

123 Garratt Boulevard (Taxiway West District) – Zoning By-law Amendment – Decision Report – Approval

Date: June 17, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 22 148540 NNY 06 OZ

Related Planning Application Number: 22 148583 NNY 06 SUB

SUMMARY

This report recommends approval of the Zoning By-law Amendment application to amend Zoning By-law 569-2013 to permit a mixed use development of approximately 489,009 square metres of Gross Floor Area, comprising approximately 282,750 square metres non-residential GFA and approximately 2,957 dwelling units, including 10% of residential GFA as affordable rental housing. The proposal will also provide new parks, streets and mid-block connections, a 1,001 square metre child care facility, 930 square metres of community space, and a pedestrian bridge connecting the site to Downsview Park. The lands subject to the Zoning By-law Amendment are comprised of a portion of the lands municipally known as 123 Garratt Boulevard.

The proposed development will provide approximately 21,566 square metres of affordable rental housing through a social housing program under section 453.1 of the *City of Toronto Act, 2006*. These units will be administered by a non-profit housing provider and will be affordable for 99 years. The rents for these units will be no more than the City's Official Plan definition of affordable rental housing.

A related draft plan of subdivision application (City File 22 148583 NNY 06 SUB) was filed and will establish 14 development blocks along with three parks, three privately owned publicly accessible spaces, and new streets.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the portion of the lands municipally known as 123 Garratt Boulevard subject to the Zoning By-law Amendment application (City File 22 148540 NNY 06 OZ) substantially in accordance with the draft Zoning By-law Amendment included as Attachment 10 to this Report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council classify the lands municipally known as 123 Garratt Boulevard which are subject to the Zoning By-law Amendment application (City File 22 148540 NNY 06 OZ) as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment, Conservation and Parks Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning).
4. City Council allow the owner to design, construct and lease to the City for nominal rent for a period of 99 years a community space ("Community Agency Space") to the satisfaction of the Executive Director, Development Review, Executive Director, Social Development, and the City Solicitor, as in-kind contribution, together with Recommendation 5, pursuant to subsection 37(6) of the *Planning Act* in accordance with the following terms:
 - a) The Community Agency Space shall comprise a minimum of 930 square metres, be located at the ground floor, have a dedicated and accessible entrance accessible from a public street;
 - b) The Community Agency Space shall be located in Block A;
 - c) The Community Agency Space shall be delivered and finished to base building condition, to the satisfaction of the Executive Director, Corporate Real Estate Management, prior to the issuance of the first above grade building permit for the first building in Block B, C, E or F;
 - d) The tenants of the Community Agency Spaces will be selected by the City, in accordance with the City's Community Space Tenancy Policy;
 - e) If the Community Agency Space is not finished in accordance with recommendation 4 c), prior to issuance of the first building permit for each development in Blocks I or J, the owner shall provide to the City a letter of credit in the amount of the community benefits charges otherwise payable for each such development in those Blocks, until such time as the Community Agency Space is finished in accordance with clause 4 c);
5. City Council further allow the owner to design, construct, finish, furnish, equip and convey to the City a non-profit licensed child care facility to the satisfaction of the Executive Director, Development Review, Executive Director, Corporate Real Estate Management, the General Manager, Children's Services, and the City Solicitor, as in-kind contribution, together with Recommendation 4, pursuant to subsection 37(6) of the *Planning Act* in accordance with the following terms:
 - a) The childcare facility shall accommodate 98 children, and will comprise a minimum of 1,001 square metres of indoor space and 546 square metres of outdoor space located adjacent to and accessible from the indoor area;
 - b) The childcare facility shall be located in Block K and will be integrated into a building with other uses;

- c) The childcare facility shall be conveyed to the City on a stratified basis;
 - d) The childcare facility shall be located on the ground floor, or the ground and second floor, of a building;
 - e) The childcare facility shall be designed, constructed and delivered in accordance with the Child Care Early Years Act, 2014 and the City of Toronto's Child Care Development Guideline, 2021;
 - f) Four parking spaces shall be provided within the building or at grade within Block K directly accessible to the childcare facility for pick-up and drop-off for the childcare facility, plus an additional 3 parking spaces for childcare staff within the building, available at the time of conveyance of the childcare facility;
 - g) Prior to the issuance of the first above grade building permit for a building within the earlier of Blocks K, E and F, the owner shall provide to the City a letter of credit to secure 120 percent of the estimated cost of the design, construction and provision of the childcare facility;
 - h) Concurrent with or prior to the conveyance of the childcare facility to the City, the Owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor. The Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the Owner as they pertain to the childcare facility.
6. City Council attribute a value to the in-kind contributions set out in Recommendations 4 and 5 above, equal to 100 percent of 4 percent of the value of the land (net of any exclusions or exemptions authorized under the Community Benefits Charge By-law), as determined the day before the day the first building permit is issued in respect of each development on the lands;
 7. City Council authorize the Executive Director, Development Review to enter into an Agreement pursuant to subsection 37(7.1) of the *Planning Act* (the "In-kind Contribution Agreement") to address the provision of the in-kind contributions identified in Recommendations 4 and 5 above, with the relevant terms and specifications to the satisfaction of the Executive Director, Development Review, and the City Solicitor in consultation with the Chief Planner and Executive Director, City Planning, General Manager, Economic Development and Culture, Executive Director, Social Development, Executive Director, Corporate Real Estate Management, General Manager, Children's Services and the City Solicitor with such agreement to be registered on title to the lands, which agreement shall be evidence of arrangements for the provision of the in-kind contribution that are satisfactory to City Council.

8. City Council approve a Development Charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
9. In accordance with the delegated approval under Section 415-16 of the Toronto Municipal Code, as amended, City Council be advised that the Executive Director, Development Review or their delegate, the Director of Community Planning, North York District intends to approve the Draft Plan of Subdivision as generally illustrated in Attachment 15 subject to:
 - a. the conditions as generally listed in Attachment 11 which, except as otherwise noted, must be fulfilled prior to final approval and the release of the Plan of Subdivision for registration; and
 - b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Executive Director, Development Review or their delegate the Director of Community Planning, North York District may deem to be appropriate to address matters arising from the on-going technical review of this development.
10. City Council directs the Executive Director, Social Development, in consultation with other relevant divisions, to work with the owner or applicant to advance and implement the Taxiway West Community Benefits Plan across the district in alignment with the City's Community Benefits Framework best practices.
11. City Council endorse the Taxiway West District Plan and Taxiway West Urban Design Guidelines.
12. City Council direct staff to use the Taxiway West District Plan and Taxiway West Urban Design Guidelines in the evaluation of all new development proposals within the Taxiway District boundaries.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

Community Benefits Charge

This Report requests Council approval of a Community Benefits Charge (CBC) in-kind contribution of 930 square metres of community space and a child care facility for 98 children, including a minimum of 1,547 square metres of indoor and outdoor space. The attributed value of the proposed CBC in-kind contribution is 100% of the 4% CBC

payable in accordance with the CBC By-law. The percentage ascribed to the in-kind contribution will not be a direct CBC payment to the City.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact section.

EQUITY IMPACT STATEMENT

Achieving equitable outcomes for Indigenous, Black and equity-deserving groups is one of two overarching goals of the Downsview Secondary Plan. Additional Secondary Plan policies and the principles, priorities and actions contained within the Community Development Plan provide further detailed guidance on the implementation of this goal. This equity lens is embedded across the Taxiway District Plan to support the development of inclusive, complete communities through:

- Providing a range and mix of housing options by type, size, tenure and affordability to serve a variety of household types and those in all stages of life;
- Protecting for and requiring a broad range of employment and non-residential uses, and accommodating a range of jobs across multiple sectors to support a diverse local economy;
- Prioritizing Indigenous, Black and equity deserving communities in the design of public spaces, tenancy of community space, and construction and post-construction jobs and procurement;
- Celebrating Indigenous presence by including an Ancestor trail that will animate the public realm and celebrate Indigenous presence, past, present and future;
- Achieving an extensive, safe, accessible and integrated public transit and active mobility network;
- Creating an integrated public realm network that provides access to new parks and open spaces;
- Providing community service facilities, including a new child care facility and community space.

DECISION HISTORY

Downsview Secondary Plan OPA 719 and Update Downsview Study

In May 2024, City Council adopted the Downsview Secondary Plan, Urban Design Guidelines, Master Environmental Servicing Report and Community Development Plan. The decision documents can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.1> and <https://secure.toronto.ca/council/agenda-item.do?item=2024.EC12.2>

Ontario Land Tribunal Appeal

The Secondary Plan was appealed by some landowners with land holdings to the south of Wilson Avenue. While there are ongoing appeals to an area of the Secondary Plan, the Downsview Secondary Plan is in effect on the subject lands as of August 9, 2025 (OLT-24-000829).

THE SITE AND SURROUNDING LANDS

Description

Taxiway West district is comprised of a portion of the lands municipally known as 123 Garratt Boulevard. The Taxiway West District is 40.7 hectares (101 acres) and is located in the southwest portion of the Downsview Secondary Plan Area, bound by the GO Transit Barrie Line to the west, Park Commons District to the north, Taxiway East District to the east, and the Ancaster neighbourhood to the south.

The Park Commons District comprises of former military and aerospace uses, education, arts and culture, and sports facilities. The Taxiway East District comprises of the former Downsview Airport taxiway and open space. The Ancaster neighbourhood is characterized by low-density residential uses. See Attachment 2 for the location map. The site currently consists of existing airport hangar buildings, offices and ancillary structures that were last used by Bombardier, parking lots, and a portion of the former Downsview Airport taxiway. There is an experience center in one of the former airport bays that is a venue for community engagement events and a showroom for the applicant's district plans. Portions of the subject lands are also activated with an exhibition space, filming and other temporary uses.

THE APPLICATION

Description

The Zoning By-law Amendment application proposes to amend Zoning By-law 569-2013 to enable the re-development of the Taxiway West District into new employment and institutional uses, housing, community service facilities, and parks and open spaces.

The related Draft Plan of Subdivision application proposes the creation of 14 development blocks, three parks, new streets, greenway blocks, and blocks for privately owned publicly accessible spaces (POPS) purposes.

Density and Height

The proposal has a gross density of 1.2 times the area of the lot. The density per block ranges from approximately 0.4 FSI for Block M in the *General Employment Areas* to 7.3 FSI for the densest block (Block D) in the *Mixed-Use Areas*.

Maximum building heights range from 15 metres (4 storeys) to 62 metres (23 storeys), with the majority of buildings in the *Mixed-Use Areas* being mid-rise buildings up to 14 storeys. The development proposal includes an option for two tall buildings of 19 and 23 storeys. See Attachment 7 for a map showing the blocks and Attachments 16 and 17 for the simplified site plans.

Residential Component

The submitted demonstration plan proposes 206,258 square metres of residential gross floor area comprising 2,957 dwelling units, including 141 studio (5%), 1,465 one-bedroom (50%), 965 two-bedroom (33%), and 386 three-bedroom units (13%). Approximately 21,566 of residential GFA will be secured as affordable rental housing for a period of 99 years as a social housing program under section 453.1 of the *City of Toronto Act, 2006*.

Non-Residential Component

The proposal includes 282,749 square metres of existing and new non-residential gross floor area. This includes 108,279 square metres in the *General Employment Area*, 114,633 square metres in the *Institutional Areas*, and 59,837 square metres in the *Mixed-Use Areas*.

Community Services and Facilities

A total of 930 square metres of community space is proposed as part of the first phase of redevelopment within the existing south hangar building complex in Block A. In Block K, 1,547 square metres of space, including a minimum of 1,001 square metres of indoor area and 546 square metres of outdoor play area, will be provided for a non-profit licensed child care facility to support 98 child care spaces.

Mobility Network, Access, Parking and Loading

The draft plan of subdivision proposes seven new public streets along with reserve blocks that will provide active mode connections. In addition, a private street with an access easement is proposed. Four mid-block connections are proposed within development blocks.

The Transportation Impact Study proposes 3,097 bicycle parking spaces and 8,186 vehicular parking spaces, of which 2,187 spaces are proposed for residential uses, 270 spaces are proposed for residential visitor uses and 5,729 spaces are proposed for non-residential uses.

Heritage

The District Plan proposes to maintain and adaptively reuse the south hangar complex (Bays 1-5, Administrative Building and Superstore), north hangar building (Bays 7-10), and Bay 12 for new employment, institutional, commercial, and community uses.

Parks

Three park blocks, totaling 1.43 hectares (14,295 square metres), will be conveyed to the City, including an extension to the existing Robert Leek Park and two new parks.

Privately Owned Publicly Accessible Open Spaces

Three privately owned publicly accessible spaces (POPS) with a total minimum area of 6,317 square metres are proposed, including two plazas (3,800 and 1,030 square metres) and a landscaped pedestrian bridge (minimum area of 1,487 square metres) over the rail corridor connecting the district to Downsview Park.

Green Infrastructure

Garratt Boulevard Park (Block 3) will be designed to hold stormwater in the case of 100-year storm events. Greenways, which are 10-metre wide landscaped boulevards, will provide space for soft landscaping along two streets.

Revisions to the Application

Initially the application was only for the southern half of the lands. The subject lands were expanded in August 2024 as part of the third application submission to include the northern half of the lands to form the entire Taxiway West District. Other revisions included changes to the location and size of parks blocks and privately owned publicly accessible spaces, refinements to the street network, refinements to the built form to

provide greater transition to the adjacent Ancaster neighbourhood, and the addition of an option for tall buildings.

Additional Information

See Attachments 1-2 and 16-23 of this report for the application data sheet, location map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/taxiwaywest.

Reasons for Applications

A rezoning application is required to permit redevelopment of the lands with new uses, including residential uses, identify performance standards to regulate redevelopment, and bring the zoning by-law into conformity with the Official Plan, the 2024 Downsview Secondary Plan, and the 2024 Provincial Planning Statement.

A Draft Plan of Subdivision application has also been submitted. The Executive Director, Development Review or their delegate, the Director of Community Planning, North York District has delegated authority for Plans of Subdivision under Section 415-16 of the Toronto Municipal Code, as amended.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on November 9, 2021. Additional pre-application consultations took place with the applicant on January 2nd, February 7th, and February 9th, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current applications were submitted on June 6, 2022 and deemed complete on August 9, 2022, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at www.toronto.ca/taxiwaywest.

Agency Circulation Outcomes

The applications together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law amendment and the Draft Plan of Subdivision, including associated conditions of approval.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to provincial plans.

Official Plan

The Official Plan designates the site as *General Employment Areas*, *Institutional Areas*, and *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map. The

Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Downsview Secondary Plan

The Downsview Secondary Plan provides policy direction to guide redevelopment of the subject lands, including the public realm, mobility, economic, cultural and social development, land use, built form, environment and municipal servicing, housing, community services and facilities, implementation, and location-specific policies. The vision for the Secondary Plan is guided by two overarching goals: climate resilience and environmental sustainability; and achieving equitable outcomes for Indigenous, Black and equity-deserving groups. The Secondary Plan requires the submission of District Plans that will be brought to Council for endorsement to help implement the Secondary Plan and outline area-specific development principles and guidelines at a local level. The District Plans are then implemented through Plan of Subdivision, Zoning By-law Amendment applications and future Site Plan Applications.

Downsview Community Development Plan

A Community Development Plan (CDP) is a community-centred process that enhances land use planning by engaging diverse residents, community groups, organizations, businesses, property owners of lands being redeveloped, and other partners to identify principles, priorities and subsequent actions that can advance equity and build stronger communities. The Downsview CDP is guided by the principles of Indigenous reconciliation, confronting anti-Black racism, and broad ownership. The Downsview Secondary Plan requires that development and public decision-making will be informed by the Downsview CDP.

Master Environmental Servicing Plan

The Downsview MESP is a long-range plan that examines and identifies the mobility, water, wastewater and stormwater infrastructure required to support the needs of existing and future residents, workers, and visitors in the Plan Area. It forms the technical and planning basis for the major mobility network and municipal servicing improvements to implement the Secondary Plan. The Secondary Plan requires that development and public decision-making will be implemented in accordance with the MESP.

Zoning

The majority of the subject site is zoned Industrial Zone Two (M2) in the North York Zoning By-law 7625. The northern part of the site is zoned Airport Hazard Zone (A) due to the former Downsview Airport. A small area at the southeast corner of the site along Plewes Road is zoned One-Family Detached Dwelling Fourth Density Zone (R4) in North York Zoning By-law 7625 and Residential Detached (RD f15.0; a550) (x5) in Zoning By-Law 569-2013. This Zoning By-Law Amendment application would bring the entire site into Zoning By-law 569-2013 and update the zoning in accordance with current provincial and municipal planning policies and proposed uses.

See Attachments 4 and 5 of this report for the existing Zoning By-law Maps.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Downsview Urban Design Guidelines

- Tall Building Design Guidelines
- Mid-Rise Building Performance Standards
- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- Retail Design Manual
- Green Street Technical Guide
- Complete Streets

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision, and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Consultations for Taxiway West District were coordinated and aligned with concurrent consultations on the Downsview Secondary Plan and Downsview Master Environmental Servicing Plan that took place between 2022 and 2024. As part of the Downsview Secondary Plan and MESP, City staff engaged with numerous residents, representatives of organizations and agencies, First Nations Rights Holders, and urban Indigenous communities.

City Planning held two dedicated community consultation meetings for the Taxiway West District Plan and associated Zoning By-law Amendment and Draft Plan of Subdivision applications.

Community Consultation Meetings

On February 13, 2024, City Planning hosted the first community consultation meeting at the Ancaster Community Centre (41 Ancaster Road) to hear community feedback on the second submission of the Taxiway West District Plan and associated applications. The applications at this time only included the south sub-district, about 22.8 hectares (56 acres). 1500 notices were mailed to properties in the surrounding area and approximately 97 community members attended, most of whom were residents from the Ancaster neighbourhood.

The meeting consisted of an open house, presentations by City staff and the applicant, and a question period. Community members expressed concerns about the potential traffic and construction impacts from the Taxiway West District, and the Dufferin Street Extension, on the Ancaster neighbourhood. There were also concerns raised about the building heights and densities and requests to increase the proportion of larger units and provide housing for seniors. Attendees supported the proposed active transportation improvements and advocated for accessible urban design and investments in community service facilities.

On December 3, 2024, City Planning and Transportation Services hosted a second community consultation meeting at the Ancaster Community Centre. The purpose of the meeting was to hear community feedback on the third submission of the Taxiway West District Plan and associated applications, and to present an overview of the Major Streets Environmental Assessment Phases 3 & 4. Notices were delivered to approximately 671 households in the surrounding area and the meeting was promoted online. Approximately 96 community members attended.

The meeting consisted of an open house, presentations by City staff and the applicant's team, and a question period. Community feedback on the District Plan focused on park sizes and programming, community services and benefits, affordable housing, building heights, the Rogers Stadium, stormwater and flooding, the environmental condition of the site, and the local street network connections to the Ancaster neighbourhood. Similar to the first community consultation meeting, community members were concerned about potential traffic impacts on the Ancaster neighbourhood from some existing roads being connected into the Taxiway West District while other local roads would not connect.

Open House Sessions

In addition to these two dedicated Taxiway West District community consultation meetings, City staff participated in five applicant-led open house sessions on site in the Fall of 2024.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024). The proposal facilitates development of a strong, competitive and equitable community by permitting a range of housing options in a compact scale, providing public service facilities and new parks and open spaces to provide recreation and foster social interaction, promoting economic development by providing opportunities for a diversified economic base, and protecting *Employment Areas* over the long-term by addressing land use compatibility with sensitive land uses.

Official Plan Policies and Design Guidelines

The Zoning Amendment application has been reviewed against the Official Plan policies, Downsview Secondary Plan, District Plan and its associated studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Taxiway West District Plan

The Taxiway West District Plan is a non-statutory document under the *Planning Act* that informs the Zoning By-Law Amendment and Draft Plan of Subdivision applications in accordance with the Secondary Plan. The Taxiway West District Plan implements the Secondary Plan by outlining a vision, development principles and guidelines at a neighbourhood scale, including identifying a network of streets, blocks, and public realm elements. The District Plan sets out a vision of Taxiway West district as “a vibrant, thriving employment hub built on Downsview’s legacy of innovation and excellence.”

The District Plan is built on six structuring moves, including: embedding “City Nature” where nature and community thrive as one, building on legacy assets, establishing fine-grained mobility connections, fostering four distinct character areas, nurturing special moments and places, and implementing context-responsive height distribution. To explain the relationship between the structuring elements of the plan, the District Plan “layers” sustainability and resilience, open spaces and places, mobility, community building and urban systems to depict how these items interact. The District Plan outlines a context-inspired, creative and inclusive vision that will guide the implementation of the Secondary Plan policies within the subject lands as development moves forward.

The North Subdistrict (*General Employment Areas* designation) character area is an employment anchor with a focus on light industrial uses, manufacturing, research and development uses. The South Hangars (*Institutional Areas*) character area will provide a wide range of institutional, community, retail, entertainment, office, and light industrial uses. Lands within the *Mixed Use Areas* designation is divided into two distinct character areas: “Ancaster West” is a primarily residential community that is intended to blend into the established neighbourhood with low rise buildings at the edges, while “The Village” will provide a vibrant spectrum of residential, retail, entertainment, and office uses anchored by a plaza and at-grade commercial activation clustered along Taxiway Street and Street D.

Staff support the vision and guidelines set out in the District Plan and recommend that Council endorse the District plan and direct staff to use the District Plan in the review of future development applications and design of public realm elements.

Taxiway West Urban Design Guidelines

The Taxiway West Urban Design Guidelines help guide the design of the public realm and built form within the District. This document supplements the Downsview Urban Design Guidelines to reflect the District-specific context and design intentions. The guidelines promote design excellence, equity, inclusivity, innovation, and creativity. Overarching design intentions include: a vibrant, urban employment district, building on the district’s unique historic employment character, maximizing reuse and celebrating heritage, Indigenous placekeeping through design, and connectivity and walkability in all seasons.

Staff have worked collaboratively with the applicant to refine the urban design guidelines and recommend that Council endorse the urban design guidelines and direct staff to use the Taxiway West Urban Design Guidelines in the review of future development applications and design of public realm elements.

Land Use

The draft zoning by-law facilitates land use permissions in accordance with the Provincial Planning Statement 2024, the Official Plan and the Downsview Secondary Plan. The district contains three land use designations: *General Employment Areas*, *Institutional Areas*, and *Mixed Use Areas*. The draft zoning by-law amendment enables a wide spectrum of economic opportunities and jobs, retail, entertainment, and community services, and a range of housing options in accordance with the policies of each land use designation.

The draft zoning by-law proposes to rezone the lands to Commercial Residential, Institutional, Employment Industrial, and Open Space Recreation zones and establishes specific performance standards. Further details are noted below in this staff report.

Rail Safety

A Rail Safety and Risk Mitigation Report, prepared by Arup, dated March 21, 2025 was submitted in support of the application. It has been reviewed by Metrolinx and peer reviewed by the City. The report assessed the risk profile of the rail corridor to the subject site and identifies mitigation measures to ensure compatibility between the rail corridor and the proposed development.

Metrolinx requested that a Holding provision be implemented through the Zoning By-law for specified areas within Block G and the western portion of Block A until such time that: 1) an all-inclusive rail safety mitigation strategy is identified to the satisfaction of Metrolinx and the City; or 2) specific use(s) for the subject buildings are confirmed; and an appropriate Rail Safety Report is completed to identify suitable mitigation reflective of the proposed uses to the satisfaction of Metrolinx and the City. The City's peer reviewer concurs with this request. Additionally, Metrolinx has provided conditions of approval pertaining to the draft Plan of Subdivision.

Therefore, staff recommends a holding provision in the zoning by-law that requires an updated rail safety report to identify and secure mitigation measures in parts of Block A and Block G to the satisfaction of Metrolinx and the City. The holding provision will continue to permit non-sensitive, non-high occupancy uses on these blocks prior to lifting of the hold.

Land Use Compatibility and Mitigation

A compatibility and mitigation study for air quality, dust, odour, noise and vibration was submitted in May 2022 and July 2024 by SLR Consulting Ltd and was peer reviewed by the City.

The proposed development is anticipated to be compatible with the surrounding employment land uses with the implementation of the recommended mitigation measures. The redevelopment of the subject lands is not anticipated to limit the ability of the surrounding existing and proposed industries to obtain or maintain required permits and approvals to support their continued uses. Any employment uses located within the employment lands with emissions to atmosphere will need to assess the requirement for obtaining an approval permit from the Ministry of the Environment, Conservation and Parks (MECP) and meet the applicable guidelines of O. Reg 419/05.

Specifically, the report recommends mitigation measures for air quality for buildings in Blocks G, H, I and J due to dust from the public works yard located to the west and south of these blocks. These measures include centralized HVAC systems and locational restrictions for air intake locations and filtration designs for Blocks G, H, I and J.

The report also recommends warning clauses for future tenants and owners of residential units in Blocks I and J. These matters will be addressed as draft plan of subdivision conditions and through future Site Plan Control applications.

Noise and Vibration

A Noise and Vibration Impact Study was prepared by Aeroustics Engineering Ltd. (Aeroustics) and peer reviewed by the City to examine the existing and future acoustic environment and evaluate the impact on the proposed development.

The primary sources of environmental noise and vibration are the Metrolinx Barrie rail line located to the immediate west of the subject lands and nearby industrial facilities, including the TTC Wilson Complex, the City of Toronto Works Yard, and the Teskey Concrete Facility. Noise from the rail corridor is anticipated to be audible throughout the subject area. Noise from stationary noise sources is anticipated to be below Class 4 Noise Area limits. The Class 4 designation would permit up to 60 dBAs indoors at the plane of window during daytime and evening hours and 55 dBAs overnight. These noise thresholds are 10 dBAs greater than what would otherwise be permitted in a Class 1 or Class 2 designated area.

Accordingly, the study recommends that air conditioning be required for all residential units and that City Council classify the entire subject lands as a Class 4 Noise Area pursuant to Publication NPC-300 (MECP Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning). The City's peer reviewer supports this recommendation.

The report recommends that further analysis be conducted to confirm the noise impact of the development on itself and on the adjacent existing receptors. This analysis should happen at the time of the Site Plan Control applications when detailed information is available. Preliminary building construction recommendations include upgraded window systems on the western faces of buildings near the rail corridor in Blocks G, H, I, J and M for compliance with the Ministry's criteria for indoor sound levels, and façade construction upgrades along the western faces of buildings in Blocks G, H, and M. Noise and air quality warning clauses are secured as draft plan of subdivision conditions. Applicable building design mitigation measures for air quality and noise will be evaluated and secured through future Site Plan Control applications.

The report found that the vibration impact from the rail line is acceptable for the buildings proposed closest to the rail corridor according to the current development concept.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This

proposal will provide housing options in a range of building forms, including mid-rise buildings, townhouses, and tall buildings. In accordance with the Downsview Secondary Plan, the zoning by-law will secure a unit mix of a minimum 40% units with 2 or more bedrooms, including a minimum 10% of units with a minimum of 3 bedrooms.

Affordable Housing

The Secondary Plan includes policies which speak to the provision of affordable housing within each District, delivered either as units or land. Secondary Plan Policy 12.1.2 requires the provision of affordable housing on the Lands through one or more of the following delivery mechanisms:

- 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 residential gross floor area as purpose-built rental or affordable ownership units.

In accordance with the Secondary Plan requirements, this application proposes to provide approximately 21,566 square metres of affordable rental housing. The affordable rental housing will be delivered as a social housing program under section 453.1 of the *City of Toronto Act, 2006*, and secured in the Zoning By-law, for a period of 99 years. The affordable rental housing units are proposed to be delivered in two standalone buildings. The affordable rental housing units are to be delivered in two stages in accordance with the terms of the Zoning By-law including a holding provision. The first delivery of affordable rental housing will include approximately 15,151 square metres of affordable rental housing and be delivered prior to approximately 51% of the total residential permissions on the site being developed. The second delivery of affordable rental housing will include approximately 6,415 square meters of affordable rental housing and be delivered prior to approximately 77% of the residential permissions on the site being developed.

The affordable rental housing units will be provided over and above any applicable Community Benefits Charge contributions for the Lands.

The units will be rented at no more than the City of Toronto Official Plan definition of affordable housing. The units will be administered by a non-profit housing provider and secured in an agreement pursuant to section 453.1 of the *City of Toronto Act, 2006*, and in accordance with the Affordable Housing Terms Sheet in Attachment 12 of this report.

Density, Height, Massing

The proposed overall gross density of 1.2 FSI is consistent with the Downsview Secondary Plan maximum density allocated to Taxiway West District. This density is allocated across the 14 development blocks, with lower densities allocated in the *General Employment* and *Institutional Areas* and higher densities in the *Mixed Use Areas*.

The draft zoning by-law provides building envelopes that facilitate a range of density deployment options while implementing the vision for the character areas set out in the Taxiway West District Plan and Urban Design Guidelines.

The built form in the *Mixed Use Areas* is predominantly at a mid-rise scale but it also includes low-rise buildings (4 storeys) at the edge of the District adjacent to the existing low-rise Ancaster community. Up to two towers (19 and 23 storeys) are permitted at the northern end of the *Mixed Use Areas* in Block B and Block D. Consistent with the Secondary Plan, the zoning by-law requires a minimum height of 5 storeys for residential or mixed-use buildings in *Mixed Use* areas on blocks that are not immediately adjacent to the Ancaster neighbourhood.

Mid-rise buildings in the *Mixed Use Areas* will be stepped back 1.5 metres above a human-scaled street wall height of 18.5 metres or 24 metres along public realm frontages. Towers will be stepped back a minimum of 3.0 metres from streets above a 24-metre base building height to help provide wind mitigation and support continuation of the street wall. Consistent with the Downsview Secondary Plan Urban Design Guidelines, the 19-storey tower in Block B will have a maximum tower floor plate of 750 square metres and the 23-storey tower in Block D will have a maximum tower floor plate of 850 square metres. To provide variation in built form within blocks and access to sunlight and sky views, portions of buildings above 24 metres will have a maximum length of 60 metres or 80 metres prior to a vertical break. A minimum 3.0 metre building setback will be required where there are dwelling units at the ground floor. Where there are no dwelling units at the ground floor, minimum building setbacks along the streets range from no setback requirement to 1.5 metres.

In the *Institutional Areas*, the District Plan proposes to maintain and adaptively reuse the legacy south hangar complex and add a new parking structure at the rear along the rail corridor. The primary block (Block A) with the existing hangar complex permits a maximum building height of 5 storeys (18.5 metres) while the two smaller blocks (G and H) located at the south end of the Institutional Zone permit buildings up to 6 storeys (27 metres).

The *Employment Area* is expected to maintain employment uses in the existing north hangar buildings and provide new large format employment buildings. The draft zoning-by-law does not introduce height limits in the Employment Industrial Zone. Instead, it uses the parent zoning by-law permissions of the Employment Industrial Zone in By-law 569-2013 for height where there is no maximum building height except for portions of buildings that contain office uses which are limited to 4 storeys.

Attachments 16 through 23 illustrate the proposed demonstration plan site plan, 3D models and elevations.

Staff are of the opinion that the proposed zoning by-law balances providing an appropriate degree of flexibility for building design with performance standards that secure the vision for Taxiway West District set out in the District Plan and Urban Design Guidelines.

Heritage Conservation

Provincial and municipal planning policy requires that cultural heritage resources be conserved within the land use planning process. The conservation of cultural heritage resources at 123 Garratt Blvd, as identified in the Downsview Secondary Plan Map 7-10 (Attachment 6), has been fully integrated into the zoning by-law. Additionally, City staff undertook extensive consultation with the property owner and their heritage consultant and will bring forward a staff report from the Senior Manager, Heritage Planning recommending the inclusion on the City's Heritage Register of buildings within the former Bombardier Aerospace Complex at 123 Garratt Blvd to NYCC and City Council concurrently with this report.

One of the identified heritage attributes of the south hangar building on Block A is the large hangar doors that open on the east side of the building. To accommodate the opening of these doors to provide access to the building, as well as weather projection along the facade, an encroachment agreement will be required as the doors will encroach into the Street D right-of-way.

A Heritage Impact Assessment was submitted to evaluate the heritage impact of the proposed redevelopment. Heritage Planning staff have reviewed the Heritage Impact Assessment and are satisfied with the proposed conservation strategy. Heritage Impact Assessment Addendums will be requested in connection with future site plan applications on Blocks A, L, C, and F to evaluate the heritage impact of proposed alterations to facilitate the adaptive reuse of cultural heritage resources in a manner that conserves their cultural heritage value.

Parkland

The applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 15% of the development site as the site is greater than 5 hectares, with the non-residential uses subject to a 2% parkland dedication rate (as per Section 51.1 of the *Planning Act*).

In total, the required parkland dedication for Taxiway West District is 1.46 hectares (14,621 square metres). The draft plan of subdivision provides 1.43 hectares (14,295 square metres) of parkland dedication in 3 new parks (Blocks 1, 2 and 3). A total of 326 square metres of parkland dedication will be carried forward to a future District in accordance with the terms of the Downsview Master Parks Agreement.

The parkland requirements will be satisfied through the plan of subdivision in accordance with Section 51.1 of the *Planning Act* to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor, which the Executive Director, Development Review will approve in accordance with their delegated authority. The draft plan of subdivision conditions will require that parkland be transferred to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition. Block 3 on the Draft Plan of Subdivision (one of the new parks) will play a role in the decentralized stormwater management system as directed in the approved MESP. It will be programmed with recreational facilities that are designed to flood and drain in significant rain events, returning to play within a targeted time of 12 hours following a 100-year storm event. The design of this park will be shaped by public consultation to inform the green

infrastructure and active recreation components and will meet the criteria of the MESP in accordance with the Wet Weather Flow Management Guidelines. Blocks 1 and 2 will be local parks that will be conveyed in a phased manner through the draft plan of subdivision. Decentralized stormwater management infrastructure will be permitted in Block 3 of the Draft Plan of Subdivision in accordance with the Downsview Secondary Plan and to the satisfaction of the General Manager, Parks and Recreation.

To track and implement the vision of the Downsview Secondary Plan, a District Parks Plan will be submitted prior to subdivision registration. The District Parks Plan is a tool developed for Downsview Districts identified in Map 7-5 of the Secondary Plan to guide the coordinated and efficient delivery of the parks network and facility planning in each District over the 30-year development horizon.

The City will require the conveyance of statutory parkland dedication in a manner that is in an acceptable environmental condition and free and clear, above and below grade, of all easements, encumbrances, and encroachments with the exception of the stormwater management in Block 3 of the Draft Plan of Subdivision. Parks and Recreation staff have provided draft plan conditions accordingly.

Publicly Owned Privately Accessible Spaces

Privately owned publicly accessible spaces (POPS) are identified in the Secondary Plan as important elements of the public realm network that supplement parks and streets. Three POPS with a total of approximately 10,598 square metres (1.6 hectares) are proposed:

- Central Square POPS (Block 7) located at the terminus of Taxiway Street and the entrance to the south hangar building;
- Downsview Park Bridge POPS (Block 8) will serve as a connection between the district and Downsview Park; and,
- Plaza POPS (Block 9) located midway along Taxiway Street outside of the existing Bay 12.

Staff consider the proposed POPS to be a positive element of the proposed public realm network. These three POPS are secured through the zoning by-law and draft plan of subdivision conditions. Additional POPS may be identified through future site plan applications.

In addition to the three POPS noted above, the applicant has proposed Taxiway Street (Blocks 24 and 25) which will be a private connection between Street B and Street D that is envisioned to include programming for pedestrians and limited vehicle uses.

The applicant is proposing that a not-for-profit corporation will be established to maintain and operate these POPS blocks and the Taxiway Street along with wider public realm holdings in other future districts (including the re-imagined runway). Due to these areas being standalone blocks in the subdivision plan, a new approach is required to secure the easements and design of these spaces. The designs of Central Square and Taxiway Street are secured through the draft plan of subdivision conditions. This includes the design for the intersection of Taxiway Street and Street C which may include special pavement treatment available through permitting and approval by

Transportation Services. The draft plan conditions requires a Section 118 restriction under the *Land Titles Act* be registered against title to the POPS and Taxiway Street blocks (Blocks 7, 8, 9, 24, and 25, as shown on the Draft Plan of Subdivision in Attachment 15). Minimum areas for the POPS uses are secured in the Zoning By-law. Holding provisions in the draft zoning by-law will secure the easement and design of Plaza POPS (POPS 2) and the Downsview Park Bridge as they are expected to be designed and the easements conveyed following draft plan registration.

Shadow Impact

The strategic orientation of streets, parks and open spaces and the proposed building massing support a comfortable microclimate, including to access to sunlight. The proposed massing will provide access to sunlight on substantial parts of local parks and POPS for portions of the day throughout the year. The draft zoning by-law will help ensure that the planned Major Park proposed immediately to the east of the district will continue to meet the Secondary Plan policy requirement to provide a minimum of 5 hours of continuous sun on at least 75% of the area of Major Parks on March 21 and September 21st. This is accomplished through building placement and height and by requiring a vertical break for portions of buildings above 24 metres that are wider than 60 metres on Blocks D and E. Shadows generated from the development will have very limited impact on the Ancaster *Neighbourhood* due to the placement of tall buildings towards the north end of the lands and stepping down of the massing where the lands are located to the west of the *Neighbourhood*.

Staff find that the shadowing is appropriately limited and is supportable given the planned and existing context.

Wind Impact

A pedestrian wind assessment prepared by RWDI assessed the potential pedestrian level wind impact for the proposed development (based on the demonstration plan). The wind study found that wind conditions are more favourable with the addition of the proposed development compared to current conditions. The study found that, overall, wind conditions are comfortable for walking or standing throughout the year, throughout the site. Some localized areas were projected to have uncomfortable wind conditions during spring and winter.

At this stage of design, the wind study is limited to the building envelope of the demonstration plan and does not include wind mitigation measures that may be included at Site Plan stage (detailed built form articulation, corner treatments, landscape, materiality, etc.). It is not possible at this time to confirm whether additional setbacks, step-backs or other specific measures, could create more comfortable conditions. This level of assessment is more appropriate and realistic at the Site Plan Approval stage when the buildings have been fully designed. The wind study recommends that physical scale-model tests in a boundary-layer wind tunnel or more detailed transient computational modelling be used to assess wind concepts and quantify wind gusts at a later stage and that pedestrian-level wind studies specific to individual buildings will be completed at site plan stages to resolve or mitigate wind issues.

This report recommends that a holding provision be placed on blocks B, C, D, I, and J until the owner has submitted a revised pedestrian level wind study demonstrating that the wind conditions for the proposed development are acceptable to the satisfaction of the Executive Director, Development Review.

Servicing

The Taxiway District will introduce new servicing and utilize existing services in accordance with the MESP. Amongst a number of matters, the owner is required to carry out external works, implement green infrastructure and address the interim and ultimate stormwater management infrastructure. These matters will form part of the draft plan of subdivision conditions accordingly. Engineering Review staff have reviewed the application and have determined that the proposal is serviceable.

It is contemplated that the full build out of the district will occur over time. In this regard, servicing capacity for new buildings in each development block would be subject to a holding provision subject to a satisfactory functional servicing report to demonstrate that the required infrastructure is constructed and operational to support the development block.

Transportation Network and Traffic Impact

A Transportation Impact Study (TIS) Addendum prepared by WSP Canada Inc. and subsequent addendums were submitted and reviewed by staff. In alignment with Secondary Plan Policy 4.1.3.b, the proposed street network within Taxiway West establishes a fine-grained and continuous street grid that offers safe, comfortable, and direct connections, including streets, lanes, mid-block connections, greenways, and other active routes. New streets are designed using a complete streets approach to limit automobile traffic infiltration and discourage excessive speeds, as directed by the Secondary Plan Policy 4.2.5.

The District's major local streets are Street A, Street B, and Street D. These streets will have right-of-way widths of 23 metres, 23 metres, and 22 metres respectively. All three streets are designed to accommodate TTC transit vehicles and will feature dedicated cycling facilities on both sides. Most minor local streets (E, F, and G) will have right-of-way widths of 18.5 metres, except for Street C which will have a 16.5 metre right-of-way width. A cul-de-sac is required at the western terminus of Street E to ensure that maintenance and operational requirements are adequately met.

The Downsview Park Bridge, identified on Map 7-4 Proposed Street Network in the Downsview Secondary Plan, is a critical active transportation connection providing direct access to one of Toronto's largest urban parks for both existing and future residents that significantly enhances the quality of life and equitable access to green spaces for all users. The Downsview Park Bridge will be secured as a privately owned publicly accessible space (POPS) through a holding provision in the zoning by-law.

In response to City Council's motion on May 23, 2024, regarding item PH12.1 and the Secondary Plan policy 11.3.1, a Neighbourhood Mobility and Monitoring Plan (NMMP) has been developed as part of the Transportation Impact Study for the Taxiway West District development application review process. Additionally, the City's Neighbourhood Improvements Program could help enhance the appearance of the existing streets and

boulevard spaces, including the implementation of traffic calming and safety measures. The scope of the NMMP aligns with the direction outlined in Chapter 13 Monitoring Program of the MESP, which provides a framework for long-term planning and enables the City and landowners to monitor progress toward achieving transportation goals and objectives. The first submission of the NMMP will establish a comprehensive baseline for existing conditions, which will be updated approximately every five years to ensure that traffic conditions are consistently monitored through the phases of development.

Three reserve blocks, Blocks 12, 13, and 14, have been secured through the Draft Plan of Subdivision to provide connections to adjacent communities and the future Murray Road extension. All three reserve blocks will be conveyed to the City and will be held and maintained by Transportation Services. Blocks 12 and 14 will serve as active transportation connections and green spaces for neighbouring areas, and Block 13 will be a future street. This approach is consistent with Secondary Plan Policy 4.1.3.b, which aims to establish a fine-grained street network while minimizing vehicular movements through the existing street network of the Ancaster Community.

Access, Vehicular and Bicycle Parking and Loading

The draft zoning by-law would add the lands to Parking Zone B, which is appropriate for the planned context of the district. In accordance with ZBL 89-2022 and ZBL 569-2013, the minimum parking requirement is 149 visitor parking spaces to support the proposed residential uses. There is no minimum requirement for non-residential uses. The proposed demonstrative parking supply meets the maximum allowance for residential and non-residential uses in Parking Zone B. Loading requirements will be provided in accordance with ZBL 569-2013.

A range of vehicular and bicycle parking strategies are being considered through the District Plan process. In accordance with MESP Section 5.11.6 Parking Strategy and Secondary Plan Policy 4.6.1, parking supply within the district is encouraged to be delivered in a way that minimizes automobile use. To promote flexibility and prevent long-term parking oversupply, the zoning by-law permits sharing of short-term commercial and visitor parking spaces and permits the required residential visitor parking spaces to be located on adjacent blocks. The applicant further envisions a shared parking facility amongst Blocks B and D developments. In this regard, the applicant seeks to permit a tunneled connection under Street C. This will be subject to a separate permitting and approvals process through Transportation Services.

In accordance with Secondary Plan policy 4.6.2, a mobility hub has been identified in Block A to support multi-modal transportation and encourage shared-use elements. The proposed design and location of the mobility hub will be further explored through site plan approval. It may include a variety of features such as bike share stations, bike parking, car share spaces, and ride-hailing pickup and drop-off points.

Easements

There are several easements registered on title over the lands in favour of the neighbouring landowner at 95 Garratt Boulevard, Flight Safety Canada (Flight Safety International). Existing easements over public lands will need to be removed as a condition of draft plan of subdivision approval.

Vehicle access to FlightSafety International is taken from the access easement along a private driveway that connects Garratt Boulevard to the south over the subject lands and over a small corner of City lands to Hanover Road in the north. The draft plan of subdivision conditions requires that this access easement be removed prior to plan registration.

Economic Impact

Downsview Secondary Plan recognizes the broader area as a regional employment node with opportunities to accommodate large-scale employment uses that contribute to the local and regional economy. The district is intended to encourage, attract, and retain investment for a broad range of business sectors and creative industries, and provide opportunities for a wide range of commercial choices, responsive to local needs.

Legacy assets, including the former Bombardier facilities, offer opportunities to build a vibrant and economically robust future. The proposed development will reinvigorate and intensify the lands as an important employment node and support innovation. The District Plan envisions activating the vast existing hangars within Block A with a new generation of innovative employment uses while adding new large format light industrial spaces, dedicated office space, digital media and creative industries, life sciences, retail and services. The development is anticipated to support 7,400 direct post-construction jobs upon the build out and occupancy of the estimated 282,750 square metres of existing and new non-residential space including 144,742 square metres existing space to be retained and 138,008 square metres of new space. This proposed non-residential space will contribute significantly to the Secondary Plan's requirements for a minimum of 700,000 square metres of non-residential GFA across the 150 hectares (370 acres) in Downsview Centre Area Y (see Attachment 8).

Tree Preservation and Planting

The applicant's conceptual landscape plan proposes to achieve the City's Toronto Green Standard soil volume requirements. It is understood that site conditions, which are to be refined through the detail design for the draft plan of subdivision and site plan, may impact the final achievable soil volume. These matters have been secured as conditions of draft plan approval.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Community Services and Facilities

The proposed community space meets the Secondary Plan requirement of a minimum 930 square metres of *community space* per district. The exact location and configuration of the community space within Block A is still to be determined at the time of this report. The community space(s) will be leased to not-for-profit organizations in accordance with the City's Community Space Tenancy policy.

The proposed 1,001 square metres of indoor space and 546 square metres of outdoor space for child care facility meets the Secondary Plan requirement for provision of a

minimum one child care centre per district. The draft zoning by-law secures the provision of minimum area required for the day nursery use.

This report recommends that City Council accept these facilities as in-kind Community Benefit Charge contributions. Together, the child care and community space will support residents and workers in the Taxiway District and the surrounding community.

Community Development Plan

Social Development staff support this application for Taxiway West District, as it meets relevant actions of the Downsview Community Development Plan (CDP). Some of the key features that are represented in this district is a welcoming vibrant public realm, celebrating Indigenous, Black and local history, art and culture through existing and future partnerships with Indigenous, Black and equity-deserving artists, as well as an Ancestor trail that will animate the public realm and celebrate Indigenous culture, history and connection to the land that will be incorporated within the proposed widths of the Downsview Park Bridge and sections of the adjacent greenways along Streets A and B and extend to the future greenway along Hanover Road. This Ancestor trail will include a range of Indigenous design features such as signage and wayfinding elements, Indigenous plantings and natural features and art. The applicant has retained two consultants to embed accessible and Indigenous design principles across the entire district (e.g. wayfinding, signage, technological integration into streetscape amenities clear and accessible paths of travel).

Staff further encourages the applicant to consider rent-geared-to-income units as part of their overall affordable housing strategy within the Taxiway West District. The applicant has committed to exploring opportunities to provide commercial spaces and affordable rent to support micro, small and medium-sized businesses.

The applicant has committed to use best efforts to achieve a target minimum of \$10M for construction associated with the residential/retail and servicing/public realm infrastructure within the Taxiway District for community benefits hiring (\$8M) and procurement (\$2M). In addition, the applicant has committed to working with the City's Community Benefits Unit on co-developing eligibility criteria to support project screening for community benefits beyond this preliminary target. The applicant is committed to providing community benefits targets on office, institutional and light industrial construction hiring and procurement to the Community Benefits Unit upon deeming a project eligible (using co-developed criteria). See Attachment 9 (Summary of Taxiway West District Preliminary Community Benefits Plan) for more details.

Holding Provisions

This Report recommends the adoption of a Zoning By-law Amendment that is subject to holding provisions under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. The holding provision conditions secure an updated functional servicing report, rail safety report, pedestrian wind study, delivery of affordable housing in two phases, and design and construction of Downsview Park Bridge and Plaza POPS. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law have been outlined in the various sections of this report.

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Phasing

The draft plan of subdivision is proposed to be phased in two phases. The first phase will encompass all the blocks and streets south of Park Block 1, Employment Blocks L and N, and a portion of Street B. The proposed phasing is appropriate and the draft plan conditions provide for the phased registration of the plan.

Conclusion

The proposal has been reviewed against the policies of the PPS (2024), the City's Official Plan, and the Downsview Secondary Plan. Staff are of the opinion that the proposal is consistent with the intent of the Downsview Secondary Plan. The proposal will enhance the City's economic prosperity, provide a range of housing options, including affordable housing, enable adaptive reuse of cultural heritage resources, and facilitate the development of an equitable, sustainable, and complete community. Staff recommend that Council support approval of the application and adopt the recommendations accordingly.

CONTACT

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E-mail: Sophie.Knowles@toronto.ca

SIGNATURE

David Sit, MCIP, RPP
Director, Community Planning
North York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map (Downsview Secondary Plan Map 7-3)
- Attachment 4: Existing Zoning By-law Map - North York ZBL 7625
- Attachment 5: Existing Zoning By-law Map - By-Law 569-2013
- Attachment 6: Cultural Heritage Resources - Downsview Secondary Plan Map 7-10
- Attachment 7: Block Plan
- Attachment 8: Downsview Centre Non-Residential Requirements (Downsview Secondary Plan Figure 1b)
- Attachment 9: Summary of Taxiway West District Preliminary Community Benefits Plan

Attachment 10: Draft Zoning By-law Amendment
Attachment 11: Draft Plan of Subdivision Conditions
Attachment 11: Affordable Housing Terms
Attachment 13: Taxiway West District Plan
Attachment 14: Taxiway West Urban Design Guidelines

Applicant Submitted Drawings

Attachment 15: Draft Plan of Subdivision
Attachment 16: Site Plan - Mid-rise Option
Attachment 17: Site Plan - Tall Building Option
Attachment 18: Elevation - Street D Looking East (Mid-Rise Option)
Attachment 19: Elevation - Street D Looking East (Tall Building Option)
Attachment 20: Elevation - Street D Looking North (Mid-Rise Option)
Attachment 21: Elevation - Street E Looking North (Tall Building Option)
Attachment 22: 3D Massing Model Looking Northwest (Mid-Rise Option)
Attachment 23: 3D Massing Model Looking Northwest (Tall Building Option)

APPLICATION DATA SHEET

Municipal Address: 123 GARRATT BLVD **Date Received:** May 18, 2022

Application Number: 22 148540 NNY 06 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: District plan, zoning by-law amendment and draft plan of subdivision applications for Taxiway District, which comprises 40.7 hectares (100.7 acres) of land consisting of hangars, offices and ancillary structures, surface parking lots, and a portion of the former Downsview Airport taxiway. Collectively, the district is proposed to accommodate approximately 489,009 square metres of GFA (282,750 square metres non-residential GFA and 206,259 square metres residential GFA) with a resulting gross density of 1.2 FSI. The proposed development will provide approximately 7,400 jobs and 2,957 dwelling units. The proposed development will maintain a predominantly mid-scale built form character with an option for two tall buildings of 19 and 23 storeys. Adaptive reuse of buildings from the previous aerospace manufacturing operations will accommodate a range of new institutional, retail, entertainment, and community uses. A range of housing options are proposed including affordable rental housing. 930 square metres of GFA are proposed for community uses along with a 1,547 square metre child care space. The district plan proposes 14,295 square metres of public parkland across 3 parks and 10,598 square metres of privately owned publicly accessible spaces.

Applicant	Agent	Architect	Owner
<p>DOWNSVIEW METRO DEVCO INC</p>			<p>PSPIB DOWNSVIEW INVESTMENTS INC</p>

EXISTING PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:
Zoning:	M2	Heritage Designation:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m):	407,688	Frontage (m):	Depth (m):
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	113,971	101,163	81,210	182,373
Residential GFA (sq m):			206,259	206,259
Non-Residential GFA (sq m):	157,993	144,742	282,750	427,492
Total GFA (sq m):	157,993	144,742	489,009	633,751
Height - Storeys:	3	3	23	23
Height - Metres:	15	15	74	74

Lot Coverage Ratio (%): 44.73

Floor Space Index: 1.2

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	206,259	
Retail GFA:	11,316	
Office GFA:	107,470	
Industrial GFA:	119,092	
Institutional/Other GFA:	44,872	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other:			2,957	2,957
Total Units:			2,957	2,957

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		141	1,465	965	386
Total Units:		141	1,465	965	386

Parking and Loading

Parking Spaces: 8,186 Bicycle Parking Spaces: 3,100 Loading Docks:

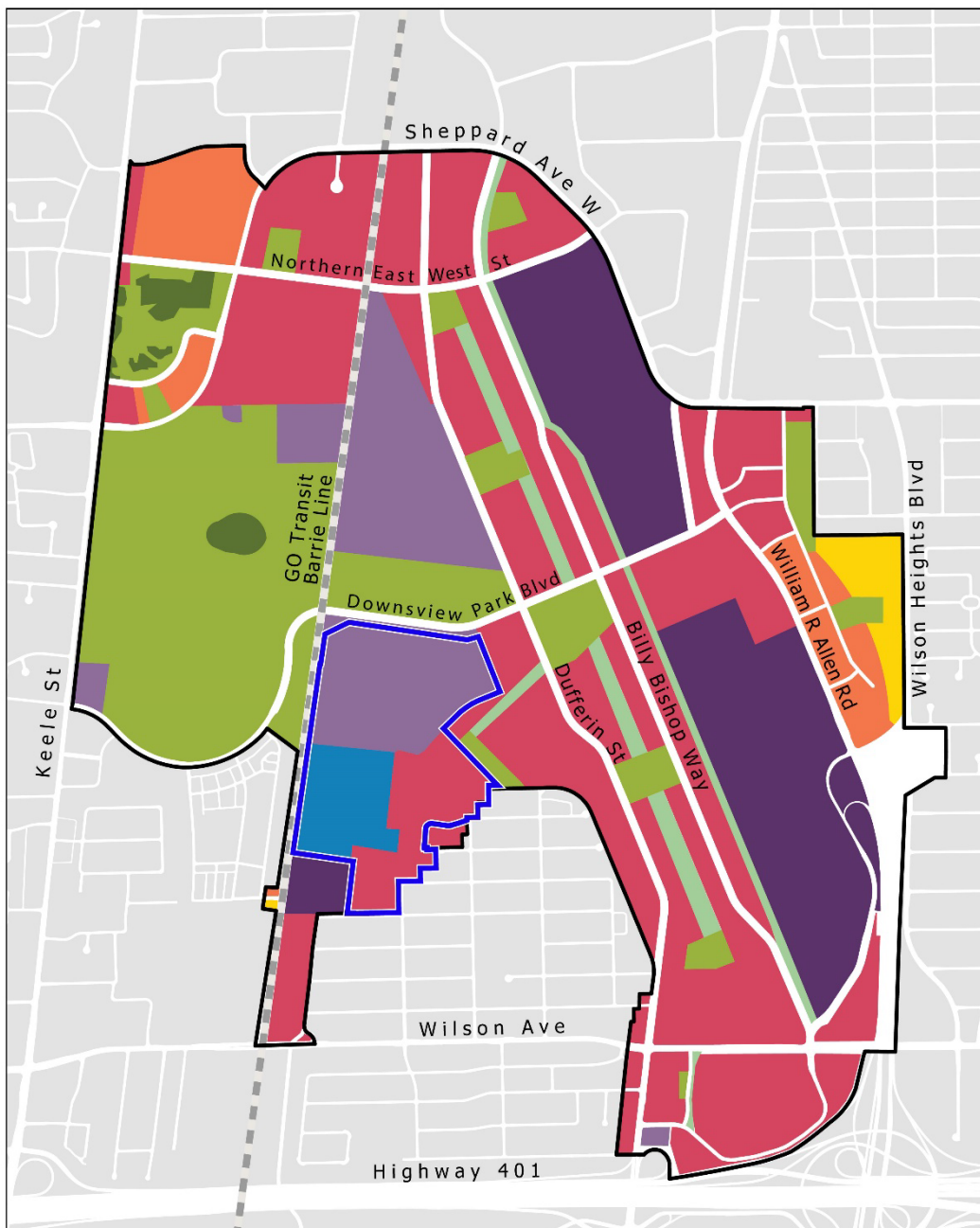
CONTACT:

Sophie Knowles, Planner
(416) 396-4157
Sophie.Knowles@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Downsview Secondary Plan

Map 7-3 Land Use Plan

Plan Area	Natural Areas	Core Employment Areas
Neighbourhoods	Parks	Institutional Areas
Apartment Neighbourhoods	Other Open Space Areas	Rail Corridor
Mixed Use Areas	General Employment Areas	Taxiway West District



Attachment 4: Existing Zoning By-law Map – North York Zoning By-Law 7625



Zoning By-law 7625

123 Garratt Boulevard

File # 22 148540 NNY 06 OZ & 22 148583 NNY 06 SB



Location of Application

R4
R6
RM1

One-Family Detached Dwelling Fourth Density Zone
One-Family Detached Dwelling Sixth Density Zone
Multiple-Family Dwellings First Density Zone

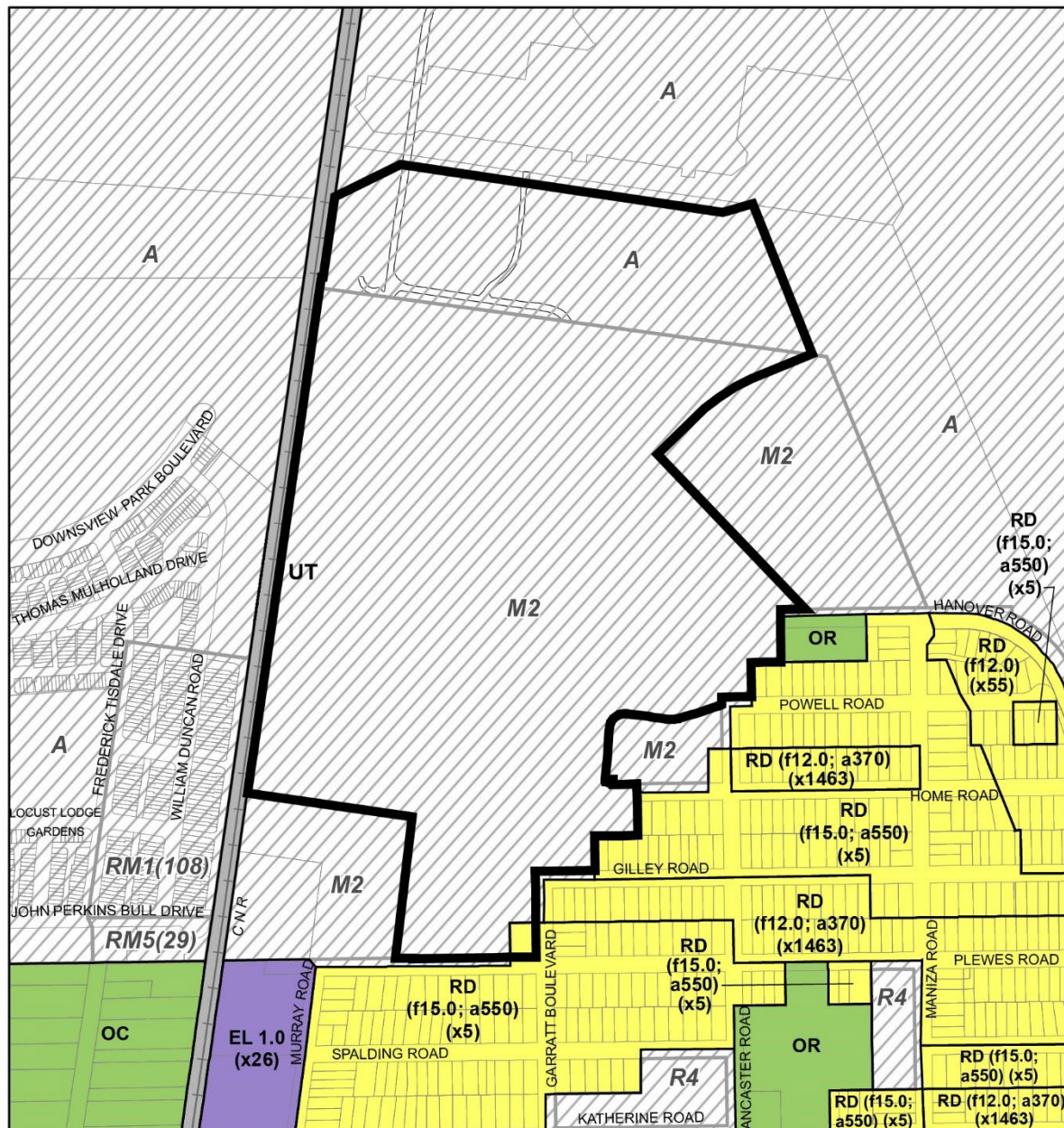
RM5
M2
A
CEM-1

Multiple-Family Dwellings Fifth Density Zone
Industrial Zone Two
Airport Hazard Area Zone
General Cemetery Zone



Not to Scale
Extracted: 04/07/2025

Attachment 5: Existing Zoning By-law Map – By-Law 569-2013



Zoning By-law 569-2013

123 Garratt Boulevard

File # 22 148540 NNY 06 OZ & 22 148583 NNY 06 SB

- Location of Application
- RD Residential Detached
- EL Employment Light Industrial
- OR Open Space Recreation
- OC Open Space Cemetery
- UT Utility and Transportation

- See Former City of North York By-law No. 7625
- R4 One-Family Detached Dwelling Fourth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM5 Multiple-Family Dwellings Fifth Density Zone
- M2 Industrial Zone Two
- A Airport Hazard Area Zone

Not to Scale
Extracted: 04/07/2025

Attachment 6: Cultural Heritage Resources – Downsview Secondary Plan Map 7-10

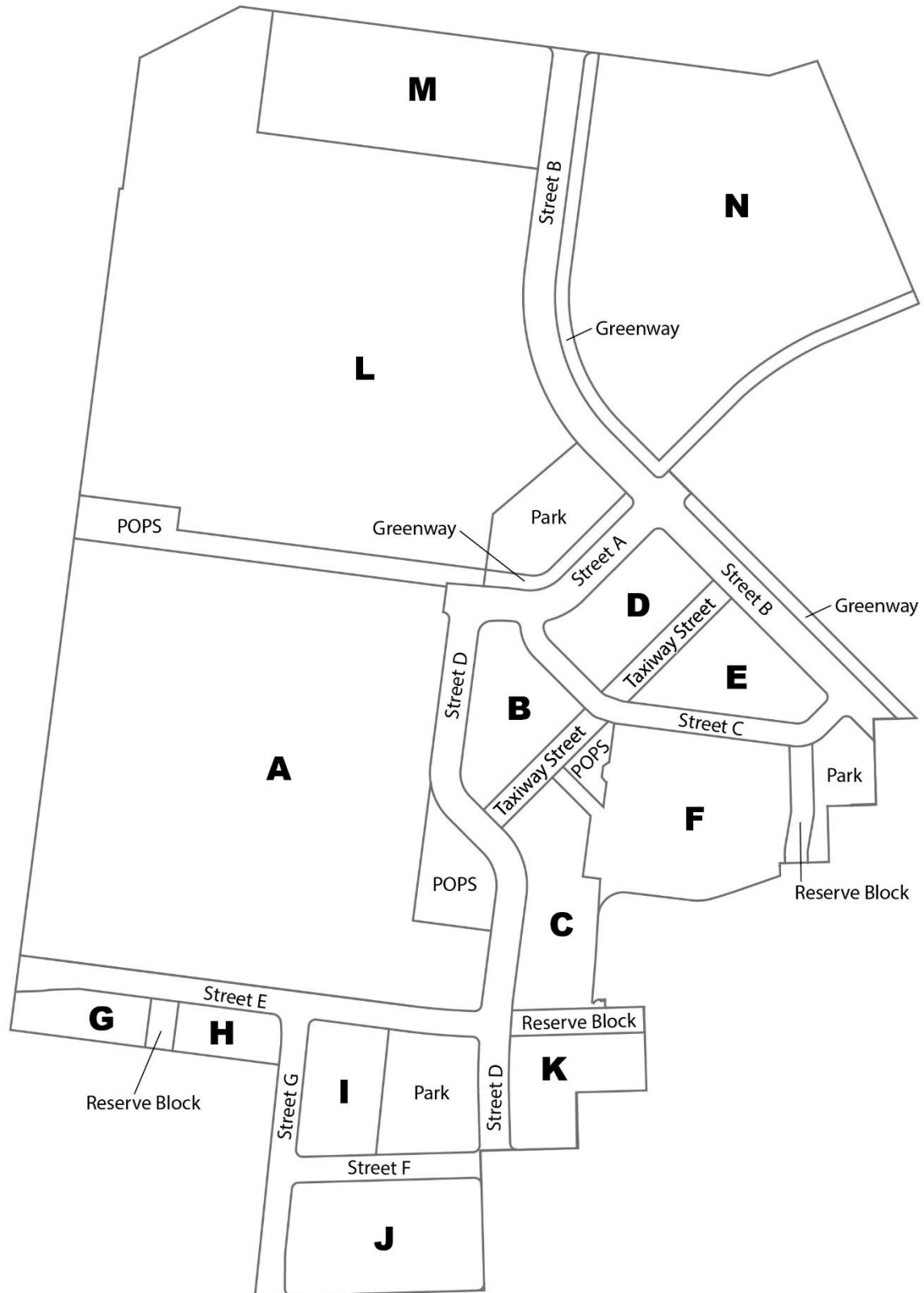


Downsview Secondary Plan
Map 7-10 Cultural Heritage Resources

- | | | |
|-----------------------------|-------------------------------|-----------------------|
| Plan Area | Planned Major Streets | The Taxiway |
| Cultural Heritage Resources | Existing and Approved Streets | Parks |
| Rail Corridor | The Runway | Taxiway West District |



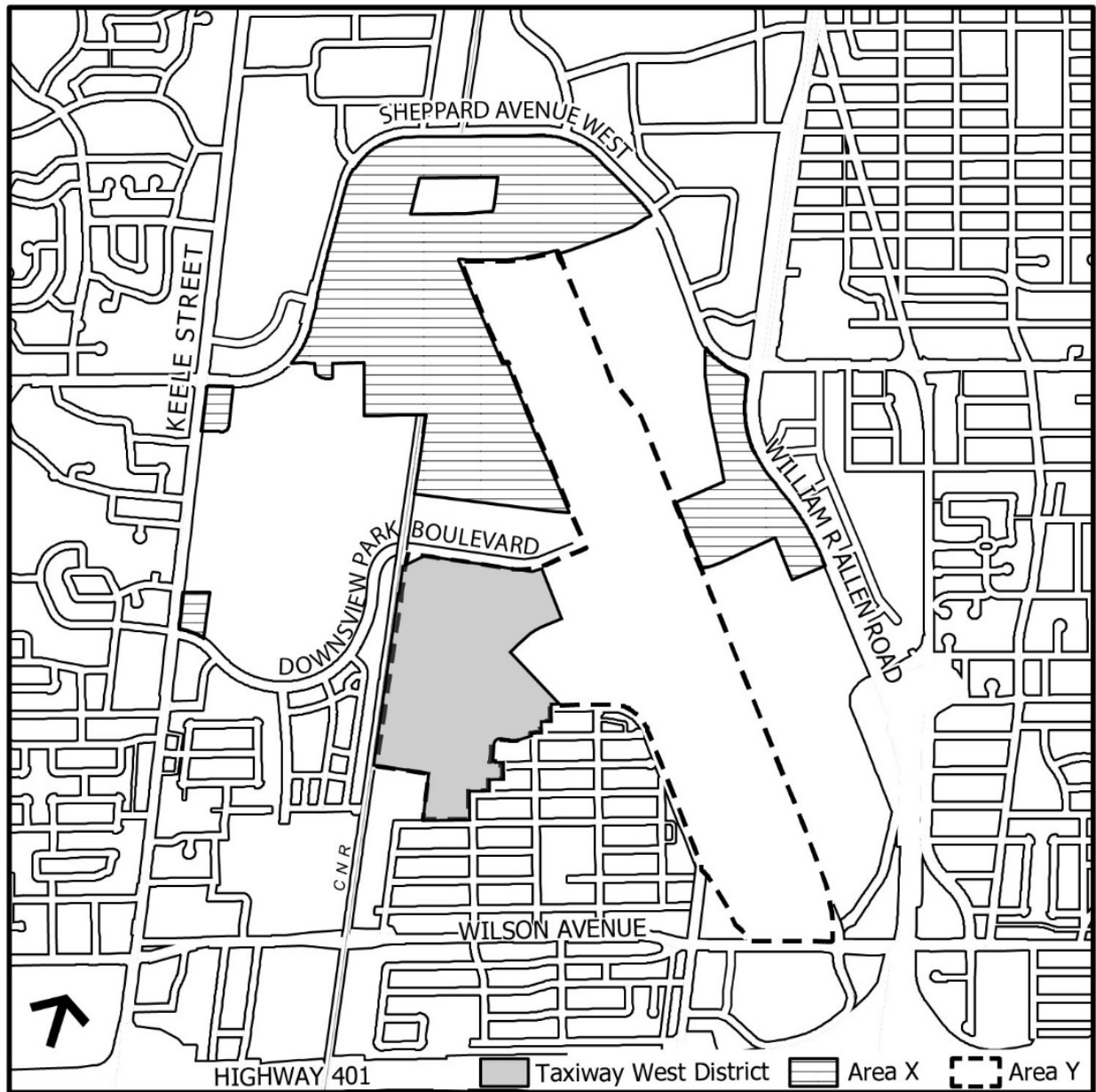
Attachment 7: Simplified Block Diagram



Simplified Block Diagram



Attachment 8: Downsvie Secondary Plan Figure 1b: Downsvie Centre Non-Residential Requirements



Attachment 9: Summary of Taxiway West District Preliminary Community Benefits Plan

Commitment	Details
Community benefits hiring, and local and social procurement	<ul style="list-style-type: none"> • Best efforts minimum \$10M target for community benefits hiring (minimum \$8M), and local and social procurement (minimum \$2M) for residential, retail, servicing and public realm construction in Taxiway West district. • Working with City of Toronto to develop eligibility criteria to support project screening for additional community benefits beyond \$10M commitment. • Community benefits language to be included in procurement documents and relevant Agreements • Encourage and support interim and tenant participation in the Community Benefits Plan • Workforce development strategies and programs that lead to, and reduce barriers to employment, including job fairs, training, scholarships and grants, and help support the achievement of the targets
Workforce Intermediary	<ul style="list-style-type: none"> • Dedicated Workforce Intermediary to coordinate key partners, create opportunities, and facilitate reporting.
Monitoring and Reporting	<ul style="list-style-type: none"> • Annual progress updates • Regular updates to Community Resource Group and Indigenous Working Group
Preliminary Definitions	<ul style="list-style-type: none"> • <u>Community Benefits hire</u> – the hiring of people who self identify as: <ul style="list-style-type: none"> • Indigenous or Black living in Ontario, or • Equity deserving living in local area (within 10 km radius of the site), prioritizing Neighbourhood Improvement Areas and Emerging Neighbourhoods west of Bathurst Street • <u>Local business</u>: A business operating or headquartered in, or have facilities that operate within 10 km radius of the site, prioritizing Neighbourhood Improvement Areas and Emerging Neighbourhoods west of Bathurst Street • <u>Diverse supplier</u>: A business that is at least 51% owned, managed, and controlled by Indigenous, Black, equity-deserving group or a social enterprise • <u>Tiered approach to prioritize diverse/local procurement</u> <ul style="list-style-type: none"> • Tier 1: diverse supplier and local business • Tier 2: diverse supplier only • Tier 3: local business only • <u>Neighbourhood Improvement Areas</u> are the City of Toronto's 31 areas, designated for investments and interventions based on a Neighbourhood Equity Score adopted by City Council in 2014, for the implementation of the Toronto Strong Neighbourhoods Strategy 2020. The recommended Neighbourhood Equity Score is a single number designed to capture the total weight of unnecessary, unfair, and unjust

Commitment	Details
	<p>differences faced by neighbourhood residents in five key areas: Economic Opportunities, Social Development, Healthy Lives, Participation in Decision-Making and Physical Surroundings.</p> <ul style="list-style-type: none"> • <u>Emerging Neighbourhoods</u> are City areas that were previously designated as Priority Neighbourhoods by City Council in 2005, but were not selected in the NIA methodology calculated through the Neighbourhood Equity Score adopted in 2014. • <u>Equity deserving groups</u> include Indigenous peoples, Black communities, persons with disabilities, racialized communities, women, lesbian, gay, bisexual, trans, queer, two-spirit communities (LBGTQ2S), undocumented individuals, newcomers, immigrants and refugees, and persons with low income and youth.

Attachment 10: Draft Zoning By-law Amendment
Provided under separate cover

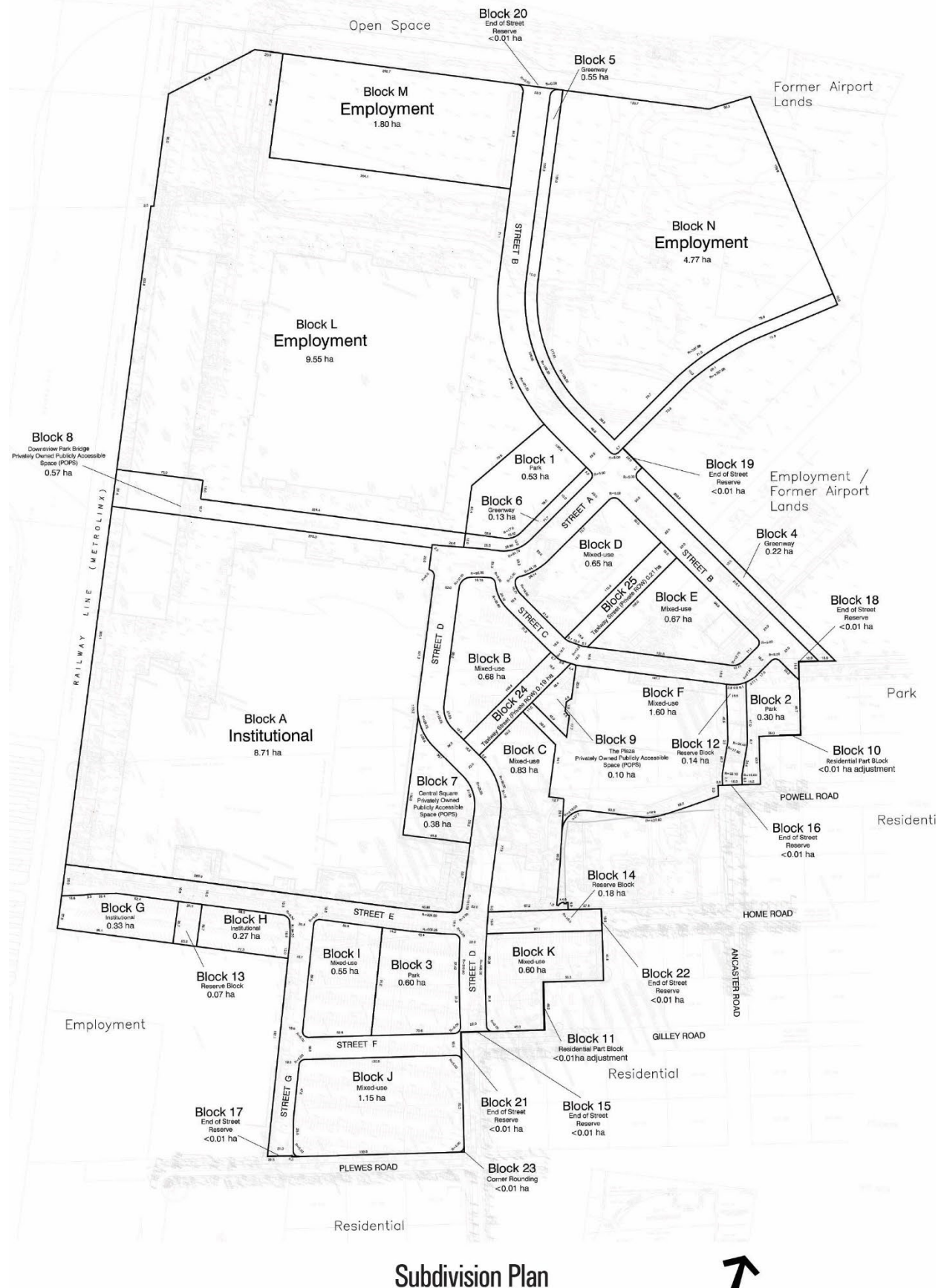
Attachment 11: Draft Plan of Subdivision Conditions
Provided under separate cover

Attachment 12: Affordable Housing Terms
Provided under separate cover

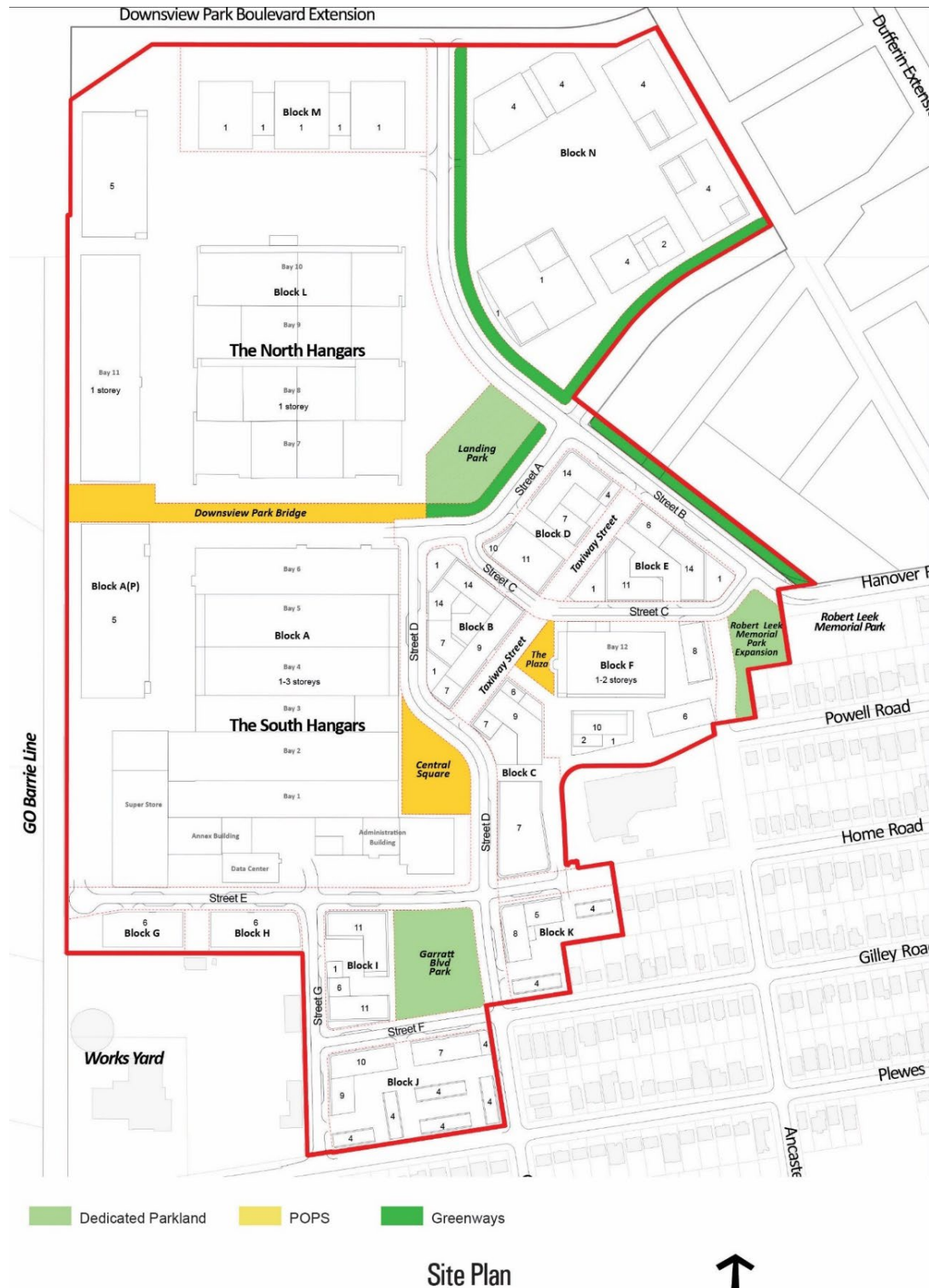
Attachment 13: Taxiway West District Plan
Provided under separate cover

Attachment 14: Taxiway West Urban Design Guidelines
Provided under separate cover

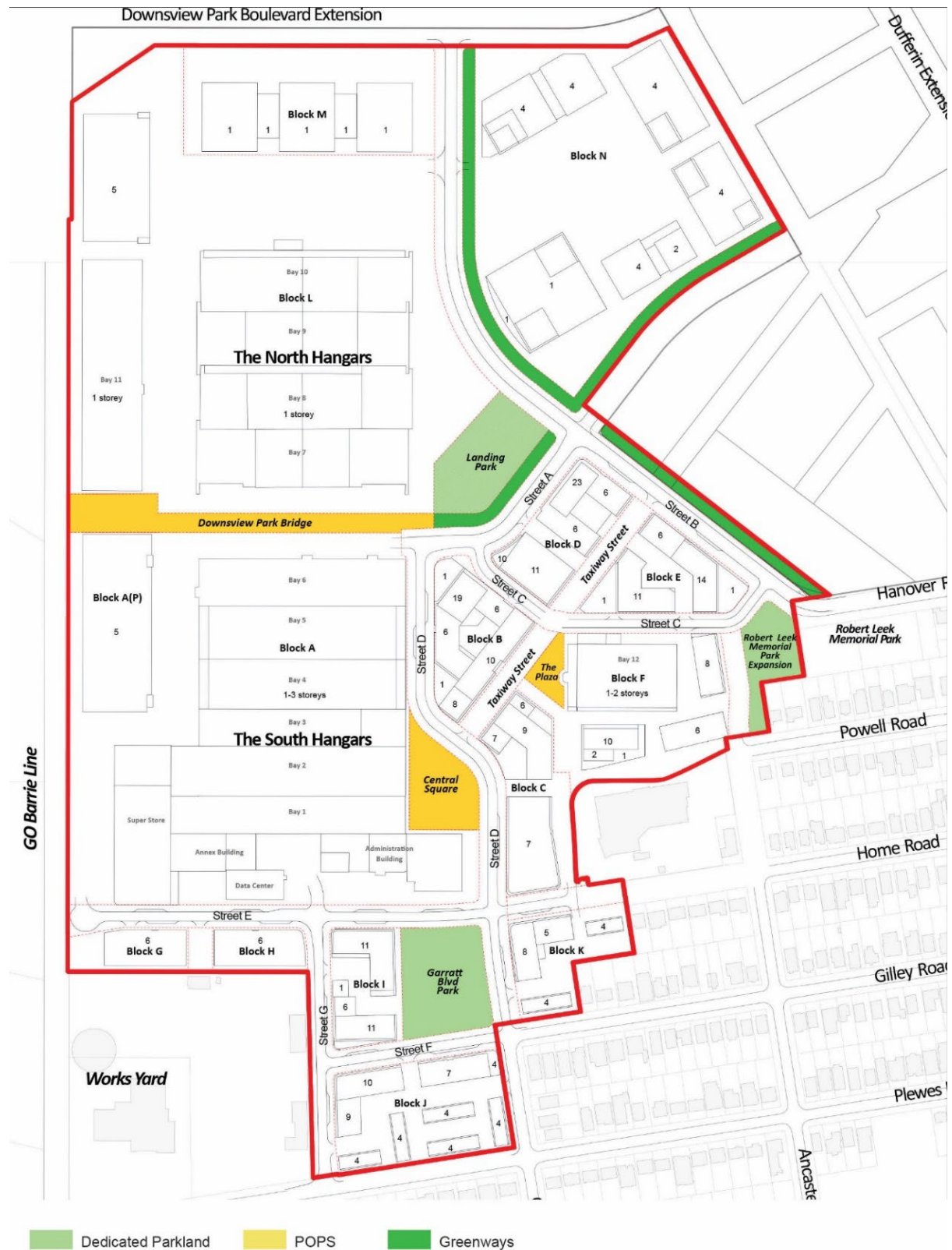
Attachment 15: Draft Plan of Subdivision



Attachment 16: Site Plan – Mid-rise Option



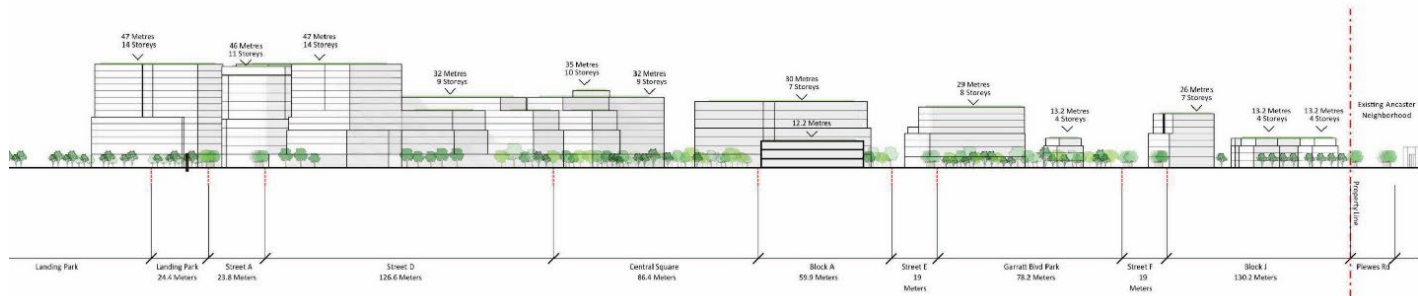
Attachment 17: Site Plan – Tall Building Option



Site Plan - Tall Building Option

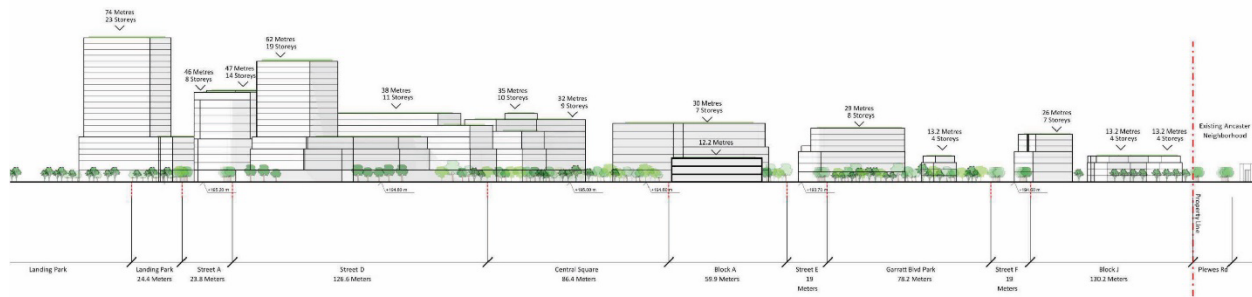


Attachment 18: Elevation – Street D Looking East (Mid-Rise Option)



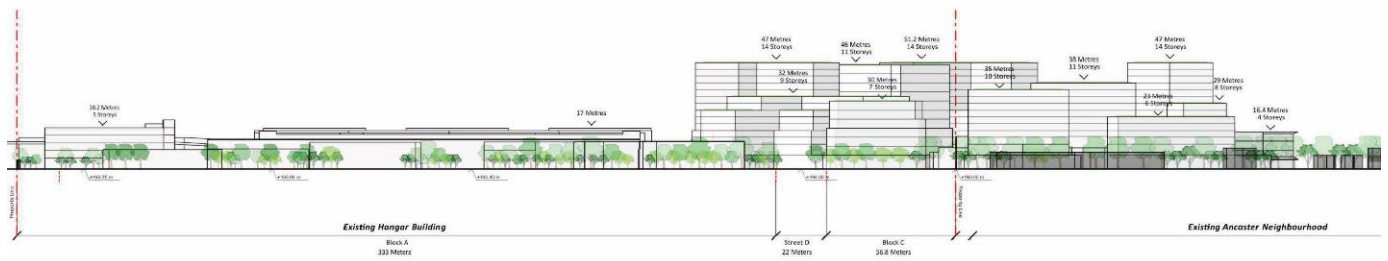
West Elevation - Street D

Attachment 19: Elevations – Street D Looking East (Tall Building Option)



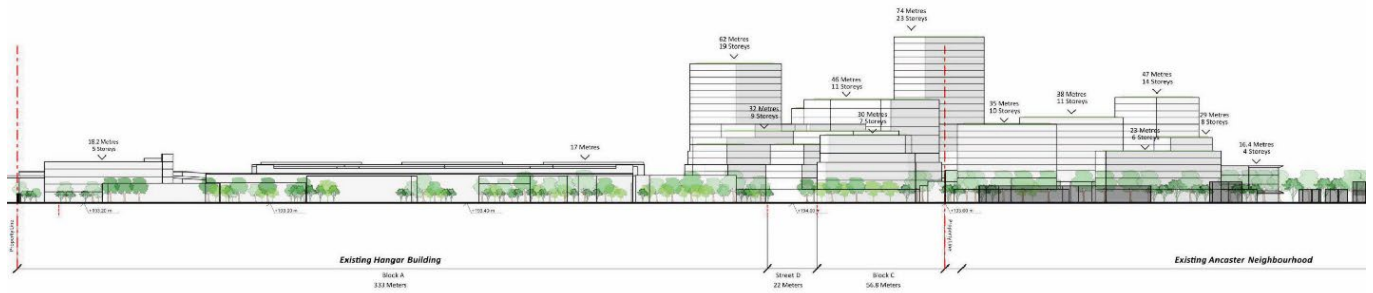
West Elevation - Street D - Tall Building Option

Attachment 20: Street E Looking North (Mid-Rise Option)



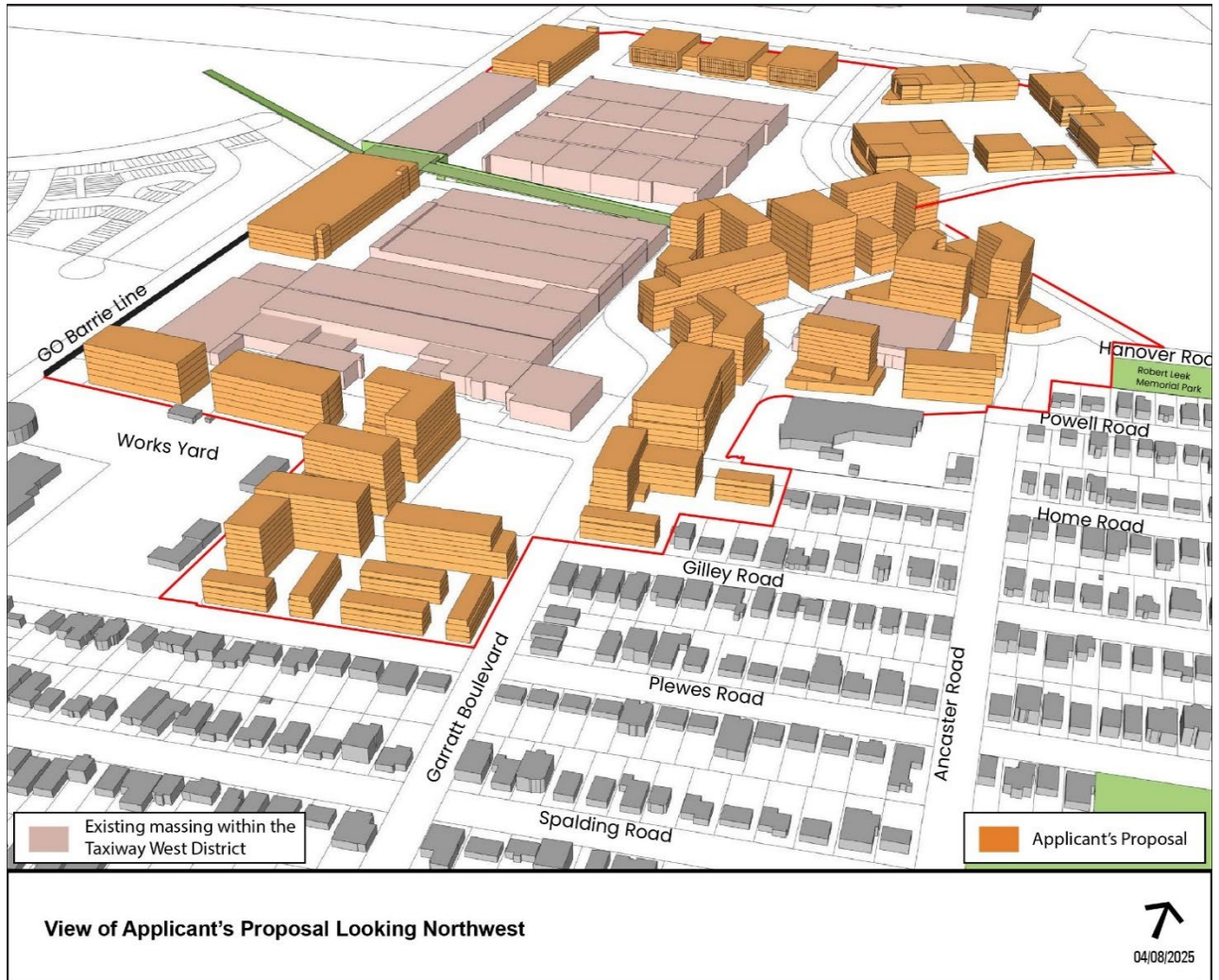
South Elevation - Street E

Attachment 21: Elevations – From Street E Looking North (Tall Building Option)



South Elevation - Street E - Tall Building Option

Attachment 22: 3D Massing Model Looking Northwest – Mid-Rise Option



Attachment 23: 3D Massing Model Looking Northwest – Tall Building Option

