

Update Downsview: Draft Secondary Plan and Draft Community Development Plan Priorities - Status Report

Date: April 13, 2023

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Ward 6 - York Centre

Planning Application Number: 21 166685 NPS 00 OZ

SUMMARY

This report brings forward the draft Downsview Secondary Plan, the draft Priorities for the Community Development Plan and provides updates on the Urban Design and Public Realm Guidelines and the Master Environment Servicing Plan all under development for Update Downsview.

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

Over 30 years and at full build-out, it is anticipated that the Secondary Plan Area will accommodate up to 110,000 new residents (60,000 units) and 47,000 workers, representing one of the largest city-building efforts in the history of Toronto. This is a transformative opportunity to stitch existing and new communities together, enabling the development of more resilient, equitable and connected communities. The Plan is centred on two goals – climate resilience and environmental sustainability, and achieving equitable outcomes for Indigenous, Black and other equity-deserving communities.

The Study involves three integrated streams of work:

- an update to the land use planning framework that includes a revised Secondary Plan, Urban Design Guidelines, and a Master Environmental Servicing Plan;
- the establishment of a Community Development Plan, including a local economic opportunities plan; and
- comprehensive engagement.

This report concludes the second phase of the Study. The recommendations advance the Study to its third phase, including further stakeholder and public consultation, and final planning recommendations in early 2024.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the Chief Planner and Executive Director, City Planning to use the draft Downsview Secondary Plan, found in Attachment 1 to the report (April 13, 2023) from the Chief Planner and Executive Director, City Planning as the basis for further stakeholder and public consultation.
2. City Council direct the Chief Planner and Executive Director, City Planning to use the draft Downsview Secondary Plan, found in Attachment 1 to the report (April 13, 2023) for the basis of further discussion and to guide further review of any development applications submitted within the draft Downsview Secondary Plan Area.
3. City Council direct the Executive Director, Social Development, Finance and Administration and the General Manager, Economic Development and Culture to use the draft Priorities of the Community Development Plan, found in Attachment 2 to the report (April 13, 2023) from the Chief Planner and Executive Director, City Planning as the basis for further development of the Community Development Plan and as a guide for the second phase of community engagement.
4. City Council requests the Executive Director, Social Development, Finance and Administration and the General Manager, Economic Development and Culture to bring forward a proposed Downsview Community Development Plan and associated resource requirements for City Council to recommend for the Mayor to consider in preparing the 2025 budget, guided by the Community Development Framework and results of community engagement.

EQUITY IMPACT STATEMENT

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

The updated Secondary Plan ("Plan") can facilitate investment and development that supports equity-deserving groups and vulnerable residents of Toronto. This includes a recommended planning framework focussed on the creation of complete communities for people in all stages of the life cycle through the delivery of a mix of uses that provide choices for housing and mobility options, a variety of employment opportunities, community services and facilities and parkland, and green infrastructure.

The Study deliverables will inform anticipated growth and investment decisions with relevant equity considerations that reflect the needs of Indigenous, Black, and equity-deserving communities disproportionately impacted by structural barriers related to education, employment and health etc. as well as institutional racism.

The Study has and will continue to provide opportunities for engagement with community members and stakeholders including Indigenous, Black, and equity-deserving communities, racialized populations and low-income communities through various approaches, including meetings, workshops, and surveys. A part of the Study, the Community Development Plan ("CDP") will draw on partnerships with the private and non-profit sector, the City's policy levers and other orders of government to address community priorities as it relates to housing, community services and facilities, parks and open spaces, inclusive economy, workforce development, and social procurement.

Through its interdivisional and participatory approach, the Study will advance a number of the City of Toronto's equity strategies and commitments including the Reconciliation Action Plan, the Toronto Action Plan to Confront Anti-Black Racism, the Toronto Community Benefit's Framework, the Toronto Poverty Reduction Strategy, the Toronto Seniors Strategy, the Toronto Strong Neighbourhoods Strategy, the Housing TO Action Plan, and the Economic Development and Culture Divisional Strategy, along with forthcoming strategies including the City's new Culture Plan, to be completed in 2024.

FINANCIAL IMPACT

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

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

REPORT OUTLINE

This report is structured as follows:

- Decision History
- Policy Considerations
- Update Downsview Purpose, Deliverables and Schedule
- Aligned Initiatives
- Impact of Legislative Changes
- Draft Secondary Plan
- Draft Community Development Plan Priorities
- Urban Design and Public Realm Guidelines
- Master Environmental Servicing Plan
- Public, Stakeholder and Indigenous Engagement

- Next Steps

DECISION HISTORY

Update Downsview: Status Update and 123 Garratt Boulevard and 70 Canuck Avenue – Official Plan Amendment Application – Status Report (May 2022)

This report provided a status update on the Update Downsview Study and provided an update on the review of the Official Plan Amendment (“OPA”) application submitted by Canada Lands Company Ltd. and Northcrest Developments (“Applicants”) for the lands at 123 Garratt Boulevard and 70 Canuck Avenue, which includes the Bombardier Downsview Airport. The report set out 17 Emerging Directions to support the establishment of liveable, complete, resilient and transit-oriented neighbourhoods by prioritizing equity and reconciliation, climate action, health and wellbeing. The Emerging Directions have guided and informed the preparation of the Update Downsview Study deliverables, including an updated vision and policy framework.

The report can be found at: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH34.11>

Additional reports on the in-force Downsview Area Secondary Plan and the process that led to Update Downsview can be found within the Decision History of the report linked above.

POLICY CONSIDERATIONS

The draft Secondary Plan is guided by Provincial Plans and the Official Plan policies that provide for the creation of complete communities around transit infrastructure, characterized by walkable environments with an appropriate scale and mix of uses along with supporting community services and facilities. The draft Plan is consistent with the Toronto Official Plan (2006) as amended, Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

The Provincial Policy Statement, 2020 (PPS) highlights transit-supportive development as one of the keys to the economic prosperity of communities. Transit-supportive development is defined as "development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit". The PPS states that transit-supportive development is often "compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system."

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

strategic framework for managing growth and environmental protection in the GGH region, of which the City forms an integral part, including:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- 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 vibrant public realm;
- achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connects transit to where people live and work; and
- supporting a range and mix of housing options, to serve all sizes, incomes and ages of households.

The Official Plan provides for the integration of land use and transportation when creating new neighbourhoods centred on public focal points, including parks, open spaces, public streets and community facilities. SASP 596 establishes the base policy parameters for updating the 2011, in-force Downsview Area Secondary Plan (“DASP”), including developing a new land use plan, requirements for non-residential floor area (1.114 million square metres - approximately 12 million square feet) and phasing requirements to ensure that non-residential development keeps pace with the introduction of new residential uses. Further policies include requirements related to minimum affordable housing, meeting the highest levels of the Toronto Green Standard, and appropriate planning and phasing of community services and facilities, transportation and servicing infrastructure.

The draft Plan is consistent with the Provincial Policy Statement, conforms with the Growth Plan, and has been developed within the context of the Official Plan. The Downsview Secondary Plan Area (“Plan Area”) is an appropriate location to promote transit-supportive development, as directed by the policy framework, including high-density, mixed-use development, given the presence of three subway stations and a GO Transit station. The proposed densities in the draft Plan will contribute to achieving the population and employment targets in the Growth Plan. The policies of the draft Plan promote intensification and a mix of land uses, and set the foundations for a healthy, sustainable, well-connected community. The draft Plan incorporates requirements that facilitates active transportation and diverse recreation options, as well as fosters community and social interaction within new complete communities. The draft Plan allocates space for new parkland, identifies new linkages throughout the community that align with existing trails and provides access to new and existing open spaces and natural features. These provisions will help to promote and support an active, healthy and connected community.

UPDATE DOWNSVIEW PURPOSE, DELIVERABLES AND SCHEDULE

In September 2021, City Planning initiated the Update Downsview Study (“Study”) following the approval of Site and Area Specific Policy (“SASP”) 596 and in anticipation

of the OPA application submitted to the City in October 2021 by Northcrest Developments and Canada Lands Company. The Study's purpose is to ensure future anticipated growth is efficiently managed to further establish the Plan Area as a unique place, informed by its rich history, to live, work, shop, play, learn and relax, and to intensify close to the three TTC subway stations and GO Transit train station on the periphery.

The deliverables of the Study are as follows:

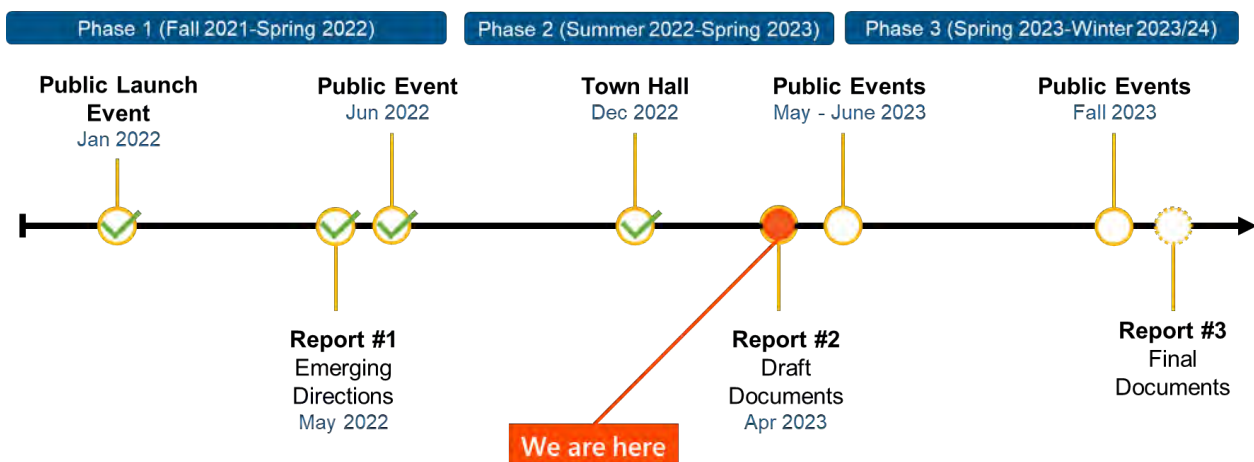
Figure 1: Update Downsview Deliverables



This report brings forward a draft of the Secondary Plan, the draft priorities of the Community Development Plan, an outline of the Urban Design Guidelines and an update on the Master Environmental Servicing Plan. Work on the Zoning By-law is ongoing and consultation on the by-law will be part of the next phase of the project.

The Study is organized in three phases and this report concludes Phase Two and outlines the direction for Phase Three. Phase Three includes further analysis and public engagement on the draft documents attached to this report. Phase 3 will result in a final Secondary Plan, Community Development Plan, Urban Design Guidelines, Zoning By-law and Municipal Environmental Servicing Plan.

Figure 2: Update Downsview Schedule



ALIGNED INITIATIVES

There are a number of applications and initiatives both within and adjacent to the Plan Area which are being reviewed concurrently with the development of the Study deliverables. These include:

- Official Plan Amendment Application (123 Garratt Blvd)
- Film Studio Application (10 Hanover Road)
- 1377 Sheppard Avenue West
- William Baker District
- Allen East District
- Northcrest 1st District (Taxiway District)
- Dufferin-Wilson Area Site and Area Specific Policy
- 3501 Dufferin Street Official Plan and Zoning By-law Amendment
- MTSA Delineations for the Downsview Park, Sheppard West and Wilson TTC stations
- Downsview Community Recreation Centre

Consultation and engagement has been coordinated wherever possible to reduce the number of meetings and ensure that communications regarding the Study, the applications, other active development applications and aligned initiatives are presented in a coordinated manner. Details on each of these aligned initiatives can be found at Attachment 3.

IMPACT OF LEGISLATIVE CHANGES

Recent changes to the provincial planning framework through Bills 197, 109, and 23 have significant impacts that staff are still considering. The policies contained within the draft Plan are based on what is known at this time as many of the regulations to implement the legislative changes have not been released by the Province. The policies within the draft Plan will be updated and expanded to address any legislative changes as the plan progresses to a final approval stage.

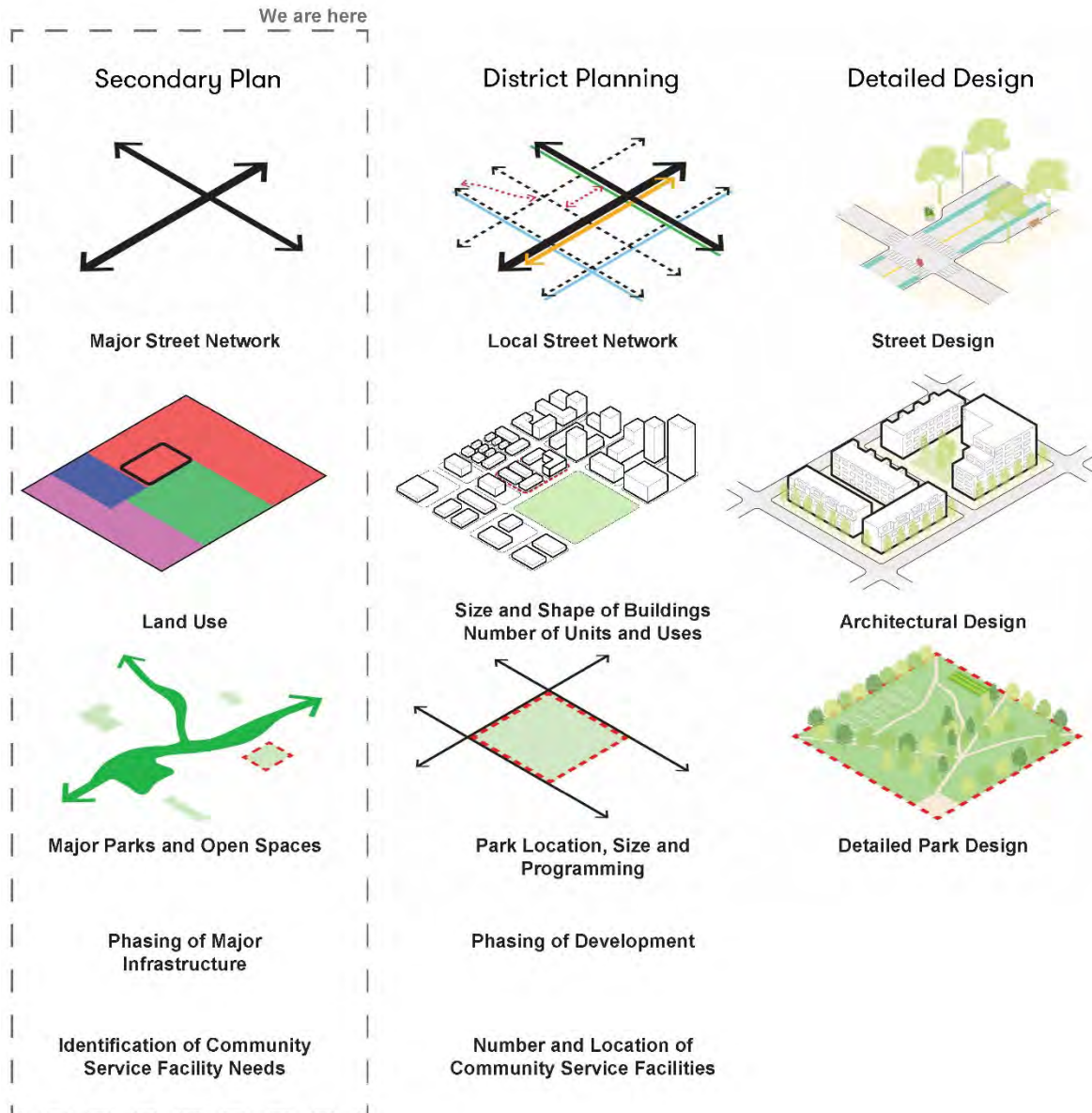
DRAFT SECONDARY PLAN

The draft Secondary Plan is a high-level, framework Plan which lays out the key structuring elements of the Plan Area. These include the major streets, transit stations, major parks, the Runway, Taxiway and Green Spine, the location and type of rail crossings, and targeted floor space indexes (“FSI’s”). Further refinements will be developed and secured through District Plans. The draft Plan proposed 15 Districts within the Area (Attachment 10). The District Plan process will serve to implement the Secondary Plan in a finer detail and will develop and secure the local street network, number, location and size of local parks, building locations, forms, and heights, and the number and location of community service facilities. Securing the process for delivering

affordable housing and phasing of development within a District will also be part of the District Plan.

It is anticipated that the Secondary Plan will be built out over 30 years. Therefore, the draft policies allow for flexibility so that over time new ideas and thinking can be implemented, guided by the overarching and framing goals and objectives. The relationship between the contents for the Secondary Plan and the District Plans is shown below and in Attachment 4.

Figure 3: Planning Policy and Design Hierarchy



The draft Plan builds on the Emerging Directions outlined in the May 2022 Status report, while considering and incorporating the feedback, questions and comments staff received through engagement and consultation held to date.

Vision and Objectives

Over 30 years and at full build-out, it is anticipated that the Plan Area will accommodate up to 110,000 new residents (60,000 units) and 47,000 workers, representing one of the largest city-building efforts in the history of Toronto. This is a transformative opportunity to stitch existing and new communities together, enabling the development of more resilient, equitable and connected communities. The Plan is centred on two goals – climate resilience and environmental sustainability, and achieving equitable outcomes for Indigenous, Black and other equity-deserving communities.

The communities that will make up the Plan Area will develop to be vibrant, attractive and complete places to live, work, play, visit and gather. Responding to the climate emergency, development within the Plan Area will prioritize climate resilience and environmental sustainability in the design of buildings, infrastructure and open spaces. Underpinning this vision is the recognition that some communities experience disproportionate impacts from climate change, highlighting the need to embed equity in this work. Every opportunity to contribute to climate resilience, sustainability, the natural environment and the urban tree canopy will be pursued throughout the Plan Area.

Through this transformation, the Plan Area will also emerge as an equitable complete community that prioritizes inclusive social investment and economic development opportunities, working to remove, reduce and mitigate barriers faced by equity-deserving communities. The emerging Downsview communities will be supported by a high quality public realm that leverages the area's rich cultural heritage, and creates connected, walkable neighbourhoods with a regionally significant concentration of economic activity and jobs, amenities, and social, cultural and recreational activities, so that everyone has an equal opportunity to thrive.

Structure

The Structure Plan identifies the major organizing elements including the existing and planned rapid transit stations, rail crossings, existing and planned major streets, new major parks and vital public realm elements including the Runway, Taxiway and Green Spine. The Structure Plan will ensure that the Plan Area develops in a manner consistent with the Vision and Objectives of the Plan. The Structure Plan can be found at Attachment 5.

Public Realm

The public realm consists of all public and private spaces to which the public has access. A map of the public realm elements is Attachment 7 to this report. It is a network that includes, but is not limited to, the parks, open spaces, streets and lanes, and portions of private and public buildings that are publicly accessible.

A generous, green and accessible public realm will be the primary organizing element for the Plan Area and the starting point for building a sustainable and equitable complete community. This includes ensuring that the distribution of parks and open spaces provides equitable access to a range of places for everyone in the emerging communities and contributes to integrating the natural environment within the built

environment through the concept of City Nature, which aligns with the City's Parks, Forestry and Recreation motto of "City within a Park."

Policies in the draft Plan refer to Map 7-3: Public Realm Plan which includes the various public realm elements that will form a network throughout the Plan Area. This network will contribute towards the long term resilience and sustainability of the area and will have a particular focus on Indigenous stories and cultures of the past, present and future, as well as links to cultural heritage and opportunities for public art. Specific policies related to the Runway and the Taxiway ensure these unique and vital spaces will be reconceived in a holistic and generous way totalling approximately 6 hectares of publicly accessible space.

The Runway is proposed to be the central organizing element and key public realm feature of the Plan Area. It will be just over 2 kilometres in length and will be a minimum of 20 metres wide, although it will expand at points along its length to a 60-metre width. It will be entirely publicly accessible and will not be regularly accessed by vehicles. Active uses will line the Runway and specific consideration of built form and the resulting microclimatic conditions of the Runway are being carefully analyzed to ensure thermal comfort and a comfortable pedestrian scale. Further work on defining the character of the Taxiway is ongoing.

Parks and Recreation

Park development and programming in the Plan Area will create healthy, active and green places that meet a range of outdoor needs for residents, workers and visitors, and provide valuable spaces for natural habitats and systems. They will be comfortable spaces that support healthy lifestyles by allowing for active and passive recreation and social gathering, prioritizing safety, promoting a positive user experience, and contributing to improving physical and mental well-being.

Existing parkland and tree canopy coverage in the Plan Area are limited by the existing land uses and airport operations. In addition, residents in existing communities east of the Barrie GO line experience structural barriers to access Downsview Park. The draft Plan policies prioritize an improved public realm inclusive of new and expanded parks, increasing tree canopy coverage, connections to the natural environment, and landscaped open spaces throughout the area to contribute positively to the physical and mental health, social, and ecological needs of a community that will experience considerable growth and change throughout the horizon of the Plan.

Parks policies in the draft Plan are structured with a series of guiding principles that build on the vision, principles, and values of the Parkland Strategy. Parks in the Plan Area will be functional in shape and size for an array of recreational facilities and programming, support habitat creation and climate resilience, be visible, have a distinct character, and be connected, consolidated, and integrated with existing and/or adjacent public realm elements. Distribution of parks and open spaces will ensure equitable access for all ages and abilities. Major parks in the Plan Area, which are generally larger than one hectare in size, will be distributed within a five-minute walk from any residential dwelling or place of employment.

The draft Plan identifies planned and approved major public parks designated "*Parks*" on the Land Use Plan, Attachment 6. Designated major *Parks* range in size from one to four hectares, with the general scale and location shown on the Public Realm Plan (Attachment 7). Additional information on public parkland in individual Districts can be found in the site-specific policies of the draft Plan summarized in Table 1. A minimum of approximately 27 hectares of new public parkland is expected to be provided in the Plan Area to serve the future population. This does not include school yards and other privately owned, publicly accessible space which will be provided in addition to parkland.

Within the Plan Area, "Downsview Centre" occupies the largest proportion of land and is subject to an Official Plan Amendment application. The site specific policy for "Downsview Centre" identifies eight conceptual major parks containing a total of 14 hectares of parkland, with an additional 10 hectares of local parks to be identified and delivered through the development approval process. As proposed, the parkland provision rate for a total of 24 hectares of public parkland in "Downsview Centre" is approximately 2.6 square metres per person. This is classified as being among the lowest provision rates city-wide, per the Parkland Strategy. It is worth noting that "Downsview Centre" is adjacent to Downsview Park, which offers a minimum of 82 hectares of federally-owned and operated parkland. As noted in the Legislative Changes section of this report, the full impact of Bill 23 on the provision and dedication of parkland is being reviewed and studied by staff.

Table 1: Public Parkland in the Plan Area

District	Public Parkland	Total Size of Parks (ha)	Total Size of Parks (m ²)	Status
William Baker ¹	Phase 1 on-site parkland dedication. Proposed to be designated Parks in the DASP.	1.55	15,476	Council Approved
	Phase 2 (future development)	TBD through future application	TBD through future application	Phase 2 has not come forward yet
Allen East	New parkland and an expansion of an existing park to be dedicated through development.	1.67	16,700	Proposed
Wilson South (3621 Dufferin Street)	Parkland dedication approved on draft plan subdivision. Proposed to be designated Parks.	0.19	1,858.1	Approved and conveyed
Downsview Centre	Designated and required through Site-Specific policy.	14	140,000	Proposed
	Additional to be provided by Applicant.	10	100,000	Proposed
TOTAL		27.41	274,100	

¹ Council approved the dedication of 1.55 ha in Phase 1, and added a clause that required the applicant to hold a minimum area of 27,604 square metres as POPS for park and recreational purposes until the quantity of additional parkland for Phase 2 was determined based on applicable parkland dedication and the method for conveyance (on-site, off-site, CIL) was decided upon. The 27,604 square metres is not included above as it is POPS.

Parkland will be secured and delivered through parkland dedication as part of the District Plan and development application processes, in accordance with the City's Municipal Code, Chapter 415, Article III. Development in the Plan Area will prioritize on-site parkland dedication, with consolidation of local parks and major *Parks* being a priority.

Providing a range of park types and sizes is key to ensuring the delivery of parkland that can accommodate community-supportive facilities and programming. The City's Parks and Recreation Facilities Master Plan ("FMP") identifies strategic priorities for recreational facilities and provides direction for their delivery to meet the needs of communities. As part of the Study, a recreational facility land budget was undertaken for the conceptual major *Parks* in "Downsview Centre". It was found that the facility need generated by the anticipated growth would not be sufficiently accommodated within the proposed parkland, based on current FMP provision levels. Local parks will play a role in recreational service delivery as well, and the strategic distribution of facilities will be considered through district planning and in park design. Given the phased approach, there will be an opportunity to monitor park-based facility and program delivery over the lifespan of the development to assess needs, priorities, and changes in trends over time. This may also be revisited through the 5-year review of the Facilities Master Plan ("FMP") to ensure adequate facility provision. The Secondary Plan will inform and align with key Parks, Forestry & Recreation strategies and updates to the Parkland Strategy, FMP, and on-going Capital Budget planning considerations.

Privately Owned Publicly Accessible Spaces and Public Art

Privately Owned Publicly Accessible Spaces ("POPS"), mid-block connections and greenways will be located to integrate with the rest of the public realm network, including parks, open spaces and natural areas. They will be coordinated and designed to incorporate consistent features to ensure that they are clearly interpreted as components of the public realm. Public art will be secured in all phases of development facilitating the expression of the area's cultural and natural heritage, including Indigenous place-keeping and cultural expression, interpretation of cultural heritage resources related to the historic aerospace industry, and other themes that contribute to community identity and a sense of place.

Mobility

The Downsview Area has historically experienced the impacts of a number of physical barriers, including the Downsview airport, the rail corridor and wide arterial streets. These have had a strong influence on the area's transportation network, creating barriers across the lands and creating challenges for pedestrians, cyclists and transit users.

The Downsview Master Environmental Servicing Plan "(MESP)" forms the basis of the mobility network improvements required to service the growth anticipated in the Secondary Plan. The work undertaken for the MESP satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process.

The new vision for the Plan Area will establish a complete community with a full range of land uses, supported by a strong multi-modal mobility network connected to the surrounding street network. This integration between land use and mobility will enable a significant shift where walking, cycling and transit become convenient and attractive mobility options, reducing auto dependence. This mode share shift is a key theme in the draft policies and has informed many of the decisions leading to the draft planning framework.

The elements in the Mobility Network Map, shown in Attachment 8, focus on the efficient movement of people within and around the Plan Area with a heavy emphasis on walking, cycling and transit use. While only the major streets are shown on the map, all streets, including the local street network which will be developed at the District Plan stage, will contain wide sidewalks, consider the need for cycling facilities and provide safe access to the transit stations. Aligning with the draft Plan's objective of climate resilience is a green streets approach that will be applied to the design and construction of all new streets by adding to the urban forest with street trees, mitigating the urban heat island effect and supporting the decentralized stormwater management approach.

The Green Spine is a key structuring element that will run from the southern end of the Plan Area to Sheppard Avenue West in the north, along the west edges of the TTC Wilson Yard and the Department of National Defense lands. It will function as an active transportation corridor and an important location for green infrastructure including trees and major elements of the decentralized stormwater system. To accommodate these uses the Green Spine is proposed to be a minimum of 18 metres wide, with the ability to share elements when adjacent to streets and/or parks. The importance of this connection is highlighted by the requirement for it to be built in the first phase of development. The Green Spine is shown in Attachment 8: Map 7-5 Mobility Network.

Additions to the higher order transit network are considered in the draft Plan by requiring development to protect for a potential second GO Station in the area close to Wilson Avenue along the GO Barrie Corridor. In addition, the future alignment and design of a Sheppard subway extension from Yonge Street to the Study Area is encouraged and considered in the draft Plan.

The draft Plan includes five rail crossings, two of which will be full streets that cross under the rail corridor, and three of which will be active transportation bridges over the rail corridor. These connections will link amenities and development throughout the Plan Area. The rail crossings will be subject to further refinement as they are being evaluated as part of the required Environmental Assessment process.

Travel Demand Management (TDM) measures are aimed at encouraging people to take fewer and shorter single occupancy vehicle trips to reduce congestion. Shared Mobility Hubs are identified in the Secondary Plan. These are locations that include a mix of elements such as bike-share stations, car-share spaces, high-occupancy vehicle parking and ride share hailing points, which will be incorporated within development.

Policy direction is provided to minimize car ownership to reduce overall auto usage to encourage and maximizes the potential for parking to be easily removed or repurposed

to other, non-auto-related uses should parking demand decrease, including with respect to ownership structure, design, materials and location.

Land Use

The Plan Area will consist of a mix of land uses, some of which are existing and some of which are proposed to be changed from *Regeneration Areas* to other land use designations. The draft Land Use Plan is shown in Attachment 6. The Land Use Plan creates the opportunity for the development of a diverse, mixed-use community with a balance of residential, institutional, commercial and employment uses (eg. office, manufacturing, etc), and supporting community service facilities connected through a network of streets, parks and open spaces.

In addition to land designated *Mixed Use Areas*, a significant portion of the Plan Area will remain designated as *General Employment Areas* to accommodate employment uses that support the regional economy and provide the opportunity for stable, higher-income jobs generated by uses that cannot be accommodated in mixed use buildings. These include advanced manufacturing, biotech and film sector jobs. A mix of film, arts, and cultural jobs will be complemented by space for manufacturing for the production of goods. The TTC Wilson Yard and DND lands will remain designated as *Core Employment Areas* to recognize the continuation and possible expansion of these uses within the Plan Area.

The approach to designate *Parks* in the Secondary Plan allows for a degree of certainty in terms of overall parkland delivery. The provision of adequate parkland in the Plan Area is critical to establishing a complete community. It is anticipated that the vast majority of the estimated 110,000 new residents will be housed in mid- and high-rise buildings, meaning parks will play a vital role in providing communal space for active and passive recreation, access to green space and amenity areas.

Density

The draft target densities are shown as gross densities in Attachment 9. They are comparable to similar areas such as the Consumers Next Secondary Plan Area, the Tippet Road Regeneration Study Area and the Sheppard East Corridor Secondary Plan area. Gross density is calculated by taking the amount of development permitted (in square metres) and dividing that number by the total land area.

Higher density areas, up to 3.5 FSI (gross), have been located adjacent to existing transit stations, generally corresponding with Major Transit Station Areas (“MTSA’s”). These areas, which will include a mix of uses, can support the proposed targeted density as a result of the presence of rapid transit stations. Density in districts where existing buildings are retained for repurposing such as Downsview West (the Depot building) and Taxiway West (the Hanger buildings) have been allocated lower densities to account for the adaptive re-use of these important buildings. Districts located along the existing runway alignment have been assigned a uniform density of 2.5 FSI (gross) to maintain consistency along this structuring element, and reflecting their location in relation to the existing TTC and GO stations. Overall, each area’s proximity to the TTC

and GO stations, surrounding communities, the TTC yard, Highway 401 infrastructure or other land uses determined the density allocation.

Built Form

Details related to built form, including the specific placement of buildings, the height of buildings, setbacks, step backs and building design, will be considered and implemented through District Plans and area-specific Zoning By-laws, guided by the Urban Design and Public Realm Guidelines. However, important principles of built form are included as policies in the draft Plan, including directing that buildings will primarily be mid-scale (generally equivalent to the distance between buildings on opposite sides of the adjacent street), allowing tall buildings within Protected Major Transit Station Areas (“PMTSA's”), requiring a minimum of 30 metres between towers, supporting a positive micro climatic environment in the public realm, protecting important views and ensuring well designed amenity spaces.

Infrastructure, Energy and Environment

Together, climate resilience and environmental sustainability form one of the fundamental goals of this Plan. On October 2, 2019, City Council declared a climate emergency, and committed to accelerate ongoing efforts to mitigate and adapt to climate change. The climate emergency creates an imperative to both mitigate further changes to global climate - by reducing and eliminating carbon emissions - and to adapt to a future climate in the design of our urban environments. These can and should take a number of forms, including reducing the use of carbon intensive materials and activities, ensuring the efficient use of resources, supporting biodiversity, native species and pollinators, strengthening the connections between city and nature, contributing to the City's goal of 40 per cent tree canopy coverage, and planning for communities to be adaptable to shocks and stresses. All these actions must be viewed through an equity lens that recognizes that certain groups are disproportionately impacted by climate-related stressors.

Development in the Plan Area has the potential to demonstrate energy planning and stormwater management at a large scale. The scale of the anticipated development in Downsview means that emerging energy strategies, such as district energy systems and low-carbon, renewable, and thermal energy production can play a key role in establishing this as a net-zero emissions community. Further, the draft Plan supports managing stormwater through a decentralized system that leverages green infrastructure and nature-based solutions. Given the long-term timeline for development, approaches to sustainability and resilience will also be evaluated against best practices as they evolve, providing opportunities to pilot innovative strategies and incorporate green technology.

The Official Plan describes green infrastructure as "natural and human-made elements that provide ecological and hydrological functions and processes" including natural heritage features, parks, stormwater management systems, urban tree canopy, natural channels, permeable surfaces, and green roofs. In association with the Master Environmental Servicing Plan, the concept of green infrastructure (“GI”) is being considered for the Plan Area. GI is a nature-based approach to moving, retaining, and

absorbing rainwater in an integrated system. This approach to stormwater management has been encouraged in a number of City guidelines and policies including Toronto's Resilience Strategy and Official Plan Amendment 583. There are co-benefits to GI such as protecting and allowing for biodiversity to thrive, innovative approaches to resilience, and advancing a sense of environmental stewardship and eco-literacy. An integrated, systems-based approach to stormwater management that relies on a combination of green infrastructure and grey infrastructure is encouraged in the draft Plan to support climate resilience.

Housing

The Plan Area is anticipated to be home to approximately 110,000 new residents upon full build-out over 30 years and will therefore play an important role in achieving the City's housing targets. The draft Plan requires development to contain a full range of housing options to meet the spectrum of needs, including housing for seniors, multi-generational, deeply affordable, supportive and rent-geared-to-income housing. The range of housing includes a variety of unit types, sizes, tenures and affordability.

The draft housing policies build on the City Council-adopted Growing Up Guidelines (2020). The required percentages of 2- and 3-bedroom units (total of 40%), are consistent with other recently approved Secondary Plans, and reflect the application made by Northcrest Developments and Canada Lands Company. Securing these unit types ensures there is a diversity of housing stock contained within this new community that can attract and address the needs of a variety of household types.

The affordable housing requirements in SASP 596 have been brought forward into the draft Secondary Plan within the Downsview Centre SASP. A minimum amount of affordable housing must be achieved in the Plan Area through one or more of the following, or equivalent, delivery mechanisms:

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

In addition, designation of Protected Major Transit Area's allows the City to secure affordable housing through inclusionary zoning within those boundaries.

Community Services and Facilities

Community service facilities ("CS&F") are the buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies. They include community recreation centres, child care centres, libraries, schools and community agency space, providing services that support people in meeting their social needs and enhancing well-being, health and quality of life.

The draft Plan acknowledges the role of CS&F in building communities and as neighbourhood focal points where people gather, learn, socialize and access services. These facilities and the services they provide are essential components of a complete, vibrant, resilient and equitable neighbourhood and will contribute to positive outcomes as development unfolds. In particular, it is important to recognize how investment in these critical facilities serves communities whose needs are not currently being met in the Downsview area, including Indigenous, Black and equity deserving groups, youth, seniors and persons with disabilities.

Staff undertook a detailed review of the Plan Area's CS&F requirements. They are as follows:

- A minimum of 20 to 30 childcare facilities, or a minimum of 1,930 spaces, with a portion of these provided by the private market;
- Two to three community recreation centres;
- An expanded and/or relocated public library branch;
- Community agency space; and
- 11 elementary schools and 1 secondary school.

Given the land ownership and the structure of District Planning, it is anticipated that much of the required CS&F (with the exception of schools which are funded by the Province) will be provided when the District Plans advance and various City departments can assess future needs and funding, including in kind opportunities and funding through the use of development charges and the Community Benefit Charge.

Community Recreation Centres (“CRC’s”)

The 2011 Downsview Area Secondary Plan identified the need for a new community recreation centre ("CRC") that would include an aquatics area, including a lane pool, a double gymnasium and a multi-use space. The intent is to locate a Downsview CRC at the intersection of Keele Street and Sheppard Avenue West, within Parc Downsview Park. The Downsview CRC has been identified in the Council-approved 10-Year Capital Budget and the financial commitment for facility design is identified starting in 2032.

In the settlement secured through SASP 596 a minimum of one additional CRC located east of the Barrie GO line was identified to serve future populations and fill a gap on the eastern portion of the Study area with limited access to a CRC. Based on current per capita provision rates of 1 per every 34,000 residents set out in the City's FMP, a total of two to three CRCs would be required to serve the future community, including the Downsview CRC and one or two additional CRCs. The precise number, location and phased delivery of CRCs beyond Downsview CRC will be determined through subsequent planning processes, including District Plans, once development blocks are delineated.

Economic, Cultural and Social Development

The draft Plan supports the development of complete communities and is intended to encourage, attract and retain investment in a broad range of business and creative industry uses, across multiple sectors. In particular, the draft Plan recognizes the

Downsview Area as a local and regional employment node with unique opportunities to accommodate large scale employment uses that have significant impacts on the Toronto economy as a whole.

The draft Plan encourages opportunities that contribute to the economic vitality, liveability and amenity of the Plan Area and support equitable and inclusive economic development, meaningful employment opportunities and social and cultural investment. The draft Plan strives to establish a context where local businesses can thrive, along with business incubators and small-scale commercial spaces. The draft Plan also supports the provision of the infrastructure and space needed for social development.

The draft policies are intended to maintain and expand Downsview as one of the largest employment centres in the Toronto region with unique opportunities for land intensive major employment uses. Sub-policies detail the opportunities for varied economic activity in the Plan Area including advanced manufacturing, creative industries, and commercial, office and retail space, particularly in *Mixed Use Areas*.

The draft policies are also intended, alongside the Community Development Plan, to address the need for social, cultural and economic development within the Downsview Area that will enhance the lives of Indigenous, Black and equity-deserving communities. Community members will need access to spaces, institutional support and investments, as well as access to decision making processes that will influence development over 30 years. Beyond supporting Downsview as a place of employment growth through land use policy, future programming and partnerships can focus on local ownership, affordable commercial space, availability of critical product and services, social-purpose enterprises, and businesses owned by members of the Indigenous, Black and other equity deserving communities.

Implementation

The draft Plan is a high-level, framing plan, which will be followed by more detailed District Plans. Given this structure the Implementation section of the Plan is focused on what will be required as part of future district applications, monitoring, phasing and interim uses.

District Plans

The Plan Area will develop as a series of districts each with their own character and identity, local parks, local street network and required community facilities. The draft Plan creates 15 districts. District Plans will secure area-specific development principles and guidelines at a level of detail not possible within the Downsview Secondary Plan. 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.

The proposed Districts are shown in Attachment 10 and applications for a District Plan will be required to submit a variety of plans and studies to illustrate the proposed plan for the district.

Monitoring

A Transportation Monitoring program will be developed as part of each District Plan, in coordination with area stakeholders, to monitor development levels and travel patterns as the transportation network and associated improvements are implemented. Each program shall consider the influence of changing travel behaviour on mobility needs, the impact of new technology, land use and permitted density, and the supporting transportation infrastructure planned for the district. The program shall be coordinated with the Transportation Monitoring programs of other districts and incorporate the findings of any previous monitoring activity. The draft Plan's policies identify the scope of the Transportation Monitoring program.

In addition, a Stormwater Management Monitoring program will be developed as part of each District Plan to monitor development levels and stormwater management outcomes and efficiencies as the decentralized system is implemented. The program shall be coordinated with the Stormwater Management Monitoring programs of other districts and incorporate the findings of any previous monitoring activity.

Phasing

Development will be phased to ensure the orderly and efficient development of complete, connected communities supported by transit and transportation infrastructure, municipal servicing and stormwater management and community service facilities. Major infrastructure investment will be delivered in phases, to support the intended development of relevant districts. To preserve long-term flexibility, investment in infrastructure and relevant services will be built in time to support forecasted infrastructure demand. Phasing will have regard to the principles, strategies and conclusions outlined in the MESP. In addition, the Phasing Plans for each District will demonstrate how community service facilities, parkland, streets, active mobility connections, non-residential uses, as well as affordable housing will be provided in early phases of a District's development.

Interim Uses

While the ultimate development of the Plan Area is anticipated to realize the vision set out in the draft Plan, it is acknowledged that, in some instances, future uses may be introduced on an interim basis prior to development of a particular phase or site. Interim uses can proceed prior to the approval of a District Plan subject to required approvals.

Site Specific and Area Specific Policy Areas

The draft Plan contains a series of Site and Area Specific Policies that only apply to a portion of the Plan Area. These policies are either transferred from portions of the in-force, existing Downsview Area Secondary Plan or existing SASPs, as they reflect new requirements for a given area, or they relate to the area covered by the OPA application. The list of Site Specific Areas are:

- Downsview Centre
- Downsview Park
- Allen East

- Wilson South
- Dufferin Wilson Regeneration Area
- Wilson and Allen Road (SASP 789)
- William Baker

The maps for each of these areas can be found in Attachment 11.

Protected Major Transit Stations Areas

City Council delineated Major Transit Station Areas (MTSAs) through the Municipal Comprehensive Review. The City is awaiting Ministerial approval of the MTSA's. As part of the Study these delineations may be refined into Protected Major Transit Areas and will define minimum densities as required. The MTSAs are shown in Attachment 13 and a summary and link to the MTSA report is in Attachment 3.

Secondary Plan - Further Work

Refinement of the draft Plan policies will be completed through additional analysis and further engagement and consultation with the public and stakeholders. In particular additional work in the following areas is required:

- The breakdown of targeted densities into residential and non-residential minimums.
- Developing demonstration plans for the South of Wilson District in consultation with the landowners.
- Determining priority retail streets.
- Defining the targeted right-of-way widths for the proposed major streets.
- Determining the community service facilities that could be provided as in-kind contributions and generally locating the required facilities within the Plan Area.
- Defining the relationship between the CDP and the CS&F priorities to align implementation.
- Securing the details of the Runway to ensure public access, single ownership and other details.
- Continue discussions with Metrolinx and TTC on transit expansion opportunities, especially the Sheppard Subway Extension.
- Continue the work on developing the decentralized green infrastructure stormwater management approach for the Plan Area.
- Finalizing the required municipal servicing infrastructure and the implementation timeline in support of the development within the Plan Area.
- Understand implications of Bill 23 and Bill 109 to ensure policies of the final Plan are in conformity with applicable legislation.
- Determine applicability of an area-specific Zoning By-law.

DRAFT COMMUNITY DEVELOPMENT PLAN PRIORITIES

The Secondary Plan and the Community Development Plan will have overlapping goals and will also include some similar themes. The Secondary Plan will provide policy direction for the long-term development of the Area while the Community Development

Plan will include specific actions and commitments that are expected to evolve. Such changes will also be reflected in the partnerships and engagement of all the stakeholders including the City, the developers, residents, local businesses, community organizations and local institutions.

Figure 4: Community Development Plan Process and Next Steps



There are seven draft Priorities that have been identified by community members through engagement on the Community Development Plan. These seven priorities are:

1. Access to Healthy and Affordable Food
2. Access to Housing
3. Access to Employment Opportunities
4. Establishing an Inclusive Economy
5. Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies
6. Arts, Heritage and Education
7. Community Safety and Wellbeing

Under each of these draft Priorities, City staff have taken community suggestions on examples of actions to guide Phase 3 work. In Phase 3, City staff will continue to engage diverse communities - including Indigenous, Black and equity-deserving communities, 2SLGBTQIA+ communities and persons with disabilities - to delve deeper into particular concerns and prioritize short, medium and long terms actions. City staff will also work closely with community and the landowners to evaluate possible levers and partnerships to achieve the seven priorities. The draft Priorities are summarized below.

1. Access to Healthy and Affordable Food

Through the Downsview CDP community engagement process, community members identified the need for healthy and affordable grocery stores, restaurants, and urban agriculture including culturally relevant food, edible landscapes, community gardens and sacred medicines that will enhance the lives of Indigenous, Black, and equity-deserving residents across the neighbourhoods. Phase 3 work includes working with community members, farmers collectives and food security organizations to outline and prioritize actions to support food sovereignty and food justice.

2. Access to Housing

Community members mentioned that affordability of housing was a top priority for their communities especially Indigenous and Black communities. Community members shared that they would like to see rent-geared-to-income housing, supportive/transitional housing, senior's housing, artist co-op housing and affordable home ownership in Downsview. Community members also noted a need for larger unit sizes to serve intergenerational households. Indigenous communities particularly noted that they would like to build and own the housing on site for their communities. Phase 3 work includes working with the landowners and exploring housing options that could be included in the Plan Area over the course of the development.

3. Access to Employment Opportunities

Community members identified a desire for public and private investments that result in quality jobs and training opportunities for local residents. Community members emphasized the impact of a lack of employment opportunities for Indigenous and Black youth (from across the City of Toronto) as well as the need for quality jobs across labour force age categories. Community members would like to see plans that outline the local and social hiring opportunities with career pathways in Downsview across a variety of sectors including but not limited to construction.

Community members also noted that they would like to see a strategy to prioritize procurement from Indigenous, Black and other equity-deserving groups (i.e. social procurement) to support entrepreneurs to start and grow their businesses. Phase 3 work includes working with the landowners and exploring how to engage with employers to encourage them to outreach to local candidates and provide good jobs and career pathways; explore hiring and training opportunities in public and private sector infrastructure projects; invest in education and skills training; and complement workforce development supports.

4. Establishing an Inclusive Economy

As part of the engagement process City staff promoted awareness of Downsview's unique land designation as a general employment area and exciting opportunities of a film campus located on site. Community members noted that they would like to see small and micro-scale retail rather than big box stores. They appealed for greater support for local entrepreneurs to start and grow their own businesses. Community members also emphasized avoidance of payday loan establishments and protecting existing businesses that operate on the existing footprint (i.e. the Downsview Merchant and Farmers Market). Phase 3 work could include actions to address displacement of local businesses. It will also promote awareness and accessibility of City of Toronto business supports; link entrepreneurs to affordable and appropriate space for business start-ups and locally owned, independent and community serving businesses; and support social enterprise models that produce key goods and services while also advancing employment and ownership opportunities.

5. Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

Community members indicated that there was an absence of indoor and outdoor recreational spaces in and around Downsview. Swimming and skating facilities were cited as unmet needs. Community members emphasized the lack of community agency space to deliver critical services (community health, medical and disability services, senior services, arts and culture services, food services, etc.). The Indigenous community particularly noted that they need to venture downtown Toronto when seeking most of their services. Phase 3 work includes outlining and prioritizing human service agency needs in the area and working with developers and non-profit funders on interim and long-term spaces that can be dedicated exclusively and non-exclusively to agencies or organizations offering these services.

6. Arts, Heritage and Education

Community members noted a need for schools integrated with childcare facilities. The Indigenous community specifically emphasized the need for an Indigenous public school and childcare facility. Through the engagement process, local artists and creatives identified the need for additional support in the form of resources, space and opportunities to continue to build a thriving, vibrant and sustainable local arts and culture ecosystem. Community members emphasized the need for a variety of dedicated community-run arts spaces, as well as access to funding and development opportunities that would nurture local artists and organizations' capacity to contribute to growth and sustainability. They also emphasized the importance of opportunities for community members of all ages to engage locally in arts and culture. Phase 3 work will investigate actions to connect local artists with resources such as partnerships, funding, mentorship and professional development opportunities in order to advance careers in the arts and creative industries; and identify needs and opportunities for access to affordable arts and culture space and programming; and identify opportunities for heritage interpretation. Relevant action items will also inform the Downsview's Public Art Master Plan that will be elaborated in 2023-2024.

7. Community Safety and Wellbeing

Community members emphasized the need for physical, mental, emotional, and spiritual wellbeing. The Indigenous community particularly noted the need for Indigenous place-keeping and place-making and ceremonial spaces to support healing and connection to the land. Community members identified the need for community health care facilities, mental health and vulnerability supports, strengthening, aligning and expanding capacity of collaborative harm reduction strategies and creating community spaces, as well as advancing safe, affordable and culturally-accessible spaces that support a sense of community and belonging. Phase 3 will explore and prioritize actions as well as identify resources including partnerships to support community safety and wellbeing.

The Community Development Plan will be a living plan with ongoing monitoring and evaluation as well as a scheduled update process to foster economic and social opportunities. It will require an ongoing commitment of staffing and programmatic

resources. Phase 3 will focus on developing a phased action plan in collaboration with all the stakeholders, to support the identified community priorities.

URBAN DESIGN AND PUBLIC REALM GUIDELINES

The Urban Design and Public Realm Guidelines (“UDG”) will support the Secondary Plan, and provide additional guidance and direction regarding key public realm and built form elements for the Plan Area. Along with policies in the Secondary Plan, the UDG will support ongoing implementation, provide a broad perspective for incremental development and offer guidance to assist in the review of future development applications. The UDG will consider public and Indigenous consultation outcomes, City division input and similar contributions throughout the Secondary Plan process for incorporation in the guidelines. Implementable actions related to public realm and built form elements identified by the CDP may also be considered in the UDG.

The draft Urban Design Guidelines Outline is contained in Attachment 12. The UDGs start with the following sections; Introduction, History and Commemoration, Indigenous Place-making and Urban Design and City Nature: An interconnected public realm network. The next section, Structural Elements Guidelines, addresses the unique geographical features within the Downsview area and consist of; The Runway, The Taxiway, The Green Spine, Greenways, Rail Crossings and Streetscape Character. The last section, Area Wide Guidelines, addresses the entire Downsview area and entails the Built Form Approach.

Individual chapters in the UDGs will contain an introductory vision statement, a function and objectives section and develop specific guidelines. This will be supplemented by diagrams, sectional drawings, photos and 3D models illustrating the intent and provide additional information that assists in the interpretation of the UDGs.

Along with the Downsview Secondary Plan and UDG, future development applications in the Plan Area will be evaluated on the basis of other City-wide Guidelines as applicable. As District Plans are developed, each District Plan will require a set of UDG at the district scale to provide further direction and detail related to the public realm, built form and sustainability amongst other matters.

MASTER ENVIRONMENTAL SERVICING PLAN

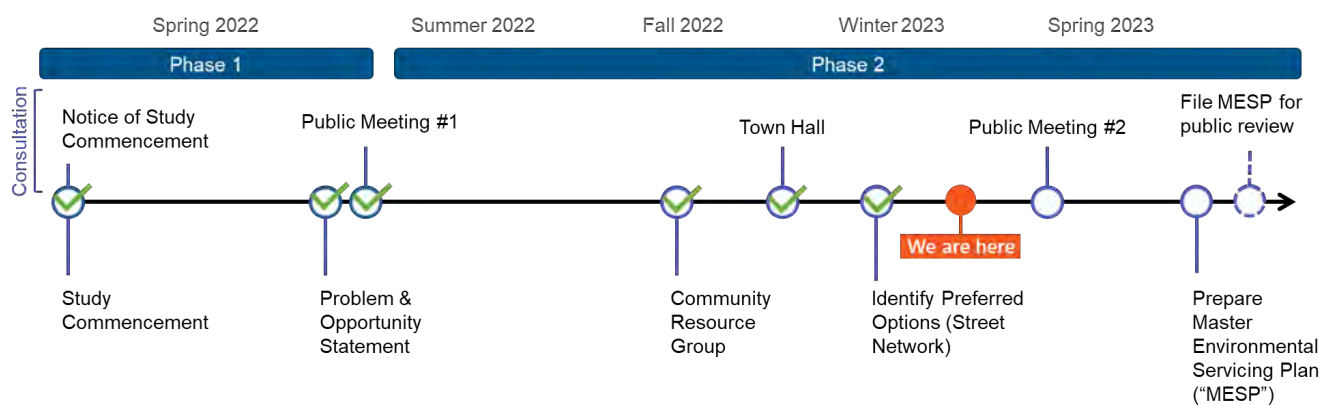
Background

A Master Environment Servicing Plan (“MESP”), including a detailed phasing strategy for the full 30 year build-out of the Plan Area, is a key deliverable for this project in coordination with the Secondary Plan and the Community Development Plan. The MESP will provide infrastructure analysis and conceptual designs to direct the review and refinement of subsequent planning applications and required capital works within the Plan Area, leading to the provision of infrastructure such as watermains, sewers and roadways. The MESP will fulfill requirements under the *Environmental Assessment Act*

for the implementation of public infrastructure in Ontario. The Environmental Assessment (“EA”) process is applicable to all municipal infrastructure, providing decision makers with information needed to evaluate and approve capital projects.

Primary objectives of the MESP include delivering a Transportation Master Plan to influence the transition away from vehicular travel for most daily trips by project build-out (2051). This is supported by providing dedicated transportation corridors for pedestrians and cyclists in addition to complete street corridors for all travel modes. The MESP also will establish guiding principles for a decentralized stormwater management approach to reduce both engineered infrastructure and downstream impact to the natural environment. Each District is expected to achieve its respective stormwater management (“SWM”) targets as part of the overall SWM objectives.

Figure 5: Environmental Assessment Schedule



Transportation

The most recent MESP work is focussed on Phase 2 of the EA process, identifying and evaluating alternatives for a major street network – the main streets that provide the framework routes for people to move around within the community and to connect to the existing transportation network. Earlier project work identified significant opportunities to improve transportation connections for all modes of travel where physical barriers make it more difficult for people to move around efficiently. Examples like the airport perimeter will be lifted through the planning approval process but others like the GO Barrie rail line will remain and must be fully considered.

After creating and evaluating a long list of alternatives for the major street network a comprehensive evaluation of viable alternatives to frame the proposed development was completed. The result includes two (2) east-west streets (Image 5) and two (2) north-south streets (Image 6), inclusive for pedestrians, cyclists, transit and vehicles. These streets will support the continued planning of local streets to be determined as part of future District Planning approvals.

Figure 6: Preferred E/W Major Street Alignments

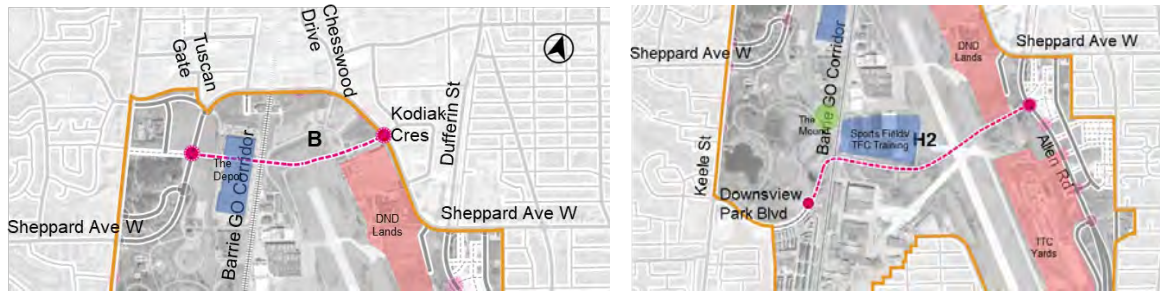
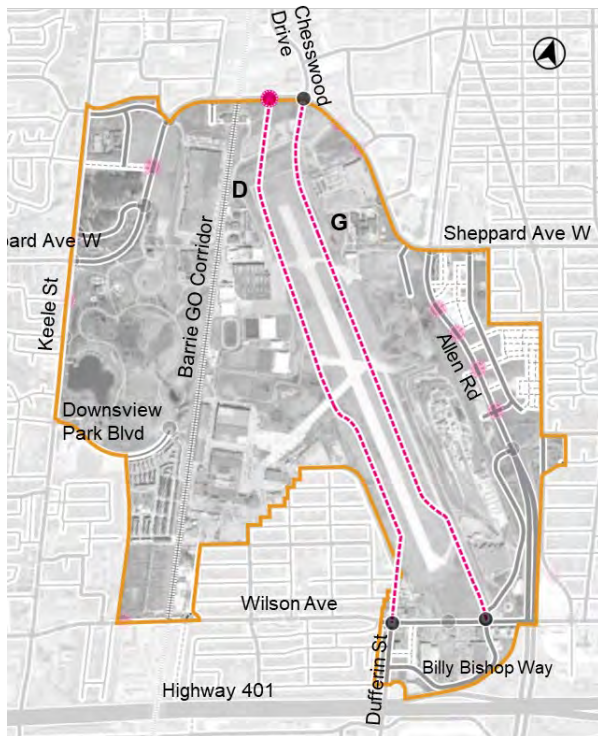


Figure 7: Preferred N/S Major Street Alignments



The major street network considers two (2) new crossings of the Go Barrie line, in addition to existing major street crossings at Sheppard and Wilson. In addition to this, three (3) additional crossings are recommended for pedestrians and cyclists only (no vehicles). Connections to the existing streets is also a major consideration to make sure the surrounding transportation fabric is integrated with the proposed new streets. All these elements are shown in Attachment 8.

Servicing

In conjunction with the development of options for the street network and the intended land use designations, the water, sanitary and storm water management servicing options are also being evaluated. Short listing of preferred alternatives to support these infrastructure needs is underway and includes the assessment of existing municipal

infrastructure capacity to support the proposed development in conjunction with planned growth.

A few capital projects are planned to be implemented in the near future, in support of the development from the Downsview Plan Area, and are being coordinated with the Downsview project team to ensure they provide sufficient capacity to support the development. The required municipal servicing infrastructure and upgrades within and outside of the Plan Area as well as the timing of the implementation will be outlined in the MESP to ensure orderly development in the area.

Recommendations for transportation and servicing will be included at the completion of the project work for final approval by Council. Pending recommendations and Council approvals, the project would proceed with Phases 3 and 4 of the Environmental Assessment process to complete more detailed design direction and cost estimates in conjunction with anticipated planning applications for District Planning approvals with the Update Downsview study area.

PUBLIC, STAKEHOLDER AND INDIGENOUS ENGAGEMENT

Engagement for the Study has been organized around the three Study phases, with Phases 1 and 2 now complete. City staff continue to work closely with the Applicants to coordinate and align engagement activities where appropriate. Below is an overview of the work completed in Phases 1 and 2.

Phase 1 Engagement

Phase 1 took place between January 2022 and May 2022. It centred around a virtual Public Launch Event which launched and raised awareness of the City-led Update Downsview Study as well as sought public feedback on the Study and the OPA application. The engagement built upon the outreach and consultation completed by Northcrest Developments and Canada Lands Company prior to the submission of their Official Plan Amendment application. The information boards, consolidated meeting summary, short animated video, and City and Applicants presentations from the Public Launch Event can be found under 'Meetings & Events' on the Study webpage: www.toronto.ca/UpdateDownsview.

Phase 2 Engagement

Phase 2 activities took place between June 2022 and March 2023 and built on the input received in the prior phase. Throughout Phase 2, City staff coordinated and presented at the events to providing direct support to the series of public engagement activities. In total, the activities engaged more than 900 residents, stakeholder groups, local businesses and members of the general public.

Phase 2 used a mix of engagement approaches including in-person and virtual meetings and web-based tools in an effort to reach a broad cross-section of the community. Phase 2 focussed on obtaining feedback on the Emerging Directions of the Secondary Plan, EA Study and CDP Framework draft priorities, as well as additional

input to consider as the Study progresses. The public engagement activities also provided information on the OPA application.

To kick off Phase 2, City staff hosted an in-person pop-up at Downsview Public Library from June 20 to 25, 2022, with a virtual Public Meeting on June 20, in-person questionnaires and an online survey. The information boards, presentations, engagement dashboard and comprehensive 'What We Heard' Reports can be found on the Update Downsview Study webpage under 'Meetings & Events': www.toronto.ca/UpdateDownsview.

Following the June 2022 engagement activities, ongoing Phase 2 engagement focused on providing updates and obtaining feedback specific to the EA Study and CDP Framework draft priorities. The City's engagement activities included:

- Online survey
- Virtual meetings with Indigenous Rights Holders
- Indigenous Community Sharing Meeting
- Virtual focus groups with local small businesses, seniors, resident-led and grassroots groups, disability-inclusion, arts and culture
- Virtual Indigenous focus groups with youth, elders, 2-Spirit peoples, and women
- Two hybrid Community Resource Group ("CRG") meetings
 - The CRG was established by the Applicants through their id8 Downsview process and is made up of a diverse mix of organizations and individuals representing a range of sectors, interests, communities and geographies within and surrounding Downsview.
- Virtual Town Hall (hosted by id8 Downsview; joint meeting with presentations from the City, Northcrest Developments and Canada Lands Company)
- Virtual Partnership and Accountability Circle
- In-person Italian Community Meeting (hosted by Northcrest Developments and Canada Lands Company)
- Additional input from area residents and stakeholders (i.e. phone calls, e-mails)

The Update Downsview e-updates and City Planning social media accounts (i.e. Twitter, Facebook and Instagram) were also used to provide updates on the Study and promote engagement activities. Engagement summaries of the input received from July 2022 to March 2023 can be found in Attachment 14 and on the Study webpage.

The following section provides additional information on engagement activities specific to the draft priorities of the CDP Framework.

Community Development Plan Engagement

The City also organized more in-depth outreach regarding the CDP in addition to receiving feedback through the broader Update Downsview engagement. This engagement on the CDP Framework was designed around the principles of equity, reciprocity, transparency and meaningful participation. Comprehensive engagement was conducted with residents, Indigenous communities, stakeholder groups and local businesses to identify needs, priorities, and aspirations. The process created avenues

for residents and communities within the four quadrants of the Downsview area to actively engage in and influence the city building process. It was informed by an Equitable Community Engagement Terms of Reference co-designed with Black community leaders in collaboration with the City's Confronting Anti-Black Racism Unit.

Through an open Request for Expressions of Interest process, the City of Toronto partnered with the Jane Finch Community and Family Centre, the local United Way anchor agency, to facilitate community engagement for Update Downsview, with a particular focus on gathering input on the CDP Framework draft priorities. This approach builds on the principles set out in the For Public Benefit: City of Toronto Framework for Working with Community-Based Not-For-Profit Organizations, which addresses the role of local organizations in promoting community vitality and helping residents participate in civic life. Engagement facilitated by the Jane Finch Community and Family Centre included outreach, interviews, and focus group conversations.

A separate stream of Indigenous engagement, through Nbisiing Consulting, included focus group conversations, an Indigenous sharing meeting as well as input from First Nations and traditional caretakers. The focus group conversations focused on gathering input on the CDP Framework draft priorities.

All focus groups facilitated by Nbisiing Consulting and the Jane Finch Community and Family Centre were attended by staff representing the City, Northcrest Developments, and Canada Lands Company.

The meeting summaries for the focus groups can be found on the Study webpage under 'Meetings & Events'.

NEXT STEPS

As the Study moves into Phase 3, consultation on the draft Secondary Plan, draft Community Development Plan Priorities and the Environmental Assessment will continue through the Spring and Summer of 2023. Engagement with the Indigenous Rights Holders and the Indigenous communities, as well as with the Black and other equity-deserving communities will continue to be prioritized as Study deliverables are finalized. City staff expect to bring forward a report with final recommendations and next steps to City Council in early 2024.

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SIGNATURE

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ATTACHMENTS

- Attachment 1: Draft Downview Secondary Plan
- Attachment 2: Draft Priorities of the Community Development Plan
- Attachment 3: Aligned Initiatives within and adjacent to the Secondary Plan Area
- Attachment 4: Relationship between the Secondary Plan and the District Plans
- Attachment 5: Structure Plan
- Attachment 6: Land Use Plan
- Attachment 7: Public Realm Plan
- Attachment 8: Mobility Network Map
- Attachment 9: Density Map
- Attachment 10: District Map
- Attachment 11: Site and Area Specific Policy Areas
- Attachment 12: Draft Urban Design Guidelines Outline
- Attachment 13: Major Transit Station Areas
- Attachment 14: Engagement Summary Report

Attachment 1: Draft Downview Secondary Plan
(Attached separately)

Attachment 2: Draft Priorities of the Community Development Plan

DRAFT Community Development Plan Priorities



1) Access to Healthy and Affordable Food



2) Access to Housing



3) Access to Employment Opportunities



4) Establishing an Inclusive Economy



5) Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies



6) Arts, Heritage and Education



7) Community Safety and Wellbeing

Attachment 3: Aligned Initiatives within and adjacent to the Plan Area

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

On October 26, 2021, a Site Plan Control application was submitted by Northcrest Developments to permit a 4-storey film studio campus on lands municipally known as 10 Hanover Road. The proposed development consists of approximately 57,329 square metres (617,082 square feet) of new film studio and support spaces including eight sound stages, production support, mill shops, and production and management offices. The proposed film studio conforms to the 2011 Downsview Area Secondary Plan and aligns with SASP 596, which requires that non-residential uses be developed prior to or concurrent with residential uses. Further information can be found on the City's

Application Information Centre at:

<http://app.toronto.ca/AIC/index.do?folderRsn=fX79Ey8h8oqlyuePIX%2BaRg%3D%3D>

1377 Sheppard Avenue West

The Draft Plan of Subdivision application proposes to create a new public street in a north-south direction south from Sheppard Avenue West, west of Allen Road which will form part of a future street network to support future development within the Allen District. Further information can be found on the City's Application Information Centre at:

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

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

A District Plan, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted for the lands municipally known as 1350 Sheppard Avenue West. The lands would be developed over two phases and would include approximately 4,000 residential units, a broad range and mix of uses, parks and open spaces. The District Plan and Zoning By-law Amendment application for the Phase 1 lands were approved by Council on July 19, 2022. The related draft Plan of Subdivision application is presently under review. Detailed information is found on the City's Application Information Centre at:

Zoning By-law Amendment:

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

Plan of Subdivision:

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

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

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

residential uses and the creation of a complete, transit-oriented community adjacent to Sheppard West subway station.

The Decision History for the Allen East District Plan can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY25.6>

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

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

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

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

Taxiway West District: District Plan, Zoning By-law Amendment, Draft Plan of Subdivision

The Taxiway West District Plan, Zoning By-law Amendment and Draft Plan of Subdivision application was submitted on May 18, 2022 by Northcrest Developments. The plan includes an above-grade pedestrian crossing over the rail line, a 19 hectare film and television studio campus, 23 hectares of mixed-use and residential areas (including approximately 3,000 residential units), more than three acres of parks and open spaces, and multi-modal transportation networks.

Further information on the Zoning By-law Amendment and Draft Plan of Subdivision application can be found on the City's Application Information Centre at: <https://secure.toronto.ca/AIC/index.do?folderRsn=fX79Ey8h8oqlyuePIX%2BaRq%3D%3D#detail1>

Our Plan Toronto: City-Wide Proposed MTSA Delineations (Item - 2022.PH35.16)

On July 19, 2022, City Council adopted a Final Report for 115 proposed MTSA and PMTSA delineations through four Official Plan Amendments. Twenty-five MTSA stations were proposed through OPA 575, which includes the Downsview Park, Sheppard West and Wilson TTC stations located within the Secondary Plan Area. The proposed minimum density target for each of these stations is 200 residents and jobs per hectare. Additional information can be found in Attachment 1 of the July 19, 2022 Staff Report.

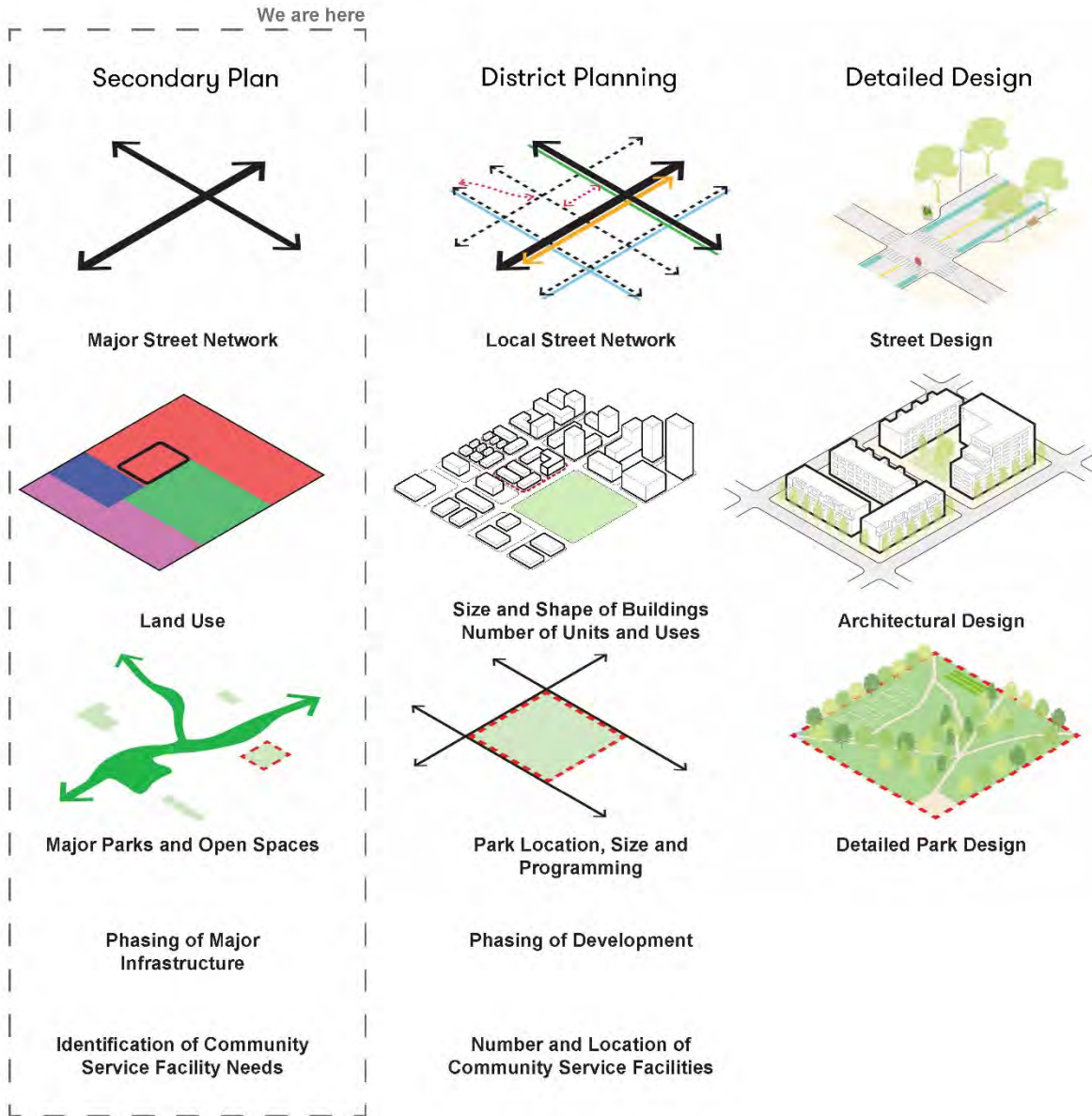
The report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

Downsview Community Recreation Centre

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

Attachment 4: Relationship between the Secondary Plan and the District Plans

Planning Policy and Design Hierarchy



Attachment 5: Structure Plan

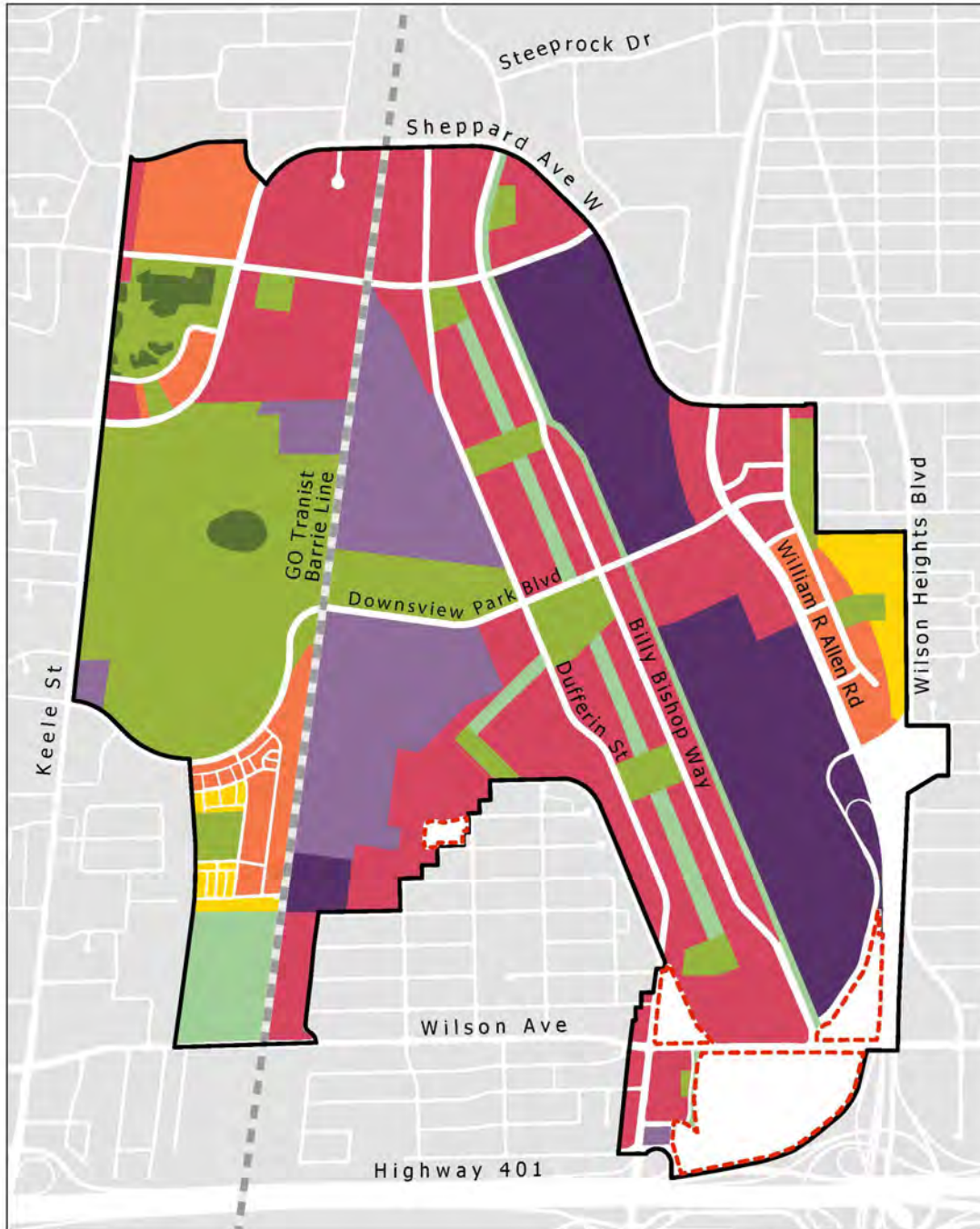


Downsview Secondary Plan
Map 7-2 Structure Plan

- | | | |
|------------------------------------|------------------------------------|-----------------------------|
| Plan Area | GO Transit Station | Green Spine |
| Existing Rail Crossings | TTC Stations | The Runway |
| Planned Multi-modal Rail Crossings | Rail Corridor | The Taxiway |
| Planned Active-only Rail Crossings | Existing and Planned Major Streets | Major Parks and Open Spaces |



Attachment 6: Land Use Plan



Downsview Secondary Plan

Map 7-4 Land Use Plan

- | | | |
|--------------------------|--------------------------|--|
| Plan Area | Natural Areas | Core Employment Areas |
| Neighbourhoods | Parks | Land Use Designations Under Consideration, Employment Conversion Pending Minister's Approval |
| Apartment Neighbourhoods | Other Open Space Areas | |
| Mixed Use Areas | General Employment Areas | Rail Corridor |



Not to Scale

Attachment 7: Public Realm Plan



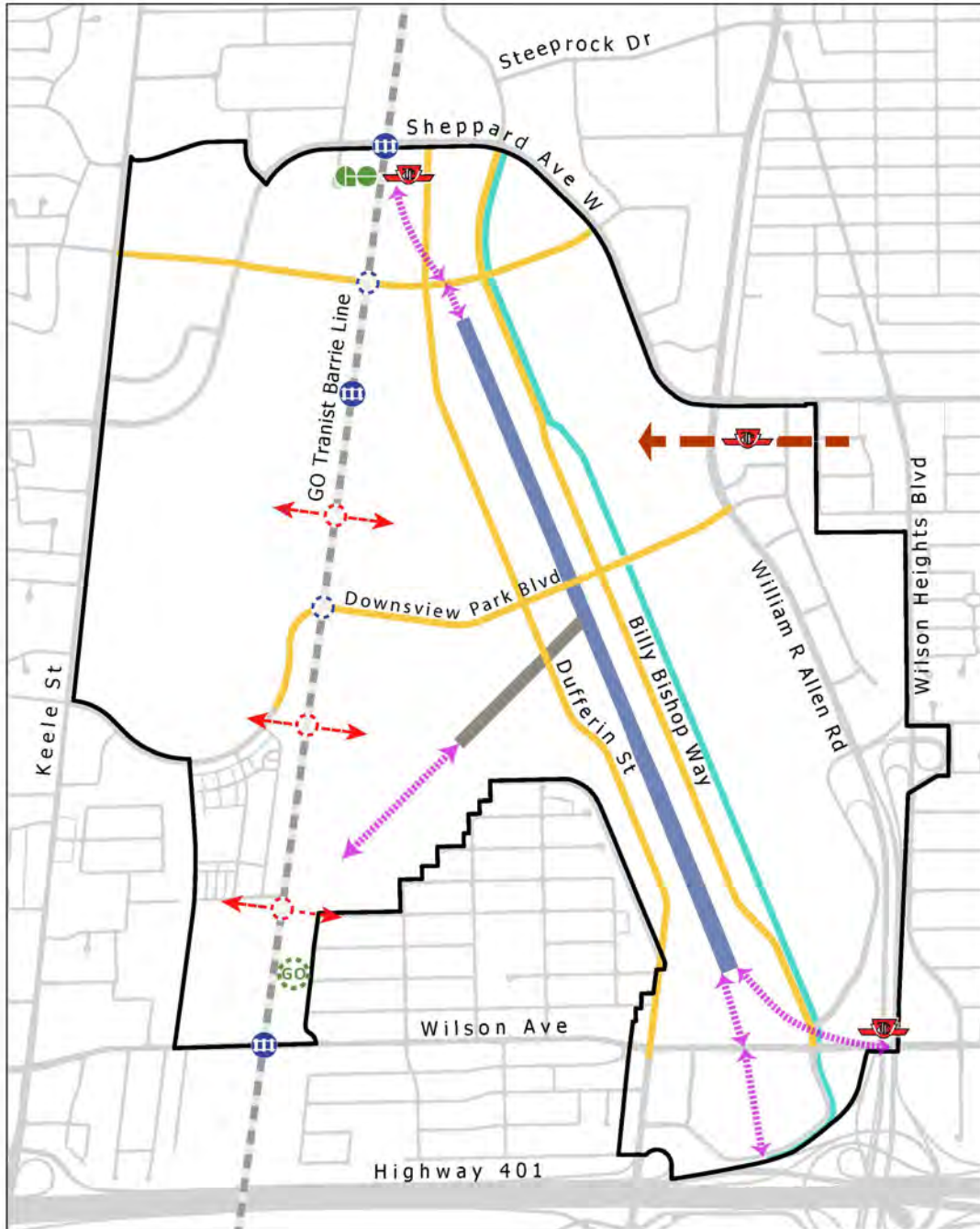
Downsview Secondary Plan

Map 7-3 Public Realm Plan

Plan Area	GO Transit Station	Existing and Approved Streets	The Runway
Existing Rail Crossings	TTC Stations	Greenways	The Taxiway
Planned Multi-modal Rail Crossings	Rail Corridor	Green Spine	Major Parks
Planned Active-only Rail Crossings	Planned Major Streets	Public Realm/Mobility Connections	Other Open Spaces Areas

↑
Not to Scale

Attachment 8: Mobility Network Map



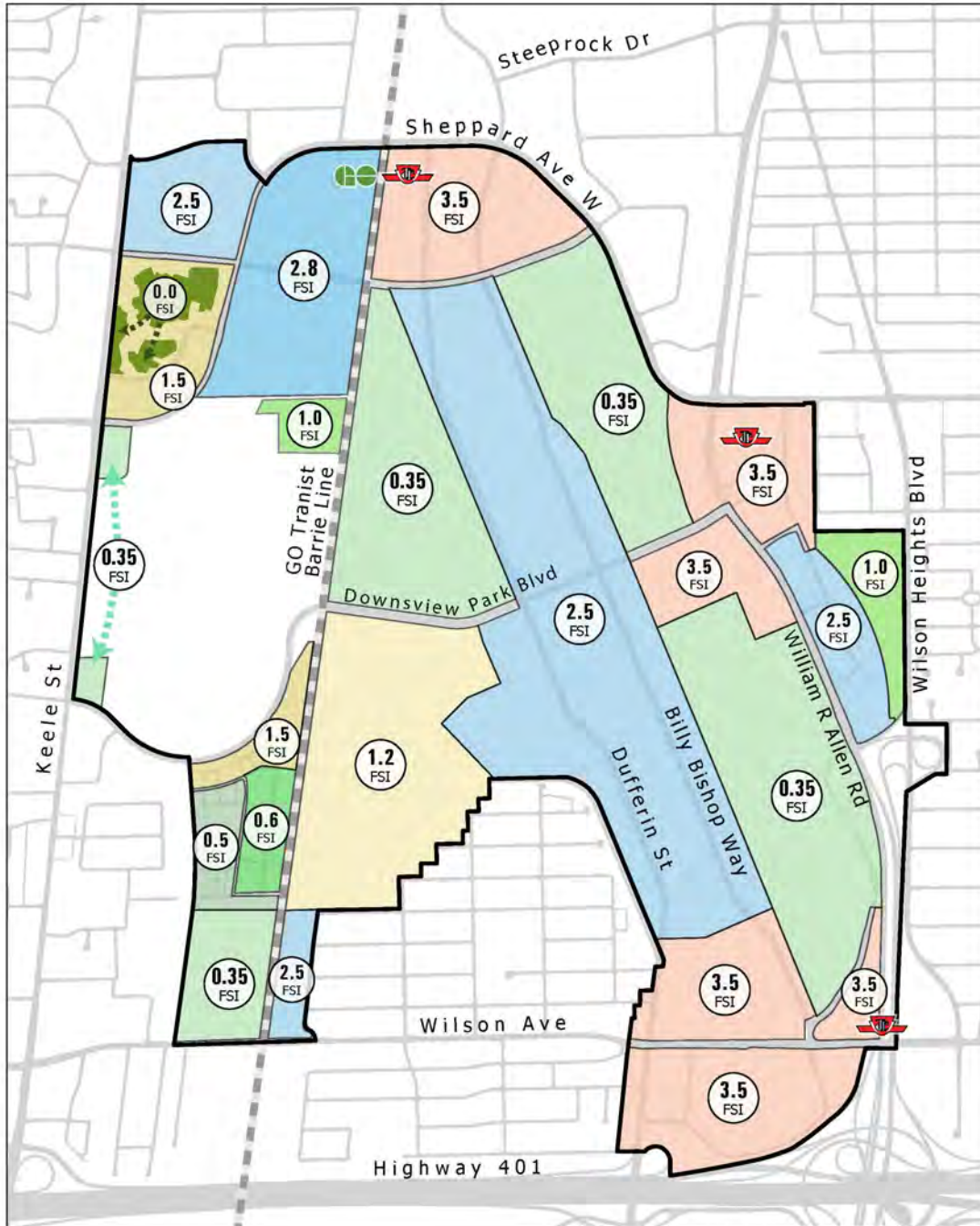
Downsview Secondary Plan

Map 7-5 Mobility Network

- | | | | |
|------------------------------------|----------------------------------|--|--------------------|
| Plan Area | GO Transit Station | Planned Major Streets | Future Connections |
| Existing Rail Crossings | Potential New GO Transit Station | Existing and Approved Streets | Green Spine |
| Planned Multi-modal Rail Crossings | TTC Stations | Public Realm/Mobility Connections | The Runway |
| Planned Active-only Rail Crossings | Rail Corridor | Potential Sheppard West Subway Extension | The Taxiway |



Attachment 9: Density Map (Gross Densities)



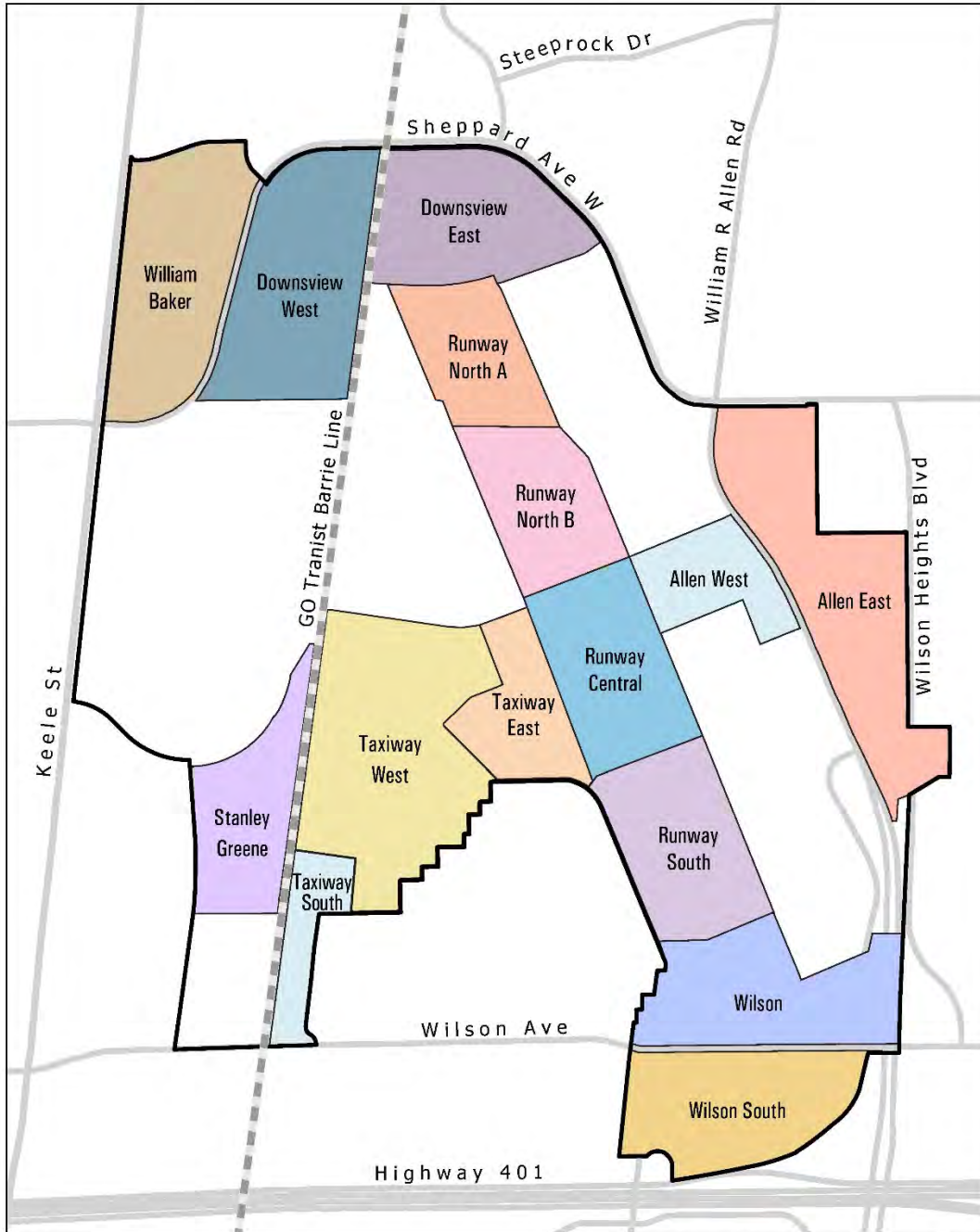
Downsview Secondary Plan
Map 7-7 Density

□ Plan Area



Not to Scale

Attachment 10: Districts Map



Downsview Secondary Plan

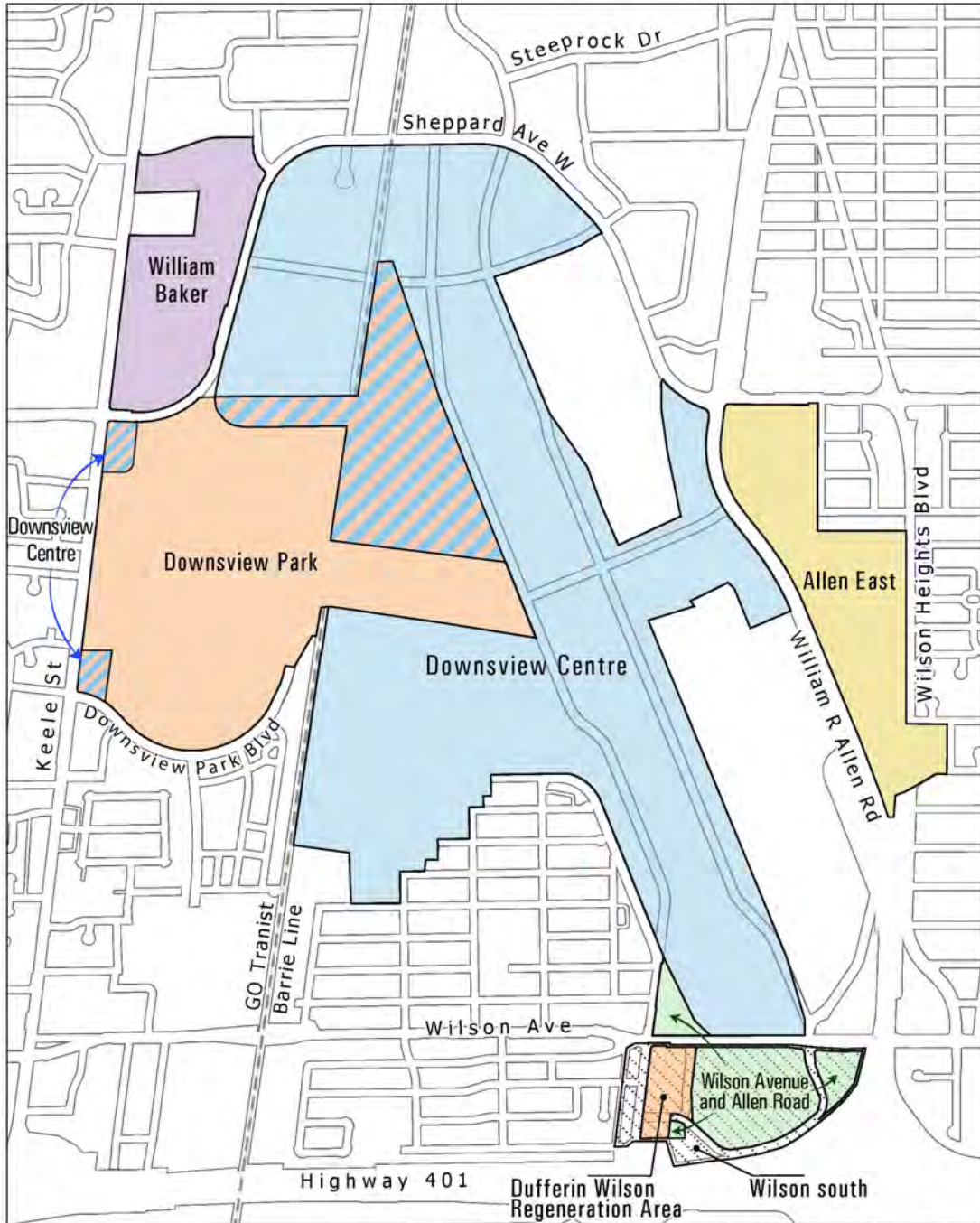
Map 7-6 Districts

□ Plan Area





Not to Scale

Attachment 11: Site and Area Specific Policy Areas



Downsview Secondary Plan
Map 7-9 Site and Area Specific Policies

-  Streets and Highways
-  Railway Lines



Attachment 12: Draft Urban Design Guidelines Outline

1) Introduction

- a) Background
- b) Area Description
- c) Update Downview: Vision and Guiding Principles
- d) Guideline Structure: How to Use
 - i. Role of Secondary Plan Guidelines
 - ii. Role of District Plan Guidelines

2) History and Commemoration

3) Indigenous Place-keeping

- a) To be determined through engagement process

4) City Nature: An interconnected public realm network

- a) Vision
 - i. Experienced as a network
 - ii. Prioritizing connectivity of parks and open spaces to advance health outcomes for all
- b) Function
 - i. Green Infrastructure
 - ii. Biodiversity
 - iii. Habitat Health
 - iv. Tree Canopy
 - v. Active mobility
- c) Network Elements
 - i. Runway
 - ii. Green Spine
 - iii. Taxiway
 - iv. Greenways
 - v. District Parks
 - vi. Local Parks
 - vii. Privately-Owned Publicly Accessible Spaces
 - viii. Woodlots
- d) Operations and Maintenance

5) Structural Elements Guidelines

- a) The Runway
 - i. Vision
 - 1) Continuous public, linear open space

- 2) Memory / legacy of aerospace innovation
 - 3) Comfortable, slow, accessible, pedestrian priority
 - 4) Animated, with unique urban spaces along its length
- ii. Function
 - 1) Mobility and accessibility
 - 2) Animated
 - 3) Diverse programs and characters
 - iii. Treatment and Materiality
 - 1) Street furniture
 - 2) Wayfinding
 - 3) Landscape
 - 4) Treatment at street intersections
 - 5) Treatment at District Parks
 - iv. Microclimate and Built Form Adjacencies
 - 1) Mitigating Winds
 - 2) Sun and Shadow
 - v. Connections / Extensions
 - vi. Operations and Maintenance
 - vii. Phasing and the Long Meanwhile
- b) The Taxiway
- i. Vision
 - 1) Pedestrian priority and open space connections between the Taxiway Districts and Nexus Park
 - 2) Support site lines to/from the Hangars
 - ii. Function
 - iii. Treatment and materiality
 - iv. Operations and Maintenance
 - 1) Loading
 - 2) Access
 - 3) Servicing
- c) The Green Spine
- i. Vision
 - 1) Separate active mobility corridor that prioritizes commuting travel speeds, with minimal interruptions
 - 2) Key north-south open space connection: GI and habitat connectivity corridor, facilitating equitable access to open space
 - ii. Function
 - 1) Mobility and accessibility
 - 2) Landscape
 - iii. Treatment and Materiality

- iv. Microclimate considerations
 - v. Phasing
 - vi. Operations and Maintenance
- d) Greenways
- i. Function
 - 1) Mobility and accessibility
 - 2) Landscape
 - 3) Specific Conditions
- e) Rail Crossings
- i. Ravine Underpass
 - 1) Vision and quality
 - 2) Treatment and materiality
 - 3) Gateways and connections
 - 4) Phasing
 - ii. Northern Crossing
 - 1) Vision and quality
 - 2) Treatment and materiality
 - 3) Privately-Owned Publicly Accessible Spaces / Setbacks
 - 4) Phasing
 - iii. Overpasses
- f) Streetscape Character
- i. Boulevard Functions
 - 1) Sidewalk
 - 2) Cycle Path
 - 3) Animation Zone
 - 4) Green Infrastructure
 - 5) City Nature
 - 6) Place-making and Consolidating Functions
 - ii. Street Typologies
 - 1) High Streets
 - 2) Residential Streets
 - 3) Park Streets
 - 4) Local Streets

6) Area Wide Guidelines

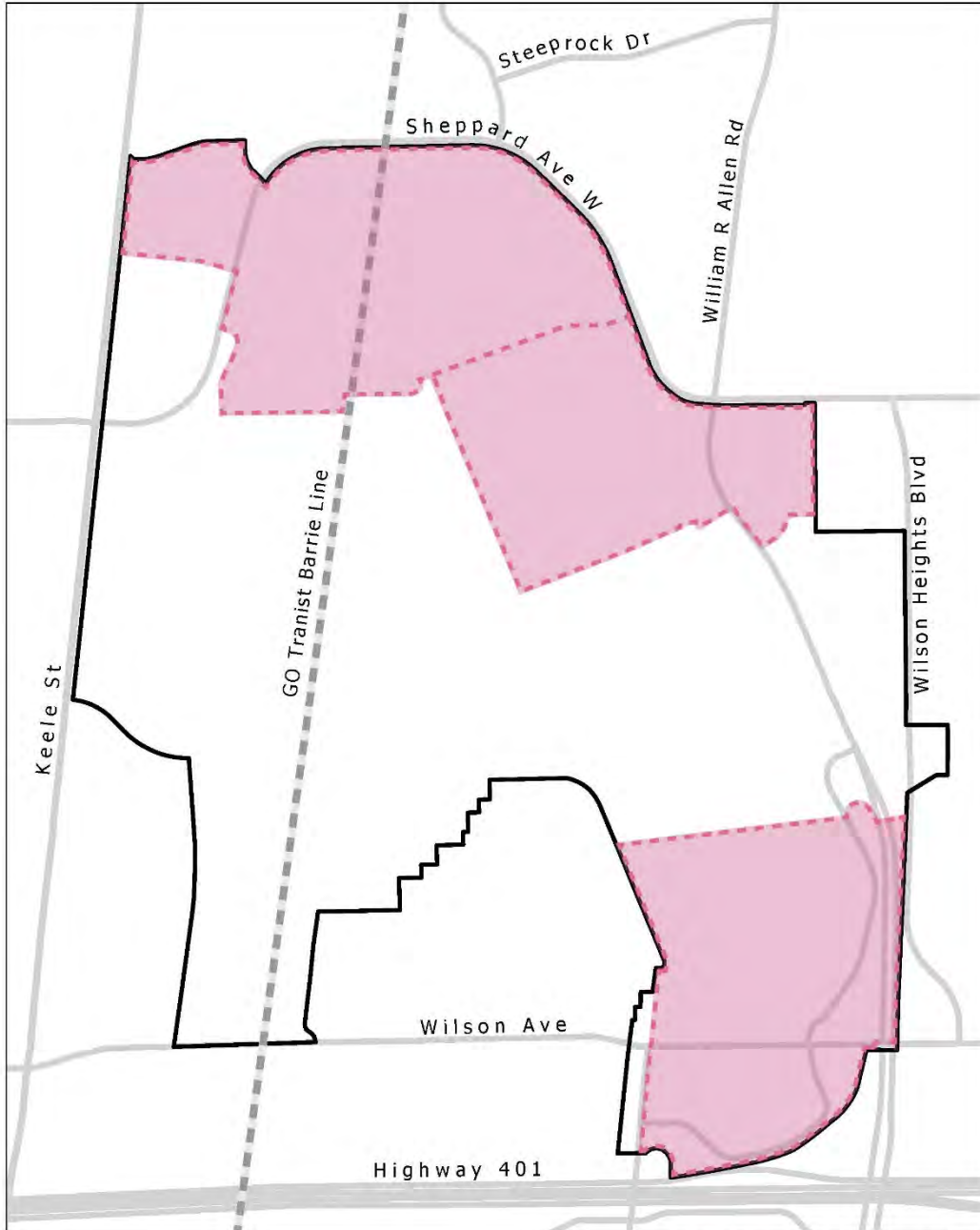
- a) Built Form Approach
 - i. Ambition
 - 1) Comfortable, midscale
 - 2) Diverse built forms
 - 3) Prioritize sustainability
 - ii. Blocks

- iii. Midscale Development
- iv. Locating height
- v. Transitions
 - 1) Microclimate
 - 2) Context appropriate



- vi. General
 - 1) Materiality
 - 2) Tower Floor Plates and Separation

- b) Other Topics for Potential
 - i. Safety
 - ii. Character Areas or Elements
 - iii. Public Art

Attachment 13: Major Transit Station Areas



Downsview Secondary Plan
Map 7-8 Major Transit Station Areas

-  Plan Area
-  Major Transit Station Areas


Not to Scale

Attachment 14: Engagement Summary Report

(Attached separately)