

- 12.6.1. Development on the lands identified in Figure 6: Wilson and Allen Road will be in accordance with the following:
- a. Development will provide a minimum non-residential gross floor area of 21% of the total gross floor area, including through the adaptive reuse or retention of existing buildings;
 - b. Complete applications to introduce sensitive land uses will be required to submit a Compatibility/Mitigation Study in accordance with the Compatibility/Mitigation Policies set out in Section 2.2.4 of the Official Plan. In addition to the requirements identified in the Official Plan, the Compatibility/Mitigation Study will also identify potential and/or required mitigation measures for sensitive land uses adjacent to or near Highway 401 and Allen Road;
 - c. Development containing residential units will secure a minimum amount of affordable housing as follows:

- i. If a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing;
 - ii. The affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
 - iii. The unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families;
- d. The percentage of gross floor area of affordable rental housing required above will increase by 1.5 percent per year, with affordable ownership housing requirements set at 1.4 times the affordable rental housing requirements, unless the following exceptions apply:
 - i. A District Plan and complete application for a Plan of Subdivision is filed within one year of this Plan coming into full force and effect; or
 - ii. Where a District Plan and Plan of Subdivision are not required, a complete application for a Zoning By-law Amendment is filed within one year of this Plan coming into full force and effect;
- e. The provision of required affordable housing shall be secured through one or more agreements with the City to the satisfaction of the City Solicitor;
- f. Holding provisions may be used to ensure the required affordable housing is secured. Conditions to be met prior to the removal of a Holding ("H") provision on the lands shall include the following:
 - i. Entering into one or more agreements with the City to the satisfaction of the City Solicitor to secure the provision of affordable housing; and
 - iv. The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes and how affordable housing requirements will be met; and
- g. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning

policies and By-law will prevail and the affordable housing requirements identified above will no longer apply, but only provided the applicable Inclusionary Zoning policies and By-law requirements meet or exceed the affordable housing requirements identified above.

12.6.2. Despite no District Plan being required for the lands in Figure 6 which are north of Wilson Avenue, development applications must demonstrate that the proposed development:

- a. Does not impede the logical and coordinated development of the broader area, and responds to the existing and planned context, including Wilson District;
- b. Supports the establishment of a high quality public realm network, including a local mobility network to support findings from the MESP; and
- c. Does not preclude or negatively impact a potential or preferred alignment identified in an Environmental Assessment, major infrastructure study, or for future study.

12.7. William Baker

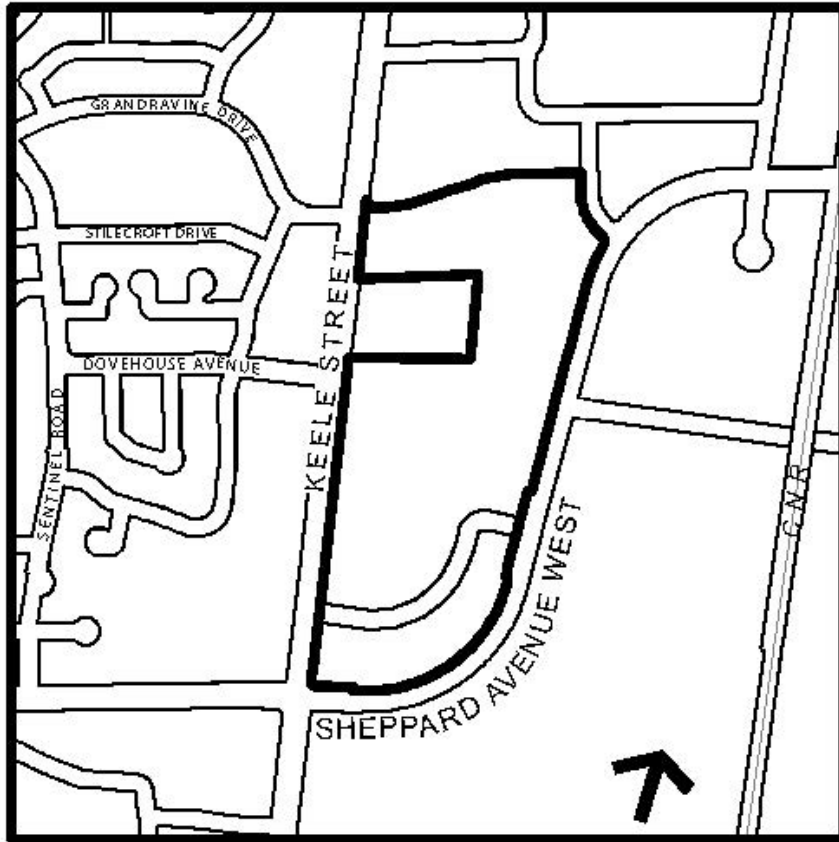


Figure 7: William Baker

- 12.7.1. Redevelopment of the lands in Figure 7: William Baker will introduce local street connections to Keele Street.
- 12.7.2. Development should be planned to limit shadowing on the William Baker Woodlot to support woodlot health.

12.8. **Murray**

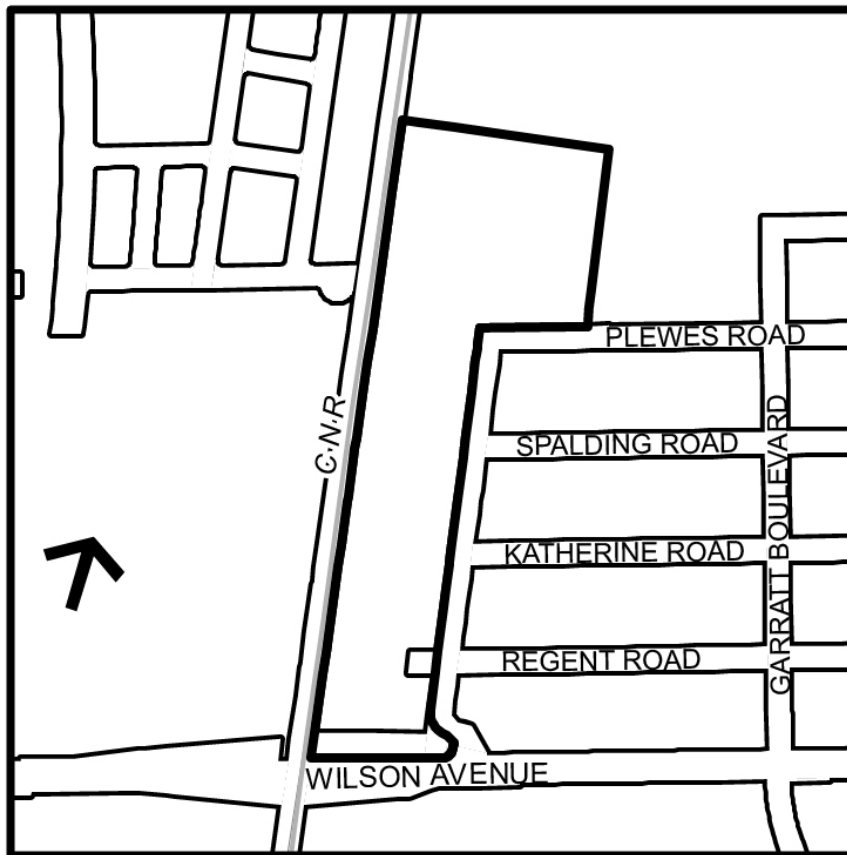


Figure 8: Murray

- 12.8.1. Development and infrastructure projects on the lands identified in Figure 8: Murray adjacent to the Proposed New GO Rail Station will recognize and protect for transit system infrastructure and future improvements.
- 12.8.2. As part of the District Plan and development applications and to respond to the Proposed New GO Rail Station and associated density, a Community Services/Facilities Study will identify the required *community service facilities* to support the proposed development of these lands.
- 12.8.3. Despite the above, the following minimum requirements for *community service facilities* will be included:
 - a. A minimum of one 98-space child care centre; and
 - b. A minimum of 465 square metres of *community space*.

13. DEFINITIONS

- 13.1. **Active Mobility** or **Active Modes** refer to human-powered travel, including, but not limited to walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.
- 13.2. **Active Mobility Network** (see definition for Mobility Network)
- 13.3. **City Nature** is the integration of nature into neighbourhoods, communities, and cities, leveraging natural systems to address urban challenges and foster sustainable and resilient urban environments. City Nature enables the creation of healthier and more beautiful places, with increased access to nature and comfortable micro-climates. Implementing City Nature involves designing communities to harness natural systems, such as absorbing rainwater where it falls, creating a connected network of green spaces, supporting healthy tree growth, fostering habitat connectivity and making space for more naturalized environments.
- 13.4. **Community Space** is City-owned space that may accommodate a range of functions, including public health services, human services, arts and cultural uses and employment services.
- 13.5. **Community Service Facilities** are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or funded by the City or other public agencies/organizations. They include community recreation centres, child care centres, libraries, schools and community space.
- 13.6. **Equity** involves identifying and removing barriers to full participation by diverse communities to create equitable access to opportunities and benefits, whether to residents, non-residents, visitors or employees. Equity ensures that every person has fair and equitable treatment with respect to services, facilities and systems without discrimination or harassment.
- 13.7. **Greenways** are linear green spaces and/or landscaped pedestrian and cycling connections that form important active mobility, stormwater, biodiversity, and/or ecological corridors within the Plan Area, particularly between parks and the Green Spine, though greenways themselves are not parks. Greenways may vary in design depending on their context but should be designed to facilitate connectivity with a focus on pedestrian and cyclist safety and comfort.

Greenways may be located along the edge of the street or through the interior of a block. The general locations of greenways include, but are not limited to those identified on Map 7-2: Public Realm Plan.

- 13.8. **Green Infrastructure** means natural and human-made elements that provide ecological and hydrological functions and processes. For the purposes of this Plan, green infrastructure does not include a stormwater management pond.
- 13.9. **Meanwhile Uses** are generally non-residential land uses that are permitted to occupy a site prior to the development of a particular district, phase or site in accordance the policies specified in this Plan. Meanwhile uses are intended to be provided through temporary or semi-permanent structures and should be designed for disassembly, with the ability to be removed or relocated.
- 13.10. **Mobility Network** refers to the combined street, cycling, pedestrian, and transit infrastructure and facilities within the Plan Area and supports the development of complete and connected communities that seamlessly integrate with the surrounding area. Similarly, **Active Mobility Network** refers to the above elements that support active mobility within the Plan Area.
- 13.11. **(Indigenous) Place-Keeping** as an approach to design is based on land stewardship that is centred around recognizing the landscape as living first and considering our collective responsibilities to a place now and into the future. Indigenous place-keeping thinks beyond society's immediate benefits and defines a relationship of reciprocity to all living things and systems and how they work together.
- 13.12. **Public Realm** means all public and private spaces to which the public has access. It is a network that includes, but is not limited to streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.
- 13.13. **Shared Mobility Hubs** are locations that include a mix of elements such as bike share stations, bike parking, car share spaces and ride share hailing points which are incorporated within development and available for public use.

SCHEDULE 2

The additional information and material indicated below is requested as part of a District Plan application submission, unless City staff determine that certain items are not applicable and/or should be further scoped through Pre-Application Consultation.

The items below are intended to correspond to the items listed in Official Plan Schedule 3 and associated terms of references. Any future revisions to Schedule 3 and/or the City's terms of references that may change the names of these items, but where their content generally continues to fulfill the same purpose should not impact the use of the City's applicable terms of references for the below.

Boundary Survey

Appropriate Plans and Drawings

Planning Rationale

Air Quality Study

Archaeological Assessment

Block Context Plan

Building Mass Model

Community Services/Facilities Study

Compatibility/Mitigation Study

Contaminated Site Assessment

Energy Strategy

Environmental Impact Study

Geotechnical Study

Heritage Impact Assessment/Conservation Strategy

Housing Issues Report

Natural Heritage Impact Study

Noise Impact Study

Odour Study

Pedestrian Level Wind Study

Servicing and Stormwater Management Report(s)

Soil Volume Plan

Sun/Shadow Study

Topographical Survey

Transportation Impact Study

Urban Design Guidelines

Vibration Study

SCHEDULE 3

Cultural heritage resources located on lands under the ownership of the federal government and its corporations and which are exempt from the Ontario Heritage Act, as referenced in policy 7.5.3, are identified below. This Schedule 3 does not contain policies, but rather provides context and intent to support the policy noted above.

1133-1377 SHEPPARD AVENUE WEST

Buildings 34, 35 and 36: Plant Complex 3

Description

Buildings 34, 35, and 36 (Plant Complex 3) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) at 1133-1377 Sheppard Avenue West are worthy of inclusion on the City of Toronto Inventory of Heritage Properties for their cultural heritage value. The complex with the attached single-storey office and warehouse buildings (1952) is located on the south side of Carl Hall Road, directly west of the CNR tracks. The buildings are numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Significance

Buildings 34, 35, and 36 (Plant Complex 3) have cultural heritage value for their association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. The company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation. The company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite),

while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

Buildings 34, 35, and 36 comprising Plant Complex 3 were added to the property in 1952, the year de Havilland entered into an agreement to sell its land and buildings to the federal government, although it continued to lease some of the facilities. The Department of National Defence expanded the site (resulting in the rerouting of Sheppard Avenue West) and introduced additional structures at the west end of the property for its central supply depot and RCAF Station Downsview, which was later known as Canadian Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Buildings 34, 35, and 36 comprise Plant Complex 3, which is valued as a rare example of a post-war aviation facility with the industrial aesthetic, clean lines and contemporary materials associated with the International Movement in architecture. As one of the largest complexes at Downsview, the plant stands out with its large open plan, extensive fenestration and rooftop monitors, as well as the innovative concrete ventilation stacks and chambers that provided the setting for technical advancements related to the testing and repair of jet engines. Contextually, Buildings 34, 35, and 36 (Plant Complex 3) have cultural heritage value for their role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of significant individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Plant Complex 3.

The value of Buildings 34, 35, and 36 comprising Plant Complex 3 relates to the historic, visual, physical and functional links between the structures and their surroundings in Parc Downsview Park, where they are important components of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Plant Complex 3 is located west of the railway tracks on the south side of Carl Hall Road where the collective scale of the buildings is indicative of the ongoing development of the site during the period of economic prosperity that followed World War II.

Buildings 34, 35, and 36 (Plant Complex 3) contribute to the rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes

The heritage attributes relating to the cultural heritage value of Buildings 34, 35, and 36 (Plant Complex 3) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of Plant Complex 3 on the south side of Carl Hall Drive, directly west of the CNR tracks
- The scale, form and massing of the adjoining buildings on the single-storey L-shaped plan
- The materials, including buff (yellow) brick cladding
- The flat roofline with rooftop monitors
- The fenestration, with the industrial-scale openings, some of which contain metal sash windows, and the strip windows on Building 35
- The entrances on the north facade of Building 34 facing Carl Hall Road, and the secondary entries on the other elevations of the complex
- The large concrete ventilation towers and shafts at the south end of Building 36



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Buildings 34, 35, and 36, with Building 34 facing Carl Hall Road, buildings 35 and 36 to the south, and the concrete ventilation towers projecting at the south end of the complex (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Buildings 38 and 39: Construction and Engineering Building

Description

Buildings 38 and 39 (Construction and Engineering Building) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West are worthy of inclusion on the City of Toronto Inventory of Heritage Properties for their cultural heritage value. The attached two-storey complex comprised of Building 38 (1944) and Building 39 (1939), which incorporates the 1928 wood hangar relocated from Mount Dennis, is located north of Carl Hall Road and east of the CNR tracks. The buildings are numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

Buildings 38 and 39 (Construction and Engineering Building) have cultural heritage value for their association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis that is now incorporated in Building 39. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. Coinciding with the addition to the site of Buildings 38 and 39, de Havilland was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation. The company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite), while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

From the early 1950s until the mid 1990s, Downsview was associated with the Canadian military, which acquired de Havilland's land and buildings and expanded the

site (resulting in the rerouting of Sheppard Avenue West). Additional structures were introduced at the west end of the property for the National Defence Department's central supply depot and RCAF Station Downsview, which was later known as Canadian Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Buildings 38 and 39 (Construction and Engineering Building) are valued for their unique design that incorporates two World War II era buildings. A later addition to this complex is the rare wood bow-truss hangar (1928), which was relocated from de Havilland's Mount Dennis airfield and remains the oldest structure at Downsview. Buildings 38 and 39 stand as part of the assembly of aviation structures built during the Second World War in the northeast quadrant of Parc Downsview Park.

Contextually, Buildings 38 and 39 (Construction and Engineering Building) have cultural heritage value for their role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The structures comprising the Construction and Engineering Building are important components of the group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of this site.

The value of Buildings 38 and 39 (Construction and Engineering Building) relates to the historic, visual, physical and functional links between the structures and their surroundings in Parc Downsview Park, where they are important components of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Buildings 38 and 39 (Construction and Engineering Building) join the neighbouring Buildings 40, 41, 42 and 43 as part of the enclave of World War II era structures in the triangle outlined by the CNR tracks and the alignment of Carl Hall Road in the northeast quadrant at Downsview.

Buildings 38 and 39 (Construction and Engineering Building) comprise surviving components of a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Buildings 38 and 39 (Construction and Engineering Building), including the 1928 hangar, on the property at 1133-1377 Sheppard Avenue West are:

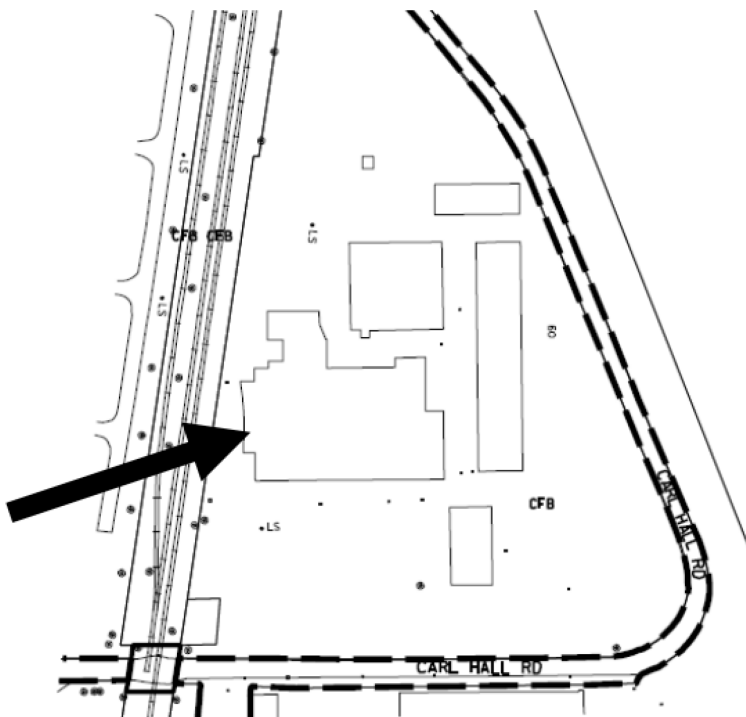
- The placement, orientation and setback of Buildings 38 and 39 (with the 1928 hangar) north of Carl Hall Road and east of the CNR tracks

Building 38:

- The scale, form and massing on the 2½-storey stepped plan
- The flat roofs
- The materials, with the red brick infill panels in concrete frames
- The fenestration, with the multi-pane metal sash windows in the upper stories

Building 39:

- The scale, form and massing on the two-storey plan
- The gable roof with monitors
- The materials, with the wood structure and cladding (the asbestos shingle cladding was a later addition that is not identified as a heritage attribute)
- The fenestration, with regularly placed openings containing multi-pane metal sash windows
- At the west end of Building 39, the wood hangar (1928) with the bowed roof truss and the modular composition



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Buildings 38 and 39, which are part of the group of World War II-era structures in the triangle outlined by Carl Hall Road and the CNR tracks (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 40: Storage Building and Workshop

Description

Building 40 (Storage Building and Workshop) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The attached one-storey garage and storage building (1944) is located north of Carl Hall Road and east of the CNR tracks. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 40 (Storage Building and Workshop) has cultural heritage value for its association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. The de Havilland Aircraft Company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort, including Building 40. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation. The company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite), while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

From the early 1950s until the mid 1990s, Downsview was associated with the Canadian military, which acquired de Havilland's land and buildings and expanded the site (resulting in the rerouting of Sheppard Avenue West). Additional structures were introduced at the west end of the property for the National Defence Department's central

supply depot and RCAF Station Downsview, which was later known as Canadian Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 40 (Storage Building and Workshop) is valued as a rare surviving example of a structure introduced at Downsview during World War II, which displays functional industrial design indicative of its type. It is distinguished by the extended rectangular form that is viewed from different aspects on Carl Hall Road. Building 40 stands as part of the assembly of aviation structures built during the Second World War in the northeast quadrant of Parc Downsview Park.

Contextually, Building 40 (Storage Building and Workshop) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 40.

The value Building 40 (Storage Building and Workshop) relates to the historic, visual, physical and functional links between the structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 40 (Storage Building and Workshop) and the neighbouring Buildings 38, 39, 41, 42 and 43 form an enclave of World War II era structures in the triangle outlined by the CNR tracks and the alignment of Carl Hall Road in the northeast quadrant at Downsview.

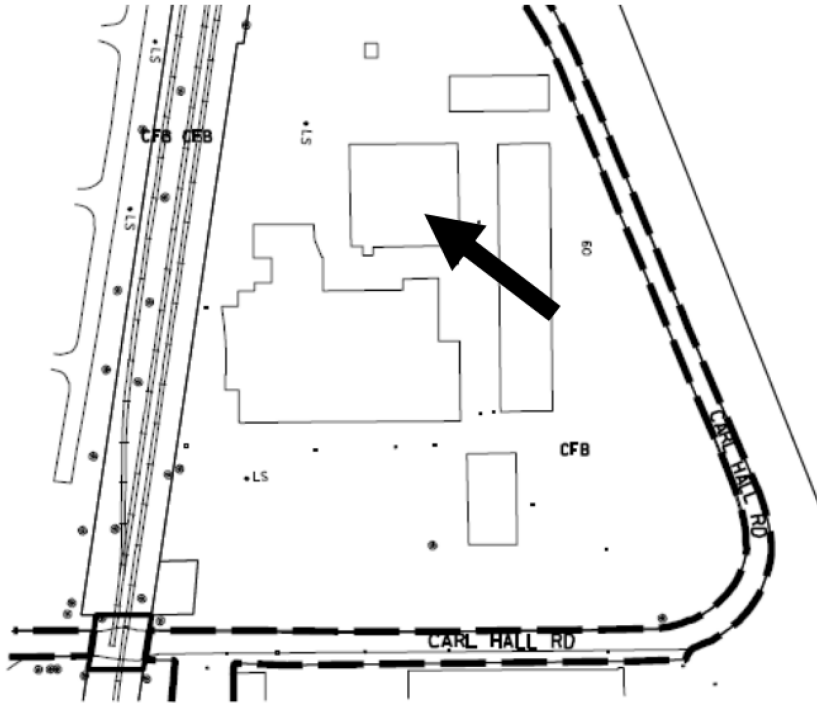
Building 40 (Storage Building and Workshop) contributes to the rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 40 (Storage Building and Workshop) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Storage Building and Workshop north of Carl Hall Road and east of the CNR tracks
- The scale, form and massing on the extended single-storey plan

- The steeply-pitched gable roof
- The materials, with metal cladding (which has been painted) over the wood-frame structure
- The fenestration, with the multi-pane metal sash windows
- The door openings containing large industrial garage doors, including the one marking the west elevation



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 40, which is part of the group of World War II-era structures in the triangle outlined by Carl Hall Road and the CNR tracks (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 41: Storage Building

Description

The Building 41 (Storage Building) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. Located north of Carl Hall Road and east of the CNR tracks, Building 41 is a detached single-storey Quonset Hut (1944). The structure is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

The Building 41 (Storage Building) has cultural heritage value for its association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. The de Havilland Aircraft Company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort, including Building 41. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation. The company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite), while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

From the early 1950s until the mid 1990s, Downsview was associated with the Canadian military, which acquired de Havilland's land and buildings and expanded the site (resulting in the rerouting of Sheppard Avenue West). Additional structures were introduced at the west end of the property for the National Defence Department's central

supply depot and RCAF Station Downsview, which was later known as Canadian Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 41 (Storage Building) is valued as a unique example of industrial architecture and the only Quonset Hut structure at Downsview. This type was developed during World War Two by the American military as a light-weight, prefabricated and easily transportable structure, and its presence contributes to the assembly of aviation structures built during the Second World War in the northeast quadrant of Parc Downsview Park.

Contextually, Building 41 (Storage Building) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 41.

The value of Building 41 (Storage Building) relates to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 41 (Storage Building) and the neighbouring Buildings 38, 39, 40, 42 and 43 form an enclave of World War II era structures in the triangle outlined by the CNR tracks and the alignment of Carl Hall Road in the northeast quadrant at Downsview.

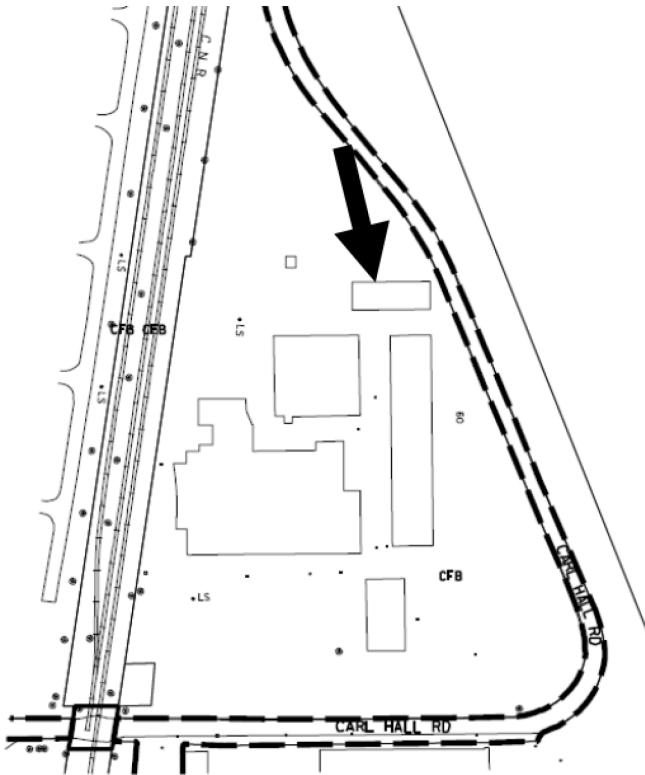
Building 41 (Storage Building) comprises a surviving component of a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 41 (Storage Building) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Storage Building north of Carl Hall Road and east of the CNR tracks
- The scale, form and massing on the extended single-storey plan

- The continuous curved roof covering the Quonset Hut with its distinctive shed-roof window openings in the place of dormers
- The materials, including the metal cladding
- The fenestration, with regularly-placed window openings on the north and south elevations
- The large openings with garage doors on the east and west facades



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 41, which is part of the group of World War II-era structures in the triangle outlined by Carl Hall Road and the CNR tracks (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 42: Storage Building

Description

Building 42 (Storage Building) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The attached one-storey garage and storage building (1944) is located north of Carl Hall Road and east of the CNR tracks. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

The Building 42 (Storage Building) has cultural heritage value for its association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. The de Havilland Aircraft Company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort, including Building 42. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation. The company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite), while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

From the early 1950s until the mid 1990s, Downsview was associated with the Canadian military, which acquired de Havilland's land and buildings and expanded the site (resulting in the rerouting of Sheppard Avenue West). Additional structures were introduced at the west end of the property for the National Defence Department's central supply depot and RCAF Station Downsview, which was later known as Canadian

Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 42 (Storage Building) is valued for its design as a rare surviving example of industrial architecture from the World War Two era when the structure was built as part of the expansion of de Havilland Aircraft's manufacturing facility. The building has a distinctive rounded and elongated shape, the extent of which is viewed from the north end of Carl Hall Road. Building 42 stands as part of the assembly of aviation structures built during the Second World War in the northeast quadrant of Parc Downsview Park.

Contextually, Building 42 (Storage Building) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of significant individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 42.

The value of Building 42 (Storage Building) relates to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 42 (Storage Building) and the neighbouring Buildings 38, 39, 40, 41 and 43 form an enclave of World War II era structures in the triangle outlined by the CNR tracks and the alignment of Carl Hall Road in the northeast quadrant at Downsview.

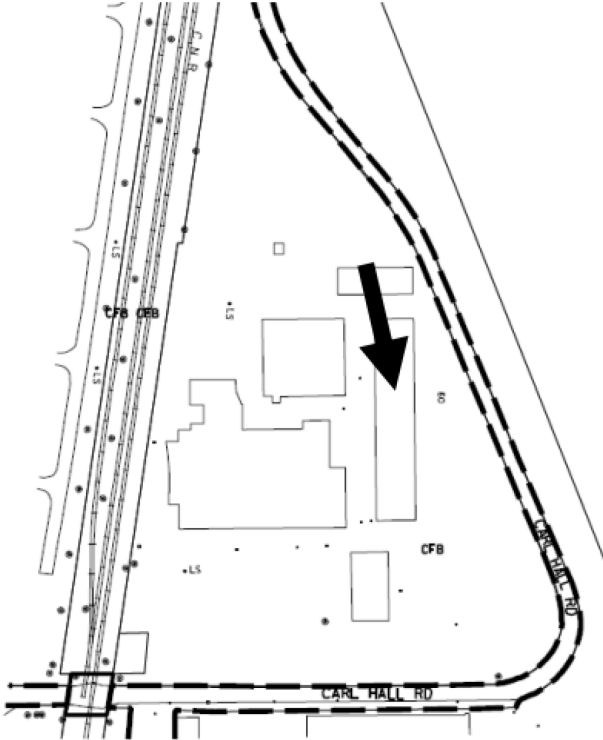
Building 42 (Storage Building) comprises a surviving component of a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 42 (Storage Building) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Storage Building north of Carl Hall Road and east of the CNR tracks
- The scale, form and massing on the extended single-storey plan
- The steeply-pitched gable roof
- The materials, with metal cladding

- The fenestration, with the continuous bands of window openings on the long east and west elevations
- The openings (east and north) containing divided sliding garage doors



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 42, which is part of the group of World War II-era structures in the triangle outlined by Carl Hall Road and the CNR tracks (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 43: Workshop

Description

Building 43 (Workshop) of the former de Havilland Aircraft Company of Canada and later Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The attached one-storey hangar and workshop (1942) is located on the north side of Carl Hall Road opposite Plant Complex 1. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 43 (Workshop) has cultural heritage value for its association with the development of the aviation industry in Canada, as well as the historical contributions of the Canadian military on this site. The de Havilland Aircraft Company of Canada was founded in 1928 as the Canadian subsidiary of the English aircraft manufacturer and, the following year, established a permanent production facility southeast of Keele Street and Sheppard Avenue West in the farming community of Downsview. The property, chosen for the flat terrain and high elevation that were ideal for aircraft operation as well as its proximity to the Canadian National Railway's tracks, was laid out with an airfield adjoined by structures that included a hangar (1928) relocated from Mount Dennis. At its Downsview plant, de Havilland started production in 1932 of the Tiger Moth, the first aircraft manufactured entirely in Canada. The de Havilland Aircraft Company was nationalized for the duration of World War II when it supplied the Allied cause with training planes and fighter aircraft, many of which were used for the British Commonwealth Air Training Program. The company undertook a major expansion at this time, acquiring adjacent property where it extended the runways and constructed additional buildings for the war effort, including Building 43. Following the conflict, de Havilland returned to private ownership and produced commercial aircraft, launching the DHC-2 Beaver as a new STOL (short take-off and landing) aircraft that became an iconic Canadian bush plane. In 1954, de Havilland relocated to a purpose-built manufacturing plant at the south end of the airfield where it resumed its innovations in aviation the company established a Special Product Division and developed the Storable Tubular Extendable Member (STEM, which became an integral element of Canada's first space satellite), while continuing to manufacture a new generation of turboprop regional airplanes and the Global Express corporate jet.

From the early 1950s until the mid 1990s, Downsview was associated with the Canadian military, which acquired de Havilland's land and buildings and expanded the

site (resulting in the rerouting of Sheppard Avenue West). Additional structures were introduced at the west end of the property for the National Defence Department's central supply depot and RCAF Station Downsview, which was later known as Canadian Forces Base Toronto (Downsview). The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its access to road and rail networks. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 43 (Workshop) is valued for its design as a rare surviving example of industrial architecture from the World War Two era when the structure was built as part of the expansion of de Havilland Aircraft's manufacturing complex. It stands as part of the assembly of aviation buildings constructed during wartime in the northeast quadrant of Parc Downsview Park.

Contextually, Building 43 (Workshop) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 43.

The value of Building 43 (Workshop) relates to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 43 (Workshop) and the neighbouring Buildings 38, 39, 40, 41 and 42 form an enclave of World War II era structures in the triangle outlined by the CNR tracks and the alignment of Carl Hall Road in the northeast quadrant at Downsview.

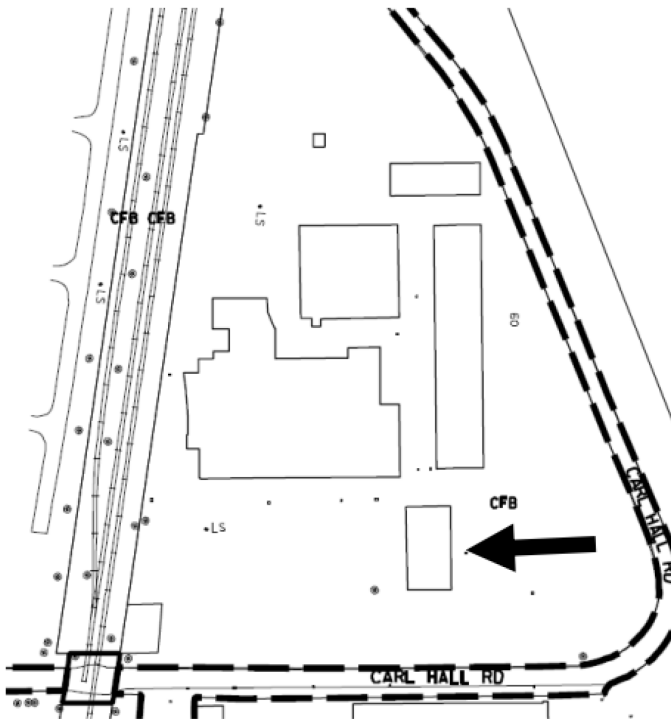
Building 43 (Workshop) is a surviving component of a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 43 (Workshop) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Building 43 (Workshop) on the north side of Carl Hall Road opposite Plant Complex 1
- The scale, form and massing on a extended single-storey rectangular plan

- The flat roof with the monitor
- The materials, including tiled cladding
- The fenestration, with the continuous bands of openings on the east and west elevations and part of the south wall that contain metal sash windows
- On the north elevation, the central opening with garage doors that is flanked by large openings containing metal sash windows
- The east elevation (which has been altered) with the large operable door designed to access the hangar



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Buildings 43, which is part of the group of World War II-era structures in the triangle outlined by Carl Hall Road and the CNR tracks (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 100: Administration Building

Description

Building 100 (Administration) of former Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The three-storey office building (1971) is located near the southwest corner of Canuck Avenue and John Drury Drive, east of Keele Street. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 100 (Administration Building) has cultural heritage value for its historical association with the evolution of the property at 1133-1377 Sheppard Avenue when it was operated as a major military base known in the late 20th century as CFB Toronto (Downsview). The military's links to the site were formalized in 1952 when the federal government acquired the airfield and more than a dozen buildings and building complexes developed by the de Havilland Aircraft Company of Canada (the Canadian subsidiary of the English aircraft manufacturer) between 1929 and 1952 as the production facility for the first aircraft produced in Canada, followed by the contributions of the company in this location to the Allied cause during World War II.

Building 100 (Administration Building) is linked to the second phase of development at Downsview when the site was expanded (rerouting Sheppard Avenue West) for the Department of National Defence's central supply depot. The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its proximity to road and rail networks. The Administration Building was among the last edifices commissioned at CFB Toronto (Downsview). After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 100 (Administration Building) is valued for its design as the only purpose-built office building on the property, and as one of the last structures commissioned on the site for military uses. It is a unique example of architectural design at Downsview that is representative of the Brutalist style and distinguished by the integration of the structure on a sloped site, the application of exposed precast concrete panels, and the visual interplay of vertical and horizontal elements beneath an overhanging roof.

Contextually, Building 100 (Administration Building) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which

originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 100.

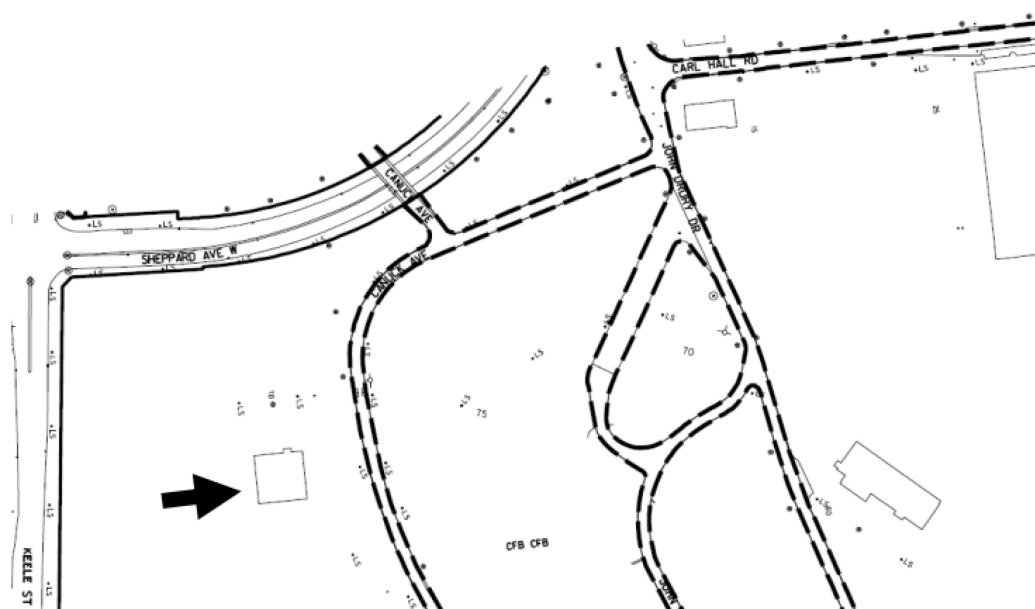
The value of Building 100 (Administration Building) relates to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 100 anchors a corner property at Canuck Avenue and John Drury Drive, east of Keele Street, where it is viewed from various vantage points at the west end of the grounds.

Building 100 (Administration Building) contributes to a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 100 (Administration Building) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Administration Building near the southwest corner of Canuck Avenue and John Drury Drive
- The scale, form and massing on the three-storey near-square plan, with part of the lower storey partially concealed by the sloped site
- The flat roof
- The materials, including the pre-cast concrete panels
- The organization of the elevations with piers
- The fenestration, with strip windows
- On the north elevation, the centrally-placed entrance



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 100 near the west end of Parc Downsview Park (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 103: Fire Hall

Description

Building 103 (Fire Hall) of the former CFB Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The complex (1953) with a single-storey office building attached to a 1½-storey garage is located near the northeast corner of Carl Hall Road and John Drury Drive. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at Canadian Forces Base (CFB) Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 103 (Fire Hall) has cultural heritage value for its historical association with the evolution of the property at 1133-1377 Sheppard Avenue when it was operated as a major military base known in the late 20th century as CFB Toronto (Downsview). The military's links to the site were formalized in 1952 when the federal government acquired the airfield and more than a dozen buildings and building complexes developed by the de Havilland Aircraft Company of Canada (the Canadian subsidiary of the English aircraft manufacturer) between 1929 and 1952 as the production facility for the first aircraft produced in Canada, followed by the contributions of the company in this location to the Allied cause during World War II.

Building 103 (Fire Hall) is linked to the second phase of development at Downsview when the site was expanded (rerouting Sheppard Avenue West) for the Department of National Defence's central supply depot. The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its proximity to road and rail networks. The Fire Hall was one of a series of structures designed to support operations at CFB Toronto (Downsview), specifically fire protection for the expansive property and its facilities. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

From a design perspective, Building 103 (Fire Hall) is valued as a significant representative example of modern post-war construction at Downsview that was a variation of a standard template developed for fire stations at other military bases across Canada. The Fire Hall stands opposite the Central Heating Plant No. 1, which was also built according to a standardized design and placed with other post-World War II structures at the west end of the site.

Contextually, Building 103 (Fire Hall) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 103.

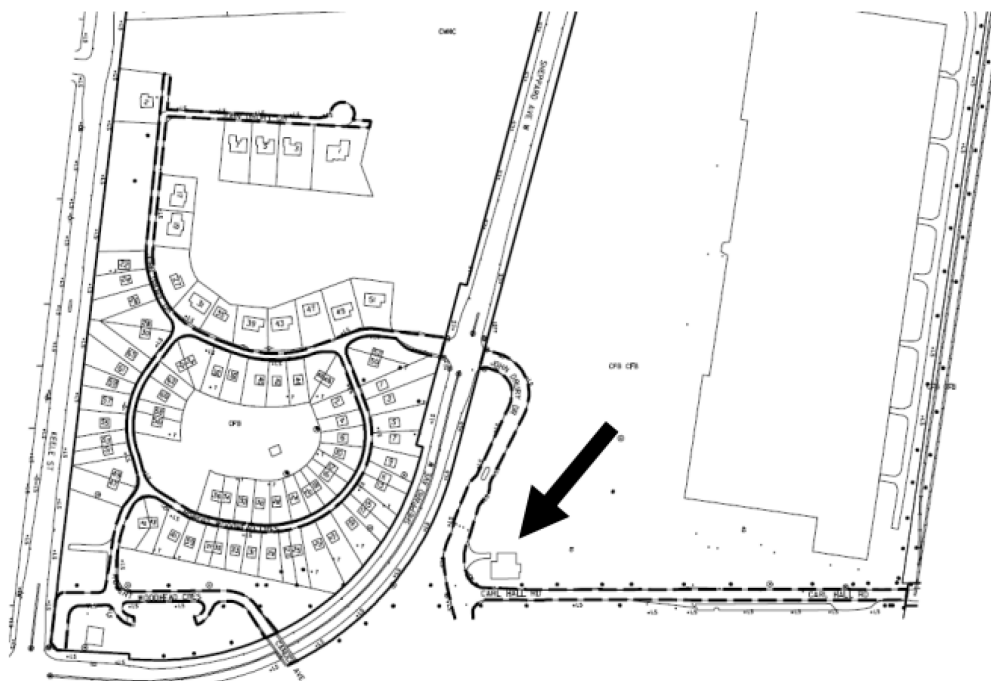
The value of Building 103 (Fire Hall) is also related to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. The Fire Hall anchors a corner property at Carl Hall Road and John Drury Drive, east of Keele Street, where it is viewed from various vantage points at the west end of the grounds.

Building 103 (Fire Hall) contributes to a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 103 (Fire Hall) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Fire Hall on the northeast corner of Carl Hall Road and John Drury Drive
- The scale, form and massing on an asymmetrical plan that comprises the single-office building with the 1½-storey garage
- The flat roofs on both sections of the complex
- The materials, including the red brick cladding
- The main entrance, which is placed on the east elevation of the office building
- The oversized door openings on the east and west walls of the garage
- The fenestration, with regularly-placed flat-headed window openings on the office building, and punched windows on the south elevation of the garage



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 103 (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Building 105: Central Heating Plant No.1

Description

Building 105 (Central Heating Plant No.1) of the former CFB Toronto (Downsview) on the property at 1133-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The large structure (1953) is located near the southeast corner of Carl Hall Road and John Drury Drive. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at Canadian Forces Base (CFB) Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 105 (Central Heating Plant No.1) has cultural heritage value for its historical association with the evolution of the property at 1133-1377 Sheppard Avenue when it was operated as a major military base known in the late 20th century as CFB Toronto (Downsview). The military's links to the site were formalized in 1952 when the federal government acquired the airfield and more than a dozen buildings and building complexes developed by the de Havilland Aircraft Company of Canada (the Canadian subsidiary of the English aircraft manufacturer) between 1929 and 1952 as the production facility for the first aircraft produced in Canada, followed by the contributions of the company in this location to the Allied cause during World War II.

Historically, Building 105 (Central Heating Plant No.1) is linked to the second phase of development at Downsview when the site was expanded (rerouting Sheppard Avenue West) for the Department of National Defence's central supply depot. The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its proximity to road and rail networks. Central Heating Plant No. 1 was one of a series of structures designed to support operations at CFB Toronto (Downsview). After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 105 (Central Heating Plant No.1) is valued as a representative example of modern post-war construction designed by the Department of Defence according to a template it used for military bases across Canada. Devised to house massive boiler equipment to heat nearly 2.1 million square feet of buildings on the site, the design incorporated concrete construction with fireproof paneled cladding. The four exhaust chimneys on the south side of the complex are both functional and elements of the industrial design. With its unique appearance, the Central Heat Plan No. is highly visible amidst its surroundings.

Contextually, Building 105 (Central Heating Plant No.1) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 105.

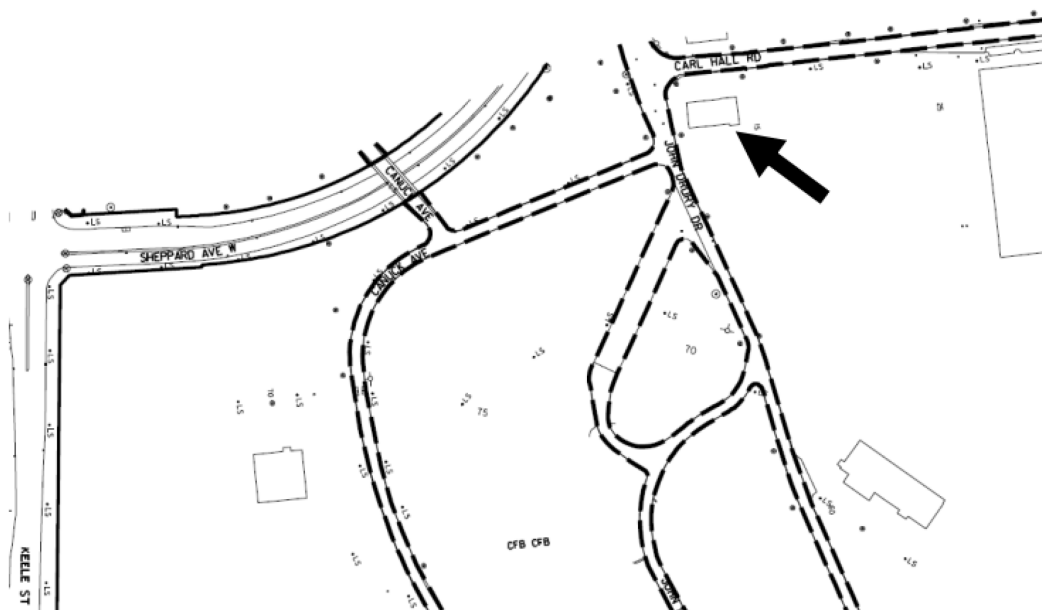
The value of Building 105 (Central Heating Plant No.1) is also related to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. Building 105 anchors a corner property at Carl Hall Road and John Drury Drive, east of Keele Street, where it is viewed from various vantage points at the west end of the grounds.

Building 105 (Central Heating Plant No.1) contributes to a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 105 (Central Heating Plant No.1) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Central Heating Plant No. 1 near the southeast corner of Carl Hall Road and John Drury Drive
- The scale, form and massing of the extended asymmetrical plan with setbacks in the upper stories
- The flat roofs on the various sections, with the four large exhaust chimneys rising from the third floor at the south end
- The materials, with concrete construction and fireproof paneled cladding
- The fenestration, with bands of window openings containing metal multi-pane industrial sash windows



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 105 (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Supply Depot (Building 151)

Description

Building 151 (Supply Depot) of the former Canadian Forces Base (CFB) Toronto (Downsview) on the property at 1122-1377 Sheppard Avenue West is worthy of inclusion on the City of Toronto Inventory of Heritage Properties for its cultural heritage value. The complex (1953), combining a two-storey office building with a massive single-storey warehouse is located on the north side of Carl Hall Road, directly west of the CNR tracks. The building is numbered according to the system that was introduced by de Havilland and continued by the Department of National Defence at CFB Toronto (Downsview).

Statement of Cultural and Heritage Value

Building 151 (Supply Depot) has cultural heritage value for its historical association with the evolution of the property at 1133-1377 Sheppard Avenue when it was operated as a major military base known in the late 20th century as CFB Toronto (Downsview). The military's links to the site were formalized in 1952 when the federal government acquired the airfield and more than a dozen buildings and building complexes developed by the de Havilland Aircraft Company of Canada (the Canadian subsidiary of the English aircraft manufacturer) between 1929 and 1952 as the production facility for the first aircraft produced in Canada, followed by the contributions of the company in this location to the Allied cause during World War II.

Historically, Building 151 (Supply Depot) is linked to the second phase of development at Downsview when the site was expanded (rerouting Sheppard Avenue West) for the Department of National Defence's central supply depot. The Government of Canada chose Downsview as the location of its Air Materials Base, which provided support and repair facilities for Canadian military operations from this central location with its proximity to road and rail networks. The Supply Depot was one of a series of structures designed to support operations at CFB Toronto (Downsview), providing a massive warehouse space for storage and shipping. After the 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. In 1998, the former City of North York listed the property on the municipal heritage inventory, identifying 11 buildings or building complexes associated with de Havilland and CFB Toronto (Downsview).

Building 151 (Supply Depot) is a unique example of modern post-war construction by the Department of Defence at Downsview, and represents the largest single structure on the site covering an area of 27.5 acres. The innovative design is a technical achievement using concrete to create a fortress-like structure with the ability to survive a nuclear blast, a response to the Cold War era when the complex was built.

Building 151 (Supply Depot) has cultural heritage value for its role in supporting and maintaining the historic character of Parc Downsview Park, which originated as the de Havilland airfield and manufacturing facility and was expanded after World War II by the federal government for a RCAF Station and Canadian Forces Base. The group of surviving individual buildings and complexes with heritage significance that contributes collectively to the self-sufficient community that developed within the boundaries of the property includes Building 103.

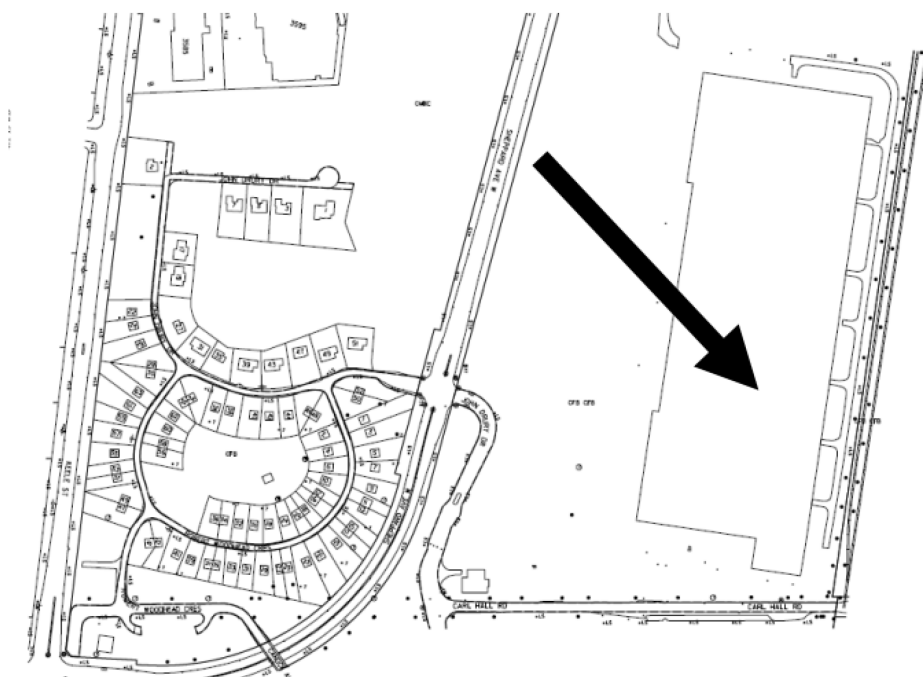
The value of Building 151 (Supply Depot) is also related to the historic, visual, physical and functional links between structure and its surroundings in Parc Downsview Park, where it is an important component of the unique collection of significant industrial edifices that represent the development of the site for aircraft production and as a military base. The Supply Depot occupies a prominent site on Carl Hall Road adjoining the CNR tracks.

Building 151 (Supply Depot) contributes to a rare assembly of aviation and military buildings and building complexes on the property at 1133-1377 Sheppard Avenue West, which is valued as a local landmark in the Downsview neighbourhood, the North York community, and the City of Toronto.

Heritage Attributes:

The heritage attributes relating to the cultural heritage value of Building 151 (Supply Depot) on the property at 1133-1377 Sheppard Avenue West are:

- The placement, orientation and setback of the Supply Depot on the north side of Carl Hall Road along the west side of the CNR tracks
- The scale, form and massing on a plan composed of the two-storey office building (south) and, to the north, the monumental single-storey warehouse
- The flat roofs on the complex
- The materials, particularly the extensive use of exposed concrete, and the brick-clad infill panels on the office portion of the complex
- On the office building, the central elevated entrance on the south facade, and the fenestration with the bands of continuous window openings on the south, east and west elevations
- The warehouse, with the regularly-placed openings, including those for the loading docks, and the oversized entrance on the west wall



This location map is for information purposes only. The exact boundaries of the property are not shown. The arrow marks the site of Building 151 (Heritage Planning, 2014).

1133-1377 SHEPPARD AVENUE WEST

Plant No. 1

Style: functionalist/industrial

Construction: Concrete and brick construction along with steel for roof structure and fenestration

Architect: Mathers and Haldenby (Structure No. 1)

Design:

Plant No. 1 represents an evolution of linked structures (consisting of 5 additive parts) largely designed for aircraft assembly-line processes; exterior decoration denotes importance of interior activities; hangar areas are impressive, large, light-filled volumes with unsupported cross-braced steel trusses and were used to accommodate finished aircraft. Architecturally, this complex is important for its functional design and for its contribution to the industrial built-form and setting of Downsview.

Age: Constructed 1929 – 1944 (5 structures)

Historic Association:

Plant No. 1 is significant for its association with the aircraft industry in Canada and the pioneering stages of aircraft development at Downsview. It is also important because of its expanded military role of the aircraft industry during the Second World War and in post war domestic aircraft production.

Community Development:

Plant No.1 is perhaps the only structure to span the entire period of de Havilland's production at this location. The construction of Building No. 1 in this complex initiated the site's change from agricultural lands to an industrial park.

Other:

This structure has been Federally designated as a "recognized" heritage building for architectural and historical reasons.

STATEMENT OF SIGNIFICANCE:
1133-1377 SHEPPARD AVENUE WEST

Plant No. 2

Style: Functionalist/industrial

Construction: Contemporary materials consisting of concrete, brick and steel for fenestration and structure.

Architect: Unknown

Design:

This building is an early example of a large-scale assembly unadorned exterior and the use of contemporary materials. The industrial purpose is evident in the large roof monitors, extensive fenestration and large moveable steel doors. Large interior volumes were employed to accommodate both the aircraft manufacturing process and the storage of finished aircraft. A notable feature is the unsupported cross-braced steel trusses.

Age: Constructed 1940

Historic Associations:

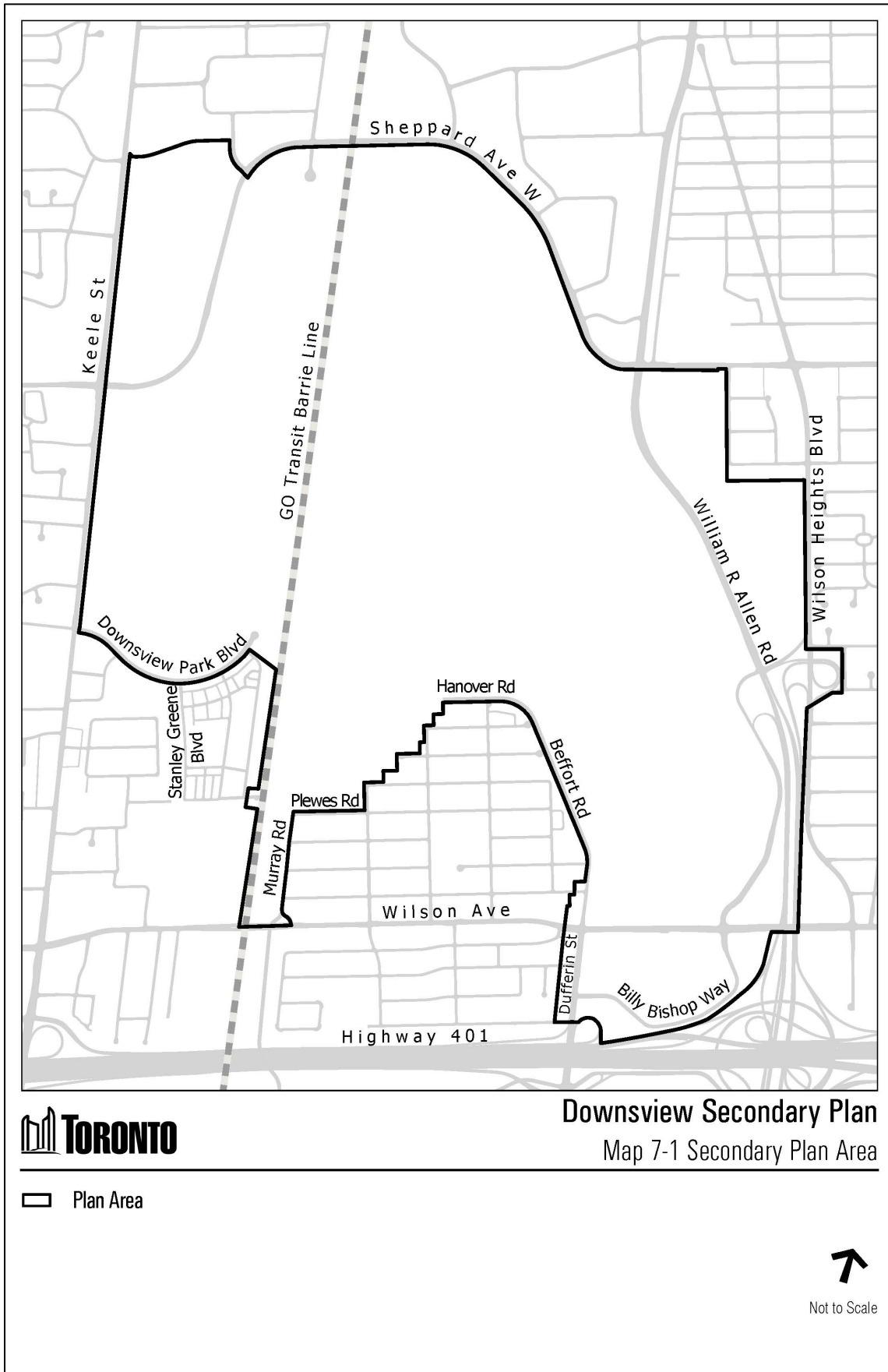
Plant No. 2 is historically significant in connection with the expansion of the aircraft industry in Canada during the Second World War and in post-war domestic aircraft production. Locally, it is significant because it denotes the expansion of the Downsview manufacturing complex during WWII. The construction of this building and the growth the of Downsview complex between 1940 and 1944 expedited the manufacture and repair of aircraft for wartime use. This massive plant nearly quintupled de Havilland's manufacturing capacity and was the single addition to the complex which contributed most to wartime production.

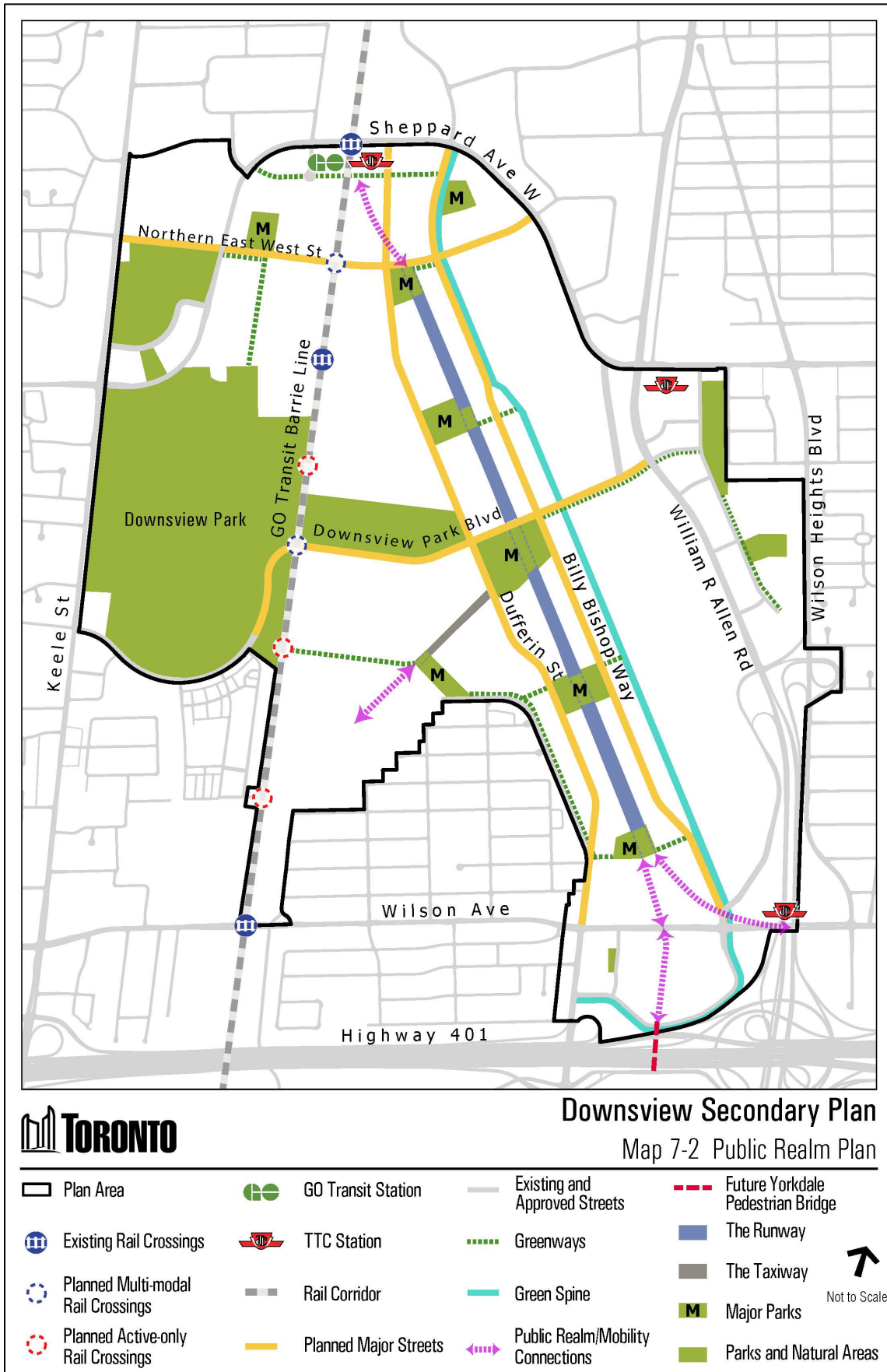
Community Development:

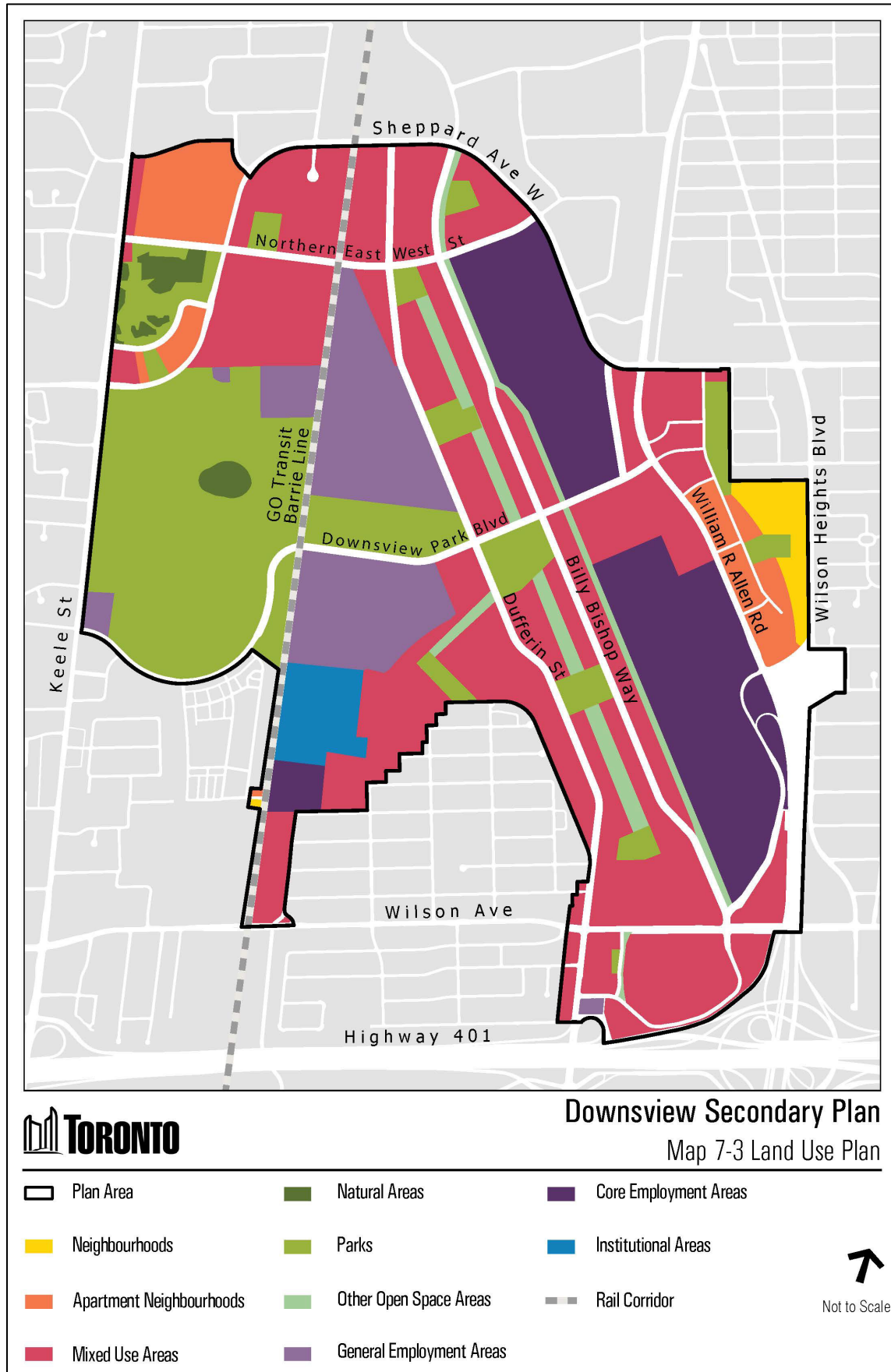
Plant No. 2 illustrates the remarkable expansion of the de Havilland and the aircraft industry during the 1940s to the status of a major component of the Canadian economy.

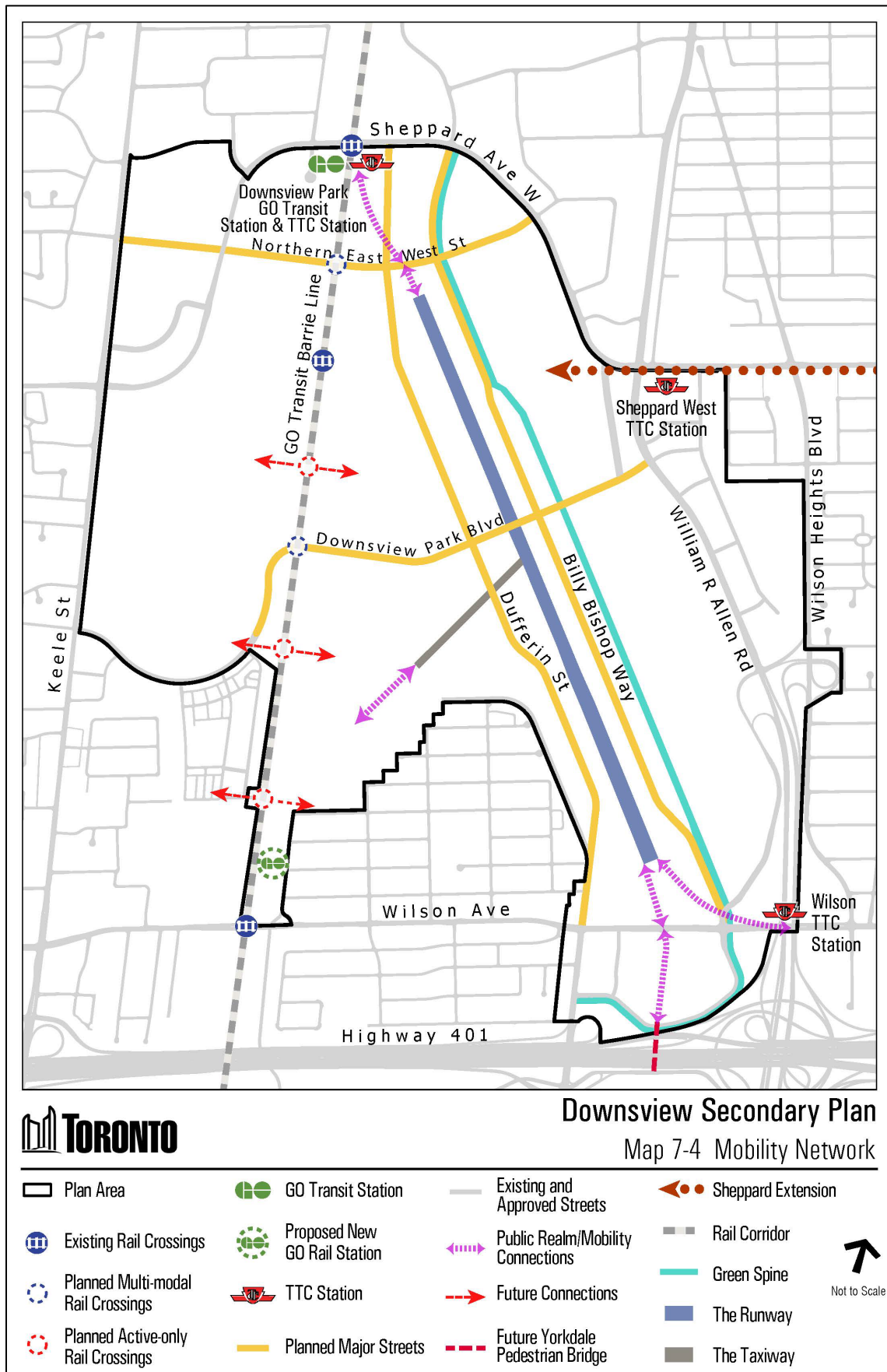
Other:

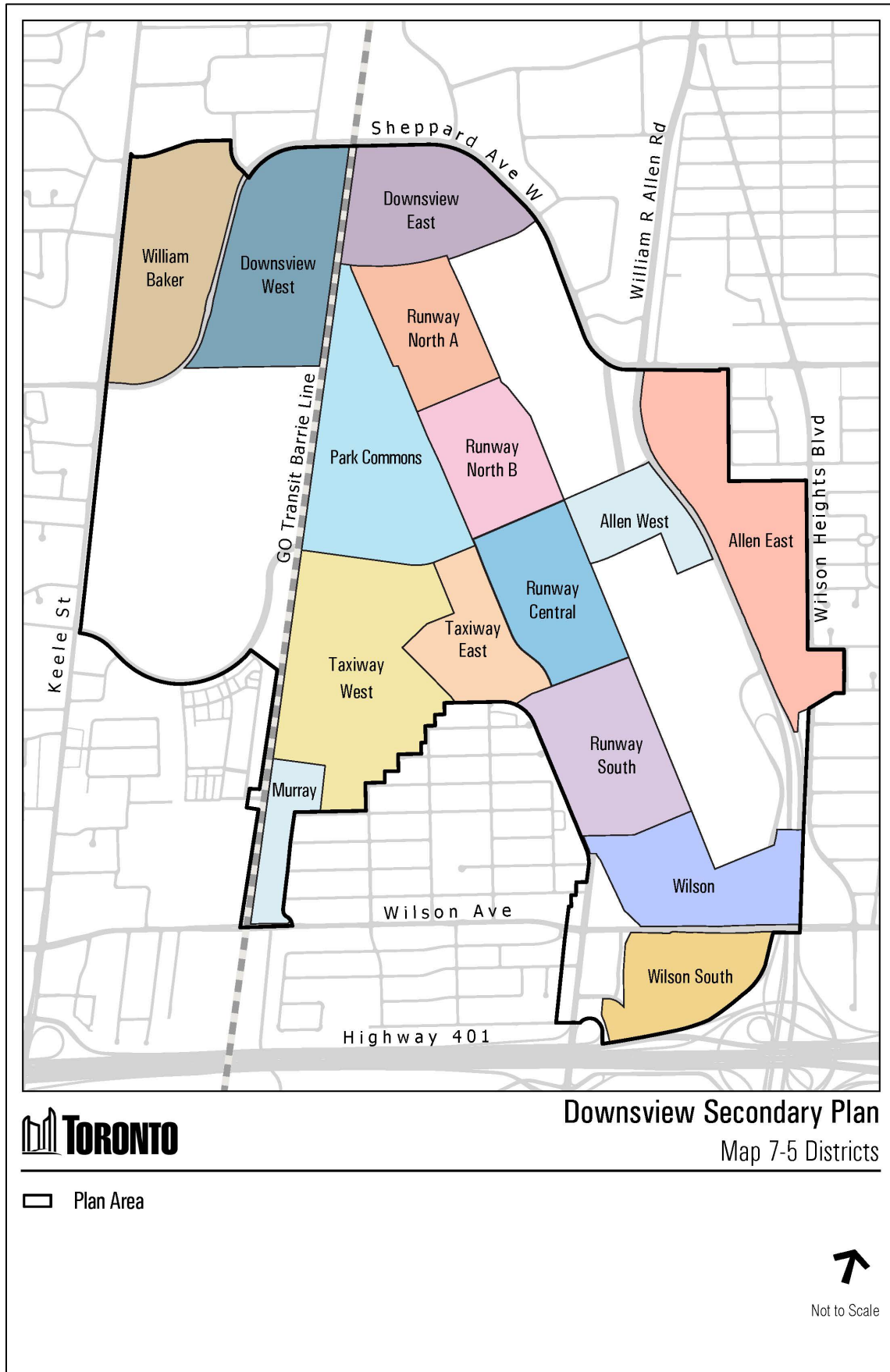
This structure has been Federally designated as a "recognized" heritage building for architectural and historical reasons.

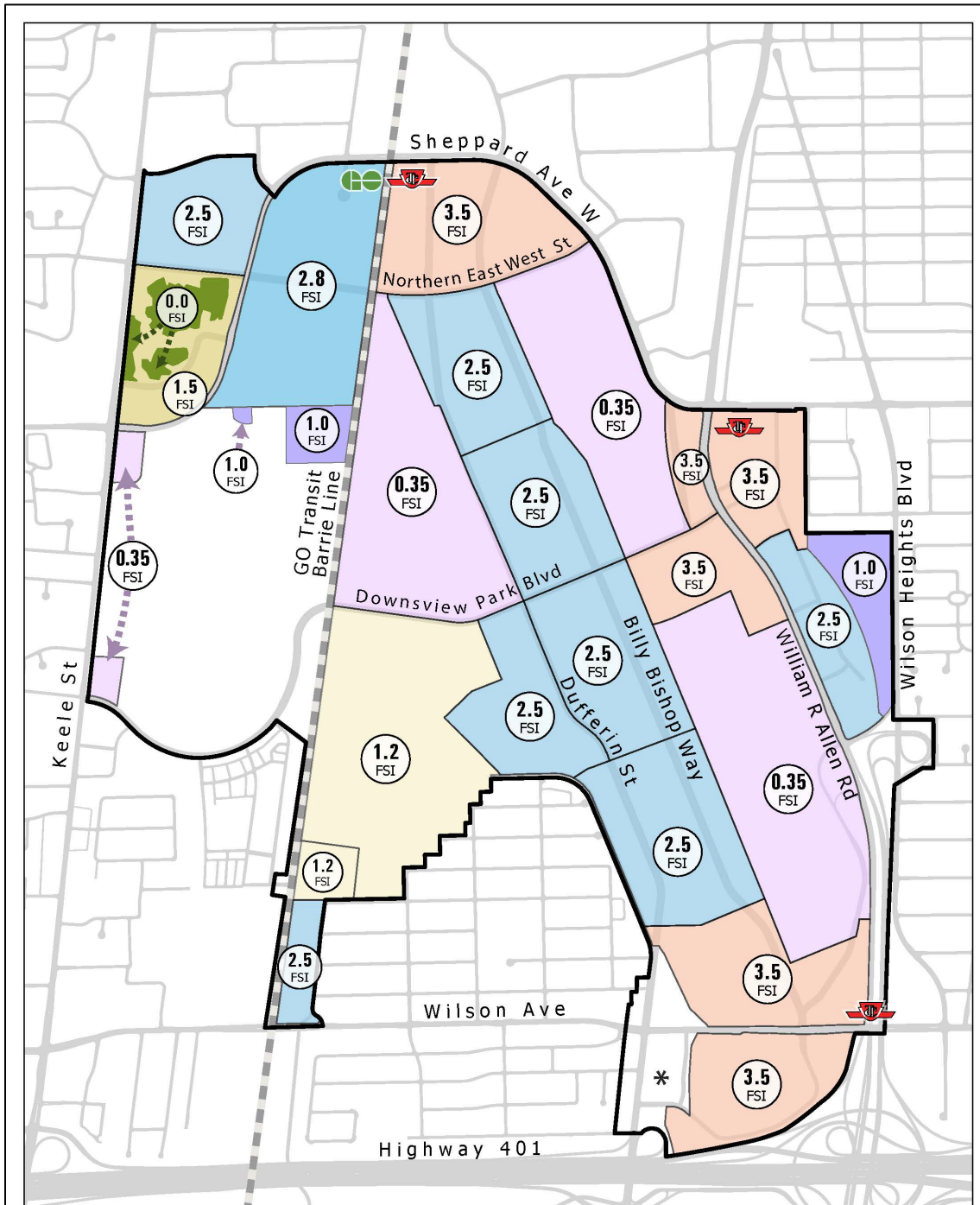












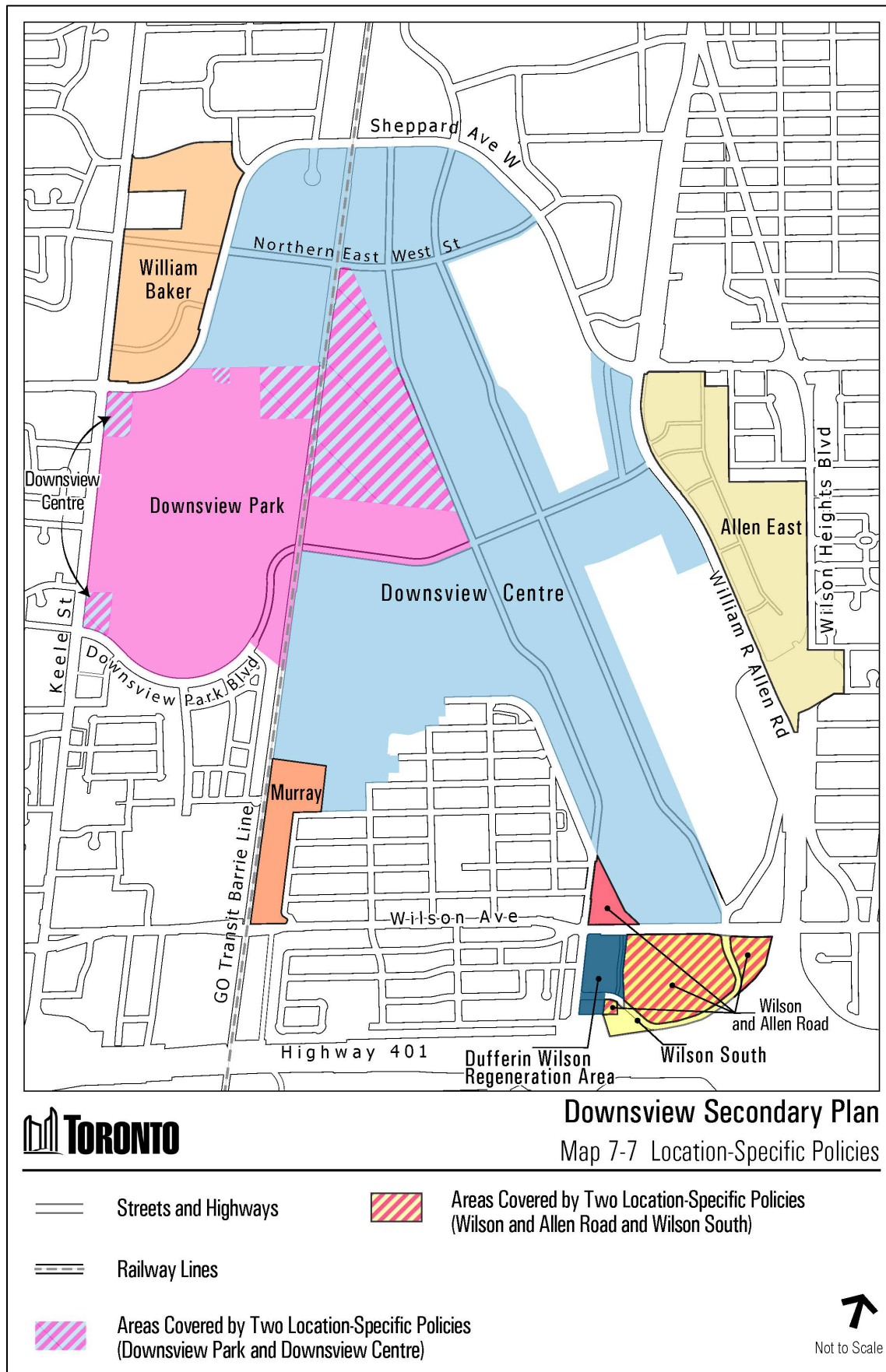
Downsview Secondary Plan
Map 7-6 Maximum Permitted Gross Density

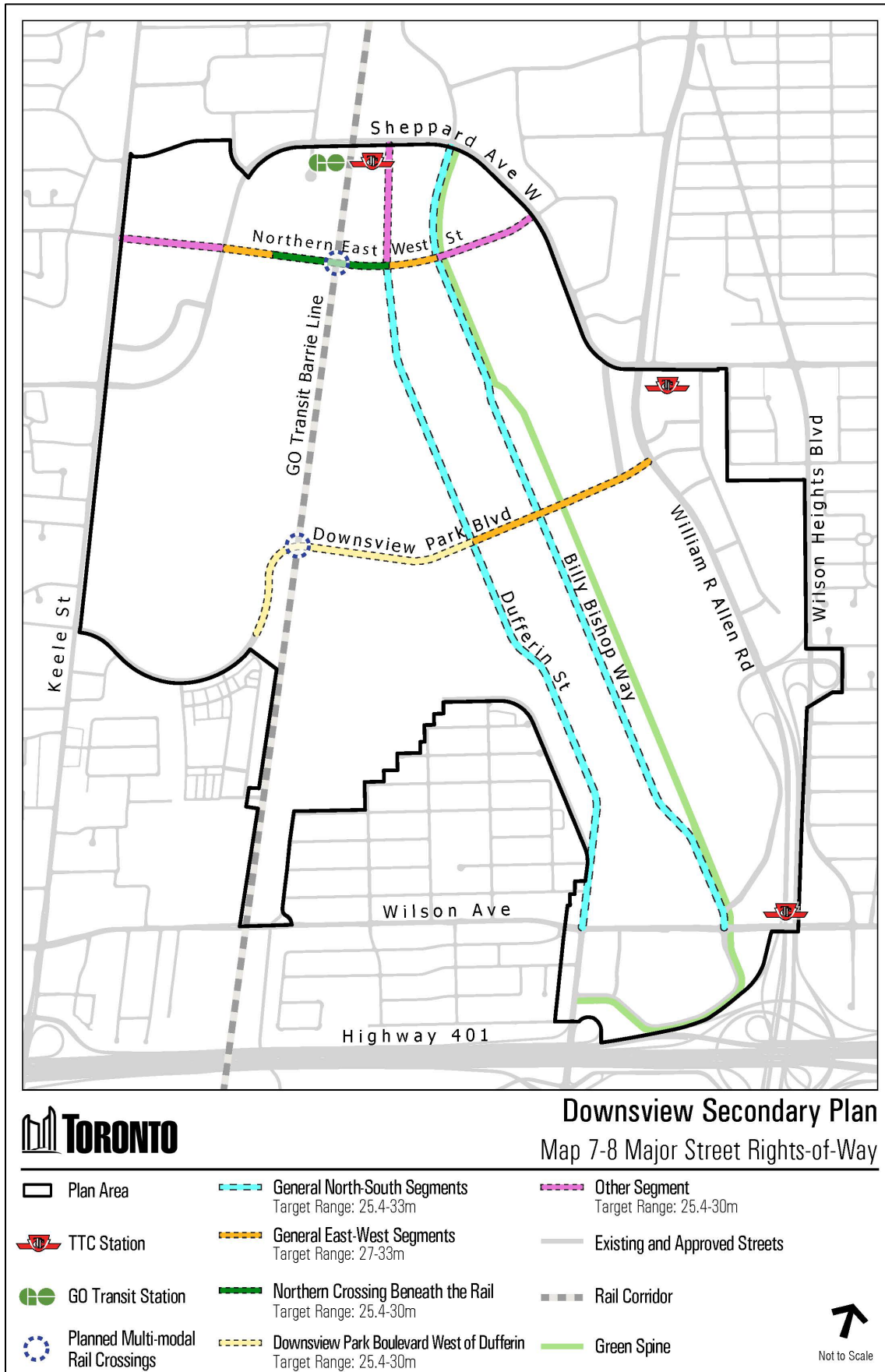
□ Plan Area

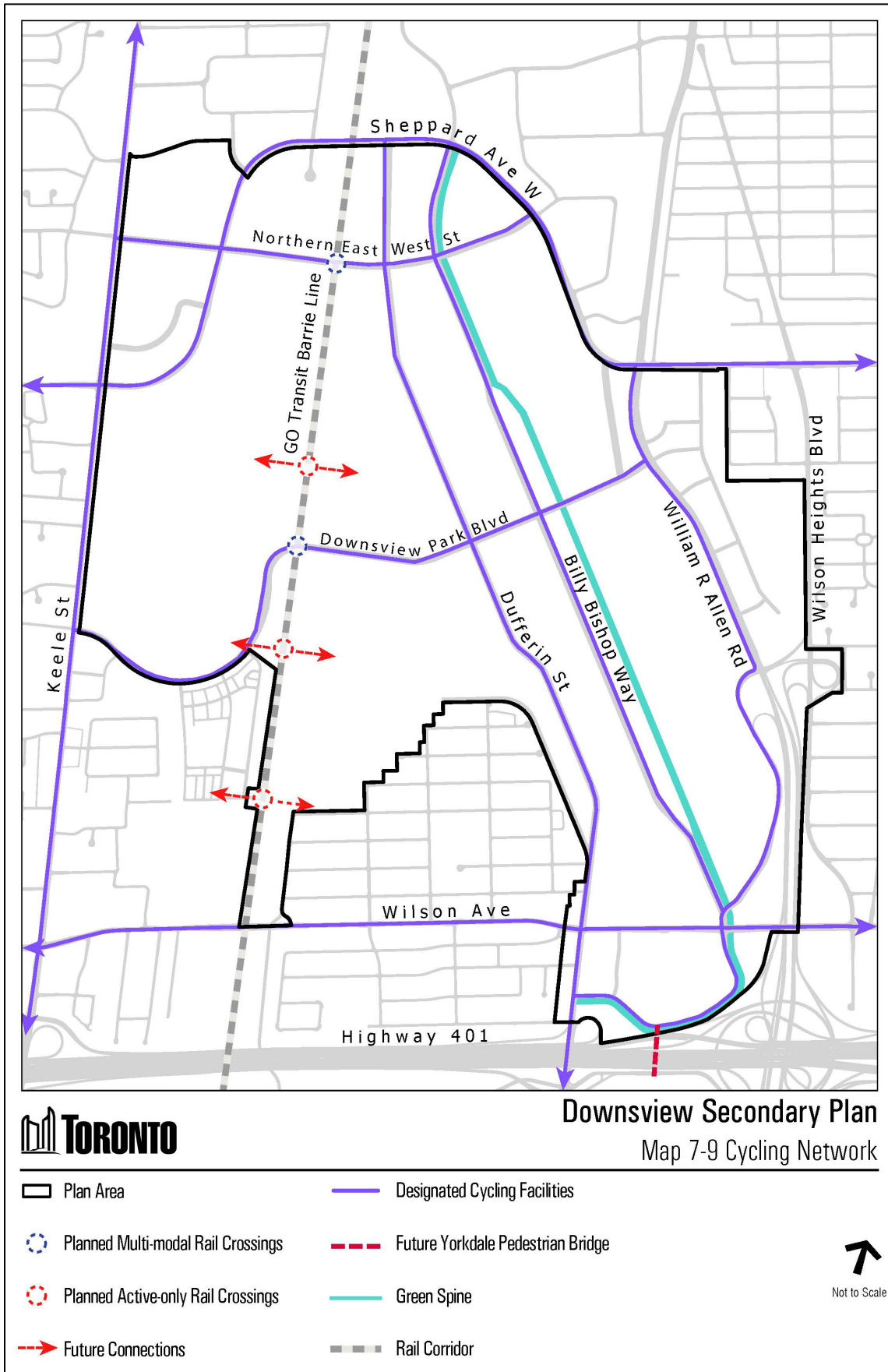
* Density subject to SASP 388

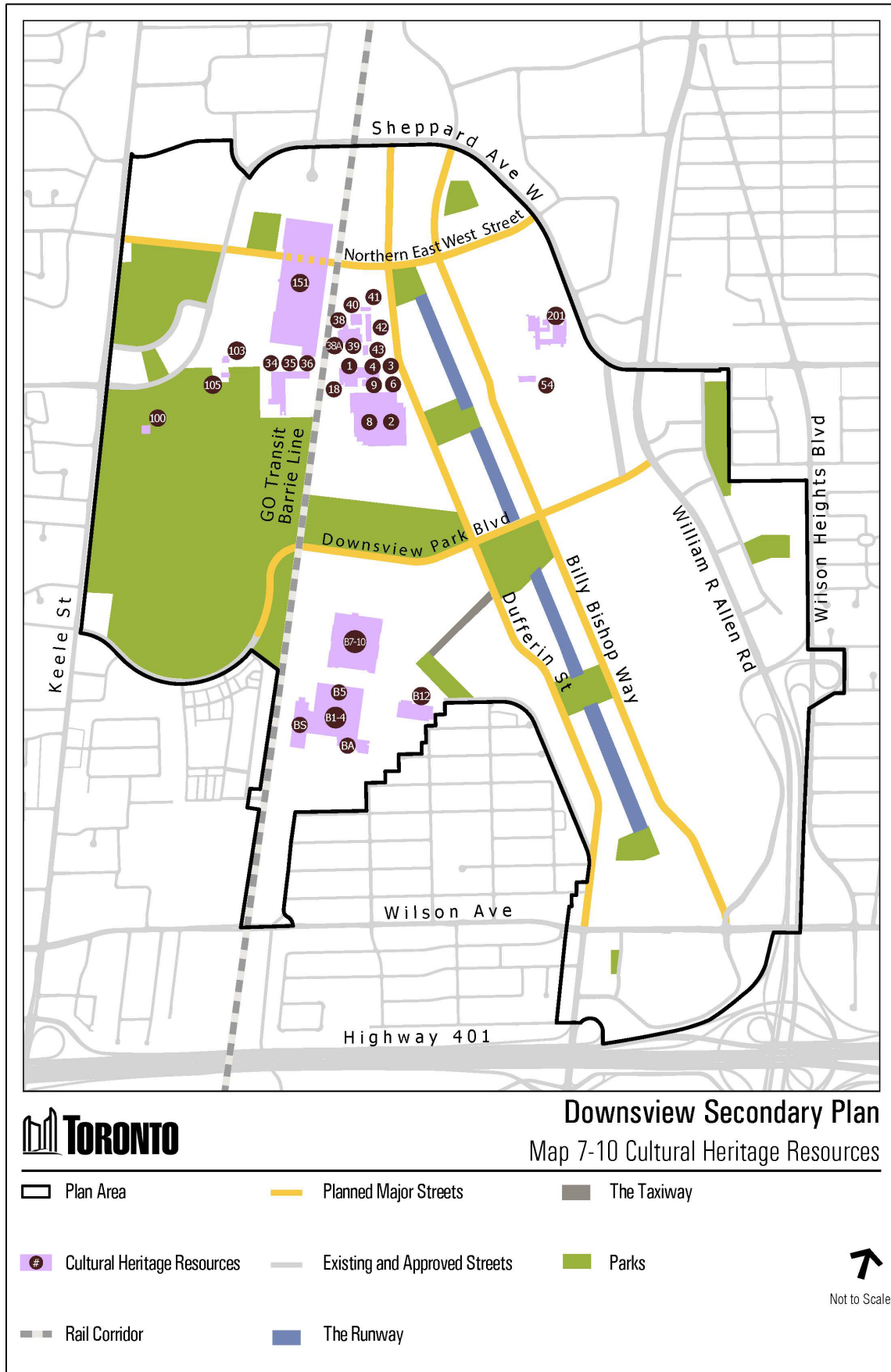


Not to Scale









Building Number	Building Name	Building Address
1,3,4,6,9,18	Plant Complex 1	1133-1377 Sheppard Avenue West
2,8	Plant Complex 2	
34, 35, 36	Plant Complex 3	
38	Construction and Engineering Building	
38a	Moth Building	
39	Construction and Engineering Building	
40	Storage Building and Workshop	
41	Storage Buildings	
42	Storage Buildings	
43	Workshop	
100	Administration Building	
103	Fire Hall	
105	Central Heating Plant No. 1	
151	Supply Depot	
201	Defence Research & Development Canada Offices and Laboratories	
54	Defence Research & Development Canada Workshop	
B1-4	Plant Complex 4: Bays 1-4	123 Garratt Boulevard
B5	Plant Complex 4: Bay 5	
B7-10	Bays 7-10	
BA	Plant Complex 4: Administration Building	
BS	Plant Complex 4: Superstore	
B12	Bay 12	

