

1350 Sheppard Avenue West (Downsview Area Secondary Plan - William Baker District) – Zoning By- law Amendment Application – Final Report for Phase 1 Lands

Date: June 27, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 6 - York Centre

Planning Application Number: 21 119571 NNY 06 OZ

Related Planning Application Number: 21 119572 NNY 06 SB

SUMMARY

This report recommends that City Council endorse the William Baker District Plan as it applies to the Phase 1 lands which provide a comprehensive planning and development framework to support a new neighbourhood for the lands located at 1350 Sheppard Avenue West within the Downsview Area Secondary Plan (DASP). Phase 1 is bounded by Sheppard Avenue West to the east and south, Keele Street to the west and the southern boundary of Phase 2, north of the natural heritage woodlot. The preparation of the District Plan is a requirement under the DASP.

The lands would be developed over two phases with new development blocks and roads that would include a broad range and mix of uses including a new school, parks and open spaces, housing (in a variety of housing types, tenures) including affordable and seniors' options. The proposed development would be supported by existing transit as well as existing and planned community services and facilities.

The report also recommends approval of an implementing Zoning By-law Amendment, which proposes approximately 1100 to 1400 new residential units through the creation of three development blocks supporting 140,000 square metres of gross floor area in the lands south of the newly proposed Street A of the William Baker District. Overall building heights in these three blocks will range from 15 metres to 95 metres in height with some low-rise buildings, but predominantly mid-rise buildings and tall buildings at key locations. Additional development standards regarding gross floor area, setbacks, indoor and outdoor amenity space, parking and other matters will also be established.

Phase 1 also incorporates the future conveyance of the existing natural heritage woodlot feature to the City as well as new public parkland surrounding the woodlot and a new 0.484 hectare public park south of proposed Street A.

As noted above, the applications also include Street A, which is a new east-west street to serve the proposed Phase 1 development blocks, which would run between Keele Street and Sheppard Avenue West.

A draft plan of subdivision will be brought forward to Council at a later date to create the various blocks for development, parks and road purposes.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal is also consistent with the policies of the Official Plan and the Downsview Area Secondary Plan.

This report reviews and recommends approval of the Zoning By-law Amendment application to amend City of North York Zoning By-law No. 7625, and to endorse the William Baker District Plan for the Phase 1 lands located at 1350 Sheppard Avenue West.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council endorse the William Baker Neighbourhood District Plan, prepared by The Planning Partnership, dated February 2021, and revised to April 2022 attached as Attachment No. 1 for the review of the Phase 1 lands identified in the Zoning By-law Amendment Application 21 119571 NNY 06 OZ and the draft Plan of Subdivision Application 21 119572 NNY 06 SB and in Attachment 5.
2. City Council amend the City of Toronto Zoning By-law No. 7625 for the lands at 1350 Sheppard Avenue West substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 2 to the report dated June 27, 2022 from the Director, Community Planning, North York District. The zoning by-law amendment applies to lands identified as Phase I as shown on Attachment 5.
3. City Council direct that the William Baker Neighbourhood District Plan be further updated when new zoning by-law amendments and plans of subdivisions are submitted for future phases in the William Baker District.
4. City Council authorize the City Solicitor to submit the necessary bill(s) to implement the foregoing recommendations provided the City Solicitor is satisfied that the appropriate legal mechanisms are in place to ensure that no building permit will issue until such time as the Section 37 Agreement is executed and registered.
5. City Council require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act as follows:
 - a. The community benefits recommended to be secured in the Section 37 Agreement are as follows:
 - i) The Owner shall provide an indexed cash contribution of \$7,000,000.00 towards the design and/or construction of the future Downsview Community

Centre, with \$1,500,000.00 of this amount paid within 60 days of the date of approval of the attached Zoning Bylaw and the other \$5,500,000.00 paid within 60 days of the conveyance of the development blocks at the time of subdivision registration.

ii) The financial contribution pursuant to Recommendation 5 (a) (i) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date City Council adopts the zoning by-law amendment(s) to the date of payment.

iii) A minimum amount of affordable housing must be achieved on the William Baker District Phase 1 lands in accordance with the following conditions:

aa) The minimum amount of affordable housing will be equal to the greater of 220 units or 20 percent of the total number of residential units approved on the Phase 1 lands and will be provided as affordable rental housing with affordable rents no greater than 80% of Average Market Rent secured for a period of at least 25 years.

bb) The affordable housing requirements outlined in Item 5.a.iii.aa., above, may be met in part through alternative, equivalent, delivery mechanisms to the satisfaction of the Chief Planner and Executive Director, City Planning. This may include, but is not limited to, the conveyance of land, conveyance of units, or affordable ownership units, provided that at least 50% of the affordable housing units are delivered as affordable rental units.

cc) Affordable housing will be provided as a proportionate share of each development block that includes residential uses.

dd) The affordable housing contribution will be subject to terms and conditions, to the satisfaction of the Chief Planner and Executive Director, City Planning.

iv) The Owner shall prepare a Public Art Master Plan for the provision of Public Art within the lands, and shall submit the Public Art Master Plan to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Toronto Public Art Commission, and to City Council for approval.

v) The Owner shall provide financial security in the form of a Letter of Credit to a maximum of \$1,000,000.00 to secure the commission and installation of future public art with a cap of \$1,000,000.00 at the northeast corner of Sheppard Avenue West and Keele Street, or other appropriate location, in accordance with the Public Art Master Plan.

b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i) The owner shall provide 10% of all new residential units as 3-bedrooms units.

- ii) The owner shall provide 15% of all new residential units as 2-bedroom units.
- iii) The owner shall provide a minimum of an additional 15% of all new residential units as either 2- or 3-bedroom units.
- iv) The conveyance of the 18,667 square metre statutory parkland dedication and the 24,413.33 square metre parkland over-dedication, to the satisfaction of the General Manager, Parks, Forestry & Recreation and the City Solicitor.
- v) All the finalized Travel Demand Management (TDM) measures acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services.
- vi) The Owner shall initiate the design and approval process and initiate construction prior to the issuance of the final building permit for the William Baker District Phase 1 lands for a new accessible public pedestrian and cycling bridge with a cap of \$5,000,000.00 spanning the public right-of-way of Sheppard Avenue West, and shall provide a direct connection to Downsview Park.
- vii) The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site.

[6.](#) City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

[7.](#) City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment and take such other necessary steps as may be required to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

Downsview Secondary Plan

The Downsview Area Secondary Plan (DASP) was initially approved in 1999 and amended in 2001. At its meeting of April 28 and 29, 2008, City Council directed City Planning staff to undertake a review and update of the DASP. In February 2010, a Final Report from the Director of Community Planning, North York District recommended adoption of amendments to the Official Plan, including an updated Secondary Plan and approval of a Transportation Master Plan and Servicing and Stormwater Master Plan. For more information, please visit:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY6.38>

Through the settlement of related appeals, the former Ontario Municipal Board issued an Oral Decision on June 29, 2011 approving the updated DASP Plan and related amendments to the City's Official Plan. A written Decision from the former Ontario Municipal Board was issued on August 17, 2011. This decision can be found at:

<http://www.omb.gov.on.ca/e-decisions/pl110098-Aug-17-2011.pdf>

The Downsview Area Secondary Plan can be found at the following link:

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

Municipal Class Environmental Assessment

In 2014, a Schedule C Municipal Class Environmental Assessment (MCEA) study was initiated for the major roads within the Downsview Area Secondary Plan (DASP) area which is known as the Downsview Major Roads Municipal Class Environmental Assessment (EA). The EA study area included a 1.2 kilometre long westerly extension of Transit Road across Sheppard Avenue West to Keele Street; a 2.3 kilometre long northerly extension of Transit Road, which provides a connection to Chesswood Drive/Sheppard Avenue West; and completion of the planning for a Perimeter Road to run south from the future east-west section of Transit Road, connecting with Keele Street via Downsview Park Boulevard, which was built as part of the Stanley Greene Neighbourhood.

A portion of the future Transit Road extension would include an alignment on the north easterly portion of the William Baker District Phase 2 lands.

Site Specific Applications Preliminary Report

At its meeting of June 23, 2021, North York Community Council adopted the 1350 Sheppard Avenue West (Downsview Lands Secondary Plan, William Baker District) - Zoning By-law Amendment and Plan of Subdivision Application – Preliminary Report from the Director, Community Planning, North York District, dated May 31, 2021. North York Community Council directed City Planning staff to conduct community consultation to consult the landowners and residents in the area of the William Baker District.

The 1350 Sheppard Avenue West (Downsview Lands Secondary Plan, William Baker District) - Zoning By-law Amendment and Plan of Subdivision Application – Preliminary Report and Community Council's direction can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY25.10>

Update Downsview

On May 31, 2022, the Planning and Housing Committee adopted Item No. PH34.11, Update Downsview Study and 123 Garratt Boulevard and 70 Canuck Avenue - Official Plan Amendment - Status Report.

This report provided a status update on the Update Downsview Study, a two-year inter-divisional and inter-agency project led by City Planning to update the in-force Downsview Area Secondary Plan. This report also provided an update on the review of the Official Plan Amendment application submitted by Canada Lands Company Ltd. and Northcrest Developments for the lands at 123 Garratt Boulevard and 70 Canuck Avenue, which includes the Bombardier Downsview Airport. The William Baker District is within the Update Downsview study area. The report can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH34.11>. The applications for Phase 1 are proceeding in advance of the Update Downsview Study and will be assessed under the existing policy regime.

PROPOSAL

The proposed William Baker District Plan for the Phase 1 lands will help to implement the Downsview Secondary Plan by establishing development principles and guidelines at a greater level of detail than the Secondary Plan. Direction is provided on built form, parkland, natural heritage protection, infrastructure, affordable housing, and other matters. The District Plan is not a statutory planning document under the *Planning Act*, however it will guide and inform how the zoning by-law is prepared, future site plan and draft plan of subdivision applications.

Accompanying the District Plan is also an implementing zoning by-law amendment that will establish land uses, including new parks and open spaces, a natural heritage woodlot, housing (including a variety of housing types, tenures, affordable housing and options for senior's housing), built form requirements, densities, and heights. The proposal conforms to the DASP which requires that a District Plan be submitted prior to or as part of a development application.

Through the Zoning By-law Amendment and draft Plan of Subdivision applications (to be considered by Council in the future) (Attachment No. 4 - Draft Plan of Subdivision), three development blocks will be created supporting 140,000 square metres of gross floor area in the lands south of proposed Street A of the William Baker District. Overall building heights in these three blocks will range from 15 metres to 95 metres in height with some low-rise buildings, but predominantly mid-rise buildings and tall buildings at key locations. Additional development standards regarding gross floor area, setbacks, indoor and outdoor amenity space, parking and other matters will also be established. Phase 1 also incorporates the future conveyance of the existing woodlot natural feature to the City as well as new public parkland surrounding the woodlot and a new 0.484 hectare public park south of proposed Street A.

The application also includes the creation of a new 22 metre wide east-west street A to serve the proposed Phase 1 development blocks, which would run between Keele Street and Sheppard Avenue West.

Refer to Attachment No. 5 - Location Map and Attachment No. 6 - Conceptual Site Plan for additional details.

APPLICATION BACKGROUND

District Plan Purpose and Requirements

Policy 2.2.1 of the DASP describes the William Baker District as an "urban residential neighbourhood with a compact urban built form to support development density within walking distance of the new TTC/Go Transit hub and along Keele Street. The large woodlot is recognized as a unique and desirable natural heritage feature that will be protected and combined with a municipal park to create a significant open space focus in the District. A multi-use path connecting this District to the National Urban Park via the existing pedestrian bridge is encouraged. Redevelopment of the lands will result in the removal of the concrete walls along Keele Street and the introduction of local street connections to Keele Street."

Section 7.1 of the DASP states, "District Plans are intended to provide a context for coordinated development, a framework within which capital initiatives for the public realm may be developed, and a tool to evaluate a development's conformity with the Official Plan." According to Policy 7.1.2 of the DASP, District Plans will be submitted prior to, or as part of, a development application and are meant to provide a context within which to prepare and review development applications, such as Zoning By-law Amendments and Draft Plans of Subdivision. Policy 7.1.3 of the DASP summarizes the typical components of a District Plan, which includes:

- a) a description of the intended character and key elements of the District;
- b) structure and block plans;
- c) context plan showing how the public streets and parks and open space network will be integrated with surrounding lands, including pedestrian and bicycle connections;
- d) the land use mix;
- e) conceptual building locations and massing;
- f) how elements of the DASP's Structure Plan are being addressed; and phasing.

Policy 7.1.4 of the Secondary Plan states that studies, strategies, and reports may be required at the District Plan stage, including: public art strategies, provisions for securing the conservation of heritage buildings and resources, Stage 2 Archaeological Assessments, community services and facilities strategies, an affordable housing strategy, a natural heritage impact study, urban design guidelines, a sustainability strategy, functional servicing reports, stormwater management reports, and transportation impact studies.

Further, Policy 7.1.5 directs the urban design guidelines to either take the form of new guidelines or an update to the existing approved Downsview Area or Allen-Sheppard Urban Design Guidelines. In either form, the DASP requires the urban design guidelines convey the following information:

- a) the design framework for the public realm and the relationship of buildings and private spaces to the public realm;
- b) urban design concepts for the lands to support the coordination of development

and individual sites and blocks;

- c) the location, treatment, and character of component elements of the open space network including streets, parks, and accessible open space on private lands;
- d) requirements to ensure attractive, safe, and pedestrian friendly streets;
- e) requirements to protect natural heritage features;
- f) criteria for ensuring appropriate urban built form and massing, public safety, and pedestrian circulation;
- g) locations for public art; and
- h) criteria ensuring new development respects and supports identified heritage resources.

The District Plan submitted in support of the proposed application is only being assessed against the Phase 1 lands at this time, as it is recognized that the Phase 2 lands is most appropriately assessed against the Update Downsview Study presently being undertaken by the City and planned to be completed by the end of 2023. In this regards, an update to the District Plan is expected for Phase 2 to be consistent with the findings of the Update Downsview Study.

Application Submission Requirements

The following reports/studies were submitted in support of the application:

- Application form and fees;
- District Plan for the William Baker Neighbourhood (including Context, Land Use Plan and Phasing Plan);
- Cover Letter;
- Planning and Urban Design Rationale;
- Draft Zoning By-law Amendment;
- Urban and Architectural Design Guidelines;
- Pedestrian Wind Assessment;
- Public Consultation Strategy;
- Sun/Shadow Study;
- Community Services and Facilities Study;
- Urban Transportation Considerations Report;
- Housing Issues Report;
- Natural Heritage Impact Study Addendum (Including the Ecological Management Plan Terms of Reference);
- Stage 3 Archaeological Report
- Arborist Report and Tree Preservation Plan;
- Stormwater Management Report;
- Functional Servicing Report;
- Geotechnical Study;
- Hydrogeological Report;
- Energy Strategy Report;
- Phase 1 and 2 Environmental Site Assessment;
- Toronto Green Standard Checklist and Statistics;
- Topographic and Boundary Survey with the Staked Natural Heritage Feature Boundaries; and.

- Application Drawing Package includes: Development Plan, Land Use Plan, Built Form Concept Plan, Building Height Plan, Draft Plan of Subdivision, Demonstration Plan, Conceptual Massing Model and Building Typology Conceptual Elevations.

See Application Information Centre (AIC) link below for additional information:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

POLICY CONSIDERATIONS

The recommended William Baker District Plan for the Phase 1 lands and the attached zoning by-law amendment have been prepared with due consideration of Provincial and municipal policy considerations outlined in Attachment 3: Relevant Policy Framework.

CONSULTATION

Throughout the District Plan process, City staff and the Canada Lands Company have engaged with community members and have led various types of community engagement and consultation.

Beginning in 2019, a project specific, enhanced community engagement process for the William Baker District was designed that included three separate community consultation phases to be held in the local and broader community. The first took place in Summer 2019 and the second took place in Winter 2019. The third and final session was originally scheduled to take place in early 2020, but was delayed due to the Covid-19 Pandemic and was conducted in Winter 2020 in a virtual setting. The objectives of the William Baker community engagement process were to support successful development of the neighbourhood, build strong and trusting working relationships with the community and stakeholders, explain how the Province and City manage growth and how this affects the parameters for development, understand the perspectives and priorities of the stakeholders, and deliver benefits and mitigate impacts through the planning process to achieve the best possible outcome for all parties.

In addition to the consultation, a series of community site walks were held:

- Community Site Walk, October 2021
- Downsview Lands Community Voice Association and North York Community Preservation Panel, July 2021
- Downsview Lands Community Voice Association Site Walk, October 2021
- Wilson Village BIA Site Walk, October 2021
- York Centre Seniors Steering Committee Site-Walk, November 2021

On March 30, 2022, a City-led virtual community consultation meeting was held. An overview of the policy framework, the planning process, the proposed district plan and first phase development applications were shared with the community. Part of the presentation also focused on specific changes that the Canada Lands Company has considered since submitting the proposed district plan and applications for review in 2021. These proposed changes were based on feedback received from the local community, stakeholder groups and the City. The proposed changes included:

- removing proposed development blocks 2, 4, and 5 and reallocating density to provide more park and public access around the woodlot; and
- shifting the phasing boundary north to include and convey the entire woodlot to the City of Toronto in Phase 1.

The proposed revisions were generally well received by the community at this virtual consultation meeting.

Zoning

Under the former City of North York Zoning By-law No. 7625, the site is Zoned A - Airport Hazard Area Zone. Permitted uses include an airport and associated uses. The proposed residential and mixed of uses are not permitted and the Zoning By-law does not allow for the proposed height and densities. A small portion to the north end of the site is Zoned M1 - Industrial Zone 1, which would not permit residential uses. See Attachment No. 7 - Existing Zoning Map.

The site is not subject to City of Toronto Zoning By-law No. 569-2013.

Design Guidelines

In addition to the policies of the Official Plan and Downsview Area Secondary Plan, the City's design guidelines were used in the evaluation of this application and will be used in the review of the future site specific development applications. These include the following City-wide guidelines include, but are not limited to:

- Tall Building Design Guidelines;
- Mid-Rise Building Performance Standards and Addendum;
- Townhouse and Low-Rise Apartment Guidelines;
- Retail Design Manual;
- Complete Streets Guidelines;
- Public Art Program Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Bird-Friendly Guidelines; and
- Downsview Urban Design Guidelines:

<https://www.toronto.ca/wp-content/uploads/2017/08/96f7-Toronto-Urban-Design-Guidelines-Downsview.pdf>

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

It is anticipated that should the proposal be approved, individual Site Plan Control applications for each of the development blocks would be submitted.

Draft Plan of Subdivision

The Draft Plan of Subdivision application (File No. 21 119572 NNY 06 SB) proposes to create 3 development blocks, 3 natural heritage - woodlot blocks, one parkland block that surrounds the natural heritage - woodlot blocks, a new east-west public street (Street A) with a 22 metre wide right-of-way, and a 0.484 hectare public park south of the new public street. As the proposed development will be subject to a holding provision for a number of items including a satisfactory servicing and stormwater manager report, the draft Plan of Subdivision application will be reported to Council at a later date.

COMMENTS

William Baker District Plan Report

The William Baker District Plan Report, included as Attachment No. 1 to this report, together with the other reports and strategies that form the William Baker District Plan for Phase 1, begin to address the District Plan requirements listed under Policy 7.1.3 of the Downsview Area Secondary Plan. Some of these reports will require updates before the holding provision in the zoning by-law can be lifted and development is permitted to proceed. The William Baker District Plan is guided by six principles that represent the broader planning and urban design objectives for the District, which include:

1. Create a Resilient and Sustainable Neighbourhood
2. Create a Place for All
3. Provide a Range of Housing Options
4. Create a Neighbourhood Focus to Support Community Life
5. Provide a Well-connected Network of Mobility Options
6. Design the Park and Woodlot as the Focus for the Neighbourhood

These guiding principles will be the building blocks that shape the design of the neighbourhood's streets, open spaces and buildings, and that will inform placemaking opportunities as the site specific development applications are submitted to the City.

The William Baker District Plan Report provides an overview of the District Plan, including character and key elements of the District Plan, context and land use plan, building location and massing concept plan, urban and architectural design guidelines, natural heritage, public art, affordable housing strategy, community services and facilities, transportation, sustainability, implementation and phasing. These elements come together to form the development framework and the demonstration plan for the Phase 1 lands within the District. These elements are consistent with the policy direction of the Official Plan and the in-force Downsview Area Secondary Plan.

The District Plan Concept is comprised of four land use designations that include *Mixed Use Areas*, *Apartment Neighbourhoods*, *Natural Areas* and *Parks*.

The *Mixed Use Areas* for Phase 1 are located along the frontage of Keele Street between Sheppard Avenue West and proposed Street A. Buildings within the *Mixed Use Areas* will achieve the highest densities within the District and encourage the emergence of a future transit oriented corridor along Keele Street which has been identified as an Avenue in this location. *Mixed Use Areas* will also support and help implement the desired higher densities and a broad mix of uses to support the Downsview Park subway and GO stations. Where it abuts the proposed park block, it is envisioned that the heights would be lower to mitigate shadowing. In accordance with the policies of the Secondary Plan, *Mixed Use Areas* support a range and mix of uses, including office, residential, commercial and institutional uses. They will also support a pedestrian oriented built form and encourage active uses at grade to support new community areas. In this regards, the implementing zoning by-law will rezone the lands to require non-residential uses to further this vision.

Keele Street is a designated Avenue and presently there is no approved Avenue Study for this portion of Keele Street. It is anticipated that this development could be a catalyst for other redevelopment along this portion of Keele Street. Development may be permitted on an Avenue prior to an Avenue Study and will be considered on the basis of all applicable policies. The proposed Zoning By-law Amendment would set out overall heights and densities, and a number of performance standards to shape and guide built form deployment. Site specific built forms will be refined through the removal of the holding provision and related site plan control process.

Through public consultation, the *Mixed Use Areas* block located at the Keele Street and Sheppard Avenue West intersection was identified as a focus for the neighbourhood. Although originally shown on both the northeast and southeast corners of the intersection of Keele Street and Street A, only the *Mixed Use Areas* block at the southeast of Keele Street and Street A has been maintained. The Neighbourhood Focus identified in the District Plan is an area where a mix of uses can come together, such as cafes, shopping, open space, community and recreation facilities, and day care, to create a place of gathering and activity that caters to residents and visitors of all ages.

The *Apartment Neighbourhoods* for Phase 1 are located east of the proposed public park between Sheppard Avenue West and Street A. The *Apartment Neighbourhoods* will comprise a range of housing forms including low-rise, mid-rise and tall buildings. The tallest buildings will be located along the Sheppard Avenue West frontage to achieve higher densities, and will transition towards lower built forms internal to the site in order to mitigate shadowing onto the proposed park and woodlot blocks. Where residential uses are located at grade, they will be oriented to frame the edge of public streets, parks and landscaped open spaces, provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets.

The District Plan for Phase 1 proposes an overall area of approximately 4.3 hectares of parkland to be dedicated to the City. Two park areas, each of which will satisfy and

provide a different function and will collectively provide a wide range of active and passive uses to serve the District.

The dedication of the parks will be in Phase 1 through the approval of the draft plan of subdivision. Detailed programming for each park and open space will be confirmed during the detailed design phase.

The centrally located mature Natural Heritage - Woodlot comprises the Natural Areas land use designation within the William Baker District. *Natural Areas* will be the heart and focal point of the District and the existing Natural Heritage - Woodlot will be preserved and enhanced through the implementation of an Ecological Management Plan. As directed by the Secondary Plan, a multi-use trail connection will be created through the Natural Heritage - Woodlot, providing a linkage with Downsview Park and through the neighbourhood. The conveyance of the woodlot will occur in Phase 1. The northern limit of the woodlot boundary and its related buffer will be further refined through Phase 2.

District Structure

The major elements of the District Structure include:

Development Blocks: The introduction of new streets will result in the establishment of the district development blocks for each of the Mixed Use and Apartment Neighbourhood areas. There are three development blocks proposed for Phase 1. Each block will be zoned in accordance with the district structure and will contain zoning provisions related to height, density, POPS, mid-block connections and other performance standards as appropriate.

Public Street: The District Plan introduces a new street network and layout for the William Baker District. This new network replaces the former private road network that was originally designed for the former military base and which prioritized internal connections and had limited connections to the surrounding area. The new road layout has been designed to allow for efficient movement within the District and into surrounding area, while maintaining pedestrian safety, and providing connections to the Downsview Park Subway Station/GO station. In Phase 1 there is one 22 metre wide public street proposed (Street A).

Public Park Blocks: The District Plan envisions a series of public open spaces as well as natural heritage areas which will be conveyed to the City. The woodlot and surrounding parkland and the proposed new 0.484 hectare public park south of Street A, will all be conveyed to the City in Phase 1.

Demonstration Plan/Zoning By-law

The William Baker Neighbourhood will provide a mix of housing forms, including low and mid-rise, and tall buildings throughout the neighbourhood. The tallest buildings will be located close to transit and planned community amenities and along major streets for good access.

The demonstration plan submitted by the applicant is conceptual in nature and the site could potentially redevelop in a number of different ways. The site-specific zoning by-

law for phase 1 of the District will include specific built form and density permissions. The implementing zoning by-law will also permit for a range of different building types throughout the District, while establishing appropriate height and density limits, and other appropriate built form standards, such as building separation, floor plate size, stepbacks and setbacks for the different building types. See Attachment No. 2 - Draft Zoning By-law Amendment for additional details.

The low-rise buildings are located west of the proposed public park (Block 6) and will be 15 metres in height. Mid-rise buildings are permitted in the development blocks east and west of the proposed public park (Block 6) and will generally have a maximum height that equals the width of the adjacent street right-of-way. Some of these buildings may contain grade-related units, directly accessed from the adjacent sidewalks and public streets. Mid-rise buildings will assist in defining a consistent street edge along the wider rights-of-way, and locate more people in proximity to bus services along these streets. The heights of mid-rise buildings will vary from block to block throughout the neighbourhood to provide visual variety and interest.

Tall buildings are located in areas with access to higher order transit service and where they can support commercial and service uses as well as community amenities. The heights of tall buildings will vary, to add variety and visual interest. Tall buildings for Phase 1 could be located on the east and west side of the proposed public park south of Street A. The heights of these buildings could be up to 30 storeys or 95 metres in height. The intersection of Keele Street and Sheppard Avenue West has significant bus service. By locating tall buildings in the vicinity it assists to further support transit use. It also assists in the success of retail and commercial activities by providing a higher population density. Tall buildings could also be located at the intersection of Street A and Sheppard Avenue West as it is closer to the Downsview TTC Subway and GO stations.

The building location and district structure will be established through the implementing zoning by-law and plan of subdivision approvals process while allowing some flexibility as this is a conceptual demonstration plan. The zoning by-law will include a holding provision for a satisfactory site plan and supporting studies to the Chief Planner and Executive Director prior to lifting this holding provision.

Built Form Elements and Performance Standards

All future buildings will incorporate appropriate stepbacks and setbacks, as a means to ensure the built form responds as necessary to specific or unique contexts within the District. In this regard, the implementing zoning by-law will include appropriate setbacks and stepbacks to minimize impacts on the public realm (shadow/wind) and ensure an appropriate interface with adjacent streets and public realm.

New low-rise, mid-rise and tall buildings will be designed with appropriate separation distances to accommodate the required public realm elements and minimize negative impacts on the public realm, parkland and woodlot with reductions in shadowing, pedestrian wind and blockage of sky view, which will be secured in the zoning bylaw.

Base and podium building heights throughout the District will be generally a maximum of 22 metres in height and are intended to frame existing streets and open spaces. Base building heights will be sized to respond to their respective adjacent right-of-way widths.

Urban and Architectural Guidelines

The William Baker Urban and Architectural Design Guidelines were prepared to provide a series of overarching design directions that support the long-term vision for the redevelopment of the William Baker District and ensure consistency in development over time. The Guidelines provide high level guidance for the public realm, including streets, street character, streetscapes, the green network and the neighbourhood focus area, and for the private realm. As the proposed development is conceptual in nature, the urban and architectural guidelines are a work in progress. The zoning by-law will contain a holding provision for an updated set of urban and architectural guidelines. Updated guidelines will be assessed against the in force Secondary Plan and applicable guidelines at the time of submission.

PPS and Growth Plan

The William Baker District Plan is consistent with the PPS as it would contribute to the achievement of a healthy, liveable, and safe community that accommodates an appropriate range and mix of residential, commercial, recreational, parks and open space uses to meet long-term needs. Through the DASP and District Plan, the City identified appropriate locations and development standards for intensification and redevelopment. The District Plan requires the provision of an appropriate range and mix of housing types with access to transit and active transportation options. Lastly, the PPS states the Official Plan is the most important vehicle for implementing the PPS and as such, the District Plan's conformity to the Official Plan and DASP is paramount. In the opinion of Staff, the William Baker District Plan is consistent with the PPS (2020).

The William Baker District Plan and Zoning By-law Amendment conforms to the Growth Plan (2020). The Growth Plan directs municipalities to develop an intensification strategy throughout delineated built-up areas that are to be implemented through official plan policies and designations, plan for a mix of housing options to accommodate a diverse range of household sizes and incomes, emphasize a complete streets approach to support active transportation, the provision of public open space by creating a system of publicly-accessible parkland and open spaces, and develop and implement urban design and site design policies that direct the development of a high quality public realm and compact built form. The William Baker District Plan for Phase 1 and the Zoning By-law Amendment application, together with the policy direction of the DASP, supports and promotes the objectives of the Growth Plan (2020) that seeks to achieve a complete community with a high quality and compact urban form that is transit supportive. The DASP, William Baker District Plan and Zoning By-law Amendment conforms, and does not conflict, with the Growth Plan (2020).

Land Use

The recommended zoning by-law permits a mix of residential uses including market, affordable, seniors retirement and long term care housing options. The zoning by-law also includes a variety of non-residential uses such as offices, retail, restaurants,

financial institutions, and personal service shops to serve the new and existing communities. The proposed zoning by-law conforms with the Official Plan, the Downsview Area Secondary Plan and will assist in implementing the proposed Phase 1 District Plan for William Baker. See Attachment No. 8 - Official Plan Land Use Map and Attachment No. 9 - Downsview Area Secondary Plan Land Use Map.

Density

The recommended scale of development conforms to the policies for the planned character of the area. Maps 7-10 and 7-11 of the Downsview Area Secondary Plan outline the minimum density requirements and maximum density permissions. The Plan calls for a minimum density of 1.0 times the site area and maximum density of 2.0 times the site area. The site's development concept contemplates a density of approximately 1.6 times the site area or 140,000 square metres of gross floor area, which is within the minimum and maximum permitted density prescriptions for the lands. This proposed density would be permitted over all three development blocks in Phase 1 which provides opportunities for different iterations of developments to emerge over time.

The site's location within walking distance to the Downsview TTC Subway and Go Transit stations supports the proposed gradation of intensity with heights directed towards Keele Avenue and Sheppard Avenue West, and conforms to the objectives of the PPS, the Growth Plan, the Official Plan and the Downsview Area Secondary Plan.

Height, Massing and Built Form

The DASP provides for a range of building types and heights to achieve appropriate building scale and relationships to the public realm and adjacent buildings. While the DASP indicates that the predominant scale of built form in the Secondary Plan area will be mid-rise buildings fronting public streets, the policies also indicate that height and scale will be organized with the tallest buildings and greatest scale of development located at the intersections of major streets, fronting onto major streets, or near a transit station.

The DASP does not provide for any specific numerical height direction, except to establish minimum heights under Section 6 for buildings fronting onto certain streets as well as a minimum ground floor height of 4.5 metres for multi-storey mixed-use or non-residential buildings. Further, the DASP also establishes that low-rise buildings can be up to four-storeys and can be located area specifically. With respect to maximum heights, the DASP stipulates that they are to be evaluated and examined through the District Plans, including consideration of the current Bombardier airport height restrictions, and established through implementing zoning.

The recommended zoning by-law will permit low-rise, mid-rise and tall buildings ranging in height from 15 metres to 95 metres. The scale of development and building types considered for the William Baker District are conceptual in nature and indicate one way that the site could redevelop with a future development partner.

The recommended zoning by-law will include a holding provision for a satisfactory site plan and other supporting reports to the Chief Planner and Executive Director, City Planning to ensure the site develops in accordance with the policies of the City's Official Plan, the William Baker District Plan and the City's guidelines for building forms, and

any applicable Federal regulation pertaining to the Bombardier Airport as may be applicable at the time.

Sun, Shadow, Wind

The applicant submitted sun/shadow study and pedestrian level wind studies for City staff to review. However, they are based on a conceptual demonstration plan and 3D Model and represent a general building distribution for the lands. They are not based on detailed site and/or building designs.

The recommended zoning by-law will include a holding provision for a satisfactory site plan and supporting studies to the Chief Planner and Executive Director, City Planning to ensure detailed sun/shadow and wind tunnel testing studies are submitted with future site plan applications for phase 1 in order to mitigate impacts on streets, parks, open spaces, and maintain pedestrian comfort.

Streetscape

The development concept is organized to support a transit-oriented and pedestrian-friendly public realm. The attached zoning by-law recommends appropriate at-grade building setbacks so that future site specific site plan applications will provide expanded space for pedestrians and tree plantings.

The William Baker District Plan proposes a neighbourhood focus area at the north-east corner of Keele Street and Sheppard Avenue West. It also proposes a mid-block connection approximately in the centre of development block number 3. These pedestrian amenities will be secured as Privately-Owned Publicly Accessible Open Spaces (POPS).

The District Plan provides a high level framework to implement cycling and pedestrian networks. Recognizing that the ultimate development proposals for the Phase 1 lands will be refined through site specific applications for each block, it would be appropriate to refine and determine the final connections, locations, configurations and cross sections through updated studies that would be required to be submitted to support the removal of the Holding Provision recommended to be implemented on the lands. Such site specific refinements will be reviewed against the DASP policies, the approved EA, and all applicable guidelines at the time of application to ensure a consistent and compatible approach is achieved for the whole of the Phase 1 lands.

Similar to the proposed cycling and pedestrian networks, the public realm and public art opportunities will be further refined through updated studies to support the removal of the Holding Provision as development applications are submitted site specifically in the future. Such refinements will similarly be subject to a review against the DASP policies, and any applicable guidelines at the time of development.

The recommended zoning by-law will include a holding provision for a satisfactory site plan, public realm master plan and supporting studies that are satisfactory to the Chief Planner and Executive Director, City Planning to ensure the appropriate size, configuration and location of the POPS and mid-block connections are submitted with future site plan applications.

Open Space/Parkland

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with no population (< 300), which was not included in assessing the parkland provision per person for the subject lands. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

As demonstrated in the DASP, parkland in the William Baker District should be located surrounding the Natural Heritage - Woodlot feature, as well as south of Street A in the area identified in the DASP as a Greenway. All parkland shall conform with Policy 3.2.3.8 of the Toronto Official Plan.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 18,667 square metres or 15.66 % of the site area. The Owner is required to satisfy the parkland dedication requirement through an on-site parkland dedication.

The Draft Plan of Subdivision (Attachment No. 4) demonstrates that the owner has proposed to dedicate Block 23 (38,240 square metres), and Block 6 (4,840 square metres) to the City for parkland purposes. The parkland in Block 23 surrounds the natural heritage - woodlot feature, while the parkland in Block 6 serves as a connection from Street A to the pedestrian bridge leading to Downsview Park to the south. This proposed parkland dedication is acceptable to Parks, Forestry and Recreation.

The statutory parkland dedication for this site is 18,667 square metres, while the Owner is proposing to convey 43,080 square metres for public parkland, which is a 24,413.33 square metre over-dedication. This parkland over-dedication will contribute towards the parkland dedication requirements for subsequent phases of the William Baker District. The conveyance of Blocks 6 and 23 will be required upon the registration of the plan of subdivision. Note, any conveyance of the Natural Heritage - Woodlot feature into public ownership will not be conveyed as a fulfillment of the parkland dedication requirement. There is existing private sanitary servicing underneath Block 23, one of the blocks which will be conveyed to the City as parkland. The City's standard is to only accept the conveyance of land for parkland purposes in a manner which is free and clear, above and below grade, of all easements, encumbrances, and encroachments. As determined by Toronto Water, Engineering and Construction Services and Parks, Forestry and Recreation, the City will not be accepting active private servicing within the parkland. This private servicing must be decommissioned in-situ in a manner that is acceptable to the General Manager, Parks Forestry and Recreation, and to the Chief Engineer, Engineering and Construction Services. Removal of the existing servicing would cause disturbance to the existing natural features, including the woodlot, and is not recommended at this time. Removal of the manhole connections within Block 23 will be required. These matters will be addressed through conditions of approval for the related

draft Plan of Subdivision application that will be brought forward to a future meeting for Council's consideration.

Urban Forestry and Ravine Protection

The subject site is also within the City of Toronto Ravine and Natural Feature Protection (RNFP) By-law area. RNFP staff initially had concerns with the proposal as it was not consistent with the Downsview Area Secondary Plan. RNFP did not support the rezoning and district plan identifying blocks 2, 4, 5, 14, and 15 from parkland to development blocks. The revised submission has removed proposed development blocks 2, 4 and 5 and has expanded the Phase 1 boundary to include the entire woodlot. RNFP staff still does not support the development of Block 14 and would like to see the development footprint of Block 15 reconfigured to a north-south facing orientation as originally envisioned in the Downsview Area Secondary Plan. Blocks 14 and 15 are now in Phase 2 of the proposed William Baker District Plan and no recommendations to Council for Phase 2 are being made at this time.

RNFP staff continues to recommend that Blocks 14 and 15 are to be addressed in Phase 1, notwithstanding that those lands are beyond the subject lands applicable to these applications. Planning staff acknowledges that RNFP continues to not support Block 14 and that it should be eliminated and reverted back to woodlot buffer/parkland during Phase 1 and that Block 15 should be reconfigured and that the lands are added to the woodlot buffer/parkland in Phase 1. Given the scope of these blocks are with Phase 2 and Phase 2 is also subject to the Update Downsview Study, staff recommends that the consideration of these blocks remain as part of the future redevelopment of the Phase 2 lands.

RNFP staff continues to recommend that all of the parkland, woodlot, buffer lands and natural features should be reviewed and administered as part of Phase 1. RNFP staff request the applicant/owner to submit a revised Natural Heritage Impact Study and a Ravine Stewardship Plan for review. The revised submission should address the development impacts on the ecological systems and natural features for review and comment. The recommended zoning by-law will include a holding provision for these reports, plans and studies to ensure no detrimental impacts to the natural heritage woodlot as a whole.

Natural Heritage Protection

Situated in the immediate context of the 118 hectare Downsview Park to the south, the William Baker lands contain additional unique and valuable natural features. The Natural Heritage - Woodlot, centrally located within the William Baker lands, was the original setting for the former military housing and associated local roads constructed in the 1950's. The Natural Heritage - Woodlot contains large, mature trees and a forest canopy which remains largely intact, presenting an optimal case for ecological preservation and enhancement.

A portion of the subject lands are in a Natural Heritage Area as identified on Map 9 of the Official Plan. The environmental features on site will require protection. As also directed by the Downsview Area Secondary Plan, the William Baker Natural Heritage - Woodlot and natural heritage features are planned to be protected and the development of parks space around the Natural Heritage - Woodlot to supplement and act as a buffer

to the forested area. The Natural Heritage - Woodlot is recognized as a unique ecological feature and is planned to function as the heart and focal point of the William Baker Neighbourhood.

Most of the woodland areas will be retained as a Natural Heritage - Woodlot. A park will accommodate other woodlands on Keele Street, while also providing passive recreational space, connecting the wooded areas from surrounding development. An additional park block will provide a connection to Downsview Park.

A Natural Heritage Impact Study (NHIS) was prepared by Dougan and Associates to identify and update existing environmental data on site, identify environmental constraints and assess potential impacts from development. The wooded area located on site contributes to the Natural Heritage System and contains natural features including significant woodland, a small wetland feature, significant wildlife habitat, utilization by endangered bats and presence of locally and regionally significant plants.

As informed by the NHIS, the William Baker District Plan employs the following objectives as part of an Ecological Vision to guide mitigation, compensation and enhancement measures:

- Protect Existing Ecological Sensitivities and Services
- Enhance Ecological Features and Functions to Increase Resiliency
- Integrate Ecological Concepts into Surrounding Developments
- Educate Existing and Future Users on Ecology of Woodlands and Restoration Areas

In order to achieve this vision, several key mitigation, compensation and enhancement measures will be employed pre, during and post development, including such measures as, but not limited to, staking the limits of development with participation from Urban Forestry, Ravine and Natural Feature Protection, and Toronto and Region Conservation Authority staff for the Phase 2 lands, canopy and habitat creation within the park, edge, buffer and enhancement area restoration, trail planning and invasive species management. An Ecological Management Plan will be prepared to guide implementation of mitigation, compensation and enhancement measures as well as monitoring of groundwater and post-development condition. Through the measures associated with the Ecological Vision, as specified in the NHIS and through the guidance of an Ecological Management Plan, the William Baker District will be able to achieve an overall gain of woodland and naturalized habitats, and tree replacement to support the City's urban forest canopy objectives.

It is City staff's opinion that the proposed development appropriately balances opportunities for urban development, an interconnected parkland system, including the proposed Ecological Park, with the conservation of the identified natural heritage resources. The proposed development has considered the existing and future health and integrity of the ecosystem, and provides some opportunities for sustaining, restoring and enhancing the identified natural heritage resources on the property. The proposed development protects the most sensitive areas of the woodlands, however, not all the impacts to the proposed woodlands are known at this time. An Ecological Vision is used to guide mitigation, compensation, and enhancement measures. As mentioned above, an Ecological Management Plan is recommended to guide implementation. Monitoring

of key approaches and post-development conditions is also recommended. This Ecological Management Plan will be required prior to lifting the holding provision in the attached zoning by-law.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The applicant has submitted an Arborist Report, Tree Preservation Plan and Landscape Plan which has been reviewed by city staff. As this is only a development concept, additional details will be required when site plan applications are filed.

Urban Forestry does not support the Zoning By-law Amendment application because aspects of the overall plan/concept do not, fully demonstrate compliance with Tier 1 (Tier 2 where applicable) of the TGS-Version 3 (Ecology section). Urban Forestry would need additional materials including a soil volume plan and public utility plan to provide accurate and meaningful comments. It is noted that if the ZBA is approved before these materials are submitted, securing soil volumes may not be possible.

Planning staff acknowledges the concerns noted above by Urban Forestry staff. It is important to note that the District Plan remains a high level document and that details related to soil volume and utility locations may be more appropriate to determine at the time of draft plan approval and, or Site Plan approval. It is recommended that the Section 37 agreement secure as legal conveniences the obligation that any development must meet the Toronto Green Standards applicable at the time of draft Plan of Subdivision and Site Plan application submission. This will ensure going forward as the standards evolve, that the most up to date standards apply as redevelopment occurs.

Proposed Street A, Traffic Impact, Access, Parking

Proposed Street A:

The Downsview Area Secondary Plan requires that transportation planning in support of development within the Secondary Plan area be undertaken in relation to the principles and objectives of the Downsview Area Secondary Plan Transportation Master Plan (2010).

The planned transportation network is intended to provide a balanced range of travel options that encourage walking, cycling and transit to make the most efficient use of existing and future transportation infrastructure to support the continued development of the DASP.

BA Group prepared an Urban Transportation Considerations Report, originally in February 2021 and was updated in April 2022, to evaluate the transportation impacts of the proposed development of the William Baker District. The report addressed a number of considerations related to the street network, transit, pedestrian and bike travel, parking and transportation demand management (TDM) measures.

A new street network and layout is proposed for the William Baker District. Phase 1 includes a new east-west public street (Street A) connecting between Keele Street and

Sheppard Avenue East. Street A will connect to the existing Sheppard Avenue West / John Drury Drive signalized intersection at its east end and is currently proposed to form a new unsignalized intersection with Keele Street at its west end, approximately 150 metres north of Sheppard Avenue West. This proposed street is consistent with Map 7-4 of the DASP which identifies the conceptual location and design of minor and major streets.

The new intersection is proposed to be unsignalized with Keele Street and to operate as right in, right out, left in, with prohibited left turns from Street A. Staff prefers a signalized intersection at Keele Street and Street A to improve pedestrian and cyclist crossing of Keele Street. This matter will be incorporated as conditions of approval in the related draft Plan of Subdivision application.

Street A is proposed to be constructed with a 22 metre right of way width. Sidewalks are provided along both sides of the street, with a separated cycling facility. Development blocks within the Phase 1 are proposed to be accessed via individual driveways to and from Street A. The recommended zoning by-law will include a holding provision for an updated transportation impact study to address the final design of Street A.

Traffic Impact:

The residential component of the proposed Phase 1 development will generate in the order of 265 and 280 two-way vehicle trips during the AM and PM peak hours, respectively, assuming the upper end of the residential range of 1,100 to 1,400 units.

The retail component of the proposed Phase 1 development will generate in the order of 45 and 120 two-way vehicle trips during the AM and PM peak hours, respectively.

The overall Phase 1 development will generate in the order of 310 and 400 two-way vehicle trips during the AM and PM peak hours, respectively, assuming the upper end of the residential range of 1,100 to 1,400 units.

The Keele Street and Sheppard Avenue West intersection may exceed its theoretical capacity in the AM and PM peak hours as a result of the addition of the combination of background traffic and site traffic. The impact of site related traffic is in the order of 3 to 5%.

There are a number of mitigation measures that would improve vehicular operations at the intersection. With the implementation of a new signal at the Keele Street and proposed Street A intersection it would effectively mitigate the traffic impact generated by Phase 1 on the intersection. It is projected that all movements would operate within capacity, with the reduction to existing traffic.

Parking:

The parking requirements of the proposed development for the William Baker District will be accommodated almost entirely through underground parking within the development blocks.

It is proposed to adopt the following minimum parking standards for the site:

- Residents: 0.40 spaces / unit
- Visitors: 0.10 spaces / unit
- Senior Living Unit: 0.30 spaces / unit
- Retail: 1.00 space / 100 sm

Staff have reviewed the proposed parking rates and find them to be acceptable.

Travel Demand Management (TDM):

The proposed TDM measures for the subject development include car-share vehicles and parking spaces, pre-loaded transit passes, financial contribution to the Bike Share Toronto program, and bike repair stations. The finalized TDM measures will be secured in the Section 37 Agreement as a legal convenience.

Servicing

The applicant submitted Functional Servicing Report, Stormwater Management Report, Hydro Geotechnical Assessment and a Geotechnical Study with the development application. The Functional Servicing Report is intended to evaluate the effects of the development on the City's municipal servicing infrastructure and watercourses and to identify the need for any new infrastructure and upgrades to existing infrastructure necessary to provide for adequate servicing for the proposed.

The proposed development is to be serviced by new sanitary sewers within the proposed public roads, not within a servicing easement. The proposed development blocks will be serviced via connections from the new sanitary sewers. In the ultimate servicing condition the new sanitary sewers of the development will connect to the proposed Black Creek Diversion Sanitary Trunk Sewer which will be constructed under Keele Street. However, as this new trunk is not scheduled to be completed until 2030 at the earliest, it is proposed to use the existing private sanitary sewer on the east side of Keele Street as an interim connection. The Functional Servicing report demonstrates that this existing private sewer south of Sheppard Ave West has the capacity to accommodate Phase 1 of the development. However, part of the existing private sewer needs to be relocated to avoid conflict with the future Downsview community centre. In addition, the applicant has requested to clean, inspect and repair as required to the satisfaction of the City and submit a lump sum payment (amount to be determined) for the future sewer works such as decommissioning and reconnecting to the trunk sewer when it is built. Detailed design matters related to this existing infrastructure continues to be reviewed as part of the draft Plan of Subdivision application. The capacity available for the remainder of the William Baker lands (Phase 2) will be determined when they are brought forward for rezoning and draft plan of subdivision. The existing servicing under Block 28 (parkland) will be decommissioned in situ, and will not be used to service Phase 2.

Engineering and Construction Services and Toronto Water have requested revisions and additional information to be provided for review. The recommended zoning by-law will include a holding provision for an updated functional servicing report.

Housing Issues

Residential development will result in a complete and inclusive community by providing a range of housing options including diverse unit sizes, tenures and types, and the provision of affordable housing.

Affordable Housing:

A minimum amount of affordable housing will be achieved in the Phase 1 lands. The minimum amount of affordable housing will be equal to the greater of 220 units or 20 percent of the total number of residential units approved on the Phase 1 lands provided as affordable rental housing with affordable rents no greater than 80% of Average Market Rent secured for a period of at least 25 years.

Provided that at least 50% of the minimum affordable housing requirement is met through the provision of affordable rental housing units, the affordable housing requirements may be met in part through alternative, equivalent, delivery mechanisms to the satisfaction of the Chief Planner and Executive Director, City Planning. This may include, but is not limited to the conveyance of land, conveyance of units, or affordable ownership units.

Affordable housing will be provided as a proportionate share of each development block that includes residential uses to ensure that affordable housing is delivered across the Phase 1 Lands. The affordable housing contribution will be subject to terms and conditions, to the Satisfaction of the Chief Planner and Executive Director, City Planning.

The Owner is encouraged to explore opportunities to secure a longer affordability period, additional affordable housing units and/or deeper affordability requirements through the use of funding tools, such as Open Door or Canada Mortgage Housing Corporation assistance, and partnership opportunities with non-profit housing providers.

The final affordable housing strategy for each block that includes residential uses will be required through an updated Housing Issues Report prior to lifting the Holding Provision for that block. The final affordable housing requirements will be secured through legal agreements with the Owner, including a Section 37 agreement.

The outlined affordable housing approach exceeds the minimum requirements of the Downsview Area Secondary Plan and Official Plan Policy 3.2.1.9.b.

Unit Mix:

To ensure that the development provides a range of housing options, including diverse unit sizes the following unit mix requirements will be secured as a legal convenience in the Section 37 agreement:

- The owner shall provide 10% of all new residential units as 3-bedrooms units;
- The owner shall provide 15% of all new residential units as 2-bedroom units; and

- The owner shall provide a minimum of an additional 15% of all new residential units as either 2- or 3-bedroom units.

Securing the recommended unit mix would exceed the minimum guidelines established by the Growing Up Guidelines and ensure that there is a diversity of housing stock within this new community that can attract and address the needs of a variety of household types and sizes. Specific unit size requirements are to be contained within the recommended Zoning By-law. The attached Zoning By-law and the implementing Section 37 agreement will include appropriate details with regards to this matter. As part of any future development application to remove the holding provision, an updated Housing Report would be required to demonstrate how these policies have been met.

Community Services Assessment

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

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

Community services and facilities (CSF) contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS&F are publically accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. This includes child care centres, libraries, recreation facilities, schools and community space for human services. CS&F support a strong network of programs and services that are essential to building community capacity as well as the fostering of complete communities.

The Provincial Policy Statement 2020 (PPS) uses the term public service facilities and identifies that such facilities will be coordinated and integrated with land use planning so that they are financially viable and available to meet current and projected needs. The PPS supports the optimization and adaptive re-use of existing facilities.

The Growth Plan (2020) reinforces the PPS and further identifies that public service facilities form part of the achievement of complete communities and improve social equity and overall quality of life. The Growth Plan calls for facilities to be co-located where possible with preference given to locations in or near strategic growth areas easily accessible by active transportation and transit.

The City's Official Plan Policy 2.3.1.6 identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the

neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

A Community Services and Facilities Study was submitted in support of the proposed application for the area bounded by Finch Avenue West to the north, Highway 401 to the south, Allen Road and Dufferin Street to the east, and Jane Street to the west. This Study provides a demographic profile of the York University Heights Neighbourhood of the City, an inventory of community services and facilities available in the surrounding area and an overview of nearby development activity. The evaluation of capacity is based on the entire William Baker District Plan which proposes approximately 3,985 new residential units over all phases of development.

While this community services and facilities study identifies the potential demand for 172 child care spaces and indicates potential accommodation issues at the Toronto Catholic District School Board, it does not explicitly identify how the proposed development application may contribute to the provision of community services and facilities to support the proposed growth. As such, the following comments identify CS&F contributions that may be considered in review of this application.

CS&F staff recommends the following consideration as well as additional information on the following:

- Provision of a non-profit child care facility in the base of the proposed development as per the City's Child Care Development Guidelines;
- Confirm the breadth and scope of the proposed Downsview Community Recreation Centre as it relates to Council's decision - <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.CC28.10>
- Consider securing a minimum of 464.5 square metres (5,000 square feet) of at grade community agency space under the City's Community Space Tenancy Policy; and/or
- Consider securing financial contributions towards the relocation of the Downsview Library.

For the first phase of the William Baker District, staff have secured a financial contribution for the future Downsview Community Recreation Centre. This requirement will be set out in the Section 37 agreement.

Schools

On behalf of the Toronto District School Board (TDSB) staff, the Toronto Lands Corporation (TLC) has determined that there will be insufficient capacity at the local schools to accommodate students anticipated from this development.

TLC is working with City staff, Canada Lands Company, Northcrest, and their consultant team as part of the Update Downsview project.

TLC are advising the development team on requirements for new school spaces for the entire DASP area, taking into consideration all the new development proposed. As this

work is still in its early stages, timing for provision of new school space in the Downsview area has not yet been determined.

Archaeological Assessment

The City of Toronto's Archaeological Management Plan identifies lands that have archaeological resource potential. Whether a property has archaeological resource potential can be queried at the searchable database TO maps. The subject site has been identified as an area of archaeological resource potential. An archaeological resource assessment identifies and evaluates the presence of archaeological sites and resources.

A Stage 1 background study of the subject property was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land condition in order to evaluate and document in detail the property's archaeological potential and to recommend appropriate strategies for Stage 2 survey.

A Stage 2 property assessment was conducted to document all archaeological resources on the property, to determine whether the property contains archaeological resources requiring further assessment. A Stage 3 was required. Indigenous Engagement was also initiated as part of a Stage 3 assessment for the subject property.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision. In addition, an updated Energy Plan will be required prior to lifting the holding provision in the attached zoning by-law.

The William Baker District Plan is a high level document and that details related to the Toronto Green Standard may be more appropriate to determine at the time of draft plan approval and, or Site Plan approval. It is recommended that the Section 37 agreement secure as legal conveniences the obligation that any development must meet the Toronto Green Standards applicable at the time of draft Plan of Subdivision and Site Plan application submission. This will ensure going forward as the standards evolve, that the most up to date standards apply as redevelopment occurs.

Holding Provisions

The recommended Zoning By-law includes a holding provision on the Phase 1 lands. A holding provision allows development to proceed only after the specific conditions of the hold are fulfilled and the holding symbol is removed. As the development proceeds, the applicant for each phase will have to secure certain matters and submit a series of reports as specified in the hold conditions listed in the by-law prior to submitting to the City an application to release the hold on that phase. The holding provisions are specific and will include the following:

Securing of the following:

- Right-of-way requirements
- Location, design and provision of transportation infrastructure
- Required municipal infrastructure
- Pedestrian bridge from proposed public park (Block 6) to Downsview Park

Submission and acceptance of the plans and reports to address the following matters:

- Urban and Architectural Design Guidelines Update and to include the following:
 - Public Realm Plan Update
 - Demonstration Plan Update
 - Shadow Study Update
 - Wind Tunnel Testing Study and Analysis
 - Design of the Privately Owned Publicly Accessible plazas and mid-block connections
- Transportation Impact Study Update
- Functional Servicing Report Update
- Housing Issues Report Update
- Ecological Management Plan
- Compliance to Airport Height Restrictions or the removal of the restrictions as part of the Update Downsview Study
- Registration of a Plan of Subdivision
- Site plan for each block and/or phase to the satisfaction of City Planning

The holding provisions will assist the City to ensure the orderly development of the lands, more detailed matters to support development can be addressed at the right time, and that the provision of hard and soft services are provided in a timely and orderly manner.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

- i) The Owner shall provide an indexed cash contribution of \$7,000,000.00 towards the design and/or construction of the future Downsview Community Centre, with \$1,500,000.00 of this amount paid within 60 days of the date of approval of the attached Zoning Bylaw and the other \$5,500,000.00 paid within 60 days of the conveyance of the development blocks at the time of subdivision registration.
- ii) The financial contribution above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date City Council adopts the zoning by-law amendment(s) to the date of payment.

iii) A minimum amount of affordable housing must be achieved on the William Baker District Phase 1 lands in accordance with the following conditions:

aa) The minimum amount of affordable housing will be equal to the greater of 220 units or 20 percent of the total number of residential units approved on the Phase 1 lands and will be provided as affordable rental housing with affordable rents no greater than 80% of Average Market Rent secured for a period of at least 25 years.

bb) The affordable housing requirements outlined in Item iii.aa, above, may be met in part through alternative, equivalent, delivery mechanisms to the satisfaction of the Chief Planner and Executive Director, City Planning. This may include, but is not limited to, the conveyance of land, conveyance of units, or affordable ownership units, provided that at least 50% of the affordable housing units are delivered as affordable rental units.

cc) Affordable housing will be provided as a proportionate share of each development block that includes residential uses.

dd) The affordable housing contribution will be subject to terms and conditions, to the satisfaction of the Chief Planner and Executive Director, City Planning.

iv) The Owner shall prepare a Public Art Master Plan for the provision of Public Art within the lands, and shall submit the Public Art Master Plan to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Toronto Public Art Commission, and to City Council for approval.

v) The Owner shall provide financial security in the form of a Letter of Credit to a maximum of \$1,000,000.00 to secure the commission and installation of future public art with a cap of \$1,000,000.00 at the northeast corner of Sheppard Avenue West and Keele Street, or other appropriate location, in accordance with the Public Art Master Plan.

b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

i) The owner shall provide 10% of all new residential units as 3-bedrooms units.

ii) The owner shall provide 15% of all new residential units as 2-bedroom units.

iii) The owner shall provide a minimum of an additional 15% of all new residential units as either 2- or 3-bedroom units.

iv) The conveyance of the 18,667 square metre statutory parkland dedication and the 24,413.33 square metre parkland over-dedication, to the satisfaction of the General Manager, Parks, Forestry & Recreation and the City Solicitor.

v) All the finalized Travel Demand Management (TDM) measures acceptable to, and to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services.

vi) The Owner shall initiate the design and approval process and initiate construction prior to the issuance of the final building permit for the William Baker District Phase 1 lands for a new accessible public pedestrian and cycling bridge with a cap of \$5,000,000.00 spanning the public right-of-way of Sheppard Avenue West, and shall provide a direct connection to Downsview Park.

vii) The Owner will construct and maintain the development of the site in accordance with Tier 1, Toronto Green Standard, and the Owner will be encouraged to achieve Tier 2, Toronto Green Standard, or higher, where appropriate, consistent with the performance standards of Toronto Green Standards applicable at the time of the site plan application for each building on the site.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the City's Official Plan, and the Downsview Area Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposed William Baker District Plan for the Phase 1 lands and the zoning by-law amendment conforms to the Toronto Official Plan, particularly as it relates to the Downsview Area Secondary Plan policies. Staff worked with the applicant and the community to remove proposed development blocks adjacent to the Natural Heritage - Woodlot and to expand the Phase 1 boundary for William Baker to convey the entire woodlot to the City in Phase 1. Staff recommend that Council support approval of the application.

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ATTACHMENTS

- Attachment 1: William Baker District Plan (only as it applies to Phase 1)
- Attachment 2: Draft Zoning By-law Amendment
- Attachment 3: Relevant Planning Framework
- Attachment 4: Draft Plan of Subdivision
- Attachment 5: Location Map
- Attachment 6: Conceptual Site Plan
- Attachment 7: Existing Zoning Map
- Attachment 8: Official Plan Land Use Map
- Attachment 9: Downsview Area Secondary Plan Land Use Map

Attachment 1: William Baker District Plan (only as it applies to Phase 1)

Included under separate cover

Attachment 2: Zoning By-law Amendment

Included under separate cover

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

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

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and,
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official

plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal

comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's plan for the prescribed densities. On March 25, 2022, the Planning and Housing Committee received a report with regards to the Draft Major Transit Station Area Delineations for 57 Protected Major Transit Station Areas and 40 Major Transit Station Areas and directed that staff undertake consultation on the proposed Official Plan Amendments proposed to implement said PMTSAs and MTSA's. A small portion of the north-easterly part of Phase 1 is located within the Downsview Park MTSA.

Toronto Official Plan

The City of Toronto's Official Plan is a long-term vision for how the City should grow and provides insight into long-term planning objectives.

The Official Plan contains policies for steering growth and change to some parts of the City, while protecting the City's neighbourhoods and green spaces from development pressures. Section 2.2 Structuring Growth in the City, states that "future growth within Toronto will be steered to areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential." The Official Plan describes growth areas generally as "locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations."

The Official Plan also contains policies to guide growth by integrating social, economic, and environmental perspectives in the decision-making process to create an attractive Toronto with a strong economy and complete communities. The policies focus on the built environment, the human and natural environments, economic health, and new neighbourhoods.

Section 3.1.1 contains policies with respect to the public realm and recognizes the importance of good design in creating a great city. The policies encourage excellence in architecture, landscape, and urban design while recognizing city streets are significant public open spaces which connect people and places as well as supporting the development of sustainable, economically vibrant, and complete communities.

Section 3.1.2 relates to ensuring that new development in the City can fit harmoniously within the existing area. Policies provide direction on how to ensure that buildings and their facades fit within their existing and/or planned context and requires that each new building promote and achieve the overall objectives of the Official Plan.

Official Plan Amendments (OPA) 479 (Public Realm) and 480 (Built Form) were adopted as part of the Five-Year Official Plan Review pursuant to Section 26 and Subsection 17(34) of the Planning Act. On September 11, 2020 the Minister of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. The OPAs replace Sections 3.1.1, 3.1.2, and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form, and built form types. The policies reflect the continuous evolution of the application of urban design principles to achieve critical city building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work

together to achieve a high standard of design.

A key objective of the Official Plan is to ensure development contributes to livable, healthy, and inclusive communities. Providing for a full range of housing and community services within neighbourhoods is a key component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

Official Plan Policies 3.3.1, 3.3.2, and 3.3.3 direct that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. The policies also highlight the need to carefully integrate these neighbourhoods into the surrounding fabric of the City, while having community services and parks that fit within the wider system and a housing mix that contributes to the full range of housing.

Official Plan Policy 3.2.1.9 states: large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size, in accordance with, and subject to Section 5.1.1 of this Plan, where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 percent of the additional residential units as affordable housing.

Through the land use designations, the Official Plan identifies areas where to direct major growth. The William Baker District is comprised of Mixed Use Areas, Apartment Neighbourhoods, Parks and Natural Areas.

According to the Official Plan, Mixed Use Areas are intended for intensification that provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks, open spaces and utilities. Development in Mixed Use Areas is subject to the development criteria in Policy 4.5.2. Among other policies and requirements, development in Mixed Use Areas will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community.

The Official Plan distinguishes Apartment Neighbourhoods from low-rise Neighbourhoods because infill intensification with a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. Policy 4.2.2 provides the development criteria for new development in Apartment Neighbourhoods, indicating new buildings are required to be located and massed to provide: transition between areas of different intensity and scale; limit shadow impacts on Neighbourhoods; and to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces, among other criteria.

Toronto's Parks and Natural Areas are the parks and open spaces, valley, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green space system in Toronto. The City's parks are to be used primarily to provide public parks and recreational opportunities while Natural Areas reflect natural features which are environmentally sensitive and intended to be protected, restored and

enhanced. Parks and Natural Areas are to: protect, enhance or restore trees, vegetation and other natural heritage features; preserve or improve public visibility and access; maintain and create linkages between parks and open spaces area to create continuous recreational corridors; maintain or expand the size and improve the usability of publicly owned Parks and Natural Areas; respect the physical form, design, character, and functional of Parks and Natural Areas; and provide comfortable and safe pedestrian conditions.

While the Official Plan provides a general guide to change and growth, it cannot encompass every circumstance. Further implementation plans and strategies dealing with important components of the City, like housing, transportation, community services and facilities, and parkland, are needed to bring the Plan to life. In areas of the City identified for growth, more detailed guidance than the Official Plan will be required, in these cases, Secondary Plans, area studies, and urban design guidelines will be needed. In the case of the William Baker District, the Downsview Area Secondary Plan establishes a more detailed, area specific, planning framework.

The policies of the Official Plan informed and guided the William Baker District Plan. Each component of the District Plan is consistent with, and conforms to, the policy direction of the Official Plan. Subsequent development applications submitted by the Canada Lands Company or successor entities, and their development partners, are also required to conform with the Official Plan.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Downsview Area Secondary Plan

The planning framework for each District is established by the Downsview Area Secondary Plan. The Secondary Plan provides a "land use and development framework that supports the significant public investment in rapid transit infrastructure and the National Urban Park and achieves a mix of transit-supportive land uses of a high quality of urban design."

Physical Structure

The Secondary Plan promotes an urban character with a focus on providing for an increased scale of development on Avenues, and at and near major transit stations. The structure of the DASP, through Policy 2.1.2, directs development to areas which support Official Plan objectives regarding growth based on the following:

- a) a hierarchy of public streets and parks and open spaces that integrate the Districts, and achieve a functional, well-defined, vibrant, and integrated public realm;
- b) a network of municipally and federally-owned streets which define the edges of the National Urban Park and development blocks, and connect parks;
- c) a mix of building types at a range of scales that provide appropriate relationships

with each other, the edges of streets and blocks, and transitions within Districts and to the surrounding City; and
d) the retention of distinct physical characteristics of the landscape.

Refer to Map 7-2 Downsvie Area Secondary Plan Structure Plan.

Transportation

The DASP provides policy direction on the broad structure of the Districts including the location of major and minor streets, parks, cycling and pedestrian networks, land use designations, heritage resources, natural heritage features, and minimum and maximum densities. The Secondary Plan also provides direction related to the public realm, built form, public art, housing, and community services and facilities.

The recommended transportation system of the DASP, as stated in Section 2.3, will "achieve a balanced range of travel options and encourage walking, cycling, and transit to make the most efficient use of existing and future transportation infrastructure to support the continued development of the Secondary Plan." The transportation related policy objectives of the DASP include:

- All improvements to the transportation system, shown on Maps 7-4, 7-5, and 7-6, will be developed as integral extensions to the City's public street network, bike plan, and pedestrian plan;
- All new streets shown on Map 7-4 are to be municipal streets;
- Surrounding local streets will not be used to support the transportation needs of development in the Secondary Plan area;
- Existing pedestrian links to rapid transit stations will be improved as development occurs to further encourage transit use by existing and future residents and employees;
- Short-term and secure bicycle parking facilities will be provided in new public and private developments, including subway stations. The creation of bicycle sharing stations will be encouraged as an additional measure to reduce dependence on private auto use;
- Appropriate parking standards will be established through implementing zoning by-laws having regard for proximity to public transit, shared parking, and transportation demand strategies;
- The establishment of new surface parking lots or the expansion of existing surface parking lots is discouraged and the removal of existing surface parking is encouraged. New or replacement parking lots for any development, other than re-use or conversions of existing buildings, should be provided below grade;
- Development proponents will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips, and facilitate non-auto modes of travel such as transit, walking, and cycling. In addition, measures to support transit use such as maximum parking standards, shared parking arrangements, public parking structures, and payment-in-lieu of parking may be considered on sites within walking distance of rapid transit stations; and,
- To ensure pedestrian and cyclist comfort and safety, routes will be well-designed, attractive, appropriately lit, and maintained.

Within the lands that comprise the William Baker District for Phase 1, the Secondary Plan, through Map 7-4, there is direction for the creation of a finer grained street network that includes a new Minor Street (Street A) between Keele Avenue and Sheppard Avenue West.

The new streets, shown on Map 7-4 of the DASP, were recommended in the Downsview Area Transportation Master Plan (2010) to provide opportunities to improve street network connections and to accommodate development within the Secondary Plan.

According to Policy 2.3.5 of the DASP, the minor and major streets shown on Map 7-4 the Downsview Area Secondary Plan Proposed Street Network are conceptual and the exact number and location of minor streets will be determined at the district plan stage. The proposed William Baker District Plan for Phase 1 is consistent with Map 7-4.

Maps 7-5 and 7-6 of the DASP conceptualize the proposed cycling and pedestrian networks within the Districts. The proposed cycling and pedestrian network in the William Baker District includes a north-south multi-use route through the district across Sheppard Avenue West to Downsview Park.

Public Realm

The DASP recognizes that streets, parks, accessible landscapes, and public buildings are all elements of the public realm. Policy 3.1.1 requires a high quality public realm that supports the goal of achieving an urban park-like character be established and organized to connect each District to the other and to the surrounding City. Through Policy 3.1.2, streets are to be designed to be safe, comfortable, and amenable to pedestrian and cycling routes and environments and contain enhanced street tree planting and other streetscape features.

Built Form

The built form policies of the DASP indicate, "building height and scale will be organized with the tallest buildings and greatest scale of development at the intersection of major streets, fronting onto major streets, or near a transit station." Policy 3.2.2 directs that the predominant scale of built form in the Secondary Plan area is to be mid-rise buildings fronting public streets. Mid-rise buildings are defined as having a maximum height that equals the width of the adjacent street right-of-way. Policy 3.2.5 states, where feasible, development should be sited to maximize passive energy capture to support sustainable development and design consistent with the City's Climate Change Action Plan and Energy Strategy. Policy 3.2.6 of the DASP also requires private open space on development blocks be organized and located to provide amenity for residents and workers. According to the DASP, sites which terminate or frame important views will organize development and locate buildings and landscape to maintain and enhance public access to such views and vistas. The view terminus and gateways within the William Baker District are shown on Map 7-2 Downsview Area Secondary Plan Structure Plan. The DASP is currently under review and while staff cannot draw any conclusions as to the outcome of the study, heights and densities for the Phase 2 lands of the William Baker District will be reviewed as part of the Update Downsview study.

Public Art

Public art is recognized as contributing to a strong sense of place and to strengthen local identity. Policy 3.3.1 of the DASP encourages new development of significant scale in prominent locations provide on-site public art in publicly visible and accessible locations. The identification of potential public art locations and opportunities is to form part of the District Plans.

Housing

The provision of a full range of housing in terms of type, tenure, and affordability, including purpose-built rental housing, is an important objective of the Secondary Plan and the City's Official Plan. In order to ensure this objective is achieved, the DASP requires an affordable housing strategy be included as part of the development of each District. Policy 3.5.2 requires a minimum of 30 percent of new housing units in each District be in forms other than single and semi-detached houses. The variety of unit types is to also include housing with three- or more bedrooms. Policy 3.5.3 states that affordable housing will be required in the Secondary Plan area and all affordable housing units will be provided within the Secondary Plan area as part of a community benefit under Section 37 of the Planning Act and such units will be distributed proportionally across and within Districts that permit residential uses. Policy 3.5.4(a) also requires that the Parc Downsview Park Inc lands, provide a minimum of 720 affordable housing units, of which, at least 50 percent are affordable rental housing. Policy 3.5.8 directs affordable housing units be provided generally in the same proportion (total number of units) and mix (unit type) as the residential units that are not affordable housing units. Policy 3.5.11 states that affordable housing strategies will include:

- a) numerical targets by tenure and unit type, and by development parcel or phase within the context of the proposals for development of the housing that does not include affordable units;
- b) the proposed order of development within the District, and the identification of how the affordable housing will be delivered to ensure that affordable housing requirements are achieved prior to or at the same rate as development of the non-affordable housing units;
- c) proposals to meet any of the affordable housing requirements through the conveyance of land to the City, at the City's discretion; and,
- d) for Parc Downsview Park Inc., for the second and subsequent Districts, the affordable housing strategies shall also report on the achievement of affordable housing to date in all Districts and any proposed modifications to future achievement.

Lastly, Policy 3.5.13 states that implementation of affordable housing strategies as per Section 3.5.4 of the DASP will be secured through the use of such mechanisms as agreements between public agencies and the City, conditions for the release of holding provisions for zoning and agreements pursuant to Section 114 of the City of Toronto Act and Sections 37, 41, 51 or 54 of the Planning Act.

Community Services and Facilities

Community services and facilities are required to support and meet the needs of residents and employees in the Secondary Plan area. Policy 3.6.2 identifies a community centre with a pool as well as childcare centres are required to support the level of development provided for in the DASP. The criteria listed in Policy 3.6.3 requires community services and facilities in the Secondary Plan area be located: in an area in close proximity to resident and work populations and in highly visible and accessible locations with strong pedestrian and transit connections; be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the varied needs of the area; and be delivered in a timely manner to support residential and non-residential growth. District Plans are to provide community services and facilities strategies that will be used to determine preferred locations for community and services and facilities and specific requirements based on the actual land uses and densities that will be developed in each District, inventories of existing community facility and strategies, identification of gaps in service provision, and the consideration of community services and facilities provided by Parc Downsview Park Inc. Policy 3.6.5 encourages the use of innovative approaches for providing CS&F including, shared uses and integrating facilities within private developments. Policy 3.6.6 states that Section 37 of the Planning Act may be one of the tools used by the City to secure community services and facilities within the Secondary Plan area. Section 37 contributions will be collected in accordance with Section 7.6 of this Secondary Plan and in accordance with the provisions of the Official Plan.

The Natural Environment

The existing woodlot in the William Baker District is a significant natural heritage feature and the designation of this woodlot as Natural Areas in combination with the adjacent Parks will support, protect and enhance natural features and functions. The opportunity to conserve natural features and create an integrated and linked natural environment system within the Secondary Plan is encouraged, including the creation of linkages to the adjacent Black Creek and Don River-West Branch ravine systems.

Environmental Stewardship and Sustainable Design

The DASP supports sustainability by focusing future growth around major transit Facilities, and supporting and encouraging sustainable development practices. Policy 3.8.1 directs the development of sustainable development strategies as a component of the District Plans. These strategies are to identify mechanisms and techniques to be used to mitigate the environmental impacts of development such as, District heating/cooling, renewable energy, green roofs, bio-swales, permeable paving, and rainwater harvesting. Policy 3.8.3 states that prior to development proceeding within each of the Allen, Sheppard-Chesswood, William Baker and Wilson Districts, a Community Energy Plan will be completed to provide guidance and direction on how development can support the City's Climate Change Action Plan and Energy Strategy.

Municipal Servicing

Section 3.9 of the DASP identifies that ensuring there is sufficient municipal servicing capacity to accommodate the anticipated growth is critical to the success of the Secondary Plan. The DASP requires public streets and municipal servicing to be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost. Where public streets are constructed, municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure. Policy 3.9.4 directs that servicing reports be required on a District basis to identify whether sufficient capacity exists within local municipal servicing to accommodate the proposed development, identify improvements required to existing municipal servicing to support the level of development, and determine mitigation measures to minimize any impacts.

Parks and Open Spaces Areas

Policy 4.3.1 of the DASP requires the provision of new local parks to provide a focus and serve the recreation needs of persons living and working in the area. Local parks are to be prominent features within neighbourhoods, centrally located within the Districts, situated on public streets in highly visible and easily accessible locations, and provide linkages and connectivity to other parks and open spaces throughout the Secondary Plan area. Approximately 13 hectares of dedicated municipal parkland is required within the Secondary Plan Area, exclusive of any school facilities. The parkland will be neighbourhood oriented, to provide passive and active recreational opportunities.

Appendix 1: Community Services, Facilities and Local Parks Summary outlines that based on development levels, the William Baker District is estimated to have 3 hectares of parkland. Map 7-8 of the Secondary Plan identifies preferred locations for parkland, and in the William Baker District, directs for the provision of parkland around the natural heritage feature in the centre of the District. As set out in policy 4.3.3 a) of the DASP, the objective in the William Baker District is to create a unique recreation space that is in a natural setting with transitions between the edge of the woodlot, the naturalized buffer area, and active recreation areas. Map 7-8 of the Downsview Area Secondary Plan identifies the Conceptual Parks and Natural Heritage Features.

Mixed Use Areas and Apartment Neighbourhoods

The mix of land uses permitted in the Districts supports the development framework provided for in the Secondary Plan. The character of each land use is largely shaped by the form and arrangement of development and their relationship to adjacent uses and the public realm. Map 7-9 of the DASP illustrates the four land uses within the William Baker District and the extent of each. In the William Baker District, lands designated Mixed Use Areas are located along Keele Street north of Sheppard Avenue. This location is in a transit supportive location and can support an increased scale and level of development. These lands are encouraged to develop with intensive mixed use, transit-oriented development. The Apartment Neighbourhoods lands are located to the east of the Mixed Use Area along Sheppard Avenue West and the new Street A. Apartment Neighbourhoods are generally stable and could support compatible infill

development. The intensity of development is generally intended to be less than Mixed Use Area. Map 7-9 of the Downsview Area Secondary Plan Map identifies the Land Uses.

Density

The mix of land uses and levels of development provided for in the DASP reflect the utilization of transportation infrastructure and assume all new streets are developed and the height restrictions associated with the Bombardier airport remain. Minimum and maximum densities have been established to ensure that sufficient development occurs to support the investment in higher-order transit infrastructure. Maps 7-10 and 7-11 outline the minimum density requirements and maximum density permissions. The Plan calls for a minimum density of 1.0 times and maximum density of 2.0 times the site area. Maps 7-10 and 7-11 of the Downsview Area Secondary Plan Maps identifies the Minimum Density Requirements and Maximum Density Permissions. The DASP is currently under review and while staff cannot draw any conclusions as to the outcome of the study, heights and densities for Phase 2 of the William Baker District will be reviewed as part of the Update Downsview study.

Height

The policies of Section 6 of the DASP outline general height requirements and permissions. Building heights, except where not possible due to Bombardier Airport's operational requirements, will be a minimum of 13.5 metres or 4-storeys for buildings fronting Keele Street and Sheppard Avenue, 10.5 metres or 3-storeys for buildings fronting other major streets shown on Map 7-4, and 6 metres or 2-storeys for buildings fronting minor streets. The policies also require the ground floor of mixed-use or non-residential buildings be a minimum of 4.5 metres in height. Maximum building heights will be evaluated through the District Plans, in consideration of the Bombardier Airport height restrictions, and established through implementing zoning. With the departure of the Downsview Airport, heights are being reviewed as part of the Update Downsview Secondary Plan process.

The DASP provides the planning framework for the William Baker District and identifies the elements of the District that cannot be changed without amendment. These elements include the location and extent of the land use designations, the minimum provision of affordable housing units, minimum and maximum densities, street network, location of parks, and the minimum building height requirements along Sheppard Avenue West and Keele Street.

Downsview Area Transportation Master Plan (2010)

The Downsview Area Transportation Master Plan (2010) (TMP) is an update to the TMP that was prepared as part of the DASP that was initially approved in 1999 and amended in 2001. The TMP (2010) assessed and identified the necessary transportation infrastructure requirements to support growth and development within the DASP. The

TMP provides for a multi-modal transportation system to 2031 and includes plans, policies, and strategies for a comprehensive transit network, pedestrian and cycling infrastructure, and road network. The TMP fulfilled Phase 1 and 2 requirements of the Municipal Class Environmental Assessment (MCEA) process. In 2014, a Schedule C MCEA study was initiated for selected major roads within the DASP and is known as the Downsview Major Roads Municipal Class Environmental Assessment (EA).

In 2014, a Schedule C MCEA study was initiated for selected major streets within the DASP and is known as the Downsview Major Roads Municipal Class Environmental Assessment (EA). The EA was approved in 2018, and the study area included the major streets in the DASP that are located on the west side of Allen Road including the westerly extension of Transit Road across Sheppard Avenue West to Keele Street; northerly extension of Transit Road to provide a connection to Chesswood Drive / Sheppard Avenue West; and completion of the planning for Perimeter Road to run south from the future east-west section of Transit Road, connecting with Keele Street via Downsview Park Boulevard, as part of the Stanley Greene Neighbourhood.

Master Environmental Servicing Plan

A draft MESP report has been submitted with the Official Plan Amendment Application for 123 Garratt Boulevard and 70 Canuck Avenue and is currently under review by City staff.

The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, have started an Integrated Planning Act and Municipal Class Environmental Assessment Act Study ("EA Study") supporting the Update Downsview project.

One of the key deliverables of Update Downsview is a Master Environmental Servicing Plan ("MESP"), which will identify the transportation, water, wastewater, and stormwater infrastructure required to support the needs of existing and future residents, workers and visitors. The transportation work will consider a broader area, bounded by Finch Avenue West, Jane Street, Bathurst Street and Lawrence Avenue West. The City and applicant team have started this work through the EA Study. This supports the Secondary Plan update work the City is doing under the Planning Act.

Holding Zones

Zoning for any of the lands within the Secondary Plan area may include holding provisions in accordance with the Planning Act. Lands subject to these provisions shall be identified by the holding symbol "H" preceding the zone symbol on the map. The uses of land, buildings or structures that are permitted when the holding symbol is removed shall be specified in the Holding Zone By-law.

The Holding (H) Symbol may be removed in phases upon application by the owner to the City and only as the following plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to the

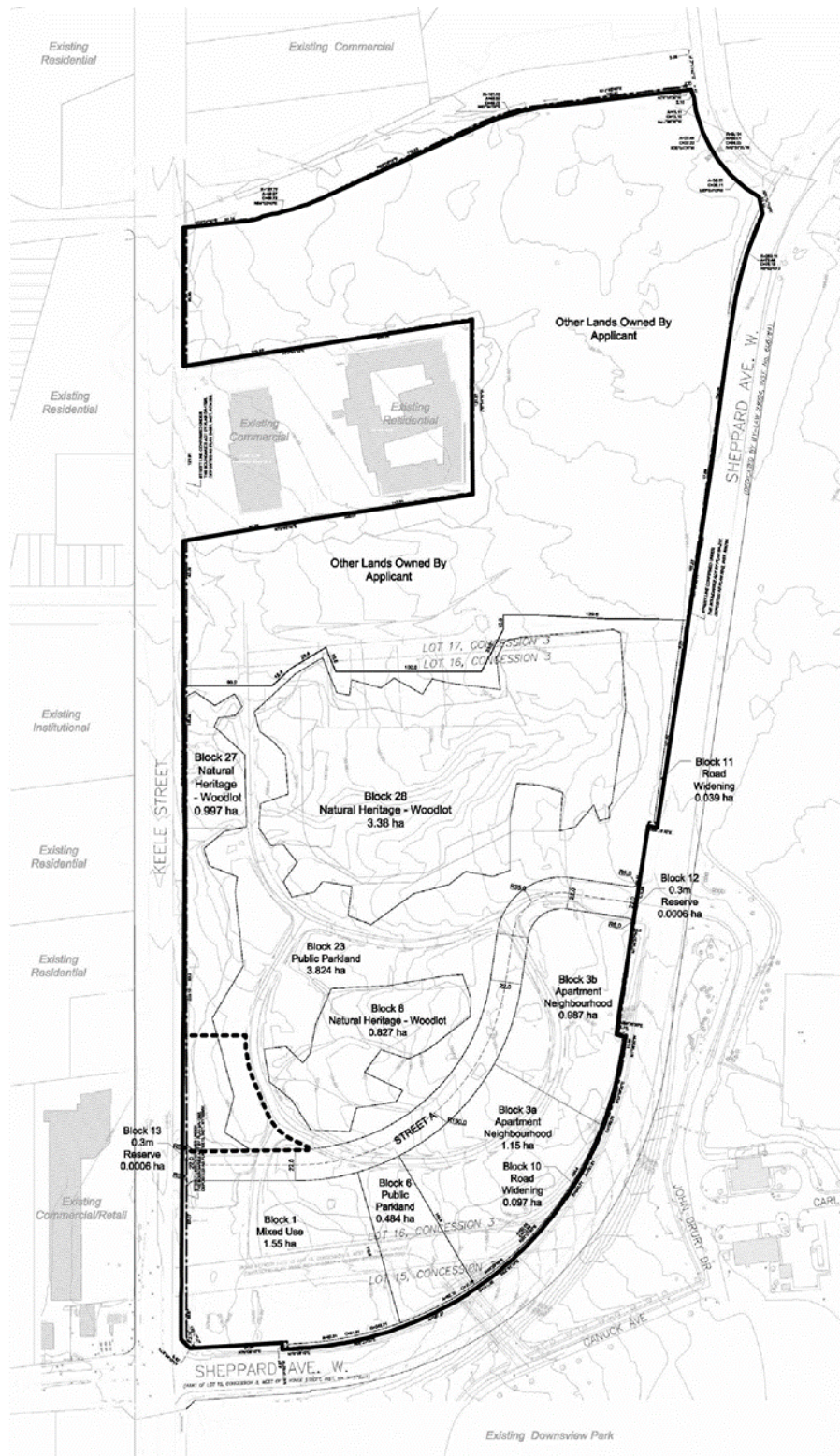
Ontario Heritage Act, Sections 111 and 114 of the City of Toronto Act, or Sections 37, 41, 51 or 53 of the Planning Act:

- a) Housing Issues Report;
- b) Urban Design Guidelines Update;
- c) Community Services and Facilities Strategies;
- d) Stage 2 Archaeology Assessment;
- e) Heritage Impact Statement;
- f) Natural Heritage Impact Study;
- g) Transportation Impact Study and Update;
- h) Servicing and Stormwater Management Report; and
- i) Consideration of financial implications and the timing of the provision of transit services and municipal infrastructure and services.

The requirements for the removal of the Holding (H) Symbol may be reduced upon consideration of circumstances unique to a development proposal or the achievement of required infrastructure or services.

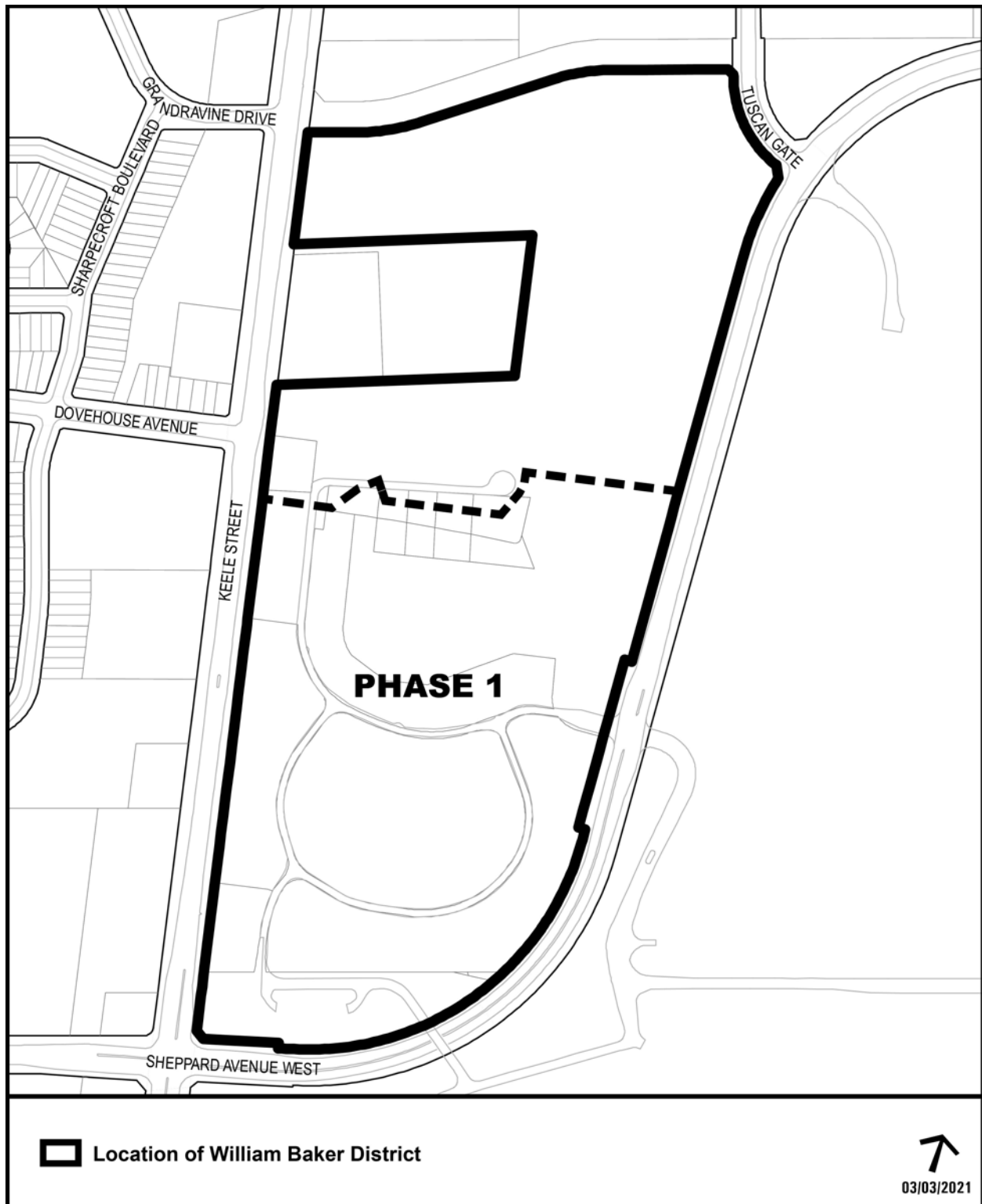
The Downsview Area Secondary Plan can be found here: <https://www.toronto.ca/wp-content/uploads/2017/11/902d-cp-official-plan-SP-7-Downsview.pdf>

Attachment 4: Draft Plan of Subdivision



Draft Plan of Subdivision ↗

Attachment 5: Location Map



Attachment 6: Conceptual Site Plan



Attachment 7: Existing Zoning Map



Zoning By-law 7625

1350 Sheppard Avenue West

File # 21 119571 NNY 06 02



Location of Application

RA	Suburban Residential Zone	C2	Local Shopping Centre Zone
RM1	Multiple-Family Dwellings First Density Zone	M1	Industrial Zone One
RM2	Multiple-Family Dwellings Second Density Zone	M2	Industrial Zone Two
RM4	Multiple-Family Dwellings Fourth Density Zone	MC	Industrial-Commercial Zone
RM5	Multiple-Family Dwellings Fifth Density Zone	A	Airport Hazard Area Zone
RM6	Multiple-Family Dwellings Sixth Density Zone	O1	Open Space Zone
C1	General Commercial Zone	O3	Semi-Public Open Space Zone



Not to Scale
Extracted: 03/03/2021

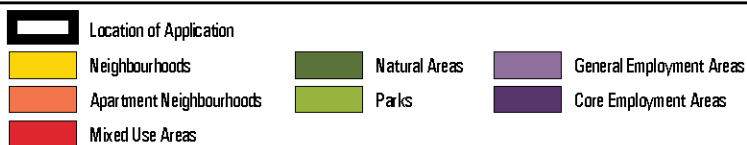
Attachment 8: Official Plan Land Use Map



1350 Sheppard Avenue West

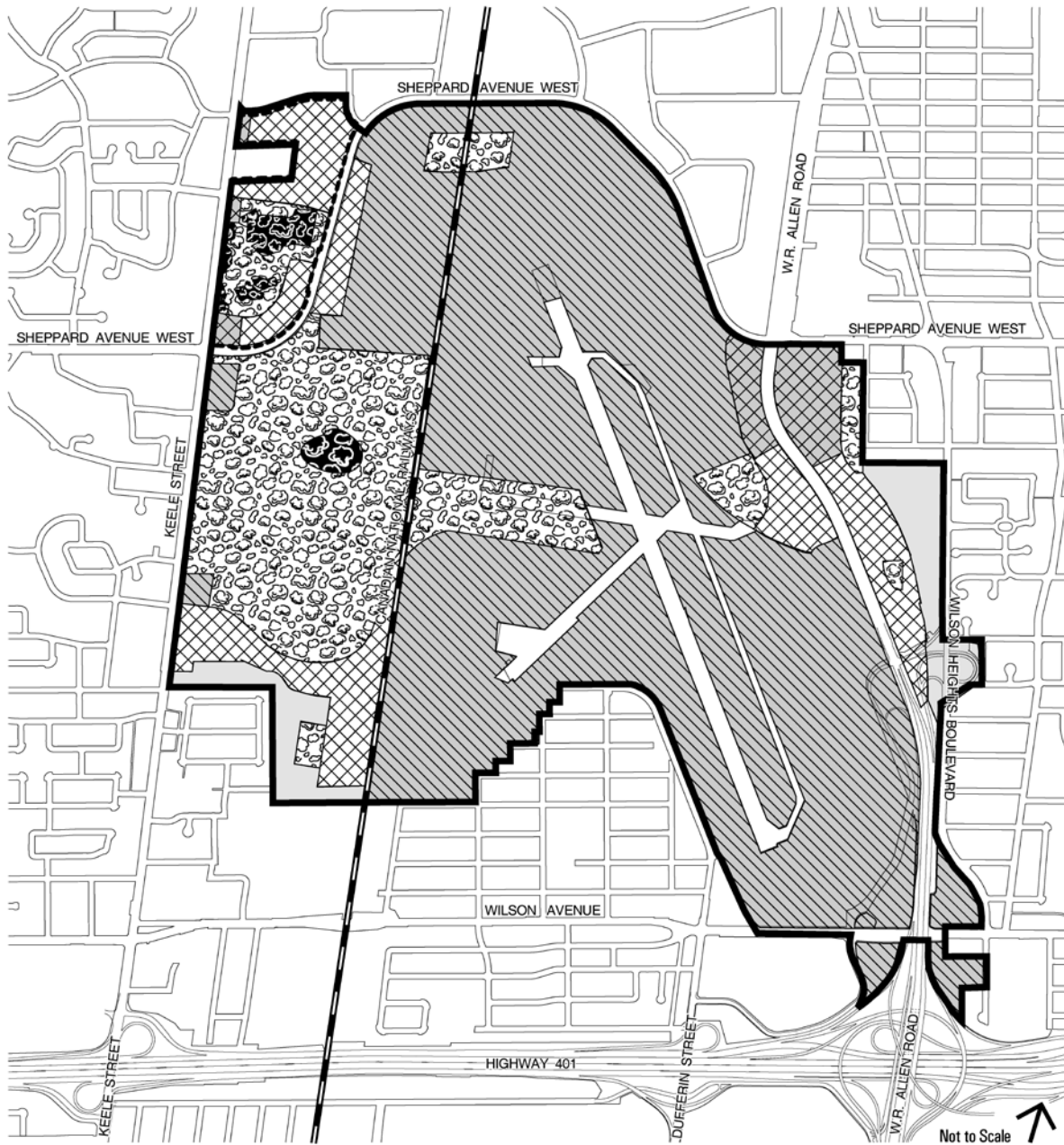
Official Plan Land Use Map #16

File # 21 119571 NNY 06 02



Not to Scale
 03/03/2021

Attachment 9: Downsview Area Secondary Plan Land Use Map



Downsview Area Secondary Plan

MAP 7-9 Land Use



February 2010