

DOWNSVIEW SECONDARY PLAN

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7. Downsvew Secondary Plan

1. INTERPRETATION

- 1.1. The policies of the Downsvew Secondary Plan "this Plan" apply to the area shown as "Plan Area" on Map 7-1: Secondary Plan Area.
- 1.2. The policies of this Plan must be read in their entirety together with the policies of the Official Plan. For any individual policy to be properly understood, the Downsvew Secondary Plan must be read as a whole. In the case of conflict between the policies of this Plan and the Official Plan, the policies in this Plan will prevail.
- 1.3. The Plan Area structural elements are identified on Map 7-2: Structure Plan. These elements provide a foundation for the comprehensive planning and organization of the Plan Area.
- 1.4. Italicized terms in this Plan are described in Section 13: Definitions and Explanatory Text or refer to land use designations that are further described in the Official Plan.
- 1.5. Site and Area Specific Policies for lands within the Plan Area are outlined in Section 11.7.1: Site and Area Specific Policies and identified on Map 7-9: Site and Area Specific Policies. In the case of a conflict between a Site and Area Specific Policy and the Downsvew Secondary Plan policies, the Site and Area Specific Policy will prevail.
- 1.6. Development will be implemented in accordance with the Downsvew Master Environmental Servicing Plan, which identifies necessary transportation, servicing and stormwater management infrastructure improvements required to support and service the growth anticipated in the Plan Area. The Downsvew Master Environmental Servicing Plan will identify:
 - 1.6.1. The major street and *active transportation* network;
 - 1.6.2. Water and waste water infrastructure requirements; and
 - 1.6.3. Parameters and standards for the design of the decentralized stormwater management system.
- 1.7. Development will be informed by and have regard for the Downsvew Community Development Plan. The Downsvew Community Development Plan identifies equitable social development and economic investment strategies to

support communities as they are established and evolve through new development, and will:

- 1.7.1. Be a living document developed and refreshed through comprehensive engagement with the local community, with a focus on Indigenous, Black and equity-deserving communities, including but not limited to seniors, newcomers, persons with disability, 2SLGBTQ+ residents, youth, children, local businesses and non-profit organizations;
 - 1.7.2. Respond to long-standing social and economic *equity* issues through impactful investment, programs, facilities and services;
 - 1.7.3. Identify community priorities related to *public realm* improvements and provision and programing of community service facilities;
 - 1.7.4. Encourage local and social hiring and create employment, training and apprenticeship opportunities;
 - 1.7.5. Encourage social procurement with a particular emphasis on Indigenous and Black businesses; and
 - 1.7.6. Be implemented together with the community, agencies, non-profit organizations, businesses, local anchor institutions, landowners and the City.
- 1.8. Development will be informed by and have regard for the Downsview Urban Design & Public Realm Guidelines, which will be used as a tool to evaluate development applications and City investments. The Downsview Urban Design & Public Realm Guidelines address topics such as built form, heritage, sustainability and connectivity, and will:
- 1.8.1. Provide guidance on *public realm*, built form, massing and streetscapes in support of the vision of the Downsview Secondary Plan;
 - 1.8.2. Address site and building location and organization, setbacks, step-backs and other similar tools, ground floor uses, building entrances, servicing access, general site access and the design and interface of parking;
 - 1.8.3. Outline the extent and key features of The Runway, Taxiway, Green Spine, rail crossings, *greenways* and adjacent development;
 - 1.8.4. Identify streetscape priorities; and
 - 1.8.5. Identify opportunities to improve the quality, quantity and connectivity of the *public realm* network as well as public art and wayfinding.

- 1.9. Where City-wide guidelines differ from the Downsview Urban Design & Public Realm Guidelines, the guidance within the Downsview Urban Design & Public Realm Guidelines will take precedence.
- 1.10. Strong partnerships and communication between the City, residents, agencies, local anchor institutions, property owners and non-profit organizations will provide the basis for implementing this Plan, with a collective understanding of and responsibility for building liveable, equitable and resilient complete communities.

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2. VISION AND OBJECTIVES

The Plan Area is located on high lands between the Don River and Black Creek watersheds, and retains significant links to its recent aerospace and military heritage. Over the 30 year build out, it is anticipated that the Plan Area will accommodate up to 110,000 new residents 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 resilient, equitable and connected communities.

The communities that will develop within the Plan Area will be vibrant, attractive and unique places to live, work, play, visit and gather. Anchored by Downsview Park, the reimagined Runway, and new parks and open spaces, the Plan prioritizes building connections within and beyond its boundaries while leveraging the area's cultural heritage and being guided and informed by Indigenous worldviews and perspectives. Three existing transit stations together with a new *mobility network* will focus on moving people, and providing attractive choices for getting around, meeting climate goals and creating places and spaces where people want to be.

Responding to the climate emergency, this Plan prioritizes climate resilience and environmental sustainability in the design and operation of buildings, infrastructure and open spaces. Development will lead in the reintegration of the natural environment within the built environment through *City Nature*, and recognize shared responsibilities to the land and water. This will include embedding convenient access to natural areas, parks and open spaces, so that people and nature can grow together. Underpinning this vision is the recognition that some communities experience disproportionate impacts from climate change, highlighting the need to embed *equity* in this work.

Through this transformation, the Plan Area will emerge as a complete community that prioritizes inclusive social development and economic opportunities, working to remove, reduce and mitigate barriers faced by Indigenous, Black and other equity deserving communities. Accessible, connected and walkable neighbourhoods will be supported by a high quality *public realm*, a regionally significant concentration of employment, local services and amenities, a range of housing options and community investment, ensuring everyone has an equal opportunity to thrive.

- 2.1. The vision of the Downsview Secondary Plan will be guided by the overarching goals of climate resilience and environmental sustainability, and achieving equitable outcomes for equity-deserving communities.
- 2.2. To support these goals and vision, development on both public and private lands in the Plan Area will be guided by the following objectives:
 - 2.2.1. Prioritize the creation of an integrated, attractive and comfortable *public realm* network that restores connections to the natural environment, introduces a range of new parks and open spaces, supports a robust tree canopy, and provides landscapes with native species for pollinators to increase and enhance biodiversity;

- 2.2.2. Improve long-term climate resilience and adaptation and mitigate the negative impacts of extreme weather by integrating *green infrastructure* and sustainable design to absorb and retain stormwater, and reduce heat exposure, impervious surfaces and flooding;
- 2.2.3. Require development to minimize energy demand, implement low-carbon energy solutions and pursue net zero greenhouse gas emissions, including from the impacts of embodied carbon;
- 2.2.4. Prioritize a significant shift to transit and *active transportation* use through the coordination of land use, density, infrastructure and mobility planning, creating compact neighbourhoods with a broad mix of uses at transit-supportive densities;
- 2.2.5. Achieve an exceptional level of transit service and direct, safe and attractive *active transportation* options, such that these modes are the most competitive and attractive way to meet daily needs;
- 2.2.6. Consider and meet the specific needs of Indigenous, Black and other equity deserving groups to remove barriers in accessing housing, quality jobs, spaces, training, education, services and other daily needs that have impeded equitable outcomes;
- 2.2.7. Support a diverse, equitable local economy which supports meaningful employment opportunities and social investment;
- 2.2.8. Build on the area's function as one of the largest employment nodes outside of the downtown by providing a broad range of employment and non-residential uses, and accommodating a range of jobs across multiple sectors;
- 2.2.9. Provide a range of housing options, including tenure, housing type, level of affordability, and unit size, to serve a variety of households and those in all stages of life;
- 2.2.10. Provide new and expanded services and amenities, including community service facilities, that contribute to social, economic and cultural development and health, supporting a diverse and growing community as well as the surrounding area;
- 2.2.11. Acknowledge the Indigenous presence, past, present and future, by integrating Indigenous ways of knowing, *place-keeping*, stories, cultures, ceremonial spaces, landscapes and public art;
- 2.2.12. Conserve, interpret and commemorate the cultural heritage resources that represent the aerospace and military history of the area; and

- 2.2.13. Celebrate and support the cultural diversity of the local communities, all of which have helped to shape the Downsview area.

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3. THE PUBLIC REALM

The *public realm* consists of all public and private spaces accessible to the public. It is a network that includes, but is not limited to, parks, open spaces, streets and lanes, and portions of private and public buildings that are publicly accessible. Within the Plan Area, The Runway, Taxiway and Green Spine are unique features that will play a key role of within the *public realm* network.

A robust *public realm* will be the primary organizing element for the Plan Area and the starting point for building a sustainable and equitable complete community that supports climate resilience, mobility, local identity, public health, and liveability. This includes ensuring that the distribution of parks and open spaces provides equitable access to a range of places, amenities and programming for everyone in the community and contributes to integrating the natural world in the built environment through the concept of *City Nature*.

3.1. General Policies

- 3.1.1. The improvement, expansion and connection of a high-quality *public realm* are priorities of this Plan, guided by, but not limited to, Map 7-3: Public Realm Plan and applicable standards and guidelines.
- 3.1.2. Planned locations for major *public realm* elements in the Plan Area are shown on Map 7-3: Public Realm Plan. The precise size, location and configuration of these *public realm* elements, as well as additions to the *public realm* network not shown on Map 7-3, will be identified and secured through the District Plan and development application review processes. Refinements to the *public realm* elements will not require an amendment to this Plan provided refinements are in accordance with this Plan's policies.
- 3.1.3. The *public realm* network will support long-term resilience and sustainability by:
 - a. Including landscape features that enhance ecological health, function and climate resilience, support habitat creation and connectivity, and promote biodiversity and native species;
 - b. Supporting long-term, sustainable and mature tree growth, and the expansion of the urban forest by optimizing growing space and sufficient soil volumes for vegetation and trees to thrive;
 - c. Supporting a decentralized stormwater management system through the use of *green infrastructure* and nature-based solutions, including naturalized storage and stormwater management landscapes, where feasible and to the satisfaction of the City;
 - d. Supporting *active mobility* and transit use as the preferred means of moving around;

- e. Optimizing for a comfortable microclimate, including maximizing sunlight during the spring and fall, providing tree canopy shade during the summer, and minimizing wind impacts year-round; and
 - f. Being designed and built with high-quality, low-embodied carbon and durable materials that can be effectively maintained and that support the intensity of use by residents, workers and visitors in all seasons.
- 3.1.4. Indigenous cultures should be recognized and celebrated throughout the *public realm* and implemented through place making, *place-keeping*, wayfinding, spaces for ceremony, public art, open spaces, landscaping, plant species and materiality, and other initiatives led by Indigenous communities in partnership with the City and other stakeholders.
- 3.1.5. The *public realm* should be designed in a way that respects and celebrates the area's historic aerospace industry, including with respect to layout and orientation of major *public realm* features. The creation and/or enhancement of views to cultural heritage resources should be considered.
- 3.1.6. Opportunities to utilize the *public realm* for food production, harvesting, sales, education and programing as a means of supporting climate resilience, encouraging local urban agriculture, food forests, food sovereignty and improving food security for local communities will be encouraged.
- 3.1.7. New development, parks and open spaces will contribute to the overall connectivity of the green space network. District Plans will demonstrate how network connectivity has been considered in the placement of parks, open spaces, Privately Owned Publicly-Accessible Space (POPS), *greenways* and mid-block connections.
- 3.1.8. The southern multi-modal rail crossing, the Ravine Underpass, will be a broad underpass that facilitates connections between Keele Street and Allen Road, while extending open space, stormwater management and habitat connections beneath the Barrie GO Rail Line to Downsview Park, Downsview Park Boulevard and beyond.

3.2. **The Runway and Taxiway**

The former landing strip and taxiway of the Downsview Airport will be reconceived as The Runway and Taxiway: an approximate combined six hectares of open space. The Runway and Taxiway, shown on Map 7-3: Public Realm Plan, will be the central organizing elements of the *public realm* and the primary connecting features of new and existing communities.

- 3.2.1. The Runway and Taxiway will be reimagined and developed as continuous publicly accessible corridors.

- 3.2.2. The Runway and Taxiway will be designed to:
- a. Maintain their uninterrupted linear legibility as fundamental landmarks and place-keeping elements in the landscape;
 - b. Prioritize pedestrians;
 - c. Maximize space for trees above grade and sufficient soil volume below grade;
 - d. Include appropriate stormwater management and *green infrastructure*;
 - e. Include consistent legibility and wayfinding elements, such as lighting, street furniture, materiality, graphics, built form, streetwall and view corridors, along their length;
 - f. Provide different pedestrian experiences and character areas along their length;
 - g. Include public art; and
 - h. Incorporate cultural heritage interpretation and commemoration of their aerospace history.
- 3.2.3. The Runway and Taxiway will be designed for pedestrians with vehicular access limited to servicing vehicles during off-peak times, and emergency vehicles.
- 3.2.4. Street crossings of The Runway and Taxiway should be minimized.
- 3.2.5. The design of The Runway and Taxiway will include a public process including consultation with the City.
- 3.2.6. Legible, publicly accessible pedestrian connections will be created from The Runway to Downsview Park Station and Wilson Station, and from The Taxiway to the existing Hangar Buildings, illustrated on Map 7-3: Public Realm Plan as Public Realm/Mobility Connections. These pedestrian connections could include, but are not limited to, sidewalks, mid-block connections and/or *greenways*, and will utilize the consistent materiality, wayfinding elements and/or other design features of The Runway and Taxiway to support the continuity of the connections.
- 3.2.7. Where parks, streets or *greenways* intersect with The Runway or Taxiway, they will be designed to maintain the legibility of The Runway and Taxiway.
- 3.2.8. The Runway will maintain a minimum width of 20 metres of publicly accessible space along its entirety. Greater widths, including its 60 metre legacy width, will be achieved at strategic locations, to be guided by the Downsview Urban Design & Public Realm Guidelines and secured through the District Plan and development application review processes.

- 3.2.9. The Runway will have a minimum area of 5.4 hectares.
- 3.2.10. The Runway may be developed as a POPS, provided that:
- a. The Runway is free of significant encumbrances above and below grade, such as parking structures, cantilevered buildings, pedestrian tunnels or pedestrian bridges;
 - b. Below grade space for utilities and essential services is minimized to the extent feasible, but may support *green infrastructure* and the needs of activities animating The Runway;
 - c. All segments are owned by a single entity; and
 - d. A public access easement(s) is provided for all privately-owned sections of The Runway and maintained in perpetuity.
- 3.2.11. Along The Runway and Taxiway, development will:
- a. Front onto and have primary entrances facing The Runway and Taxiway;
 - b. Include animated at-grade uses; and
 - c. Be located and designed to maximize sunlight and minimize shadowing on The Runway and Taxiway.
- 3.2.12. Vehicular, delivery and servicing accesses for development blocks adjacent to The Runway and Taxiway are prohibited along the frontage which faces onto The Runway and Taxiway. Vehicular, delivery and servicing accesses should be located off laneways and avoid adjacent streets.
- 3.2.13. Development along the eastern edge of The Runway will be located and oriented to create a consistent frontage and distinct edge condition to communicate the continuity of The Runway as a significant part of the City's history and a reimagined linear open space.
- 3.2.14. Maximum building heights for development along The Runway will be identified through the District Plan process, with a lower maximum height along the west side of The Runway, and with step backs located at a set height to create a consistent streetwall height that contributes to defining the linear legibility.
- 3.2.15. Development of small-scale pavilion buildings, kiosks or other structures at-grade supporting uses that animate The Runway, such as community, arts and culture, entertainment, recreational and retail uses, may be permitted within The Runway, provided they do not impede safe and accessible *active mobility* connections, or obstruct the legibility of its continuous linear character.

3.3. Parks

Park development and programming in the Plan Area will create healthy, active and green places that meet a range of outdoor needs for residents 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.

3.3.1. Parks in the Plan Area will:

- a. Have a functional size, configuration, location and topography that can accommodate a variety of facilities and programming;
- b. Be equitably distributed, accessible, inclusive and inviting, providing access to and serving people of all ages and abilities in all four seasons;
- c. Have sufficient frontage on a public street to maximize visibility, public accessibility, and ease of navigation, to be clearly identifiable as a public space;
- d. Provide opportunities for the integration of sustainable features and *green infrastructure* that support climate change resiliency;
- e. Provide opportunities for naturalized wildlife spaces, habitat creation and plantings;
- f. Have unique identities and characters through design, orientation and programming that provide place-making opportunities, including *Indigenous place-keeping*;
- g. Interpret local industrial and cultural heritage through public art, wayfinding, interpretive features, landscaping, and/or cultural expression;
- h. Be connected to new and existing parks and open spaces within and beyond the Plan Area to enhance the pedestrian and cycling networks, with an emphasis on establishing strong connections to Downsview Park, The Runway and Taxiway, and the Green Spine;
- i. Provide opportunities for the integration of arts and culture infrastructure that can be used by the local community for programming and activities; and
- j. Contribute to a connected network of green spaces between the Don Valley and Black Creek ravine systems, and the City's overall Natural Heritage System.

3.3.2. Parks will be sized and located such that everyone in the Plan Area has equitable and convenient access, generally within a five minute walk of their home or workplace.

- 3.3.3. Development is required to prioritize the dedication of land to the City to satisfy parkland dedication requirements. As part of the development application review process, parkland provision will be prioritized in the following order:
- a. On-site parkland dedication of the parks identified on Map 7-3: Public Realm Plan;
 - b. On-site parkland dedication that is consolidated with major parks identified on Map 7-3 to expand their size and function;
 - c. Off-site parkland dedication; and
 - d. Cash-in-lieu of parkland.
- 3.3.4. Applications for development will be encouraged to coordinate with neighbouring development sites to consolidate parkland dedications and create larger, contiguous parks.
- 3.3.5. Major Parks may be shared between Districts, such that they may be sized to fulfill the parkland dedication obligations of more than one District, provided that they are delivered with the first District to be developed.
- 3.3.6. Development adjacent to parks will:
- a. Achieve setbacks to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Be designed to have animated uses at-grade;
 - c. Provide for casual overlook, increasing the safety of parks;
 - d. Be located and designed to maximize sunlight and minimize shadowing on parks; and
 - e. Avoid locating non-complementary uses adjacent to parks and open spaces, including but not limited to loading and servicing areas, mechanical equipment, and venting.
- 3.4. **Privately Owned Publicly-Accessible Spaces, Mid-block Connections and Greenways**
- 3.4.1. 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 streets. They should be coordinated and designed to ensure that they are clearly interpreted as components of the *public realm*.
- 3.4.2. Collectively, POPS, mid-block connections and *greenways* will complement the provision of parks, open spaces, streets and lanes, respond to natural pedestrian and cycling desire lines, and support a continuous and safe

pedestrian and cycling network, including direct access to transit stations, transit stops, and other community amenities.

3.4.3. The design of POPS will consider:

- a. Coordination with active ground level uses in adjacent buildings;
- b. Their role in supporting the stormwater management system through *green infrastructure*, without compromising safety, accessibility or functionality;
- c. Opportunities for naturalized wildlife spaces and plantings;
- d. Engagement with City staff to address facility/programming demands; and
- e. Contributions to meeting the recreation and cultural needs of the local community.

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

- a. Located at-grade and incorporate high-quality materials;
- b. Publicly accessible in all seasons and secured with access easements where necessary;
- c. Signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety;
- d. Landscaped with clearways that are of a sufficient minimum width to allow for comfortable two-way pedestrian passage; and
- e. Unencumbered by building overhangs.

3.4.5. *Greenways* will support the integration of the green space network and be designed to include *active mobility*, *green infrastructure* and/or habitat connectivity functions, with a significant proportion of pervious surface.

3.5. **Views**

3.5.1. Development will maintain and frame views along the length of the east side of The Runway, and along The Taxiway to the Hangar Buildings.

4. MOBILITY

The Downsview area has historically been impacted by a number of physical barriers, including the Downsview airport, Barrie GO Rail Line and vehicle-oriented arterial roads. These have had a strong influence on the area's *mobility network*, creating significant barriers across the lands and particular challenges for pedestrians, cyclists and transit users.

The 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 the most convenient and attractive mobility options, reducing auto dependence and supporting the development of resilient, equitable and connected communities.

The Downsview Master Environmental Servicing Plan ("MESP") forms the basis of the *mobility network* improvements required to service the growth anticipated in this Plan. The work undertaken for the MESP satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. Additional improvements may also be identified over time by the City, landowners and/or other key stakeholders, including Metrolinx or the Toronto Transit Commission (TTC).

4.1. Mobility Network

- 4.1.1. It is the intent of this Plan to develop a multi-modal *mobility network* that will provide transportation choices, comfort and connectivity, supporting a significant modal shift away from vehicular travel for most daily trips.
- 4.1.2. This Plan aims to achieve a mode share of no more than 25% for vehicular travel by 2051.
- 4.1.3. The *mobility network*, as shown on Map 7-5: Mobility Network, will focus on the efficient movement of people within and around the Plan Area and will prioritize walking, cycling and transit. This will be supported by:
 - a. Requiring a mix of land uses to enable access to daily needs within the community, thereby reducing auto dependence;
 - b. Implementing a fine-grain and continuous network of safe, comfortable and direct complete streets, lanes, mid-block connections, *greenways* and other active connections to increase the number of pedestrian and cycling routes to and through the Plan Area;
 - c. Establish convenient *active transportation* connections to transit stations, transit stops, community service facilities, employment areas and the surrounding street and *active transportation* network;
 - d. Minimizing parking and the impacts of parking on the *public realm*;

- e. Improving access to existing and planned transit stations, and introducing a local bus network in support of regional transit expansion; and
 - f. Ensuring that the design and operation of the *mobility network* prioritizes the safety, comfort and accessibility of people of all ages and abilities.
- 4.1.4. The location, alignment, use and intent of the overall *mobility network* will be consistent with the MESP, Map 7-5: Mobility Network and applicable standards and guidelines.
- 4.1.5. The *mobility network* will be reviewed, refined and secured through the District Plan and development application review processes, the Municipal Class Environmental Assessment Act process, identified capital expenditures and/or other implementation mechanisms identified in this Plan. Resulting refinements to the *mobility network* will not require an amendment to this Plan.
- 4.1.6. All *mobility network* improvements will consider the existing and planned *mobility network* beyond the Plan Area and maximize connections to the broader city network.
- 4.1.7. Should an opportunity arise, a street connection through the lands currently in use by the Department of National Defence will be assessed and secured for.
- 4.2. **Streets**
- 4.2.1. The street network shown on Map 7-5: Mobility Network identifies planned major east-west and north-south streets.
- 4.2.2. A fine-grained local street network that complements the planned major street network on Map 7-5: Mobility Network will be developed in phases through the District Plan and development application review processes. Private streets are not permitted.
- 4.2.3. The design of local streets will consider the need for cycling facilities.
- 4.2.4. The planned right-of-way widths of all planned major streets are outlined on Map 7-X. Land required for all planned major streets will be protected and secured for as per Map 7-X, and through appropriate approval processes.
[Note: Map 7-X is still under development]
- 4.2.5. Vehicular turn lanes will generally not be permitted. Where vehicular turn lanes are requested and justified to the satisfaction of the City, additional right-of-way space may be required and secured through the development application review process.
- 4.2.6. All new and reconstructed streets will have streetscapes that:
- a. Provide generous street tree planting areas and landscaped treatments that support thermal comfort;

- b. Provide public sidewalks on both sides of the street and context-appropriate cycling infrastructure that ensures safe travel and achieves network connectivity; and
 - c. Locate all servicing and utilities, including hydro lines, below grade and separated from the space for required tree soil volumes.
- 4.2.7. A *green streets* approach will be applied to the design and construction of new streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the distribution and sustainability of the urban forest, mitigate the urban heat island effect, support decentralized stormwater management through *green infrastructure*, mitigate flooding and maximize access to nature.
- 4.2.8. Normalization of interchanges and major street intersections, such as Transit Road/Allen Road and Allen Road/Wilson Heights Boulevard will be considered as part of the District Plan and development application review processes, a Municipal Class Environmental Assessment, as required, and/or other implementation mechanisms at the discretion of the City.
- 4.2.9. Streets will be conveyed to the City in stages where appropriate and according to the policies of this Plan.
- 4.3. **Regional and Local Transit Network**
- 4.3.1. The TTC, Metrolinx and other regional bus operators will be encouraged to promote the role of the Downsview Park, Sheppard West and Wilson Stations, and future transit stations, as hubs and major transit interchanges, and to provide improved regional and local transit services between the Plan Area and other areas of the City and the Greater Toronto Area.
- 4.3.2. Development will be supported by expanded local transit to provide connections to transit stations and surrounding neighbourhoods.
- 4.3.3. Development and public infrastructure projects adjacent to the Potential New GO Transit Station as identified in Map 7-5: Mobility Network, will recognize and protect for transit system infrastructure and future improvements.
- 4.3.4. The future implementation, alignment, and design of higher order transit on Sheppard Avenue West may have an impact on development, which will recognize and protect for this investment in the future. Additionally:
- a. Subject to approval and funding of higher order transit on Sheppard Avenue West, District Plans and development applications will be refined to reflect the infrastructure improvements and ensure proper integration of development in the area; and

- b. The future higher order transit on Sheppard Avenue West is encouraged to consider extending west of Sheppard West Station, as evaluated as part of the Environmental Assessment process.

4.4. Pedestrian and Cycling Network

- 4.4.1. It is the intent of this Plan that higher volume street crossings, generally including crossings with an arterial and/or collector street, The Runway, The Taxiway or the Green Spine, be designed as *Priority Pedestrian Locations*.
- 4.4.2. The number, location and design of *Priority Pedestrian Locations* and *Enhanced Cycling Intersections* will be identified and refined through the District Plan and development application review processes.
- 4.4.3. Acquiring lands beyond the rights-of-way widths identified on Map X may be required to support required pedestrian and cycling infrastructure at *Enhanced Cycling Intersections* and *Priority Pedestrian Locations*.
- 4.4.4. The bike share network will be expanded throughout the Plan Area with particular emphasis on areas around parks, key employment nodes, *Enhanced Cycling Intersections*, the Green Spine, The Runway and Taxiway, community recreation centres, libraries, schools and transit stops and stations to facilitate connectivity to and from these locations. The number, location and design of bike share stations will be identified and refined through the District Plan and development application review processes. In locations where bike share stations are being provided, applications for development will demonstrate how space for bike share stations, including e-stations, will be accommodated on-site.
- 4.4.5. To ensure minimal impact on planned and existing pedestrian and cycling networks and the operations of streets, development will:
 - a. Avoid vehicular crossings of pedestrian and cycling infrastructure, and where not feasible, implement appropriate design interventions to ensure safety; and
 - b. Ensure off-street bicycle parking is directly connected to on-street cycling infrastructure, wherever feasible.
- 4.4.6. Direct, publicly accessible pedestrian routes will provide a connection from The Runway to Wilson Avenue, and south to the proposed future pedestrian overpass identified in the Yorkdale Transportation Master Plan, illustrated on Map 7-5: Mobility Network as Public Realm/Mobility Connections. These pedestrian routes could include, but are not limited to, sidewalks, mid-block connections and/or *greenways*.

4.5. **Green Spine**

- 4.5.1. The Green Spine will function as a(n):
 - a. Dedicated *active transportation* corridor, providing a safe and convenient route for cyclists and pedestrians with limited intersection interruptions;
 - b. Important location for *green infrastructure*;
 - c. Habitat connectivity corridor, contributing to biodiversity and supporting pollinator species; and
 - d. Important location for growing the urban tree canopy.
- 4.5.2. The Green Spine will generally follow the alignment shown on Map 7-5: Mobility Network.
- 4.5.3. The Green Spine, including its access points, will be designed to provide direct, legible and continuous public access through the length of the Plan Area, and through connections with *active transportation* routes beyond the Downsview Secondary Plan boundaries.
- 4.5.4. The Green Spine will generally be a minimum of 18 metres in width to accommodate its intended functions.
- 4.5.5. Where the Green Spine is immediately adjacent to a street, park or other open space:
 - a. The Green Spine will be designed in coordination with the adjacent street, park or open space; and
 - b. Facilities such as *active transportation* infrastructure, street furniture, street trees, *green infrastructure*, and space for utilities may be shared between the Green Spine and the street right-of-way, park or other open space.
- 4.5.6. The Green Spine may be developed in stages, provided that:
 - a. Tree planting along the Green Spine occurs in the earliest phases of development to support mature tree growth at later stages of development;
 - b. The entire length of the *active mobility* corridor is available for use as part of the first phase of development; and
 - c. Open space and stormwater network connectivity are protected for at every phase of development.

4.6. **Rail Crossings**

- 4.6.1. New grade-separated crossings of the Barrie GO Rail Line will be introduced to improve *active mobility*, transit and vehicular connections throughout the Downsview area, including to Downsview Park, the parks and open space network, and surrounding communities.
- 4.6.2. The general locations of new proposed rail crossings are shown on Map 7-5: Mobility Network. Minor adjustments to these locations may be made through the District Plan, development application review and/or Environmental Assessment processes without the need for an amendment to this Plan.
- 4.6.3. The proposed rail crossings shown on Map 7-5: Mobility Network are identified as either 'active-only' or 'multi-modal'. Active-only rail crossings are intended to be above grade pedestrian and cyclist bridges that cross over the Barrie GO Rail Line, contributing to a more connected *active transportation* network. Multi-modal rail crossings will be grade-separated connections that include infrastructure for pedestrians and cyclists as part of new public streets.
- 4.7. **Shared Mobility and Parking**
 - 4.7.1. *Shared Mobility Hubs* will be located in each district and will be identified and further refined through the District Plan and development application review processes, including locations, appropriate concentration and mix of multi-modal elements.
 - 4.7.2. Toronto Parking Authority public facilities and other centrally managed parking facilities will be encouraged to be *Shared Mobility Hubs*, as well as include electric-vehicle charging spaces and bicycle parking to encourage the use of *active modes* and transit.
 - 4.7.3. Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for car sharing, ride-share or bike share stations in the public right-of-way.
 - 4.7.4. All parking is encouraged to be delivered in a way that minimizes car ownership to reduce overall auto usage 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.
 - 4.7.5. Required parking generated by uses in the *General Employment Areas* may be located on-site or in an off-site facility located within the same contiguous *General Employment Areas* designation, but shall be minimized in proximity to transit stations.

- 4.7.6. Surface and structured parking is strongly discouraged, except where it is being used to fulfill interim parking needs. Where surface parking is provided, it will not be permitted to be located between a building on the same lot and a public street.

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5. LAND USE

5.1. General Policies

5.1.1. Land use designations are shown on Map 7-4: Land Use Plan. The boundaries of land use designations on Map 7-4 are general, and minor adjustments to the boundaries may be made without the need to amend this Plan.

5.2. Mixed Use Areas

5.2.1. *Mixed Use Areas* identified on Map 7-4: Land Use Plan are intended to develop with a broad mix of residential and non-residential uses, including commercial, office, compatible light industrial, institutional, and community service, arts, culture and recreation uses.

5.2.2. Non-residential uses will be provided in each District, prior to or concurrent with residential uses, to ensure a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play.

5.2.3. Residential and non-residential uses are encouraged to co-locate within development sites and buildings. To encourage a clustering of business and economic activities, non-residential gross floor area should be consolidated in standalone buildings or form contiguous portions of base buildings.

5.2.4. Through the District Plan process and implementing Zoning By-laws, requirements for a variety of retail space sizes will be identified to accommodate a full range of business types.

5.2.5. The development of stand-alone retail stores are not permitted in the *Mixed Use Areas*.

5.3. General Employment Areas

5.3.1. Heavy industrial uses are not permitted in *General Employment Areas*.

5.3.2. Child care centres, restaurants and service uses are permitted only as *ancillary uses* in *General Employment Areas*.

6. BUILT FORM

6.1. Density

6.1.1. The Plan Area will be developed generally in accordance with the target densities identified on Map 7-7: Density. The highest densities are directed to the areas closer to transit stations. Densities for the remainder of the Plan Area are intended to be lower, while contributing to a vibrant *public realm* and a critical mass necessary to support a wide variety of businesses and amenities.

6.2. Building Location, Organization and Massing

6.2.1. Development will complement the *public realm* and support environmental objectives, including:

- a. Maximize opportunities for tree canopy expansion; and
- b. Integrating high-quality landscaped areas, permeable surfaces and on-site water retention throughout and surrounding development sites such as through landscaped building setbacks, mid-block connections, POPS and ground level outdoor amenity spaces.

6.2.2. Buildings are encouraged to be located, massed and oriented to maximize passive design measures that conserve energy and reduce peak demand.

6.2.3. Development should:

- a. Demonstrate design excellence in the buildings and surrounding *public realm*; and
- b. Leverage opportunities for energy efficiency and reduction of greenhouse gas emissions, such as through building orientation, layout, massing, and façade design.

6.2.4. Development adjacent to the Green Spine:

- a. Will achieve setbacks to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
- b. Should provide for casual overlook, increasing the safety of the Green Spine; and
- c. Ensure that any non-complementary uses, including but not limited to loading and servicing areas, mechanical equipment, and venting, are appropriately screened and/or adverse impacts are mitigated to maximize the comfort of users of the Green Spine.

- 6.2.5. Opportunities to locate, orient, design and mass development blocks and buildings to align with Indigenous principles should be explored in consultation with Indigenous communities through the District Plan process.
- 6.2.6. Development will be located and designed to minimize shadows to extend outdoor pedestrian-level comfort in the *public realm* and private outdoor areas in all seasons.
- 6.2.7. District Plans will demonstrate a high level of permeability, such that a mid-block connection, *greenway* and/or street is generally located every 70 metres.
- 6.2.8. The northernmost multi-modal rail crossing, the Northern Crossing, should be designed to support:
 - a. Activation of the Supply Depot building, opening it to greater public access;
 - b. Programmable open spaces flanking the new right-of-way connection; and
 - c. A *greenway* to provide continuous greenspace connectivity.

6.3. **Building Types and Heights**

- 6.3.1. Development will provide a mix of building forms, typologies, heights, and block configurations to create varied and interesting built form characters and skylines throughout each District.
- 6.3.2. Buildings will primarily be mid-scale, with building heights generally equivalent to the distance between buildings on opposite sides of the adjacent street, The Runway or Taxiway. Greater building heights may be permitted in certain locations, where it can be demonstrated to the satisfaction of the City that an appropriate pedestrian scale and comfortable microclimate can be achieved on-site and in the adjacent and nearby *public realm*.
- 6.3.3. Notwithstanding the above, tall buildings are permitted in the Major Transit Station Areas identified on Map 7-8: Major Transit Station Areas. The tallest buildings in the Plan Area will generally be located in close proximity to the transit stations and will transition to lower heights and densities as proximity to the stations decreases.
- 6.3.4. Where permitted, appropriate floorplates, orientation, and separation between tall buildings will be secured through the District Plan and development review process, and will:
 - a. Provide for a high-quality, comfortable *public realm*;
 - b. Limit shadow impacts on surrounding properties; and

- c. Provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS and open spaces.
- 6.3.5. The tower portion of tall buildings will generally have a minimum separation of 30 metres.
- 6.3.6. Low-rise residential buildings will not be permitted, except where they are used to support an appropriate transition to adjacent existing low-rise residential neighbourhoods.
- 6.4. **Amenity Space**
- 6.4.1. Indoor amenity space will be:
- a. Located at or above grade;
 - b. Located in visible and accessible locations for all building occupants; and
 - c. Designed to provide spaces and elements that respond to a variety of users of all ages and abilities.
- 6.4.2. A portion of indoor amenity spaces is to have access to daylight by being located in suitable locations within the building and by including glazing, where appropriate.
- 6.4.3. Development that includes residential units will include indoor and outdoor pet amenity areas that include facilities for the disposal of pet waste.

7. INFRASTRUCTURE, ENERGY & ENVIRONMENT

Together, climate resilience and environmental sustainability form one of the fundamental goals of this Plan. On October 2, 2019, City Council voted to declare a climate emergency, and to accelerate ongoing efforts to mitigate and adapt to climate change. The climate emergency creates an imperative to mitigate further changes to global climate - by reducing and eliminating carbon emissions - and to adapt to a changing climate in the design of our urban environments. These efforts can and should take a number of forms, including reducing the use of carbon intensive materials, built forms 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 through an *equity* lens that recognizes that certain groups are disproportionately impacted by climate-related stressors.

In particular, the Plan Area has the potential to be a leader in energy planning and stormwater management. The scale of the anticipated development in Downsview means that emerging energy solutions, such as low carbon district energy systems and distributed energy resources can play a key role in establishing this as a net-zero emissions community. Further, this 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 and implement best practices as they continue to evolve, providing opportunities to pilot innovative strategies and incorporate green interventions.

7.1. General Policies

- 7.1.1. Development will incorporate environmentally sustainable strategies to reduce carbon emissions and adapt and be resilient to the impacts of climate change. Best practices in urban systems design, including existing and emerging *green infrastructure* approaches, urban heat mitigation and other sustainable and resilient features, will be detailed and implemented through the District Plan and development application review processes, as applicable.
- 7.1.2. Development is encouraged to achieve the highest performance levels of the Toronto Green Standard in effect at the time of application and net zero carbon emissions.
- 7.1.3. District Plans will demonstrate how development will contribute to the City's tree canopy, including the equitable distribution of the tree canopy throughout the Plan Area, by:
 - a. Submitting a District Soil Volume Plan that demonstrates how healthy, mature tree growth will be achieved throughout the District and throughout development sites;

- b. Supporting large growing shade trees in the *public realm* by providing sufficient soil volume for every street tree in accordance with City standards, generally 30 cubic metres of soil per tree; and
- c. Locating or relocating utilities to ensure unencumbered required soil volumes for street trees.

7.1.4. District Plans may be required to accommodate a greater tree canopy coverage to account for Districts with lower contributions.

7.1.5. In addition to the planned major parks and open spaces identified on Map 7-3, opportunities to accommodate a wooded area between two and five hectares as part of the open space network should be explored through the District Plan process, and may be accommodated through a new natural area or as an expansion to the existing wooded areas in either Downsview Park or the William Baker District.

7.2. **Energy, Greenhouse Gas Emissions and Resilience**

7.2.1. Development is strongly encouraged to:

- a. Evaluate and incorporate low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce greenhouse gas (GHG) emissions;
- b. Evaluate and develop a low carbon thermal energy network (district energy system) or incorporate connections to an existing or planned thermal energy network;
- c. Integrate distributed energy resources such as solar photovoltaics and battery storage to manage peak electricity demand, reduce emissions, and strengthen resilience; and
- d. Provide backup power for resilience to area-wide power outages, including in residential buildings as informed by guidelines developed by the City.

7.2.2. Opportunities to reduce or eliminate carbon emissions in infrastructure, *public realm* improvements and development will be identified, evaluated and implemented.

7.2.3. Development will be encouraged to identify and apply designs and materials that reduce embodied carbon emissions, such as:

- a. Designing buildings to avoid or minimize below grade structures and transfer slabs;
- b. Using lower-carbon methods and materials such as mass timber, low-carbon concrete and biogenic insulation;

- c. The adaptive reuse of existing buildings; and
 - d. Repurposing on-site materials, such as the landing strip and taxiway pavement.
- 7.2.4. District Plans and applications for development will demonstrate how proposed development within the District will support achieving Toronto's goal of zero emissions by 2040, including preparation of a Net Zero Emissions Strategy.

7.3. **Water**

- 7.3.1. Development will be encouraged to promote water conservation and efficiency, including through strategies such as the installation of rainwater harvesting and re-circulation/reuse systems, the use of water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation, water demand management and considering technological and other system improvements.
- 7.3.2. Engagement with First Nations Rights Holders and Indigenous communities is encouraged through the District Plan process to further understanding and implementation of traditional knowledge related to water systems.
- 7.3.3. Stormwater within the Plan Area is strongly encouraged to be managed through a decentralized systems approach, leveraging the private and *public realm*, *green infrastructure* and nature-based solutions to achieve lower levels of engineered infrastructure in the long term. The decentralized approach will be implemented in accordance with the following:
- a. The system will assess, mitigate and adapt to the impacts of climate change, including the potential for increased extreme weather events;
 - b. The *public realm* may be designed to support water quantity and quality controls, and erosion controls during major storm events;
 - c. District Plans and applications for development will demonstrate the feasibility, intent, safety and maintenance requirements of proposed stormwater management facilities in the *public realm*, to be reviewed by, and implemented at the discretion of, the City; and
 - d. To the greatest extent possible, any stormwater management or *green infrastructure* elements located in the *public realm* should not detract from the functionality of the *public realm* component.
- 7.3.4. District Plans will demonstrate how development will contribute to the incorporation of *green infrastructure* by locating or relocating utilities to ensure adequate space accommodation is made for *green infrastructure*.

7.3.5. Green roofs will be designed to play a significant role in the management of stormwater.

7.3.6. The irrigation of street trees through *green infrastructure* or other passive means may be considered as part of the broader decentralized stormwater management system to improve the resilience of the urban tree canopy.

7.4. **Municipal Servicing**

7.4.1. Municipal infrastructure will be undertaken in relation to the principles and objectives of the Downsview Municipal Environmental Servicing Plan.

7.4.2. Development applications will be required to demonstrate that there is adequate servicing to support the proposed level of intensification in the context of existing and proposed development across the Plan Area.

7.4.3. Municipal servicing will be co-ordinated with the detailed design of the street network.

7.4.4. Municipal infrastructure will be constructed to City standards prior to the issuance of building permits for development requiring that infrastructure. Where streets are being constructed, municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure.

8. HOUSING

The Plan Area is anticipated to be home to approximately 110,000 new residents upon full build-out, and will play an important role in achieving the City's housing targets. This highlights the need for the provision of a full range of housing options to meet a spectrum of needs, particularly those of equity-deserving communities, and to create a welcoming and inclusive community, including housing for seniors, multi-generational housing, deeply affordable housing, supportive housing and rent-g geared-to-income housing. This range of housing will further include a variety of unit types, sizes, tenures and affordability, setting the Plan Area up for success in a diverse and evolving City.

8.1. Housing Options

- 8.1.1. Residential development will contribute to a full range of housing options by type, affordability, size and tenure to serve a variety of household types and those in all stages of life.
- 8.1.2. To achieve a mix of residential unit types and sizes, a minimum of 40 percent of the total number of new units in residential developments will comprise two- and three-bedroom units, including:
 - a. A minimum of 15 percent of the total number of units as two-bedroom units;
 - b. A minimum of 10 percent of the total number of units as three-bedroom units; and
 - c. An additional 15 per cent of the total number of units as two-bedroom and/or three-bedroom units.
- 8.1.3. A Housing Plan will be developed as part of each District Plan. The Housing Plan:
 - a. Will address the percentage of units that will have a minimum of two- and three-bedroom units, including a minimum size for each unit type;
 - b. Will include 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 market housing units; and
 - c. May include proposals to meet the affordable housing requirements through the conveyance of land to the City, at the City's discretion.

8.2. **Affordable Housing**

- 8.2.1. Affordable housing is encouraged to be provided in conjunction with community service facilities.
- 8.2.2. Opportunities for exceeding the minimum affordable housing requirements are encouraged and should be considered wherever residential uses are permitted.

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9. COMMUNITY SERVICE FACILITIES

Community service facilities 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*, and support people in meeting their social needs and enhancing well-being, health and quality of life.

This section acknowledges the role that community service facilities have in building communities and acting as neighbourhood focal points where people gather, learn, socialize and access services, particularly for equity-deserving communities whose needs may not currently be fully met in the Downsview area. These facilities and the services they provide are essential components of a complete, resilient and equitable neighbourhood and will contribute to positive outcomes as development unfolds.

9.1. General Policies

- 9.1.1. New and expanded community service facilities will be required to support and meet the needs of residents and workers in the area, and will be provided in a timely manner commensurate with growth.
- 9.1.2. The following community service facilities are priorities within the Plan Area:
 - a. *Community agency space*;
 - b. Expansion to, or the addition of a library;
 - c. Community recreation centres;
 - d. Elementary and secondary schools; and
 - e. Child care centres.
- 9.1.3. Further detail on the prioritization of community service facilities will be guided by the Downsview Community Service and Facility Study, Downsview Community Development Plan, community service facility studies prepared as part of the District Plan and the development application review processes.
- 9.1.4. New community service facilities and expansions or retrofits of existing community service facilities will:
 - a. Be designed to meet the requirements of the City, public agencies, boards and commissions, where applicable;
 - b. Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - c. Have prominent pedestrian entrances on the main building façade fronting onto a public street, or onto The Runway or Taxiway where applicable, which are clearly visible and directly accessible from a sidewalk on a public street or The Runway or Taxiway; and

- d. Provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 9.1.5. To address their respective requirements, and promote partnership, cost-effectiveness and coordination, developers, the City and public agencies will be encouraged to:
- a. Support the creation of community hubs and co-located facilities;
 - b. Explore alternative delivery models, such as partnerships with non-profit organizations;
 - c. Consider co-location within mixed-use buildings; and
 - d. Integrate and coordinate programs.
- 9.1.6. Development on parcels with existing on-site community service facilities will replace the total gross floor area of the community service facility(ies) on-site.
- 9.1.7. To support the City's provision of emergency services, fire, paramedic and police services will be considered as part of future development to serve the local area.

9.2. **Community Recreation Centres**

- 9.2.1. It is anticipated that at least two community recreation centres will be required to serve the level of anticipated growth in the Plan Area, generally located:
- a. Near the intersection of Sheppard Avenue and Keele Street; and
 - b. Near Wilson and/or Sheppard West subway stations.
- 9.2.2. Space for community recreation centres will be secured through the District Plan and development application review processes, and may require the use of holding provisions.
- 9.2.3. Community Recreation Centres will generally be located in the base buildings of mixed-use developments adjacent to parks and/or other open space, with consideration given to equitable geographic distribution within the Plan Area.

9.3. **Schools**

- 9.3.1. Schools will provide their own outdoor play space on school board lands by maximizing the space that is available on their site, including at-grade and/or on the building podium. This outdoor play space may be supplemented by schools' shared use of a portion of parks and/or POPS at the City's sole discretion, subject to the following conditions:

- a. The school board must demonstrate reasonable constraints on the provision of sufficient school yard and/or outdoor play space on school board lands;
 - b. The City will determine the terms of the shared use agreement and suitable criteria for location of appropriate school use of parks and/or POPS; and
 - c. Provided shared use agreements with the City and/or private landowner are in effect.
- 9.3.2. Any public use of school open space outside of school hours and school use of parks during school hours may be considered and accommodated through an appropriate shared use agreement with the City. Any access to parks provided for school use will be contingent on the school use of a park not becoming its primary use. School boards will provide adequate financial contributions relating to both capital funds and over-and-above standard maintenance cost to the City for the shared use of parks and facilities. Capital financial contribution requirements will be determined by the City.
- 9.3.3. Schools will be sited and designed based on the following principles:
- a. Schools will have floor area distributed vertically to minimize floor plates and make efficient use of land;
 - b. If a School Board enters into an agreement with the City to use park space, the school must be located adjacent to the park and there must be limited obstructions and physical buffers, such as fences, streets or driveways, between the school and the park. Physical buffers that limit access to and movement through parks, such as fences within or enclosing parks, will also be generally avoided to allow for a holistic and flexible park design that enables community activity in the park during and outside of school hours;
 - c. Schools and their open space components will be designed to enable local community use outside of school hours, subject to a shared use agreement; and
 - d. The design, location, and programming of parks will be determined by the City in consultation with school boards.
- 9.3.4. During the District Plan and development application review processes, developers should consult with School Boards and the City to consider how schools can be integrated into emerging communities.

9.4. **Child Care**

- 9.4.1. The City will work with School Boards to identify opportunities to include child care centres in schools.

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10. ECONOMIC, CULTURAL AND SOCIAL DEVELOPMENT

This 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, this Plan recognizes the Downsview area as a regional employment node with unique opportunities to accommodate large scale employment uses that have significant impacts on the local economy.

This 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 policies of this Plan are intended, alongside the Community Development Plan, to address the need for social, cultural and economic development that will enhance the lives of Indigenous, Black and equity-deserving communities. The Downsview Secondary Plan strives to establish a context where local businesses can thrive, with opportunities for business incubators and small-scale commercial space, while also supporting the infrastructure and space needed to support social development.

10.1. General Policies

- 10.1.1. In addition to the policies of this Plan, the Downsview Community Development Plan will identify social, cultural and economic development and investment strategies and opportunities for the local community.
- 10.1.2. Development is encouraged to foster inclusive economic, social and cultural development opportunities for local residents, such as entrepreneurship supports, arts and culture sector development, and access to affordable arts and culture spaces.
- 10.1.3. The clustering of businesses supporting major employment uses within the same industry is encouraged.
- 10.1.4. Land intensive major employment uses and traded sector goods/export-oriented businesses are encouraged in *General Employment Areas* and *Core Employment Areas* to support the Downsview area's regional significance as an employment node.

10.2. Advanced Manufacturing and Research

- 10.2.1. Advanced manufacturing and research activities are strongly encouraged in *General Employment Areas*.
- 10.2.2. Research and production activities in the following sectors are encouraged in the Plan Area:
 - a. Biotechnology and pharmaceuticals;
 - b. Green technology;

- c. Robotics and advanced manufacturing; and
 - d. Information Technology and artificial intelligence.
- 10.2.3. The development of relevant skills-training facilities will be encouraged in conjunction with employment uses in *General Employment Areas*, to provide local residents with the knowledge and training necessary to successfully compete and thrive in advanced manufacturing research and production.
- 10.3. **Commercial, Office and Retail**
- 10.3.1. Office and commercial uses are encouraged in *Mixed Use Areas*.
- 10.3.2. *Major office* and appropriate major institutional uses will be directed to areas near transit stations.
- 10.3.3. Small scale retail spaces are strongly encouraged in *Mixed Use Areas* to support the viability of locally-owned businesses and contribute to a complete community.
- 10.3.4. A strong and diverse retail sector will be promoted by:
- a. Permitting a broad range of shopping opportunities that support a variety of income levels, for local residents and workers;
 - b. Built form and design that promotes access by pedestrians, cyclists and transit users;
 - c. Encouraging stores selling fresh, affordable and/or culturally-appropriate food; and
 - d. Supporting effective business associations in retail areas.
- 10.3.5. Development fronting a Priority Retail Area will have retail and/or active uses on the ground floor, with main entrances that front onto the adjacent public sidewalk, with the exception of Priority Retail Areas that are adjacent to The Runway, in which case main entrances will front onto The Runway. Such areas are identified on Map 7-X and may be further refined through the District Plan process. **[Note: Map 7-X is still under development]**
- 10.3.6. When existing buildings are redeveloped, it is encouraged that the displacement of existing businesses is mitigated by replacing the redeveloped space with similarly sized units, with a particular emphasis on supporting the continuity of small scale, independently owned and locally serving businesses.
- 10.4. **Creative Industry**
- 10.4.1. Development in *Mixed Use Areas* will be encouraged to foster a thriving arts and culture sector through the retention, expansion, inclusion and clustering of

spaces for cultural sector uses, employment and businesses including but not limited to the visual arts, music, performance and arts production.

- 10.4.2. The clustering of businesses related to the film and creative technology industries will be encouraged, supporting the creation of a film and technology hub in the Plan Area.
- 10.4.3. Where appropriate, film-friendly design that supports a high quality *public realm* should be considered and implemented through the District Plan and development application review processes, particularly through District-level urban design guidelines.

10.5. **Community Development**

- 10.5.1. The clustering and co-location of compatible uses, supporting the creation of community hubs and shared spaces with compatible community service facilities, such as *community agency space*, will be supported and encouraged where appropriate.
- 10.5.2. Development is encouraged to establish local and social hiring pathways and training/apprenticeships opportunities, social procurement, opportunities for community land trusts and business incubators.

11. IMPLEMENTATION

11.1. District Plans

District Plans will outline area-specific development principles and guidelines at a level of detail not possible within the Downsview Secondary Plan. These principles and guidelines form the bridge that allows the City to move from Official Plan policies to Zoning By-law provisions. 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.

- 11.1.1. District Plans are required to be developed for lands identified as being within a District on Map 7-6, to the satisfaction of the City.
- 11.1.2. The boundaries of the Districts on Map 7-6: Districts are general. Where the general intent of the Downsview Secondary Plan is maintained, minor adjustments to the District boundaries will not require an amendment to this Plan.
- 11.1.3. No Zoning By-law Amendment or Plan of Subdivision within a District's boundaries will be adopted prior to a District Plan being endorsed by City Council.
- 11.1.4. District Plans will conform to the policies of this Plan and outline development principles and guidelines for each District, ensuring a coordinated approach to development across the entire Plan Area.
- 11.1.5. District Plans will provide a context within which to prepare and review development applications. Development applications shall have regard for and implement the applicable District Plan.
- 11.1.6. District Plans should be developed in coordination with all affected property owners.
- 11.1.7. District Plans will reflect existing City strategies applicable at the time of development to ensure that development aligns with City objectives.

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

- | | |
|---|---|
| › Reconciliation Action Plan | › HousingTO 2020-2030 Action Plan |
| › Action Plan to Confront Anti-Black Racism | › Toronto Public Art Strategy |
| › Community Benefits Framework | › SafeTO |
| › Toronto Black Food Sovereignty Plan | › ConnectTO |
| › Toronto Strong Neighbourhoods Strategy | › Toronto Youth Equity Strategy |
| › Poverty Reduction Strategy | › Toronto Heritage Survey |
| › TO Prosperity | › Resilience Strategy |
| › Complete Streets Implementation | › Toronto Seniors Strategy |
| › Cycling Network Plan | › Vision Zero 2.0: Road Safety Plan |
| › Green Streets Strategy | › Biodiversity Strategy |
| › Wet Weather Flow Master Plan | › Parkland Strategy |
| › Toronto Green Standard | › Parks and Recreation Facilities Master Plan |
| › TransformTO | |

11.1.8. Applications for District Plans will generally include the items listed in Schedule 2.

11.1.9. Each District Plan application will describe how approved districts have responded to the policy objectives of this Plan, and how the current District Plan will contribute, including but not limited to achieving the desired outcomes for the provision of:

- a. Parkland and open space;
- b. Green Spine;
- c. The Runway;
- d. Tree canopy coverage;
- e. Affordable housing;
- f. Decentralized stormwater management system;
- g. Any site-specific requirements as identified in Section 13 of this Plan;
- h. *Active transportation* infrastructure and modal split outcomes; and
- i. Community service facilities.

11.2. **Monitoring**

11.2.1. A Transportation Monitoring program will be developed as part of each District Plan, in coordination with area stakeholders, to monitor development levels and travel patterns as the 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. Transportation Monitoring programs will also include, where appropriate:

- a. The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
- b. An evaluation of trip volumes from a multi-modal perspective on public streets, the Green Spine and at *Priority Pedestrian Locations* and *Enhanced Cycling Intersections*;
- c. An evaluation of the future capacity of all transportation modes against development levels and network improvements provided for by this Plan;
- d. An evaluation of existing, planned and proposed development; and
- e. An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.

11.2.2. The transportation and travel characteristics of the Plan Area will be monitored for consistency with the Downsview Master Environmental Servicing Plan to determine impact of new development on the transportation system. Holding By-laws may be enacted to require certain transportation improvements are in place prior to new development proceeding on the site.

11.2.3. A Stormwater Management Monitoring program will be developed as part of each District Plan to monitor development levels and stormwater management outcomes 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. Stormwater Management Monitoring programs will include, where appropriate:

- a. The volume of water being managed, and any changes over time;
- b. Water quality (monitored pollutant removal);
- c. A breakdown of monitoring results by component, including private lands, streets, parks, POPS and green spine;
- d. The frequency and severity of events which cause flooding in the *public realm*;
- e. Plant health (tree, grass etc.);
- f. An evaluation of the future capacity of the decentralized stormwater management system against development levels;
- g. An evaluation of the impacts in potential future reduction in engineered infrastructure; and

- h. Based on the monitoring and simulation results, provide recommendation for stormwater management systems in future phases.

11.3. Design of Public Facilities

- 11.3.1. Opportunities for co-design with local communities, with a focus on Indigenous, Black and other equity-deserving communities, should be explored for new or reconstructed parks and/or community service facilities.

11.4. Phasing

- 11.4.1. 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, community service facilities, and other relevant land uses. Phasing should advance with regard to the principles, strategies and conclusions outlined in the Downsview MESP.
- 11.4.2. Major infrastructure investment will be developed 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.
- 11.4.3. Infrastructure phasing is outlined on Map 7-X: Phasing Plan. Minor adjustments to Map 7-X may be permitted through the District Plan process provided that the necessary infrastructure is in place to support the development and development proceeds in accordance with the policies of this Plan and the Downsview MESP. **[Note: Map 7-X is still under development]**
- 11.4.4. The Phasing Plans for each District will demonstrate how community service facilities, parkland, office and other non-residential uses, as well as affordable housing, are secured and provided concurrently with development and will be appropriately phased through the development of the District.
- 11.4.5. Where municipal servicing capacity is inadequate to support proposed and/or planned growth, development will be required to provide upgrades, improvements and/or new municipal servicing infrastructure, where appropriate, to provide adequate capacity, secured prior to development proceeding and which may require a Holding provision.
- 11.4.6. The upgrades and/or improvements to, or new municipal servicing infrastructure may be secured in a Core Servicing Agreement entered into between various landowners to identify cost-sharing obligations, coordination on infrastructure construction, cost and implementation of all new watermain, sanitary and storm sewers and stormwater management facilities, and related

matters, including any requirements for *green infrastructure*. Core Servicing Agreements will be in a form and content satisfactory to the City, at no cost to the City, and the City may be a party to such agreements, where appropriate.

- 11.4.7. In the Plan Area, the expansion of the *mobility network* will occur incrementally with development as follows:
- a. If a required network improvement is part of a site that is subject to a development application, that improvement will be secured and/or constructed prior to development proceeding;
 - b. If off-site network improvements are not in place or constructed, development proponents must demonstrate to the satisfaction of the City that the *mobility network* will function appropriately until the required improvements have been implemented; and
 - c. If the required network improvement is an off-site improvement, and the development has satisfied the provisions above, Council will require a financial contribution towards the costs associated with the future land acquisition and construction of the required *mobility network* improvement as determined through the development application review process.

11.5. **Interim Uses**

- 11.5.1. While the ultimate development of the Plan Area is anticipated to realize the vision set out in this Plan, it is acknowledged that, in some instances, new uses may be introduced on an interim basis prior to development of a particular phase or site.
- 11.5.2. Interim uses can proceed prior to the submission or approval of a District Plan.
- 11.5.3. Interim uses can be used to animate the site, provide local amenities and retail uses, services or activities, provide for interim mobility connections and/or create green space/plantings as the Plan Area develops.
- 11.5.4. Where interim uses are proposed, they shall be designed to consider:
- a. Improving access to and through the site;
 - b. Ensuring safety through appropriate site design and active uses;
 - c. Year-round activation; and
 - d. Opportunities to contribute to climate resilience and a comfortable microclimate.
- 11.5.5. Any application to permit interim uses will demonstrate to the City's satisfaction that such interim development:

- a. Is not intended to be long-term and is appropriate over the short-to medium-term;
- b. Does not preclude the long-term development of the Plan Area as envisioned by the Plan;
- c. Does not preclude the achievement of the street network set out in Map 7-5: Mobility Network;
- d. Does not include the development of underground structures (not including servicing infrastructure); and
- e. Complies with, or does not conflict with, the need to ensure appropriate rail safety measures, or recognition of potential hazard should a temporary use be introduced prior to final development on lands adjacent to the rail corridor; and complies with the Land Use, Built Form and Public Realm policies of the Official Plan.

11.6. Rail Safety and Mitigation

- 11.6.1. A Rail Safety and Risk Mitigation Report will identify the appropriate minimum setbacks for development from the Metrolinx rail corridor to sufficiently provide risk mitigation at the District Plan stage. Development will further provide other mitigation measures as appropriate, as identified through the Rail Safety and Risk Mitigation Report.
- 11.6.2. Notwithstanding the above Rail Safety Mitigation Report, the following uses are permitted within the minimum setback from the Metrolinx rail corridor:
 - a. Rail safety and vibration/noise mitigation structures;
 - b. Transit infrastructure;
 - c. Open space;
 - d. Auxiliary non-residential uses such as parking, storage and loading; and
 - e. Existing non-residential uses.
- 11.6.3. Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality.
- 11.6.4. Berms should be landscaped and maintained and opportunities for murals and/or other public or community art should be pursued on the face of noise walls and other structures.

11.7. Easements

- 11.7.1. The City may require an easement to secure public access to the *public realm* components identified in this Plan and shown on Map 7-3: Public Realm Plan, including but not limited to The Runway, mid-block connections, *greenways* and POPS. The easements will be designed through the development application review process and secured in appropriate agreements and restrictive covenants. The *public realm* components will be constructed and maintained by the owner.

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12. SITE AND AREA SPECIFIC POLICIES

12.1. Downsview Centre

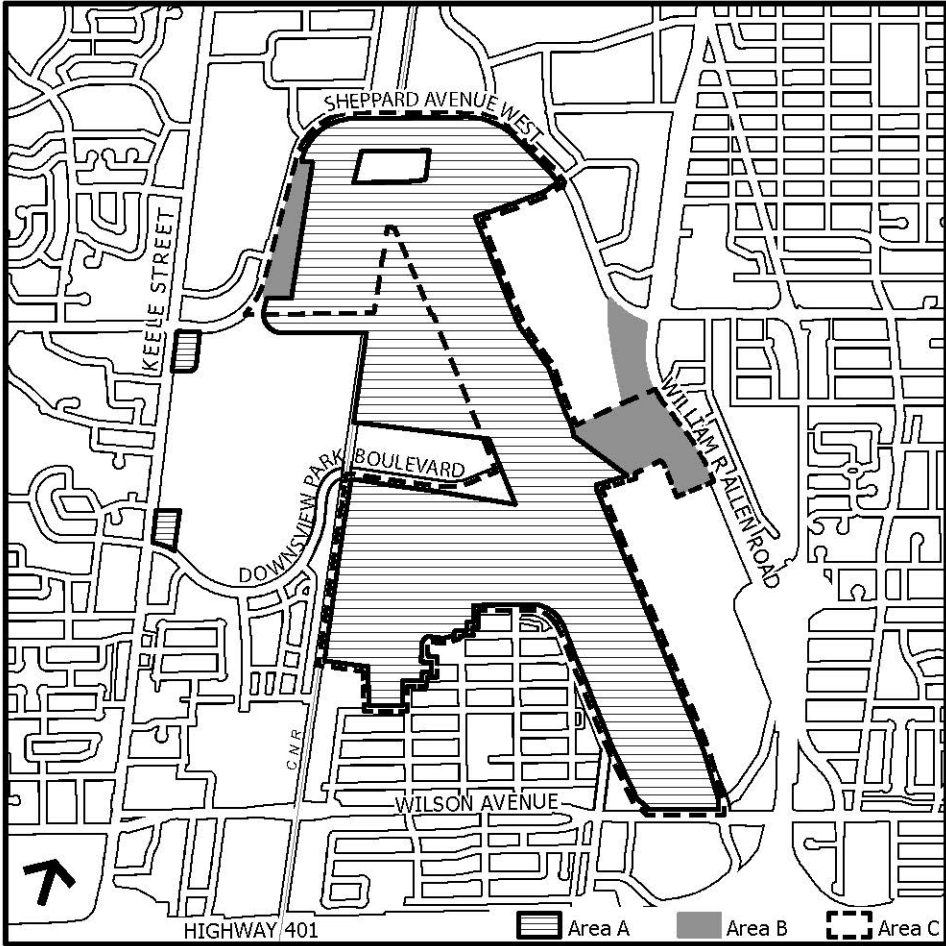


Figure 1: Downsview Centre

- 12.1.1. Within the lands identified as Area A and Area B in Figure 1: Downsview Centre, a minimum non-residential gross floor area of 1,114,000 square metres is required, including through the adaptive reuse of existing buildings.
- 12.1.2. Development of the minimum non-residential gross floor area in Areas A and B will be comprised of the uses listed in Schedule 1, such that:
 - a. Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
 - b. Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area; and
 - c. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.

- 12.1.3. Uses listed in Column 1, as outlined in Policy 12.1.2 above, will be primarily located within the *General Employment Areas* identified on Map 7-4: Land Use Plan, but can extend to all *Mixed Use Areas*.
- 12.1.4. The mix of non-residential uses in Areas A and B may vary from district to district, and as development occurs, provided that the intent of achieving the above mix is maintained.
- 12.1.5. To provide a balance of employment and residential growth, the minimum non-residential gross floor area of 1,114,000 square metres required in Areas A and B will be achieved in accordance with the following:
- a. Until the amount of non-residential gross floor area exceeds 371,500 square metres, non-residential uses will be developed prior to or concurrent with residential uses at a 1:1 ratio, such that the amount of residential gross floor area on the designated lands may not exceed the amount of non-residential gross floor area on the designated lands;
 - b. For development of non-residential gross floor area on the designated lands between 371,500 square metres and 743,200 square metres, residential uses may be developed at a ratio of 3.5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
 - c. For development of non-residential gross floor area on the designated lands between 743,200 square metres and the total minimum non-residential gross floor area of 1,114,000 square metres, residential uses may be developed at a ratio of 5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
 - d. To encourage the development of affordable housing and institutional housing (including but not limited to student residences, retirement homes and long-term care facilities), residential uses may be developed at ratios exceeding the amounts set out above only where the additional residential gross floor area is used for affordable housing and/or institutional housing;
 - e. Should any affordable housing or institutional housing units revert or be converted to market housing units prior to the development of the minimum non-residential gross floor area of 1,114,000 square metres required on the designated lands, such units will then be included in the amount of residential gross floor area for the purposes of achieving the ratios set out above; and
 - f. Affordable housing and institutional housing units are considered residential gross floor area.

- 12.1.6. Within the lands identified as Area C in Figure 1: Downsview Centre, a minimum of 40 hectares of new publicly accessible parks, open spaces and green connections will be achieved, inclusive of parks, open spaces, natural areas, POPS, *greenways*, The Runway, The Taxiway, and the Green Spine. Of this 40 hectares, it is anticipated that a minimum of 24 hectares will be conveyed to the City through the development review process as public parkland. The minimum 24 hectares of public parkland will be comprised of the following:
- a. Minimum 14 hectares of designated Major Parks identified on Map 7-4: Land Use Plan; and
 - b. An additional 10 hectares to be provided as local parks, located in accordance with the policies of this Plan.
- 12.1.7. Affordable housing will be provided by development through one or more of the following, or equivalent, delivery mechanisms, to the satisfaction of the City, for the lands identified as Area A:
- a. The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
 - b. 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
 - c. The conveyance to the City of 5% of the residential gross floor area as purpose built affordable rental or affordable ownership units.
- 12.1.8. The required affordable housing will be secured by entering into a Municipal Housing Project Facility Agreement and/or such other agreement(s) as may be satisfactory to the City Solicitor to secure the provision of affordable housing.
- 12.1.9. Prior to Council's passing of bills for any zoning by-law approving residential development on the lands identified as Area A, a shovel-ready design for the community recreation centre in the vicinity of Keele Street and Sheppard Avenue West, and associated recreation and park facilities, will be completed through an agreed upon process between the landowner and the City, including consultation with the local community on the prepared design, at the landowner's expense.
- 12.1.10. Development on the lands identified in Figure 1: Downsview Centre (Areas A, B and C) will utilize and repurpose existing cultural heritage resources, where appropriate and feasible, while conserving their cultural heritage value.

12.2. Downsview Park

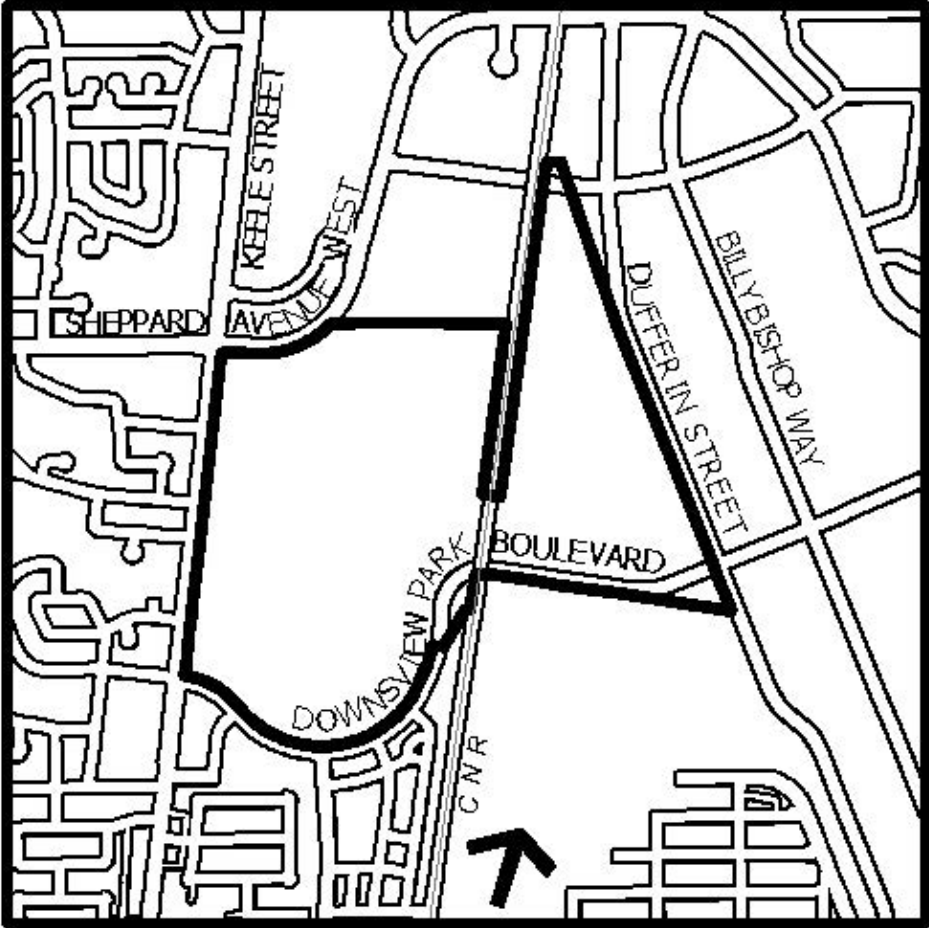


Figure 2: Downsview Park

- 12.2.1. The lands identified in Figure 2 are intended to develop as a park of local, regional and national attraction and significance comprised of large natural and open space areas and areas of park development.
- 12.2.2. Lands identified in Figure 2 and designated as *Parks* will:
 - a. Not be used for the development of new principal buildings. Supportive buildings such as park washrooms, concession areas and park information buildings may be constructed on lands designated *Parks* provided they are of a size and scale that is ancillary to the park and open space function; and,
 - b. Permit agriculture uses.
- 12.2.3. Only the following uses are permitted on lands identified in Figure 2 and designated *General Employment Areas*:
 - a. Museums;

- b. Art galleries;
- c. Small craft industries;
- d. Artist studios;
- e. Recreation facilities;
- f. Park and office administration uses;
- g. Cultural uses;
- h. Theatres;
- i. Educational uses;
- j. Market areas;
- k. Ancillary retail and restaurant uses; and
- l. Other non-residential uses that support and relate to the Downsview Park.

12.2.4. Uses along Carl Hall Road will primarily be located in existing buildings. Any new development or redevelopment should support the scale, organization and orientation of existing buildings, conserve the rich inventory of heritage resources, and support the evolution of Carl Hall Road as a pedestrian-oriented public destination and the cultural centre of the Plan Area.

12.2.5. Development on lands identified in Figure 2 and designated *General Employment Areas* will be planned in a manner that reflects the local context, including consideration for the interface with existing buildings and open spaces.

12.3. Allen East

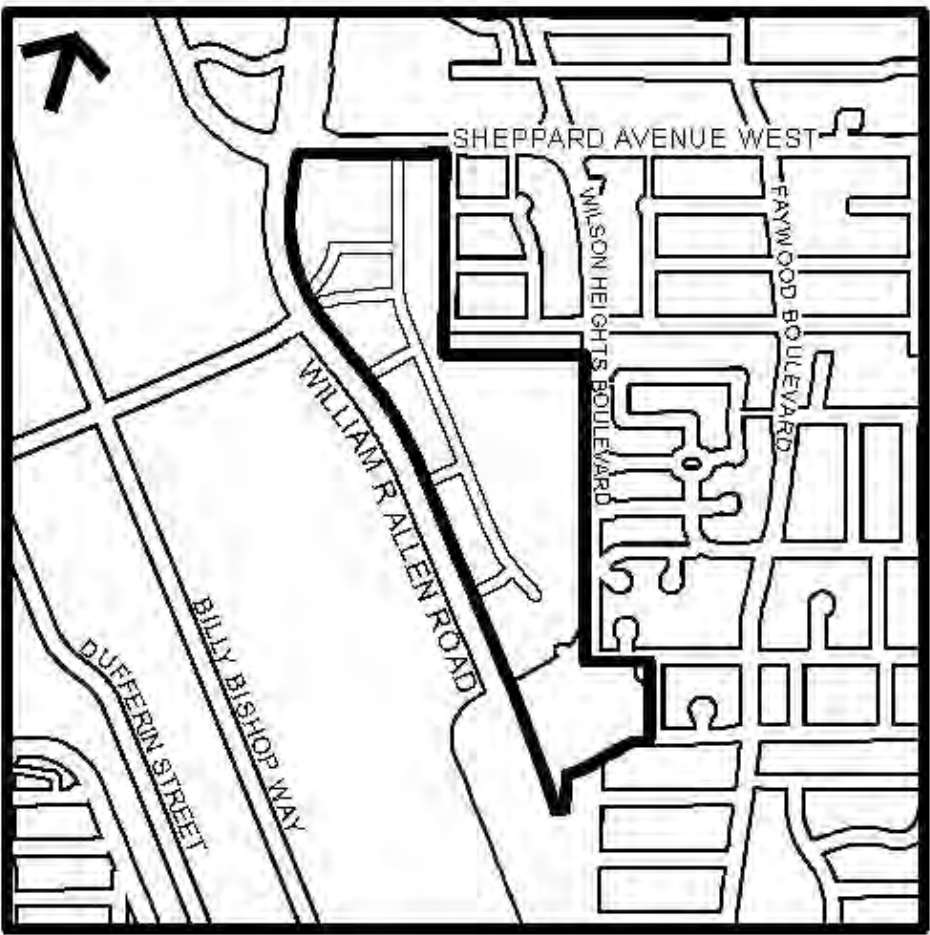


Figure 3: Allen East

- 12.3.1. The lands identified in Figure 3: Allen East will include a minimum of 3.78 hectares of parkland.
- 12.3.2. A greenway approximately 20 metres in width will connect to the existing Banting Park and a new park at the south end of the District.
- 12.3.3. The predominant use of land at the intersection of Sheppard Avenue West and Allen Road will be for office, retail and service commercial purposes.
- 12.3.4. A minimum of 300 affordable housing units will be included in Allen East.

12.4. Wilson South

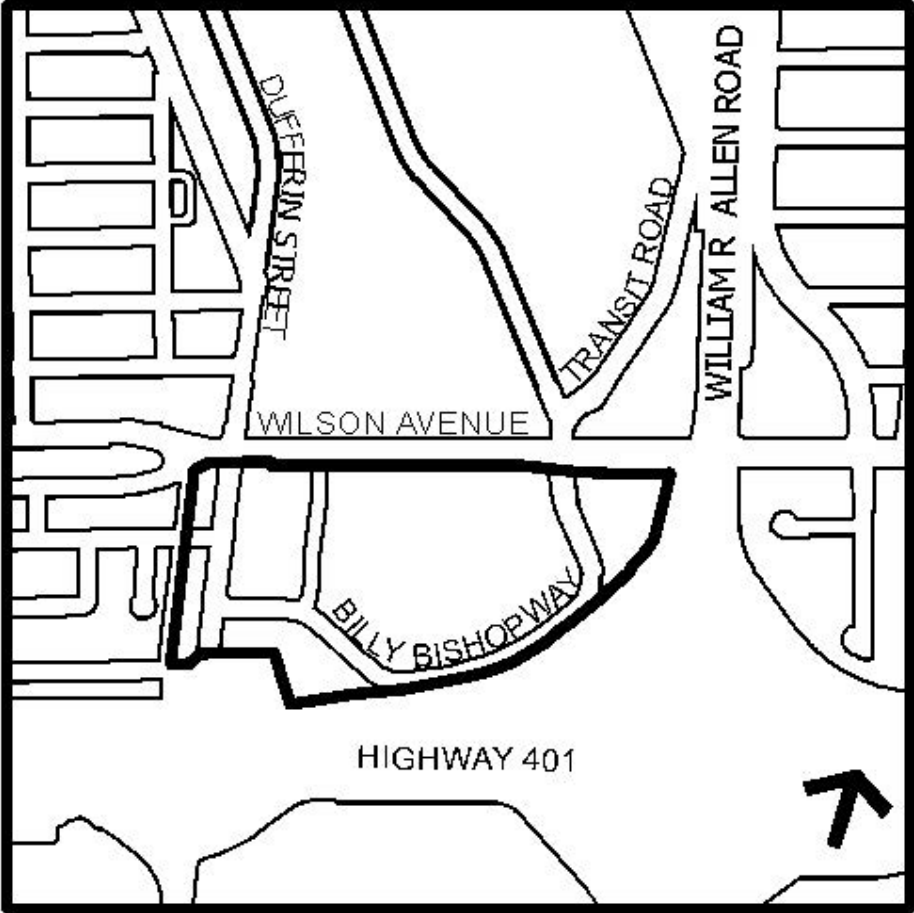


Figure 4: Wilson South

12.4.1. Within the lands identified in Figure 4: Wilson South, a minimum of 4 hectares of new publicly accessible parks, open spaces and green connections will be achieved, inclusive of parks, open spaces, natural areas, POPS, greenways, and the Green Spine.

12.5. Dufferin Wilson Regeneration Area



Figure 5: Dufferin Wilson Regeneration Area

12.5.1. The lands identified in Figure 5, are subject to the Dufferin Wilson Regeneration Area Plan, which was adopted with modifications by Council in February 2021.

12.6. Wilson and Allen Road (SASP 789)

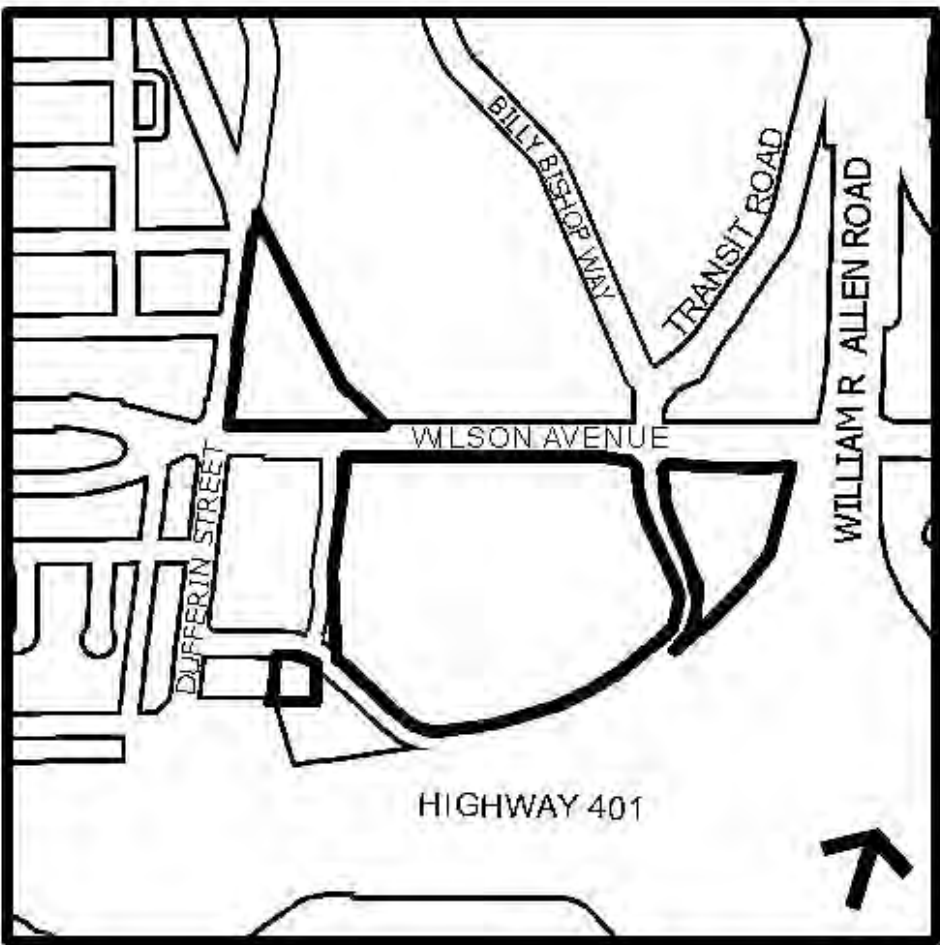


Figure 6: Wilson and Allen Road

- 12.6.1. On the lands identified in Figure 6: Wilson and Allen Road, a mixed-use and mixed-income development is permitted provided that:
 - a. Development will provide a minimum non-residential gross floor area of 21% of the total gross floor area. The permitted uses, distribution, and phasing of the minimum required non-residential gross floor area will be determined through the Downsview Area Secondary Plan review. **[This policy direction will be addressed through the next draft of the Secondary Plan]**
 - b. Complete applications to introduce sensitive land uses, where permitted following the completion of the Downsview Area Secondary Plan review, will be required to submit a Compatibility/Mitigation Study in accordance with the Compatibility/Mitigation Policies set out in Section 2.2.4 of the Official Plan. In addition to the requirements identified in the Official Plan, the Compatibility/Mitigation Study will also identify potential and/or

required mitigation measures for sensitive land uses adjacent to or near Highway 401 and Allen Road.

- c. Where permitted, new development containing residential units will secure a minimum amount of affordable housing as follows:
 - i. If a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing;
 - ii. The affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
 - iii. The unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.
- d. Where a complete application for a Zoning By-law Amendment has not been filed prior to January 1, 2025, the percentage of gross floor area of affordable rental housing required above will increase by 1.5 percent per year. Affordable ownership housing requirements will be set at 1.4 times the affordable rental housing requirements.
- e. The provision of required affordable housing shall be secured through one or more agreements with the City.
- f. The use of holding provisions may be used to ensure the required affordable housing is secured. Conditions to be met prior to the removal of a holding ("H") provision on the lands shall include the following:
 - i. Entering into a Municipal Housing Project Facility Agreement or such other agreement(s) as may be satisfactory to the City Solicitor to secure the provision of affordable housing; and
 - ii. The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met.
- g. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail and the affordable housing requirements identified above will no longer apply, but only

provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the requirements identified above.

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12.7. William Baker

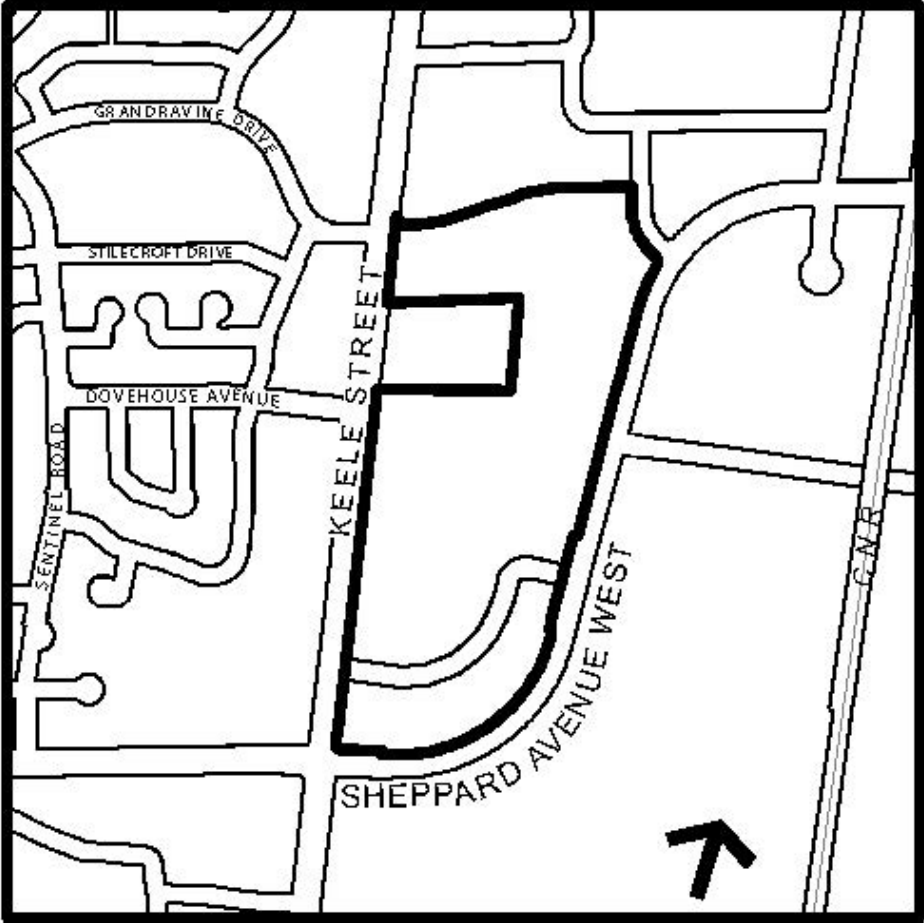


Figure 7: William Baker

- 12.7.1. The lands identified in Figure 7: William Baker will include a minimum of 3 hectares of parkland
- 12.7.2. A multi-use path connecting this District to the National Urban Park via the existing pedestrian bridge is encouraged.
- 12.7.3. 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.

13. DEFINITIONS AND EXPLANATORY TEXT

Active Transportation, Active Mobility or Active Modes all refer to human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (Growth Plan)

Ancillary Use means a use of land, buildings or structures that is normally incidental or subordinate to the principal use, building or structure located on the same lot.

City Nature is a form of development that blends the built and natural world, integrating green infrastructure, biodiverse habitat, gathering spaces, and play into the public realm. Inspired by Toronto's ravine system and celebrating the existing Downsview Park, City Nature is a unique form of urban development that invites nature's generosity into the bustle of the everyday, delivering public health, ecosystem, sustainability and resilience benefits and creating a unique and compelling identity and character. The City Nature approach can be leveraged to contribute to the City's 40% canopy cover target.

Community Agency Space may accommodate a range of functions, including public health services, human services, arts and cultural uses and employment services

Enhanced Cycling Intersections are areas where bicycle infrastructure and design and operational measures such as protected intersections, bicycle boxes, raised corner islands, and/or signal phasing will be provided to secure safer turning movements for cyclists.

Equity involves identifying and removing barriers to full participation by diverse communities to create equitable access to opportunities and benefits, whether to residents, non-residents, visitors or employees. Equity ensures that every person has fair and equitable treatment with respect to services, facilities, and systems without discrimination or harassment.

Greenways are linear green spaces or landscaped pedestrian and cycling connections that form important active mobility, stormwater, biodiversity, and/or habitat corridors within the Plan Area, particularly between parks and the Green Spine, though greenways themselves are not parks. Greenways may vary in design depending on their context but should be designed to facilitate connectivity with a focus on pedestrian and cyclist safety and comfort. Greenways may be located along the edge of the street or through the interior of a block. The general location of important greenways are shown on Map 7-3: Public Realm Plan.

Green Infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. For the purposes of this Plan, green infrastructure does not include a stormwater manager pond.

Green Streets are street rights-of-way that incorporate green infrastructure to complement or replace grey infrastructure. The green infrastructure can be natural and/or human-made, and captures rainwater and directs it to plants and trees, acting as a natural filter that cleans the water before it makes its way into local waterways.

(Indigenous) Place-Keeping as an approach to design is based on land stewardship that is centred around recognizing the rights of landscape as a living being first and considering our responsibilities to a place now and into the future. Indigenous place-keeping thinks beyond our immediate benefits and defines a relationship of reciprocity to all living things and systems and how they work together.

Major Office means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more. (GP)

Mobility Network refers to the combined street, cycling, pedestrian, and transit networks within the Downsview area and supports the development of a complete and connected community that seamlessly integrates with the surrounding area.

Priority Pedestrian Locations are crossing locations with enhanced pedestrian infrastructure and design to improve safety, continuity and priority for pedestrians, including but not limited to reducing and/or narrowing vehicular travel lanes at intersections to create shorter pedestrian crossings, intersection curbing radius reductions, wider sidewalks, and raised pedestrian crossings

Public Realm means all public and private spaces to which the public has access. It is a network that includes, but is not limited to, parks, open spaces, streets and lanes, and portions of private and public buildings that are publicly accessible.

Shared Mobility Hubs 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.

SCHEDULE 1

Non-Residential Uses referred to under Policy 5		
Column 1 (51%)	Column 2 (49%)	Column 3
Office	Ancillary Retail	Community Recreation Centres
Creative Industries *	Services (including Restaurants, Fitness Centres, Day Cares)	Libraries
Scientific Research and Development	Hotels	Public Schools
Light Manufacturing (including High Tech Industrial)	Medical/Health Facilities (including Hospitals, Clinics, Hospices, Medical Offices)	Transit Stations
Processing	Warehousing, Wholesaling, Distribution	Places of Worship
	Public Utility/Renewable Energy	Ambulance/Fire Stations
	Artist's Galleries/Studios	
	National Urban Park District Employment Uses **	
	Post-Secondary Institutions, Business and Industrial Trade Schools	

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

** Uses permitted by Policy 8(1)(c)(ii) of the existing 2011 Downsview Area Secondary Plan

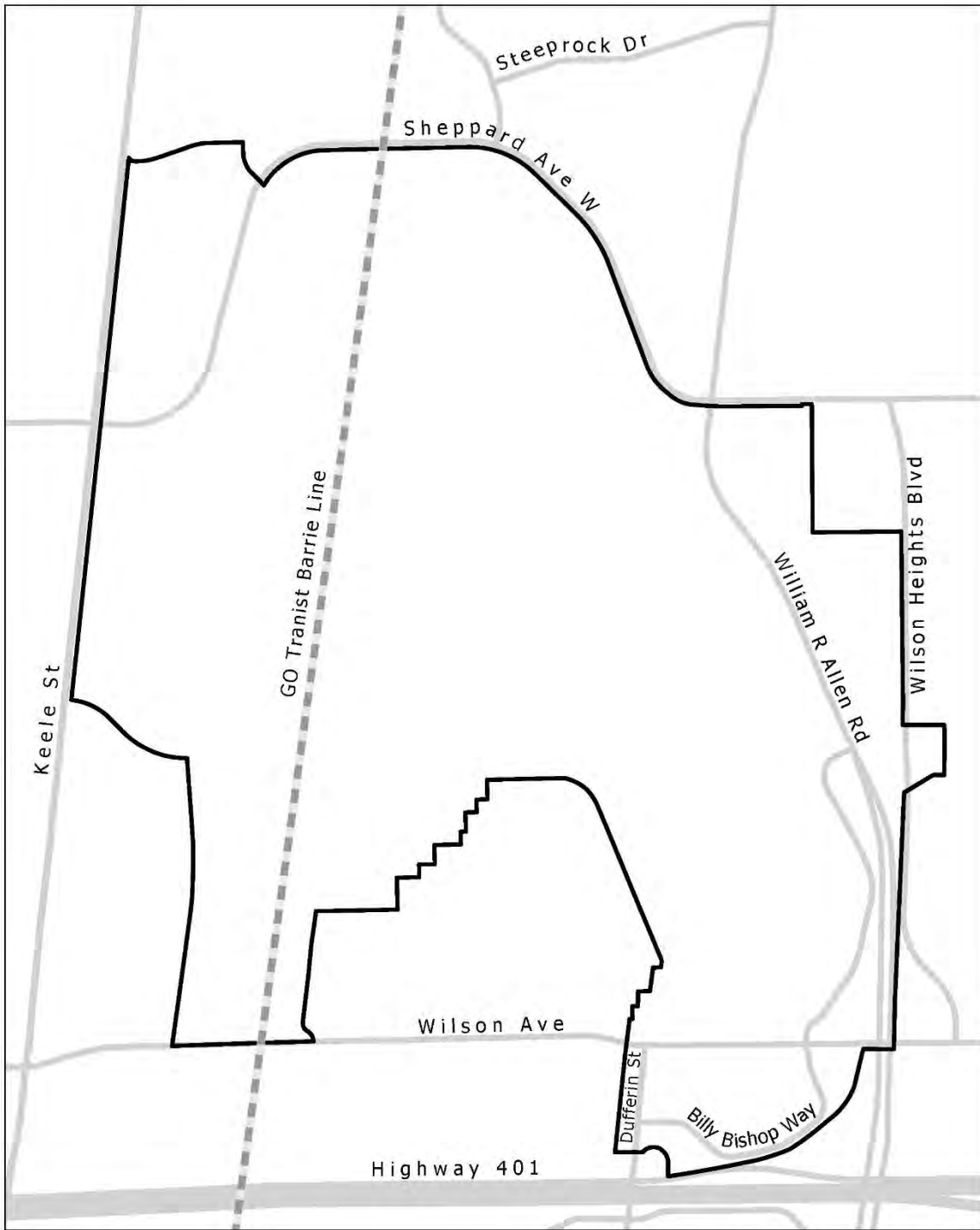
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SCHEDULE 2

1	Boundary survey
2	Description of the intended character and the key elements of the District
3	Structure and block plans
4	Land Use Plan that demonstrates the creation of a complete community
5	Housing Plan
6	Conceptual building locations and massing, and other appropriate plans/drawings
7	Planning Rationale
8	Urban Design & Public Realm Guidelines
9	Density Breakdown Statistics
10	Building mass model
11	<p>Parks and Public Realm Plan, including:</p> <ul style="list-style-type: none"> i. The quantity of parks and open space to be delivered; ii. The boundaries, size, location and configuration of parks, open spaces, POPS, including The Runway, <i>greenways</i> and mid-block connections; and iii. A Public Realm Map which shows how the local <i>public realm</i> components will be integrated with surrounding lands and the major <i>public realm</i> components identified in this Plan and how network connectivity has been considered.
12	Heritage Impact Assessment
13	Archaeological Assessment
14	<p>Public Art Plan, which includes how public art will contribute to the character of the Plan Area by:</p> <ul style="list-style-type: none"> i. Enhancing the quality of the <i>public realm</i> and other spaces that are publicly accessible and visible from the <i>public realm</i>; and ii. Facilitating the expression of the area's cultural and natural heritage, including <i>Indigenous place-keeping</i> 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.
15	Transportation Impact Study

16	The location, alignment, access and design of each new street and off-street <i>active transportation</i> route, including a Mobility Map identifying how local streets, transit service and <i>active transportation</i> routes will be integrated with the surrounding lands and the major streets and mobility infrastructure, and achieve required permeability, as identified in this Plan.
17	Identification of appropriate pedestrian and cycling infrastructure and facilities in the public and private realm, including: <ul style="list-style-type: none"> i. Locations of signalized pedestrian crossings; ii. The number, location and design of <i>Priority Pedestrian Locations</i> and <i>Enhanced Cycling Intersections</i>; iii. The location of <i>Shared Mobility Hubs</i>; and iv. Minimum requirements for the provision of bicycle parking, including considering specialized bike parking (e.g. cargo bicycles, bicycles with trailers, bicycle couriers etc.).
18	Travel Demand Management ("TDM") Plan, including: <ul style="list-style-type: none"> i. A multi-modal assessment of transportation conditions; ii. Site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking; and iii. Off-site infrastructure improvements that may include bike-share stations, car share spaces, ride share hailing points and multi-modal <i>Shared Mobility Hubs</i>.
19	Parking Implementation Plan
20	Transportation Monitoring Program
21	Identification of how development supports achieving Toronto's goal of zero emissions by 2040, including a Net Zero Emissions Strategy
22	Energy Strategy
23	Environmental Impact Study and/or Natural Heritage Impact Study
24	Identification of how development contributes to the City's tree canopy, including a District Soil Volume Plan
25	Demonstration of how the goals of this Plan are being achieved
26	Stormwater Management Report, including: <ul style="list-style-type: none"> i. How stormwater is being managed in accordance with the City's Wet Weather Flow Management Guidelines; ii. Demonstrating the feasibility, intent and maintenance requirements of proposed stormwater management facilities in the <i>public realm</i>; and

	<ul style="list-style-type: none"> iii. Identifying appropriate maintenance and monitoring requirements for <i>green infrastructure</i> elements located on public and private lands, including responsibilities, minimum performance standards and triggers for major works or reconstruction.
27	Stormwater Management Monitoring Program
28	Topographical Survey
29	Functional servicing reports
30	<p>Community Service Facility Study, including:</p> <ul style="list-style-type: none"> i. Incorporating and considering community-identified priorities outlined in the Downsview Community Development Plan.
31	Demonstration of how the community-identified needs included in the Downsview Community Development Plan are being addressed/implemented
32	<p>Identification of appropriate approach to retail, including:</p> <ul style="list-style-type: none"> i. Minimum requirements for a variety of retail space sizes; ii. The amount and location of replacement retail space , where applicable; and iii. Additional Priority Retail Areas, or refinements to Priority Retail Areas identified in this Plan.
33	Public Utilities Plan
34	<p>Thermal Comfort Plan, which may include:</p> <ul style="list-style-type: none"> i. Pedestrian Level Wind Study; and ii. Sun/shadow study.
35	Rail Safety and Risk Mitigation Report
36	Noise and Vibration Study
37	Compatibility/Mitigation Study
38	Contaminated Site Assessment
39	Community Engagement Plan
40	Phasing Plan



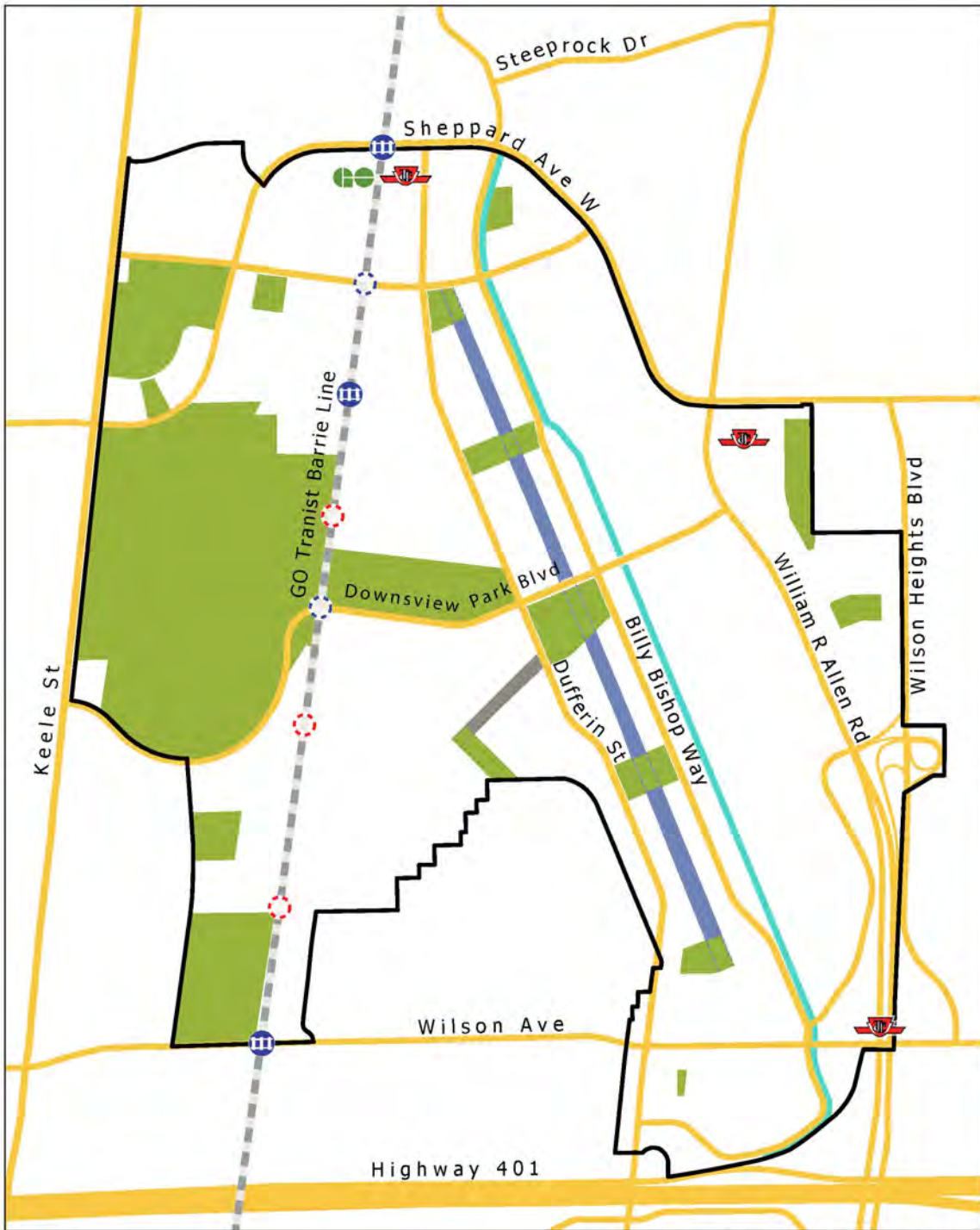
Downsview Secondary Plan

Map 7-1 Secondary Plan Area

□ Plan Area



Not to Scale



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 |



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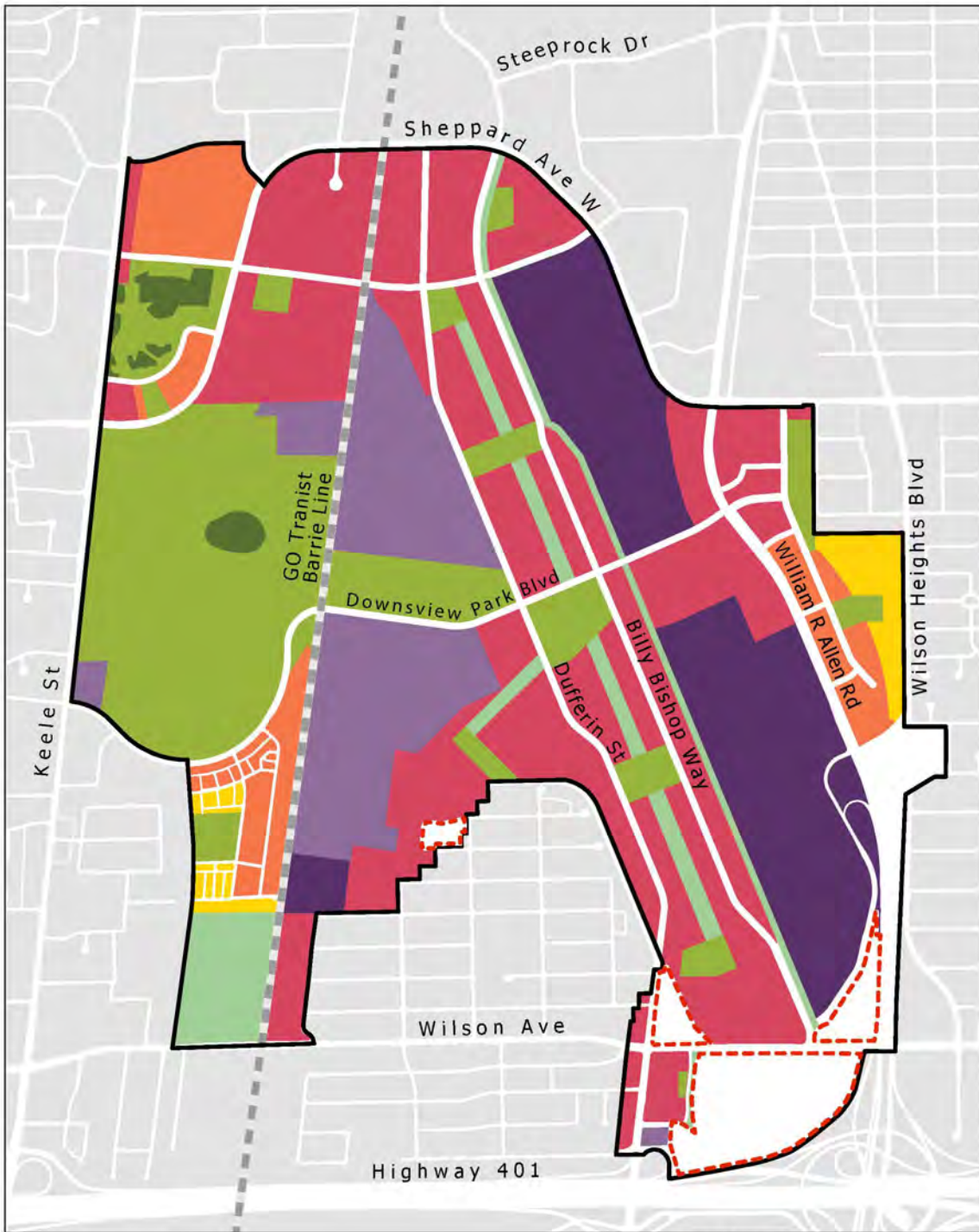


Downsview Secondary Plan

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

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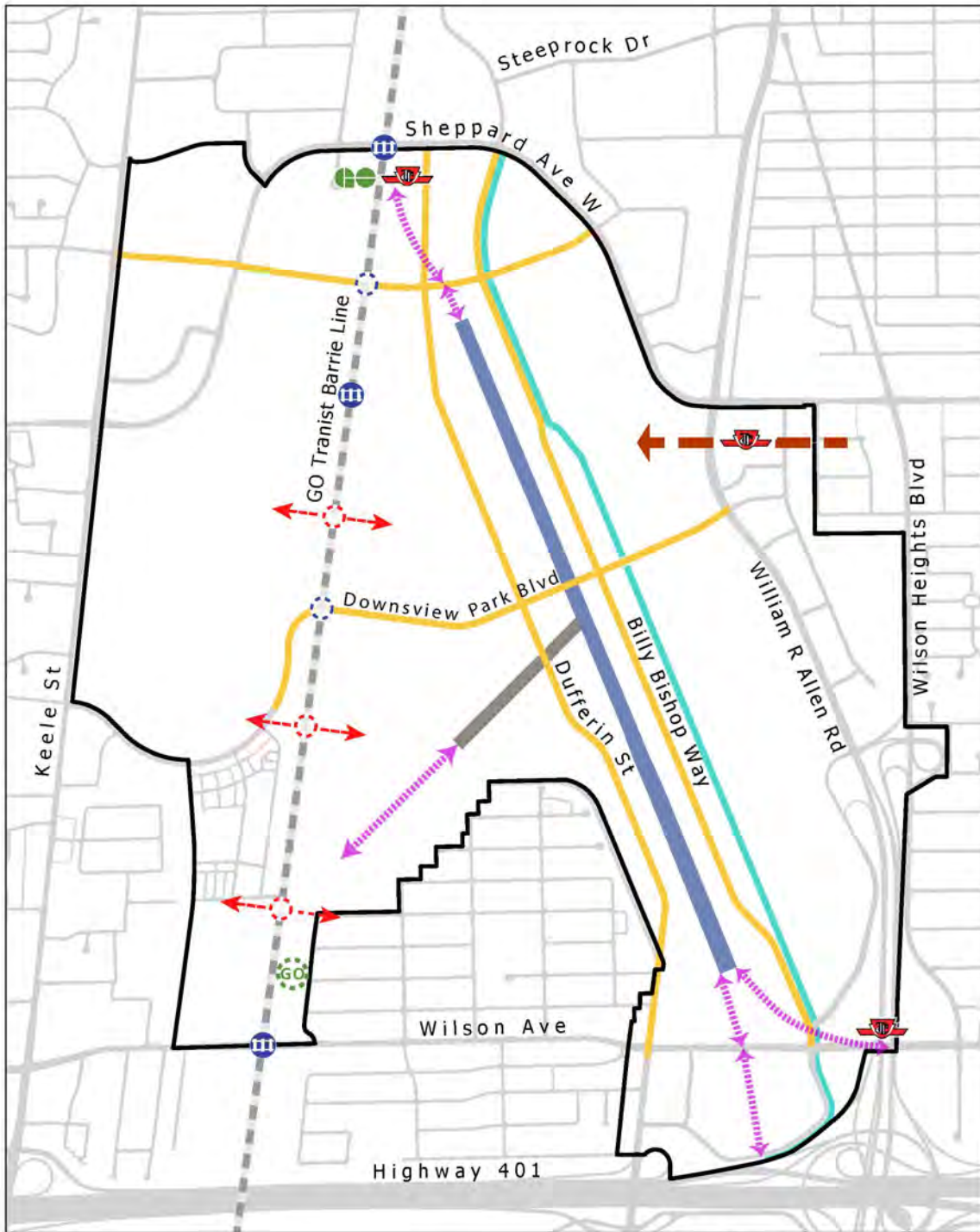
Downsview Secondary Plan

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 | Rail Corridor |
| Mixed Use Areas | General Employment Areas | |



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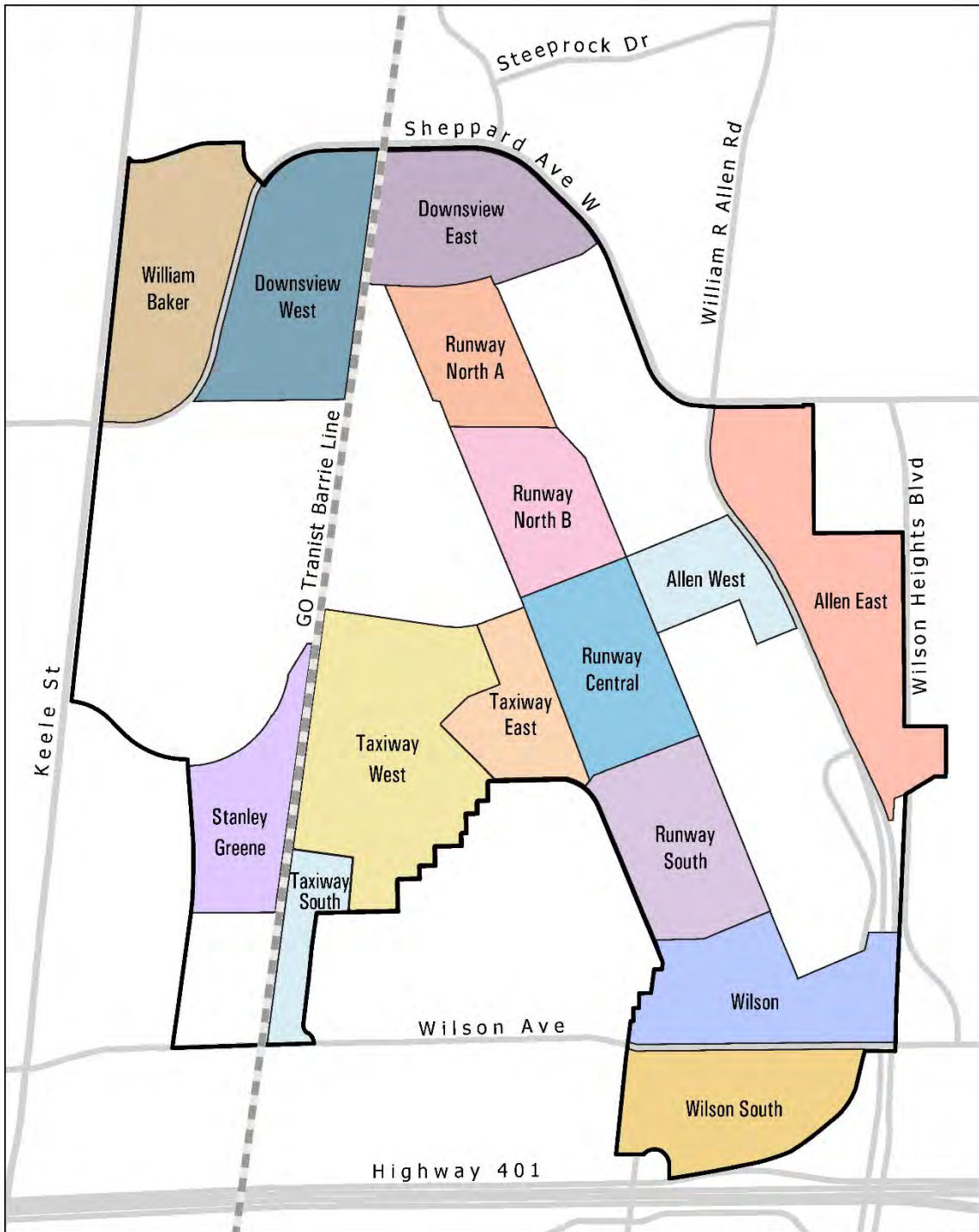
Downsview Secondary Plan

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 |



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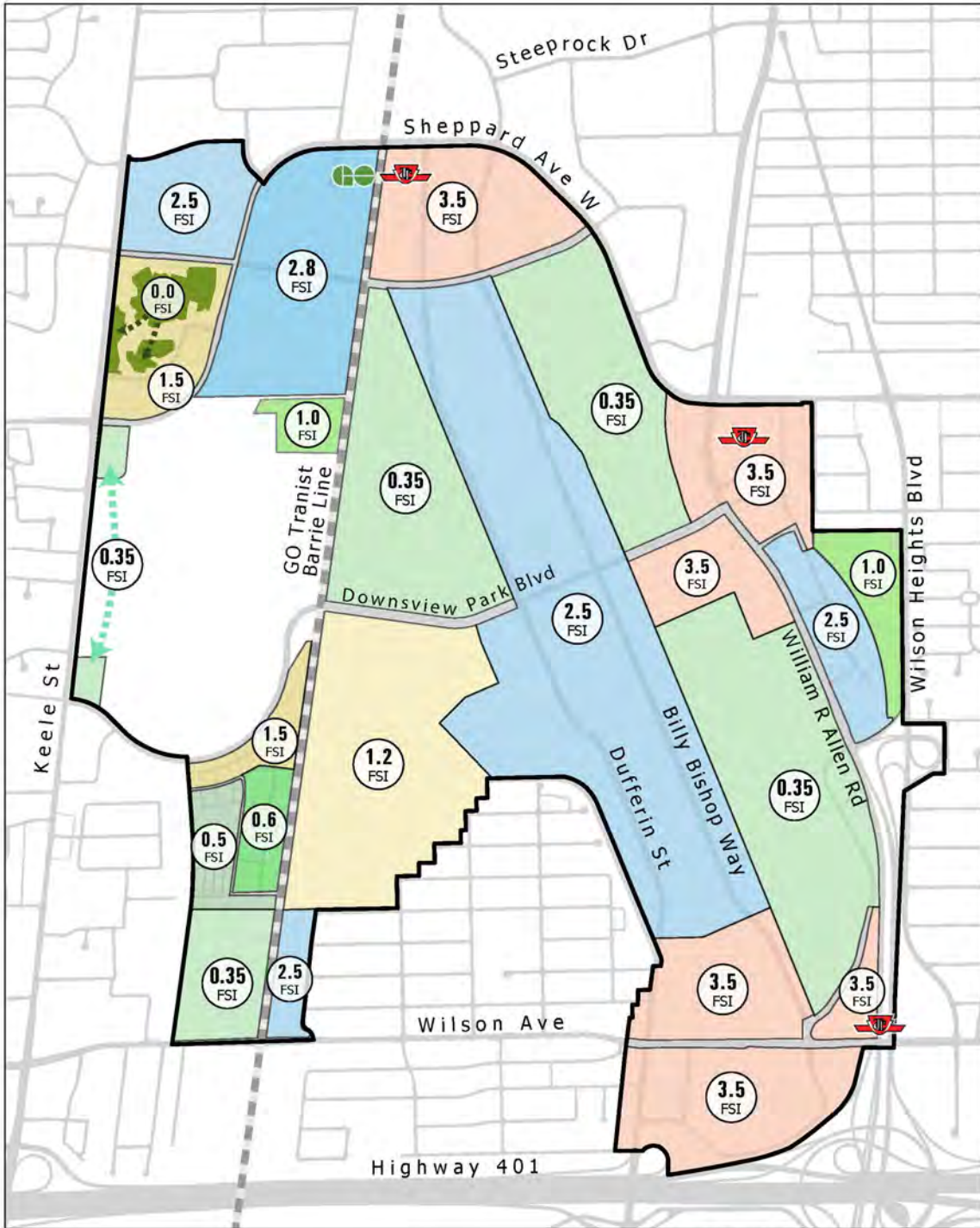
Downsview Secondary Plan

Map 7-6 Districts

□ Plan Area



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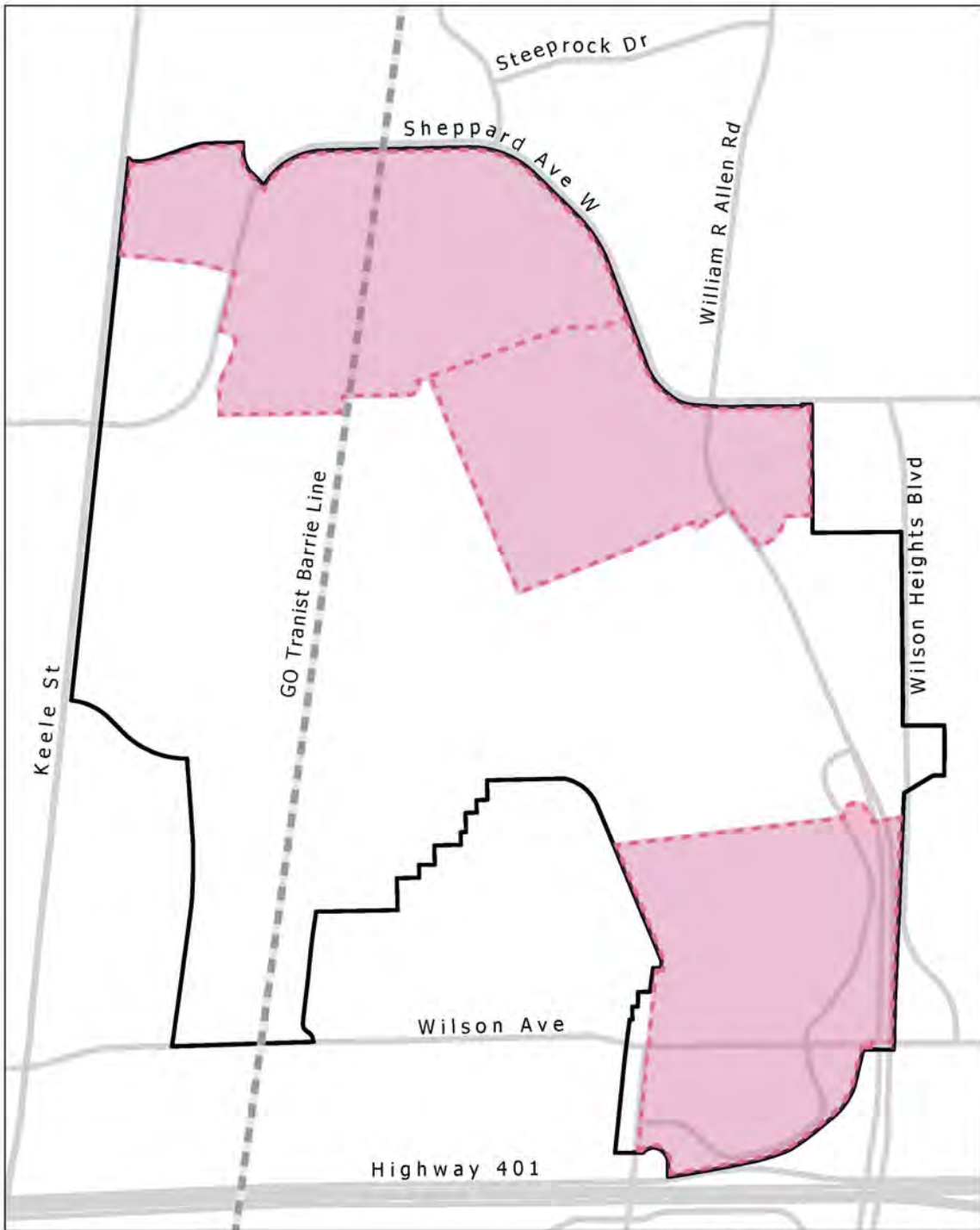


Downsview Secondary Plan



Map 7-7 Density

□ Plan Area



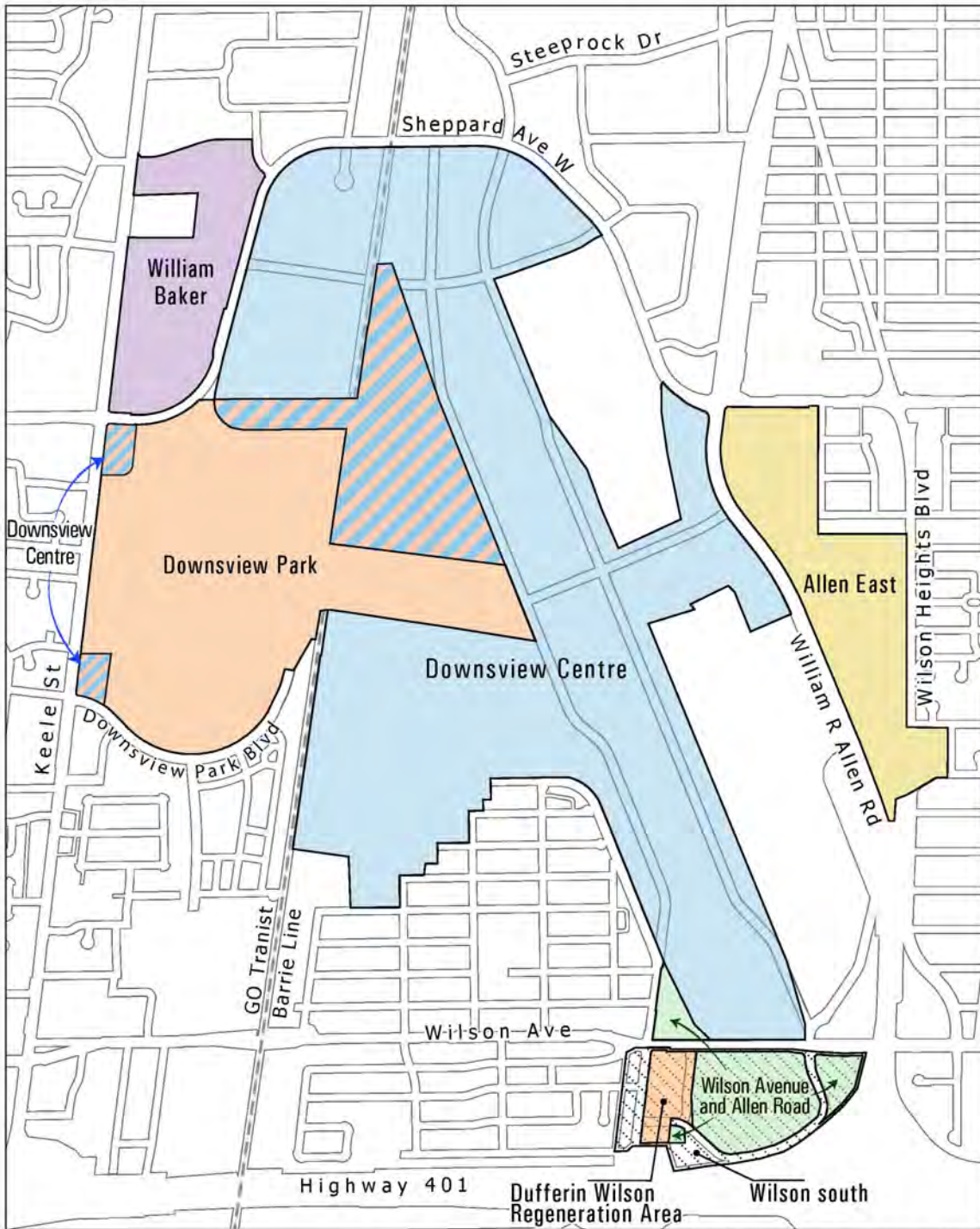


Downsview Secondary Plan
 Map 7-8 Major Transit Station Areas

-  Plan Area
-  Major Transit Station Areas



Not to Scale



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

== Streets and Highways

≡≡ Railway Lines

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Not to Scale