

# **75-81 Billy Bishop Way – Official Plan Amendment and Zoning By-law Amendment Applications – Appeal Report**

Date: May 5, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

**Planning Application Number: 25 125641 NNY 06 OZ**

## **SUMMARY**

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An Application to amend the Official Plan and Zoning By-law for 75-81 Billy Bishop Way (the "Subject Lands") was submitted to the City, and after satisfying the City's minimum application requirements was deemed complete on July 21, 2025. The Application seeks to permit a mixed-use development comprised of 5 tall buildings ranging in height from 21-storeys (83.6 metres) to 49-storeys (164.1 metres), organized within three building blocks that include 6-storey base buildings, and containing 2,055 dwelling units (the "Proposal"). The Proposal includes 149,161 square metres of residential gross floor area ("GFA"); 2,493 square metres of non-residential GFA, including a child care centre; and a centralized privately-owned public space ("POPS").

On March 24, 2026, the applicant appealed the Proposal to the Ontario Land Tribunal ("OLT") citing Council's failure to make a decision within the timeframe specific by the *Planning Act*. A Case Management Conference with the OLT has been scheduled for June 18, 2026.

This Report recommends that City Council instruct the City Solicitor, with the appropriate City Staff, to attend the OLT Hearing to oppose the Proposal in its current form and to continue discussions with the Applicant to resolve the outstanding issues in advance of a Hearing.

## **RECOMMENDATIONS**

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The Director, Community Planning North York District recommends that:

1. City Council direct the City Solicitor and appropriate City Staff to attend the Ontario Land Tribunal in opposition to the proposal in its current form regarding the Official Plan and Zoning By-law Amendment Application appeal for the lands municipally known as 75-81 Billy Bishop Way and to continue discussions with

the applicant in an attempt to resolve outstanding issues in advance of a Hearing, including, but not limited to, the issues outlined in this Report.

2. City Council authorize the City Solicitor and City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event the Ontario Land Tribunal allows the appeal, in whole or in part.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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The Official Plan Amendment and Zoning By-law Amendment Application was initially submitted to the City on April 16, 2025, and was subsequently deemed incomplete on May 13, 2025. The applicant submitted additional information on June 12, 2025, and July 21, 2025; and after satisfying the City's minimum application requirements, the application was deemed complete on July 21, 2025.

### **Downsview Secondary Plan**

The Downsview Secondary Plan (the "Secondary Plan") was approved by the OLT (Case Number OLT-24-000829) and came into full force and effect on August 9, 2024, save and except for the lands south of Wilson Avenue, within the Wilson South District, which includes the subject lands. At the time of the complete application, the Secondary Plan was not in effect for the subject lands; the lands were designated *Regeneration Areas* by the City of Toronto Official Plan (the "Official Plan"). Consistent with Policy 4.7.2 of the Official Plan, a framework for new development within a Regeneration Area will be set out in a secondary plan. Therefore, the Downsview Secondary Plan must be in force on the subject lands prior to the approval of a site-specific application.

On November 21, 2025, the OLT approved the balance of the Secondary Plan, which included the incorporation of additional policies for the lands south of Wilson Avenue. In this decision the OLT brought the Secondary Plan into force in respect of the Subject Lands as adopted by City Council as of the August 9, 2024, with the modifications and additional policies coming into force as of November 21, 2025, after the Proposal was deemed complete. In this regard, the Proposal is being reviewed against the version of the Downsview Secondary Plan that was approved by Council and in force as of August 9, 2024, and not be subject to the additional policies for the Wilson South District in the version approved by the OLT on November 21, 2025.

## **THE SITE AND SURROUNDING LANDS**

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## Site Description

The Subject Lands are located south of Wilson Avenue, east of the Allen Road. The Subject Lands are triangular in shape, and have a total land area of approximately 1.77 hectares (17,700 square metres). While the lands directly abut Wilson Avenue to the north, they are only accessible from Billy Bishop Way, which contains two access driveways along the west property line. The Subject Lands also contain an access tunnel (in the north-east corner of the subject lands) to Wilson Station, which is located directly across the street at 570 Wilson Avenue. See Attachment 2 for the Location Map.

## Existing Use

The Subject Lands are currently developed with four, single-storey retail/commercial buildings. The abutting lands, which are described in greater detail below, are also comprised of low-rise retail/commercial buildings, which together form a retail 'power centre'.

## Surrounding Uses

**North:** Wilson Avenue, beyond which contains Wilson Station (570 Wilson Avenue), and the former Downsview Airport.

**South:** The on-ramp to Highway 401, beyond which contains Highway 401.

**East:** An access tunnel to Wilson Station, the on-ramp to Highway 401, beyond which is the Allen Road.

**West:** Billy Bishop Way, beyond which are one- to two-storey retail/commercial buildings.

## THE APPLICATION

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### Description

The Proposal is seeking to permit a mixed-use development consisting of five tall buildings, ranging in height from 21 to 49 storeys (83.6 metres to 164.1 metres), organized within three building blocks. The Proposal contains a total GFA of 151,655 square metres; which includes 149,161 square metres of residential GFA, and a total of 2,055 dwelling units; and 2,493 square metres of non-residential GFA. The Proposal also includes a centrally located POPS; a private internal road for active transportation and a new private road providing vehicular access to Wilson Avenue. There are 911 vehicle parking spaces and 1,622 bicycle parking spaces which are primarily located below-grade. See Attachments 8 to 17 of this Report for depictions of the proposal.

### Density

The Proposal has a gross site density of 8.5 times the area of the lot, and a net site density of 11.5 times the area of the lot.

## **Residential Component**

The Proposal includes 149,161 square metres of residential GFA, which includes 2,055 dwelling units. The dwelling unit composition is as follows:

- 90 studio units (4 percent of the total unit composition),
- 1,229 one-bedroom units (60 percent of the total unit composition),
- 510 two-bedroom units (25 percent of the total unit composition), and
- 226 three-bedroom units (11 percent of the total unit composition).

## **Non-Residential Component**

The Proposal includes 2,493.4 square metres of at-grade non-residential GFA, which includes:

- 1,992.3 square metres comprised of retail units located at grade within Buildings A and B, and,
- a 501.1 square metre childcare facility within Building C.

## **Access, Parking and Loading**

The Proposal includes a single, three-level underground parking structure shared between all three building blocks on the subject lands. There are a total of 911 vehicular parking spaces proposed, including 804 residential parking spaces, 25 visitors parking spaces and 82 commercial/day nursery parking spaces, primarily located within the underground parking structure. A total of 1,622 bike parking spaces are proposed, with the short-term bike spaces primarily located at grade, and long-term bike parking spaces and a bike maintenance room primarily located within the first level of the underground parking garage. A total of seven loading spaces are proposed, with four spaces allocated to Building A, one loading space allocated to Building B, and two spaces allocated to Building C.

## **Additional Information**

See the Attachments of this Report for the Application Data Sheet, Location Map, a 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/75BillyBishopWay](http://www.toronto.ca/75BillyBishopWay)

## Reasons for Application

The Official Plan Amendment Application was required at the time of the submission to redesignate the subject lands from *Regeneration Areas* to *Mixed Use Areas*. With the OLT's November 21, 2025 Decision, the redesignation of the subject lands to the *Mixed Use Areas* designation is no longer necessary. However, amendments are required to address other policy matters including but not limited to non-residential GFA requirements; density provisions; tower separation distance requirements; district plan requirements; land owners group agreement provisions; affordable housing and affordable rental housing requirements; and Toronto Green Standard requirements.

Amendments to the in-effect zoning by-law are required to bring the Subject Lands into the City's Comprehensive Zoning By-law 569-2013; and are required to permit the proposed use, building type, height, massing and other performance standards.

## APPLICATION BACKGROUND

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A Pre-Application Consultation ("PAC") meeting was held on October 15, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre. The reports and studies submitted in support of this application are available on the Application Information Centre at [www.toronto.ca/75BillyBishopWay](http://www.toronto.ca/75BillyBishopWay).

### Agency Circulation Outcomes

The Proposal, together with the applicable reports noted above, have been circulated to all relevant agencies and City Divisions. The responses received have been used to assist in the evaluation of the application.

## POLICY AND REGULATION CONSIDERATIONS

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### 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 ("PPS"), and shall conform to provincial plans.

### Official Plan

The Subject Lands were designated *Regeneration Area* by Map 16: 'Land Use Plan' of the Official Plan, see Attachment 3 of this Report for the Land Use Map. *Regeneration Areas* are underutilized areas of the City that will be redeveloped or revitalized to attract investment, improve existing conditions and bring new opportunities and growth to existing communities. *Regeneration Areas* require "tailor-made" strategies and frameworks for development, as provided through a secondary plan. Official Plan Amendment 716, which includes the Downsview Secondary Plan, provides the development framework envisioned by Council for this *Regeneration Area*.

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.

### **Protected/Major Transit Station Area**

The Subject Lands are located within a delineated Major Transit Station Area ("MTSA"). The Subject Lands are located within the 200-metre, as well as the 500-metre centre point of the delineated Wilson Station MTSA associated with Site and Area Specific Policy ("SASP") 712 in Chapter 8 of the Official Plan.

The Wilson Station MTSA is planned to accommodate a minimum population and employment target of 200 residents and jobs combined per hectare. The planned targets for population and jobs per hectare were established using a Council-approved development framework, taking into account in-effect Official Plan land use designations, as-of-right zoning by-law permissions, density permissions included in Secondary Plans, and approved developments that have not yet been built. Minimum population and employment targets are intended to apply across the entire delineated area for each MTSA. No individual development proposal is required to achieve the minimum targets.

Chapter 8 of the Official Plan states that lands designated *Regeneration Areas* located within 200 metres and between 200-to-500 metres of an existing or planned transit station will have City-initiated zoning that permits an FSI of 8 and 6 or more respectively. The permitted FSI is not a minimum requirement. Appropriate density for the site will be determined in the context of the site and by reading the Official Plan as a whole.

Chapter 8 of the Official Plan states that sites designated *Regeneration Areas* located within 200 metres and between 200-to-500 metres of an existing or planned transit station and which can accommodate three or more towers will have zoning that permits building heights up to 30- and 20- storeys respectively. Additional height is permitted if applicants submit a block context plan which demonstrates elements such as new public streets, new parks, publicly accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

City Planning is undertaking required zoning updates for PMTSAs and MTSA's and a final report is anticipated at Planning and Housing Committee in the second quarter of 2026.

### **Secondary Plan**

The Downsview Secondary Plan identifies the Subject Lands as *Mixed Use Areas*, which permits a broad mix of residential and non-residential uses, including commercial, office, compatible light industrial, institutional, community service, arts, culture, utility, park, open space and recreation uses.

As previously noted in this Report, the Secondary Plan was approved by the OLT on August 9, 2024, save and except for the lands south of Wilson Avenue, which included the subject lands. On November 21, 2025, the OLT approved the balance of the

Secondary Plan with modifications, bringing the Secondary Plan into full force and effect for the subject lands. The Official Plan Amendment application is being evaluated against the version of the Downsview Secondary Plan as adopted by City Council and approved by the Tribunal without the modifications.

## **Zoning**

The subject lands are zoned A ('Airport Hazardous Area Zone') by the former City of North York Zoning By-law 7625. The A Zone category permits limited land use and built form permissions and is reflective of the subject lands' proximity to the former Downsview Airport, which has since been decommissioned. The in force zoning of the subject lands is inconsistent with the land use and built form permissions of the Secondary Plan.

## **Design Guidelines**

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

- Downsview Urban Design Guidelines
- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Retail Design Manual
- Toronto Green Standard: Mid to High-Rise Residential & Non-Residential Version 4

## **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 the TGS.

Consistent with Policy 8.1.2 of the Downsview Secondary Plan, the proposal should be seeking to achieve the highest level of the TGS in effect at the time of submission; noting that Tier 2 and above are typically voluntary, higher levels of performance with financial incentives (e.g., partial Development Charges refund). Performance measures will be secured in the provisions of the zoning by-law; and through future site plan approval(s).

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

On March 3, 2026, a Community Consultation Meeting ("CCM") was held at St. Norbert Catholic Elementary School. The CCM was attended by approximately 80 stakeholders, including the local ward councillor, abutting and surrounding land owners, as well as several members of the local community.

Comments and questions raised at the CCM were generally focused on the following key issues:

- Concerns about the loss of the existing retail which is well utilized by the community;
- Concerns about the lack of replacement retail incorporated into the proposal to serve the community;
- Concerns that the proposed replacement retail units are at a much smaller scale than what is existing, and the existing retail tenants will not return;
- Concerns about the imbalance between the number of residential units being introduced without adequate amenities, particularly food stores, to serve existing and future residents;
- Concerns about proposed housing unit mix, and how it lends itself to investor units as opposed to family-occupied units;
- Concerns about the proposed unit sizes, and how the sizes are too small to support families;
- Concerns about local school capacity;
- Concerns about the proposed built form, and questions on the appropriateness of the proposed heights and number of buildings;
- Concerns about shadow impacts given the height of the proposal;
- Concerns about the traffic issues that may be caused as a result of this development and other similar developments occurring in the area; and,
- Concerns about whether the proposed number of parking spaces is sufficient.

The issues raised through the CCM process have been considered through the review of the Application and are commented on as necessary in the body of this Report.

## COMMENTS

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### Provincial Planning Statement ("PPS") and Provincial Plans

The review of the Application has had regard for the relevant matters of provincial interest as set out in the *Planning Act*, and has been reviewed for consistency with the PPS. Staff find the proposal is inconsistent with the PPS, particularly as it relates to the achievement of complete communities; providing an appropriate range and mix of housing options; supporting a modern economy; and ensuring servicing capacity is in place to serve the proposal.

Chapter 1 of the PPS establishes that the Official Plan is the most important vehicle for implementation of the PPS. Official plans shall identify provincial interests and set out appropriate land use designations and policies. The Official Plan and the Downsview Secondary Plan establish a vision for a complete community that includes a range and mix of housing options supported by meaningful employment; the City's vision of a complete community as established through Official Plan policy is not being delivered by this proposal.

Policy 2.1.6 of the PPS supports the achievement of complete communities that accommodate a range and mix of land uses and housing options, employment, public service facilities, institutional uses, recreation, and parks. The proposal is not making a significant contribution to the elements that constitute a complete community. The proposal is seeking to introduce a significant amount of new GFA, however, it is almost

exclusively residential (comprising over 98 percent of the total GFA), while eliminating the existing 4,709 square metres of non-residential GFA that currently supports the community.

Policy 2.2.1 of the PPS calls for the delivery of an appropriate range and mix of housing options, and permits the establishment of minimum targets for housing that is affordable to low- and moderate-income houses to addresses the full range of housing options. The Secondary Plan establishes affordable ownership and affordable rental housing targets for the Wilson South District which are not being met by the proposal. In addition, the Secondary Plan requires a minimum of 40 percent of all residential units to be two-bedroom units or larger to ensure housing options for families with children and larger households are being delivered; the proposal is not in conformity to this policy framework.

Policy 2.8.1 of the PPS promotes economic development; Policy 2.8.1.1.d) encourages intensification of employment uses and compatible mixed-use development to support the achievement of complete communities; and Policy 2.8.1.4 states that major office and major institutional uses should be directed to MTSA's where frequent transit service is available. The Secondary Plan is seeking to enable a critical mass of jobs, with non-residential uses delivered prior to or concurrent with residential development to create a dynamic place to live, work, learn, visit and play. The subject lands are located within the Wilson Station MTSA, and contain a direct tunnel connection to Wilson Station. Within the Wilson South District, the subject lands are the closest in proximity to Wilson Station, and are expected to deliver a significant non-residential component, consistent with Policy 12.6.1 of the Secondary Plan, which requires 21 percent of the total GFA to be non-residential. The employment land use conversion which approved the redesignation of the subject lands from *Employment Areas* to *Regeneration Area* as part of SASP 596, was based on the premise that replacement non-residential gross floor area would be delivered through redevelopment. The proposal does not conform to the minimum non-residential use requirements of the Secondary Plan.

Policy 3.5 of the PPS speaks to land use compatibility, and directs that sensitive uses be planned and developed to avoid - and if avoidance is not possible - mitigate any potential adverse impacts from odour, noise and other contaminants, in order to minimize risks to public health and safety. Policy 3.5.2 further directs that the planning and development of adjacent sensitive land uses is only permitted if potential adverse impacts to the proposed sensitive land use are minimized and mitigated in accordance with Provincial guidelines, standards and procedures; and that impacts to major facilities are minimized. In order to address this requirement, Policy 12.6.1 of the Secondary Plan requires a Land Use Compatibility Study for any development application that introduces sensitive uses within the Wilson South District. The required Land Use Compatibility Study must identify mitigation measures for sensitive land uses adjacent to or near Highway 401 and Allen Road. The Land Use Compatibility Study submitted in support of the Proposal has not yet demonstrated that appropriate mitigating measures have been identified and incorporated into the Proposal to minimize conflict with this new sensitive use.

Policy 3.6.1 of the PPS establishes that land use considerations be integrated with sewage and water servicing at all stages of the planning process, and that servicing

aligns with comprehensive municipal planning. The proposal has not demonstrated that adequate servicing capacity exists to support the proposed density, and that the proposal complies with the Update Downsview Master Environmental Servicing Plan ("MESP").

As proposed, the Application has not demonstrated consistency with the PPS, and cannot be supported by Staff. Additional PPS policy non-compliance may be further identified through the OLT process.

### **Official Plan Policies and Design Guidelines**

This Application has been reviewed against the Official Plan policies, including the Downsview Secondary Plan policies, and the design guidelines described in the Policy and Regulation Considerations Section of this Report. The review of these policies and guidelines are elaborated on below:

### **District Plan**

Policy 11.2 of the Downsview Secondary Plan emphasizes the importance of district planning and requires the delivery of "District Plans". District Plans will implement the Secondary Plan policy and outline area-specific development guidelines. The Secondary Plan is comprised of 15 districts, as identified on Map 7-5: 'Districts'; and is further broken down into typologies – being Runway, Transit, William Baker, Taxiway and Park Commons districts. The subject lands are located within the "Transit District" typology by Policy 2.2.1.b), within the Wilson South District as identified on Map 7-5. As part of the development application for 75 Billy Bishop, the applicant was required to submit a District Plan for Wilson South District in alignment with Policy 11.2 of the Secondary Plan.

District Plans are applicant-driven but must be completed to the satisfaction of the City, and will be brought to Council for endorsement. District Plans will be used to guide the review of development applications. The City acknowledges the District Plans cover multiple landholdings at various stages of redevelopment. The District Plan is an evolving document, where details will be advanced and refinements will be made in concert with the submission of formal development applications. The purpose of District Planning at this stage is to ensure that core elements, as identified in the Secondary Plan, can be delivered within each District.

The scoped District Plan submitted in support of the proposal has been reviewed, and Staff cannot recommend that Council endorse the District Plan as submitted. Issues relating to the District Plan include, but are not limited to, the following:

- Policy 11.2.9 requires District Plans be developed in consultation with all the property owners within the applicable district boundary. The District Plan submitted in support of the proposal does not identify the consultation process used to develop the District Plan, therefore, the impacts of the proposal have not been fully demonstrated to be appropriate;
- Policy 11.2.8 notes the District Plan will be prepared through a comprehensive engagement program both pre- and post- submission with relevant stakeholders

as identified in the Downsview Development Plan, with engagement results documented and submitted as part of the District Plan. Engagement summaries were not included as part of the District Plan or the Public Consultation Strategy Report, therefore, the impacts of the proposal have not been fully demonstrated to be appropriate;

- A height and density strategy for the entire Wilson South District has not been provided in the District Plan. The density strategy must be developed to demonstrate that the Wilson South District has a gross FSI of 3.5, consistent with the Council-adopted Downsview Secondary Plan, and that density has been appropriately allocated across the District;
- The built form strategy of the District Plan should be revisited, as new low-rise residential buildings are not permitted, except where they are used to support the required transition to the existing low-rise Neighbourhoods, consistent with Policy 7.3.5;
- The District Plan should consider corridors, particularly as it relates to the visibility of the Wilson Station access tunnel. Sightlines from Billy Bishop Way should be maintained;
- Policy 3.4.3 of the Downsview Secondary Plan requires the Green Spine to generally be 15 to 18 metres in width; however, portions of the Green Spine are being shown between 12 to 15 metres throughout the Wilson South District. In addition, the Green Spine needs to be located on public land holdings;
- District Plan development requires coordination with the Downsview Environmental Assessment Team to ensure the alignment between the proposed street network and intersection design is consistent with the Downsview Secondary Plan and the MESP;
- The District Plan is not showing how the existing and proposed linkages support integrated mobility across the broader Downsview area. The District Plan must include clear, visual depictions of how the Wilson South District will connect to the other districts through road and public realm connections, consistent with Policy 11.1.3 of the Downsview Secondary Plan.
- The District Plan does not depict any mobility improvements within the Wilson South District. The District Plan should consider necessary improvements to the transit, cycling and pedestrian network to support the anticipated growth for the Wilson South District and surrounding area.
- The District Plan does not have Neighbourhood Mobility Monitoring Plan as required in the MESP and Policy 11.2.11 of the Secondary Plan.

## Land Use

The subject lands were designated *Regeneration Area* in the Official Plan; OPA 716, which includes the Downsview Secondary Plan, provides the development framework established for this *Regeneration Area*. The proposal must demonstrate conformity with the Downsview Secondary Plan policies and implementing supporting plans and design guidelines.

Map 7-3: 'Land Use Plan' of the Downsview Secondary Plan designates the subject lands *Mixed Use Areas*, see Attachment 4 of this Report. Policy 6.2.1 of the Secondary Plan establishes that *Mixed Use Areas* will be developed with a broad mix of residential and non-residential uses, including commercial, office, compatible light industrial,

institutional, community service, arts, culture, utility, park open space and recreation uses. Policy 6.1.2 requires non-residential uses to be delivered within each district prior to or concurrent with residential uses. The Secondary Plan emphasizes the importance of a mixed use community, Policy 2.1 establishes that new communities will be supported by a regionally significant concentration of employment, local services and amenities, arts and culture, and a range and mix of housing options. Policy 2.2.1.b) goes on to establish that Transit Districts, including the Wilson South District where the subject lands are located, will include a greater concentration of commercial, office, cultural, entertainment and institutional uses.

While the subject lands are designated *Mixed Use Area* by the Secondary Plan, the introduction of sensitive land uses, i.e., residential and childcare uses, needs to be justified and substantiated given the former and existing surrounding land uses. Policy 12.6.1.b) of the Secondary Plan requires the submission of a Land Use Compatibility Study with any proposal that seeks to introduce sensitive land uses on the subject lands. In addition to the requirements of Policy 2.2.4 of the Official Plan, the required Land Use Compatibility Study must identify potential and/or required mitigation measures for sensitive land uses adjacent to or near Highway 401 and Allen Road. A Land Use Compatibility Study was submitted in support of the proposal, which is discussed in greater detail in the "Land Use Compatibility" section of this Report.

Additional policy guidance for the subject lands is provided by the 'Wilson South' and 'Wilson and Allen Road' Location-Specific Policies, as identified by Map 7-7: 'Location-Specific Policies' of the Secondary Plan. Policy 12.6.1.a) establishes that development will provide a minimum non-residential GFA of 21 percent of the total GFA, including through the adaptive reuse or retention of existing buildings. The proposed non-residential GFA, at 2,493.2 square metres, which represents 1.6 percent of the total proposed GFA, is significantly deficient from the non-residential GFA requirements of the Secondary Plan. The amount of non-residential GFA must be increased to meet the policy intent of the Secondary Plan and SASP 596, and must be delivered prior to or concurrent with residential development. The non-residential GFA requirements of the Secondary Plan are rooted in the Municipal Comprehensive Review ("MCR") work that was completed and was a driving principle in redesignating the lands to *Regeneration Area*.

Policy 2.1.2 describes the objectives that will guide future development in the Downsview Secondary Plan area, including Policy 2.1.2.e) which speaks to supporting a diverse local economy that facilitates high-quality and equitable employment opportunities and social investment; Policy 2.1.2.i) speaks to maintaining and enhancing the broader area's function as one of the largest employment nodes outside the downtown, protecting for and providing for a broad range of employment and non-residential uses, and accommodating a range of jobs across multiple sectors.

Policy 5.2.2 states when buildings within non-residential uses are redeveloped, appropriately-sized non-residential space is strongly encouraged in new development to mitigate the displacement of existing businesses. Further, Policy 5.2.3 encourages significant office and institutional uses in proximity to transit stations. The subject lands are located in close proximity to Wilson Station, and are maximizing the built form permissions of the Secondary Plan as it applies to the subject lands as well as the

proposed District Plan; however, the proposal is only introducing a nominal proportion of non-residential GFA, at 1.3 percent, which is exclusively retail use, with the expectation that the balance of the Wilson South District fulfills the necessary non-residential requirements. The proposal must explore opportunities to incorporate a broader range of non-residential uses in order to meet the objectives of the Secondary Plan.

For the reasons outlined above, it is the opinion of Staff that the proposed proportion of non-residential uses relative to the amount of residential GFA proposed in the Official Plan Amendment is not acceptable and does not meet the intent of the land use policies of the Official Plan and Downsview Secondary Plan.

### **Economic Impact**

From an Economic Development perspective, the subject lands were formally *Employment Areas*, and as a condition of their conversion to *Regeneration Areas* in SASP 596, were required to provide replacement non-residential floor area. This policy has been carried forward into Policy 12.6.1 of the Downsview Secondary Plan, which requires any development on these lands to provide a minimum of 21 percent non-residential gross floor area.

Given the site's history as a former employment land use conversion, maintaining an appropriate amount of non-residential space remains important from an economic development perspective, as it represents a form of replacement value for the permanent loss of employment lands.

While recognizing ebbs and flows in market conditions for non-residential development, meaningful non-residential development must be secured to meet the employment objectives of the Official Plan and Downsview Secondary Plan, and the policy direction that approved the land use conversion establishes that expectation.

In addition, from a business retention perspective, the City encourages Applicants to explore opportunities to prioritize existing tenants by providing them with early or preferred access to commercial space within the redevelopment. In addition, phasing strategies that help limit disruption to key local serving retail and service businesses during redevelopment would be beneficial for the surrounding community.

### **Land Use Compatibility**

Arcadis Professional Services (Canada) Inc. ("Arcadis") was retained by the City to undertake of a peer review of the Land Use Compatibility/Mitigation and Air Quality and Odour Assessment ("Land Use Compatibility Study") and the Transportation Noise and Vibration Assessment ("Noise and Vibration Study") submitted in support of the proposal consistent with Policy 2.2.4.7 of the Official Plan.

The Land Use Compatibility Study reviewed the potential environmental impacts related to air quality, odour, noise, and vibration related to the industrial land uses in proximity to the subject lands. The Land Use Compatibility Study prepared by the applicant concludes there are no adverse impacts from surrounding employment uses expected on the subject lands. However, to address potential issues, such as transportation air

quality emissions, the design, installation, operation, and maintenance of air filtration at the fresh air intakes of the mechanical systems serving all habitable areas, including the addition of air conditioning, is recommended. Following Arcadis' review of the Land Use Compatibility Study, the following concerns have been flagged respecting the Land Use Compatibility Study:

- Commercial facilities without Environmental Compliance Approval ("ECAs") within 300 metres of the subject lands have been identified; however, it is stated that these facilities are not considered significant sources of emissions, odour, or noise due to their "mercantile-type use". The proximity and equipment at some of these facilities could potentially have a significant impact on the subject lands – particularly Wilson Station and the adjacent Home Depot and Michael's store. These facilities should be classified using the Provincial D-6: Compatibility between Industrial Facilities Guidelines (the "D-6 Guidelines") and evaluated as appropriate.
- The TTC's Wilson Rail & Bus Maintenance and Storage Facility is located within the D-6 Guidelines area of influence based on information provided. Based on the D-6 Guidelines "no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem".
- The Land Use Compatibility Study conclusion states "The identified industries operating with a valid ECA are out of the potential influence areas defined by Ontario Guideline D-6 Compatibility between Industrial Facilities". This does not align with what is presented within the Land Use Compatibility Study and is incorrect. The TTC's Wilson Rail & Bus Maintenance and Storage Facility is located within the D-6 Guidelines area of influence.
- No site visit was conducted during the preparation of the Land Use Compatibility Study. It is recommended that site visits be conducted to identify potential air quality and noise issues that may have been omitted during the desktop study.
- A number of deliverables outlined within the City's Terms of Reference for a land use compatibility study were not provided.

The Noise and Vibration Study completed by the applicant identified the above grade TTC operations and surrounding roadways as significant sources of noise. TTC operations were also identified as a potential source of vibration. The Noise and Vibration Study predicts the noise and vibration levels from these transportation sources and evaluates them against the Provincial Ministry of the Environment, Conservation and Parks ("MECP") and the American Federal Transit Authority ("FTA") limits. On-building mitigation measures, including building façade improvements, ventilation requirements, noise barriers, and warning clauses are recommended to manage noise from potential transportation sources. Following Arcadis' review of the Noise and Vibration Study, the following concerns have been flagged respecting the submitted Noise and Vibration Study:

- Vibration limits are drawn from the American FTA Guidelines. A more appropriate guideline in this case would be the MECP /TTC Protocol.
- Reductions achieved by the noise barriers are higher than those typically predicted for the heights provided.
- The Noise and Vibration Study does not address surrounding stationary sources of noise. Stationary sources of noise must be assessed.

The Land Use Compatibility Study and the Noise and Vibration Study have not yet adequately evaluated the extent of the adverse impacts of odour, noise and other contaminants to minimize risk to public health and safety. Consistent with the requirements of Section 3.5 of the PPS; Policy 2.2.4 of the Official Plan and Policy 12.6.1.b) of the Secondary Plan, the Land Use Compatibility Study and Noise and Vibration Study must be updated to demonstrate the Proposal is appropriately designed, buffered and/or separated as appropriate from major facilities as necessary.

### **Density, Height, Massing**

The subject lands are located within the Wilson South District by Map 7-5: 'Districts' of the Secondary Plan (see Attachment 6 of this Report); while Map 7-6: 'Maximum Permitted Gross Density' of the Council-adopted version of the Secondary Plan establishes a maximum, combined permitted gross FSI of 3.5 for all the lands within the Wilson South District.

Policy 7.11 of the Secondary Plan permits the density on any individual lot to exceed the FSI for the applicable density area, provided that the overall maximum FSI for the density area is not exceeded. Policy 7.13 further stipulates in districts adjacent to transit stations, densities should generally be distributed according to transit station proximity, such that densities are higher in areas closer to the transit station, and lower in areas further from the transit station. The proposal is seeking to permit a gross density of 8.5 FSI and a net density of 11.5 FSI; however, it is unclear what the density is for the balance of the Wilson South District, and whether the proposal has monopolized all the permitted density within the Wilson South District. The applicant has not demonstrated through their application or through the scoped District Plan submitted in support of the proposal that the proposed density is appropriate for the subject lands and whether it has been appropriately allocated across the Wilson South District. Further, the applicant has yet to demonstrate that the proposed density is appropriate to support other matters such as soft and hard infrastructure and services within the Wilson South District.

Policy 7.3.2 states that development will be primarily mid-rise with tall buildings permitted throughout the Secondary Plan area, provided that the proposed building locations meet the objectives of the Secondary Plan, with the tallest buildings and most significant clusters of tall buildings located near transit stations. Official Plan Policy 3.1.3.3 states appropriate separation distances should be provided to protect for privacy between neighbouring properties and adjacent building walls containing windows; while Policy 7.3.4 of the Secondary Plan prescribes that buildings 20 storeys or greater in height have a minimum tower separation of 30 metres. The proposed tower separation distance, at 25 metres excluding balconies, is not in conformity with Secondary Plan policy and needs to be increased to 30 metres, as the Subject Lands are not constrained in such a way that would preclude the ability to meet Policy 7.3.4.

Each tower in the proposal has a tower floorplate of 800 square metres, exceeding the 750 square metre maximum floorplate size recommended by Section 3.2.1 of the Tall Building Design Guidelines. Each tower floorplate should be reduced to be more in keeping with the 750 square metres gross construction area recommendation of the Tall Building Design Guidelines, which would also assist in increasing the tower separation requirements of the Secondary Plan. The reduction of the tower floorplates will also

assist in meeting other policy objectives, including helping to minimize shadow impacts; allowing for the passage of natural light into the interior of the subject lands; and visually diminishing the overall scale of the building mass from the public realm.

As previously noted in this Report, the subject lands are located within both the 200-metre-radius and 200-500-metre-radius of Wilson Station MTSA, however, the height and density of the proposal exceed the permissions established by Chapter 8 of the Official Plan, and have not been justified through a Block Context Plan.

For the reasons outlined above, it is the opinion of Staff that proposed density, site organization (particularly as it relates to tower separation), height and massing of the proposal is not in conformity with the Downsview Secondary Plan, and has not been justified as part of the application and therefore cannot be supported by Staff.

## **Public Realm**

Wilson Avenue is a critical east-west major street, which serves as an important connection for pedestrians and transit users traveling from the Wilson Avenue and Billy Bishop Way intersection to Wilson Station. Consistent with Policy 3.1.1 of the Official Plan, active frontages on Wilson Avenue should be delivered as part of the proposal. While the proposal includes retail units at grade along the Wilson Avenue frontage, the proposed retail is at a significant grade differential to the existing public realm located along Wilson Avenue and is only accessible by way of a narrow walkway located above the sidewalk level. The proposed retail and access are disconnected from Wilson Avenue and lack connectivity to the broader Downsview area. The proposed buildings fronting Wilson Avenue should be redesigned to provide for this connectivity that animate the public realm and engage pedestrians and cyclists. Animated street frontages build on the public mobility and public realm goals outlined in the Secondary Plan and aim to create stronger connections between the north and south sides of Wilson Avenue and the broader Downsview area.

Similar to the request for animation along Wilson Avenue, Billy Bishop Way should also be designed with active street frontages consistent with Policy 3.1.1. of the Official Plan. The proposed interface of Billy Bishop Way is primarily comprised of lobby entrances; the proposal should include non-residential uses that create an animated and vibrant street frontage along Billy Bishop Way.

Consistent with Policy 3.1.4 of the Official Plan, tall buildings - which are comprised of a base building, a tower and a top - should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met. There are a number of areas where the proposed tower portions of the tall buildings do not incorporate a step back from the base building in key locations along the public realm to respect and reinforce pedestrian scale and to minimize wind impacts at grade. While there is flexibility in the Tall Building Design Guidelines for portions of the tower to meet the ground directly, as well as additional flexibility in the Downsview Urban Design Guidelines, to be considered appropriate for the subject lands, revisions should be provided at key locations to ensure pedestrian level wind conditions are resolved and the public realm is appropriately framed.

The at-grade residential units on the south side of Building C have no setbacks or privacy buffers from the public realm; a 3-metre setback and separation treatment should be introduced along this interface.

The proposal includes a centrally located POPS, being approximately 1,774.5 square metres in size. The POPS has frontage on Billy Bishop Way, and includes an 'urban plaza' element, a 'play area' element and the access stairway to the underground parking garage. Given the location of the subject lands, and the proposed level of intensification being sought by the Application, Staff are seeking to secure an unencumbered on-site parkland dedication consistent with Policy 3.3.1 and 3.3.2 of the Secondary Plan, rather than a POPs. This is discussed in greater detail in the 'Parkland' section of this Report.

The subject lands contain an existing tunnel entrance to the TTC's Wilson Station; however, visibility to the tunnel is being obscured by Building B. Consideration should be given to enhance the view and sightlines to the visibility of the Wilson Station tunnel. Sightlines from Billy Bishop Way and the proposed POPS to the Wilson Station tunnel should be introduced and maintained, and may have an impact on site organization. In addition, with respect to setbacks, the Toronto Transit Commission ("TTC") have advised the Architectural Drawing package does not dimension the distances between the proposal and the TTC's existing infrastructure, including access tunnel, subway tunnel and entrances. A minimum 3-metre clearance is required between the proposed development and all existing TTC infrastructure.

A proposed private street, known as a 'woonerf' is centrally located on the Subject Lands. Woonerf is a Dutch term to mean "living street" that prioritizes active transportation over cars. Woonerfs are typically curbsless, share uses and functions, are low speed (walking pace) and are landscaped. The proposed woonerf takes access from Billy Bishop Way and extends eastward through the length of the site to connect with a proposed walkway to the Wilson Station tunnel entrance. While the proposed woonerf is considered a positive element to the public realm, clarity is required as to why the woonerf is intended to permit emergency vehicle access. Consideration should be given to eliminating any vehicle access permissions on the woonerf, and delivering the woonerf as part of the open space network on the subject lands.

## **Green Spine**

Policy 3.4 of the Secondary Plan defines the Green Spine as a continuous north-south open space and active mobility corridor running the entire length of the Downsview Secondary Plan area, serving as an essential component of the active mobility network, and an ecological corridor supporting access to nature and recreation. The Green Spine is envisioned to be a key public realm feature that supports open space connectivity and an accessible active mobility network throughout the Plan area.

A segment of the "Green Spine" is to be incorporated along the frontage of the subject lands (See Attachment 5 of this Report). Policy 3.4.3 requires the Green Spine to generally be 15 to 18 metres in width. The proposal includes a Green Spine width of 15 metres "from the edge of the curb", but it is not clear which curb this is being measured

from as the Green Spine appears to be located on both public and private property. The preference of the City is to have the entirety of the Green Spine located within the public land right-of-way.

For the reasons outlined above, it is the opinion of Staff that public realm conditions and streetscape improvements are required. As proposed, the proposal cannot be supported by Staff.

## **Wind Impact**

The Wind Study submitted in support of the proposal identifies several areas with uncomfortable wind conditions across various seasons, even with some mitigation measures incorporated into the modelling. More specifically, uncomfortable wind conditions during the spring and fall seasons are identified in the following at-grade areas:

- At the northwest corner of Building A;
- At the northeast corner of Building B (at the connection to the Wilson Station tunnel);
- At the south corner of Building C; and,
- In the spaces between Buildings A and B, and between Buildings B and C.

In addition to the at-grade areas, significant portions of the amenity terraces on all three buildings are predicted to be uncomfortable for sitting across multiple seasons. Given the intended use of these terraces as outdoor amenity spaces, they should be designed to achieve comfortable sitting conditions during the spring, summer, and fall months.

Consistent with Policy 3.1.3.e) of the Secondary Plan, it is important that key public realm areas achieve, at minimum, comfortable walking conditions throughout all seasons, and the private amenity terraces are usable for their intended functions without relying on surrounding future development for wind protection.

Prior to architectural and landscape interventions to improve wind conditions, changes in built form should be explored, such as introducing tower step backs where they are not currently provided; increasing tower step backs; building setbacks; or other adjustments to the massing. Wind conditions are intrinsically related to architectural design and may be associated with the inadequate step backs noted earlier in this Report.

## **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 would result in a tall building development of unspecified tenure, with a unit mix that meets the Growing Up Guidelines. However, it does not meet the unit mix requirements of Policy 9.1.2 of the Downsview Secondary Plan, which requires a minimum of 40 percent of all residential units to be two-bedroom units or larger to ensure housing options for families with children and larger households.

The Planning Rationale submitted in support of the proposal acknowledges that minimum affordable housing requirements apply to the subject lands. However, the draft Official Plan Amendment seeks to amend the affordable housing requirements to "encourage" affordable housing, with no commitment to delivering any affordable rental housing. Per Policy 12.6.1.c of the Secondary Plan, the subject lands are required to deliver a minimum seven percent of the total residential GFA as affordable ownership, or five percent of the total residential GFA as affordable rental units and secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first occupancy of the unit.

## **Servicing**

Engineering Review Staff have reviewed the Functional Servicing and Stormwater Management Report ("Engineering Reports") and identify further revisions are required. At present, the Applicant has not demonstrated that sufficient capacity is available to support the proposal.

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

Policy 11.4.5 of the Downsview Secondary Plan further states that prior to approval, property owners will demonstrate they have entered into a Developer's Group Agreement and are in good standing with the developer's group, or provide confirmation from the developers' group trustee that they are not required to enter into such an agreement. Confirmation has not been provided that the property owner has entered into a Developer's Group Agreement consistent with the policies of the Secondary Plan, nor confirmation that they are not required to enter into such an agreement.

In the event the proposal is approved in principle, the applicant would be required to demonstrate to the satisfaction of the Director, Engineering Review, Development Review that there is sufficient capacity for the proposal to be adequately serviced, and would be responsible for any related upgrades required to support the development.

## **Traffic Impact**

Transportation Review Staff have reviewed the Transportation Impact Study ("TIS") and require further revisions to the reports and drawings. The study area chosen for the TIS does not include the intersection of Wilson Avenue and Wilson Heights Boulevard; this intersection needs to be included in the analysis as a study intersection. In addition, the background development traffic analysis must include additional surrounding developments to properly evaluate proposal conditions.

At present, the applicant has not demonstrated the existing traffic count is accurate; given the existing use is retail, many of the stores are either closed or operating below

full capacity during morning hours; accordingly, further clarification is required to justify the stated trip count estimate.

Additionally, with respect to trip generation, the site's trip generation forecast for the retail and childcare facility in the TIS is significantly lower than the trip generation forecast derived from the Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers ("ITE"). Additional childcare facility proxy sites that share a comparable transportation context with the subject lands are required to validate the accuracy of the childcare facility trip generation rate. Further justification is required to support the proposed trip generation calculation methodology presented in the TIS.

With respect to phasing, a standard five-year planning horizon (2030) was selected by the Applicant for the future traffic analyses; however, given the scope and complexity of the proposal, it's unlikely that the entire development will be constructed completely within that timeframe. Additional details are required regarding the proposed phasing of the proposal.

Given that the TIS, as submitted, underestimates traffic conditions as it excludes key background developments within the Downsview area, and given that it does not apply the appropriate horizon year, Staff are unable to appropriately assess the traffic impacts associated with the proposal or confirm that the proposal would not preclude or negatively impact a preferred alignment identified through an Environmental Assessment or other major infrastructure study. The TIS must be updated to include appropriate horizon years and the missing background data, as well as a comprehensive sensitivity analysis to validate the proposal.

In the event the proposal is approved in principle, the applicant would be required to demonstrate to the satisfaction of the Director, Engineering Review, Development Review, that there is sufficient capacity for the proposal to be adequately serviced, and would be responsible for any related upgrades required to support the development.

### **Travel Demand Management**

In accordance with the policies of the Official Plan, Policy 11.2.11.g) of the Secondary Plan, the TGS, and the updated TIS Terms of Reference (2023), the applicant must identify appropriate travel demand management ("TDM") programs/measures to be implemented on/for the subject lands to reduce the single occupancy auto vehicle trips generated by the proposal and encourage active and sustainable transportation options. Based on the TIS, a stronger TDM plan is required for the proposal to address the site related vehicular traffic issues and satisfy the policies and directions listed above.

### **Access, Vehicular and Bicycle Parking, Loading**

Vehicle access to the underground parking and loading areas is proposed via one full-movement driveway located on the west side of the subject lands along Billy Bishop Way, and one right-in/right-out driveway located on the north side of the subject lands along Wilson Avenue. An additional driveway (the woonerf), also situated off Billy Bishop Way, is intended for emergency vehicle access only. Staff request that the

number of curb cuts and access points onto the public right-of-way be minimized in accordance with the City of Toronto's Access Management Guidelines and Official Plan policies. Accordingly, justification is required for the proposed woonerf from Billy Bishop Way - used only for emergency vehicle access - and why it cannot be consolidated with the south driveway; and for the proposed site access to Wilson Avenue, as Wilson Avenue is classified as a major arterial road.

The *Planning Act* prohibits minimum parking requirements in MTSAs; nonetheless, any parking that is provided by the Applicant is subject to zoning and accessibility standards for parking spaces. The parking space requirements for the proposal are governed by the applicable provisions contained in the former City of North York Zoning By-law 7625. However, Zoning By-law 569-2013 was developed in order to update the parking requirements for development. The parking provisions contained in the Applicant's draft zoning by-law have been accepted by Staff on other recent development projects, as appropriate, as the associated parking standards are based on more recent information. Accordingly, Staff can support the parking rates being recommended for this project. However, the underground parking is shared and interconnected across the subject lands; if the proposal proceeds in multiple phases, each individual phase must independently meet the minimum parking requirements as stipulated by the site specific zoning by-law.

Similar to the parking space requirement, loading space requirements for the proposal are governed by the provisions of the former City of North York Zoning By-law 7625, however, the proposal is required to comply with the loading space requirements of Zoning By-law 569-2013. According to the Architectural Drawings, a total of two Type 'G', one Type 'B' and five Type 'C' loading space are proposed, which meets the minimum loading supply requirements of Zoning By-law 569-2013. While the quantity is sufficient, amendments are required to the design and configuration of the proposed loading spaces.

With respect to pick-up/drop-off ("PUDO") activities, the Applicant is asked to provide internalized, dedicated on-site, at-grade PUDO parking spaces with a safe pedestrian route to the main entrance(s) for deliveries and ride-sharing activities. In addition, the applicant must conduct an assessment of the projected PUDO demand for the proposal. This assessment should be based on demand surveys conducted at proxy sites with similar contexts to the subject lands to determine the adequacy of the proposed PUDO parking space supply.

In the event the proposal is approved in principle, the applicant would be required to demonstrate to the satisfaction of the Director, Engineering Review, Development Review that there is sufficient capacity for the proposal to be adequately serviced.

## **Parkland**

In accordance with Section 42 of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five 5 hectares, with the non-residential uses subject to a 2 percent parkland dedication. The total parkland dedication requirement is 1,751 square metres.

The owner is required to satisfy the parkland dedication requirements through an on-site dedication, consistent with Policy 3.3.2 of the Secondary Plan. While the applicant is proposing a 1,774.5 square metre POPS, this is not considered an acceptable parkland dedication. The POPS is proposed to be encumbered with a parking garage stair pop-up roof, underground parking and sanitary connection manholes within the lands. The proposal should be revised to include a minimum 1,751 square metre on-site parkland dedication, free and clear of all easements, encumbrances, and encroachments above and below grade. The park shall comply with Parks and Open Space Official Plan Policy 3.2.3.8.

### **Tree Preservation**

The proposal is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

An Arborist Report, Tree Preservation Plan, Soil Volume Plan, Landscape and Planting Plan, and Public Utility Plan were submitted in support of the proposal. Urban Forestry Staff have reviewed the submitted materials and request a number of revisions to address matters such as tree removals, tree spacing and the relocation of utilities. Reiterating the concern about the proposed location of the Green Spine on private property, the City requests the Green Spine - which is to be publicly owned and maintained - be relocated to be wholly located within the public right-of-way to assist with tree maintenance.

### **Community Services and Facilities**

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The Applicant is proposing a childcare facility on the subject lands. Should the applicant wish to deliver the proposed childcare facility as a Community Benefit Charge ("CBC"), a formal in-kind CBC offer is required on the following terms

- The Applicant shall design, construct, finish, equip and handover a fully operational childcare facility with a minimum 929 square metres of interior space, to the satisfaction of the General Manager, Toronto Children's Services. The final required floor space is to be determined by Children's Services following review of required plans.
- The childcare facility is preferably at grade, however, as required, preschoolers can be located on the second floor. If the childcare facility is located on two floors, then a dedicated elevator and interior staircase must be included.
- Outdoor space requirements are approximately 5.6 square metres per child. For a 62-space (approximately 929 square metre) facility, this would require

approximately 346 square metres of outdoor space. Outdoor space must be directly adjacent and accessible to the interior floor space.

- The childcare facility is to be conveyed to the City.

### **Toronto Green Standard**

In accordance with Policy 8.1.2 of the Secondary Plan, the applicant is required to achieve the highest level of the TGS in effect at the time of submission.

The proposal is only seeking compliance with Tier 1 – Version 4 (Mid to High Rise Residential and all New Non-Residential Development). In addition to not meeting the required TGS Level, the following Tier 1 requirements are not in compliance:

- Air Quality 1.1 – Single-Occupant Auto Vehicle Trips
- Air Quality 1.2 – Electric Vehicle Infrastructure
- Air Quality 3.2 – Sidewalk Space
- Water Quality & Efficiency 1.1 – Erosion & sediment control
- Water Quality & Efficiency 2.1 – Stormwater retention & Reuse
- Water Quality & Efficiency 3.1 – Total Suspended Solids (“TSS”)
- Ecology and Biodiversity - C 1.2 Trees Along Street Frontages
- Waste and the Circular Economy 1.3 – Oversized

Should the Applicant pursue the Tier 2 requirements or higher of the TGS, as required by the Secondary Plan, they may be eligible for a post-construction DC refund.

### **Further Issues**

Staff may be required to evaluate supplementary or revised plans and supporting materials submitted by the Applicant after the date of this Report. As a result, Staff may continue to refine or identify further issues or supplement the reasons provided in this Report. Where substantive changes to the proposal are made by the Applicant, Staff may report back to City Council as necessary.

### **Conditions to Any Tribunal Order**

Should the Ontario Land Tribunal allow the appeal, in whole or in part, the following includes a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- The final form and content of the draft Official Plan Amendment is to the satisfaction of the City Solicitor and the Executive Director, Development Review;
- The final form and content of the draft Zoning By-law Amendment is to the satisfaction of the City Solicitor; Executive Director, Development Review; and the Director, Engineering Review, Development Review which among other matters may include a holding symbol "(H)" provision for matters, including but not limited to:
  - the provision of required affordable housing; and,
  - new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.

- The final form and content of the scoped District Plan is to the satisfaction of the Executive Director, Development Review, and Chief Planner and Executive Director, City Planning.
- The Owner has entered into and registered on title an agreement with the City to secure the provision of Affordable Rental Housing, to the satisfaction of the City Solicitor and Chief Planner and Executive Director, City Planning.
- The owner has at its sole expense:
  - Satisfactorily submits revised Land Use Compatibility and Noise and Vibration studies, for which the City will initiate a third party peer review, and secure any recommended mitigation measures to the satisfaction of the Executive Director, Development Review;
  - Satisfactorily addressed matters from Engineering Review, as contained in the Engineering Review Memorandum, dated September 8, 2025; and any outstanding issues raised by Engineering Review arising from the ongoing technical review (including the provision of acceptable reports and studies) as they relate to the subject applications, to the satisfaction of the Director, Engineering Review, Development Review, in consultation with the General Manager, Toronto Water;
  - Secured the design and provided financial securities in respect of any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Engineering Reports, to support the development, all to the satisfaction of the Director, Engineering Review, Development Review and the General Manager, Toronto Water, should it be determined that improvements or upgrades are required to support the development, according to the Engineering Reports accepted by the Director, Engineering Review, Development Review and the General Manager, Toronto Water unless otherwise secured through a holding "(H)" provision in the by-law;
  - Ensured that implementation of the accepted Engineering Reports does not require changes to the proposed amending By-law or that any required changes have been made to the proposed amending By-law to the satisfaction of the Director, Engineering Review, Development Review, and the City Solicitor, including the use of a Holding ("H") By-law symbol regarding any new municipal servicing infrastructure or upgrades to existing municipal servicing infrastructure, as may be required.
  - Satisfactorily addresses the Transportation Services matters identified in the Engineering Review Memorandum, dated September 8, 2025, any outstanding issues raised by Transportation Services, arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Application to the satisfaction of the General Manager, Transportation Services;

- Satisfactorily submits a revised Travel Demand Management Plan to the satisfaction of the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services;
- Satisfactorily demonstrated that the development meets the agreed-to Tier requirements of the Toronto Green Standard, and has submitted an updated and complete TGS Checklist and Statistics Template, to the satisfaction of the Executive Director, Development Review;
- Satisfactorily addresses the Urban Forestry matters identified in the Urban Forestry Memorandum, dated September 8, 2025, any outstanding issues raised by Urban Forestry arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Application to the satisfaction of the Executive Director, Environment, Climate and Forestry;
- Provides an updated Pedestrian Level Wind Tunnel Study with mitigation measures secured in the zoning by-law to the satisfaction of the Chief Planner and Executive Director, City Planning and Executive Director, Development Review;
- Satisfactorily addresses the Toronto Transit Commission matters identified in the Memorandums, dated August 6, 2025, and August 25, 2025, any outstanding issues raised by TTC arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Application to the satisfaction of the TTC;
- Satisfactorily addresses the Ministry of Transportation matters identified in the Memorandum, dated August 18, 2025, any outstanding issues raised by MTO arising from the ongoing technical review (including provision of acceptable reports and studies), as they relate to the Application to the satisfaction of the MTO; and,
- The owner has provided an on-site parkland dedication in a size, location and configuration that is to the satisfaction of the Executive Director, Development Review.

## **CONTACT**

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E-mail: [diana.digirolamo@toronto.ca](mailto:diana.digirolamo@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Downsvew Secondary Plan Map 7-3: 'Land Use Map'
- Attachment 5: Downsvew Secondary Plan Map 7-4: 'Mobility Networks'
- Attachment 6: Downsvew Secondary Plan Map 7-5: 'Districts'
- Attachment 7: Existing Zoning By-law Map [include for ZBA applications]

### **Applicant Submitted Drawings**

- Attachment 8: Site Plan
- Attachment 9: Building C (South) and Building B (East) Elevations
- Attachment 10: Building C (South-west) and Building C (North) Elevations
- Attachment 11: Building C (North-west) and Building C (North-East) Elevations
- Attachment 12: Buildings A and B (North) Elevations
- Attachment 13: Building B (West) and Building A (East) Elevations
- Attachment 14: Buildings A and C (North) Elevations
- Attachment 15: Buildings A and B (South) Elevations
- Attachment 16: 3D Massing Model Looking Northeast
- Attachment 17: 3D Massing Model Looking Southwest

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

Municipal Address: 75 BILLY BISHOP WAY Date Received: March 6, 2025

Application Number: 25 125641 NNY 06 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: A request to amend the Official Plan and Zoning By-law to facilitate a mixed use development at 75-81 Billy Bishop Way (the "subject lands"). The proposal seeks to permit 5 towers, ranging in height from 21 to 49 storeys and containing 2,055 dwelling units on the subject lands. A total of 151,655 square metres of gross floor area ("GFA") is proposed, which includes 149,161 square metres of residential GFA and 2,493 square metres of non-residential GFA. In addition, a child care centre, privately-owned public space ("POPS"), 911 vehicular parking spaces and 1,603 bicycle parking spaces are proposed throughout the subject lands. Access to parking and loading areas will be facilitated through a private road located on the site.

Applicant	Agent	Architect	Owner
COLLIERS STRATEGY & CONSULTING			MANULIFE ONTARIO PROPERTY PORTFOLIO INC

### EXISTING PLANNING CONTROLS

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

### PROJECT INFORMATION

Site Area (sq m):	17,745	Frontage (m):	146	Depth (m):	69
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	4,709		7,089	7,089
Residential GFA (sq m):			149,161	149,161

Non-Residential GFA (sq m):	4,709	2,493	2,493
Total GFA (sq m):	4,709	151,655	151,655
Height - Storeys:	1	49	49
Height - Metres:		156	156

Lot Coverage Ratio (%): 39.95                      Floor Space Index: 8.55

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	149,161	
Retail GFA:	1,992	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	501	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:				
Other:			2,055	2,055
Total Units:			2,055	2,055

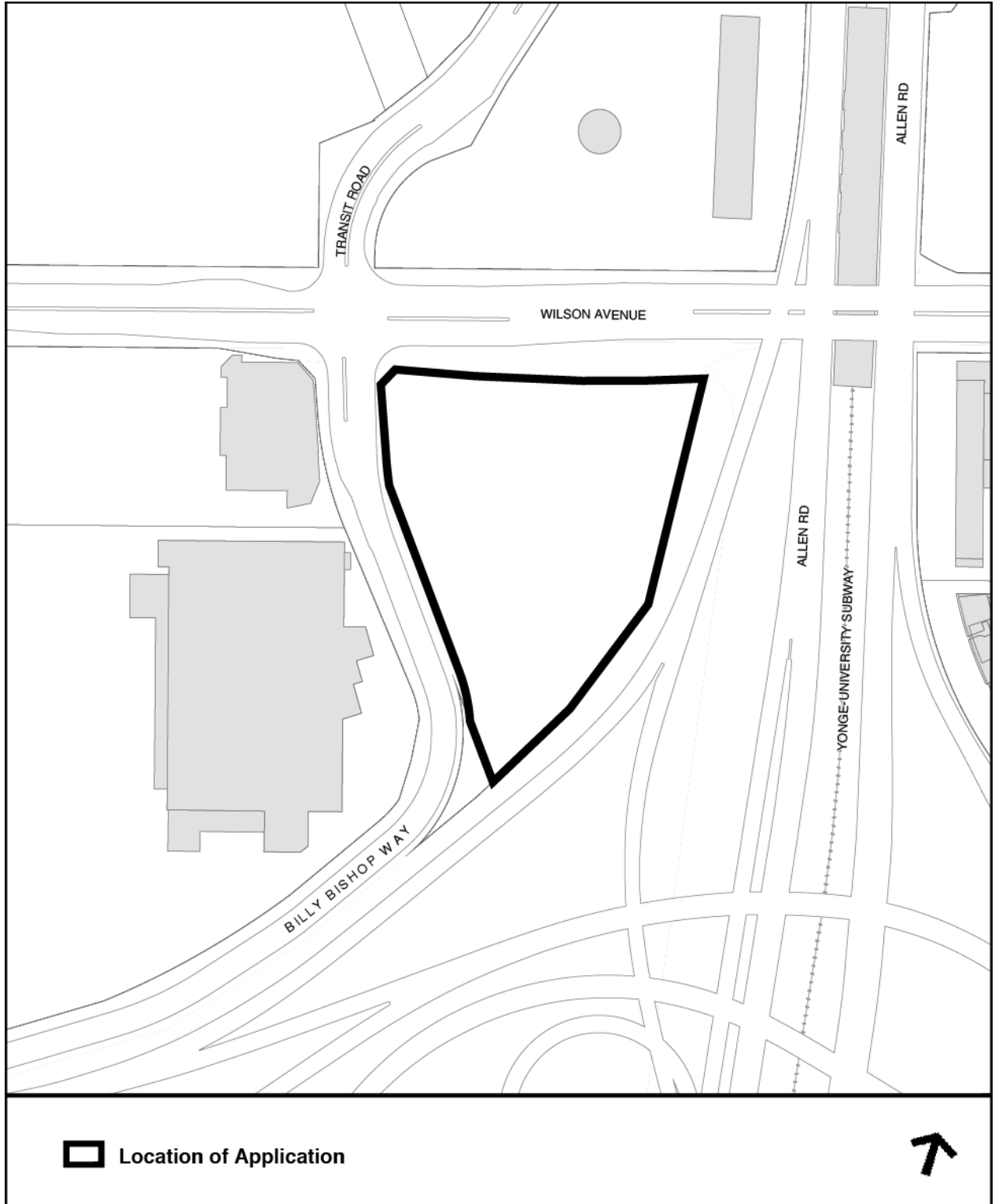
#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		90	1,229	510	226
Total Units:		90	1,229	510	226

#### Parking and Loading

Parking Spaces:	911	Bicycle Parking Spaces:	1,622	Loading Docks:	8
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

75 Billy Bishop Way

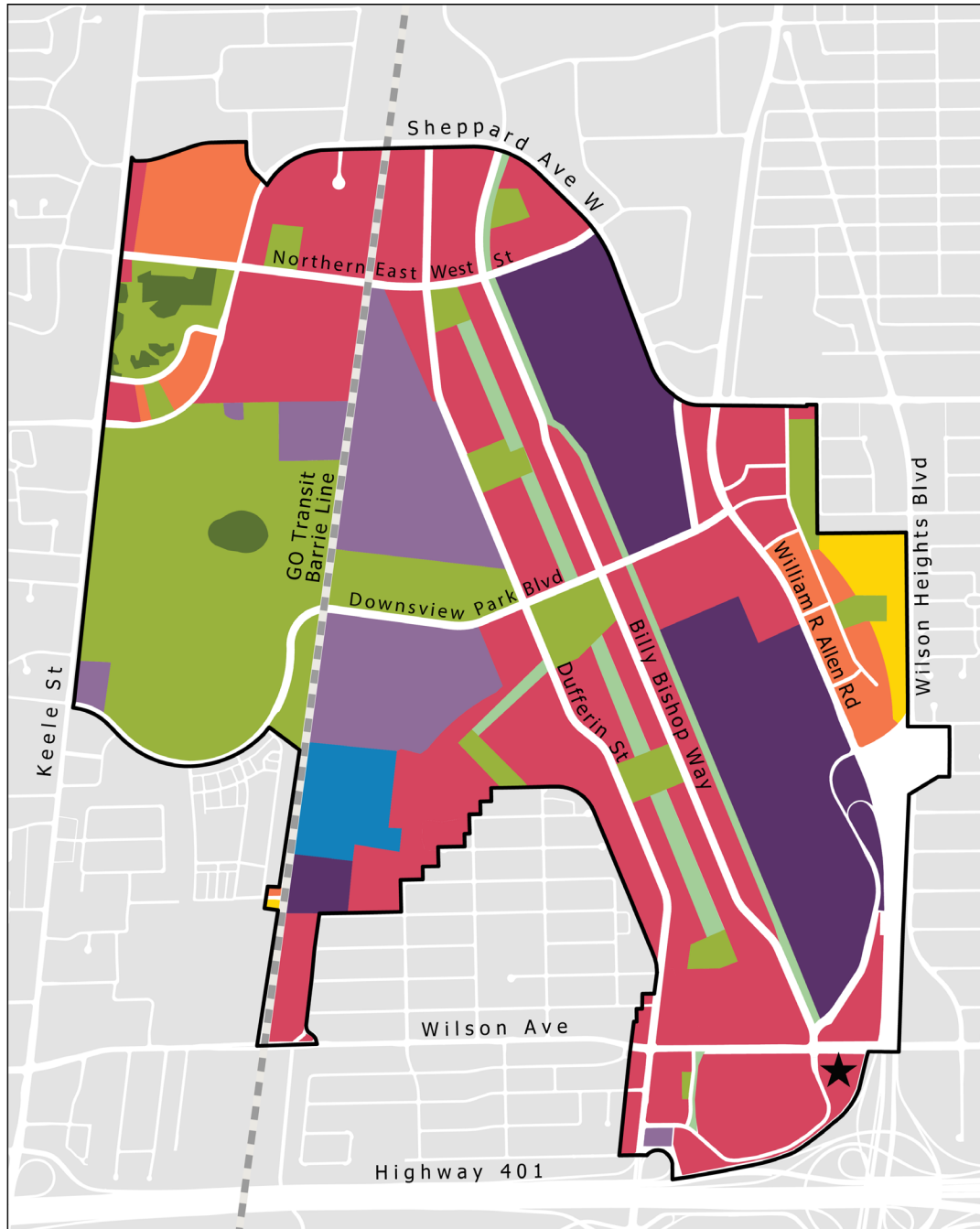
File # 25 125641 NNY 06 02

- Location of Application
- Core Employment Areas
- Mixed Use Areas
- Other Open Space Areas
- Regeneration Areas



Not to Scale  
Extracted: 03/10/2025

Attachment 4: Downsview Secondary Plan Map 7-3: 'Land Use Map'



**Downsview Secondary Plan**

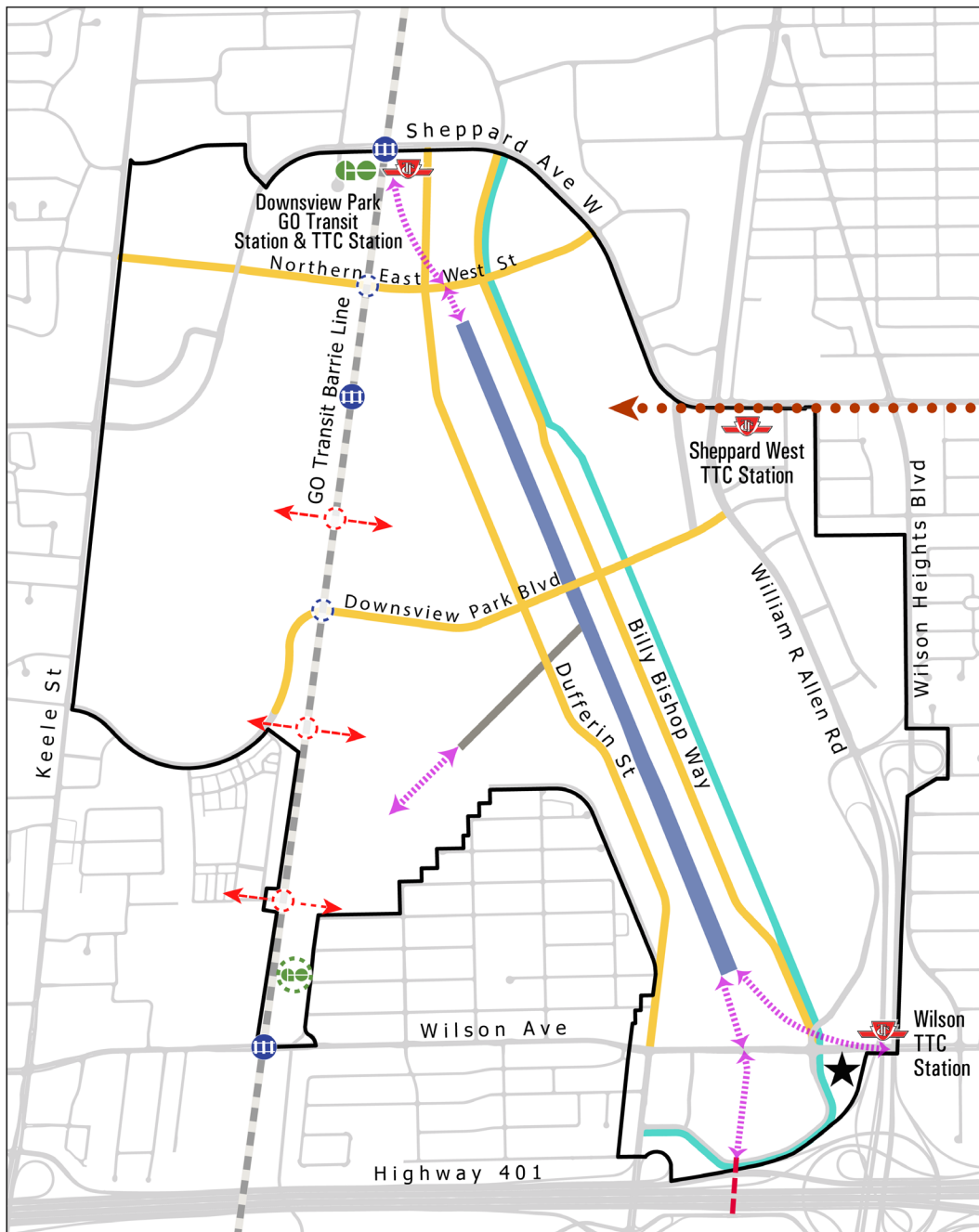
Map 7-3 Land Use Plan

- |                          |                        |                          |
|--------------------------|------------------------|--------------------------|
| Plan Area                | Natural Areas          | Core Employment Areas    |
| Subject Site             | Parks                  | Institutional Areas      |
| Neighbourhoods           | Other Open Space Areas | Rail Corridor            |
| Apartment Neighbourhoods | Mixed Use Areas        | General Employment Areas |



Not to Scale

Attachment 5: Downsview Secondary Plan Map 7-4: 'Mobility Networks'



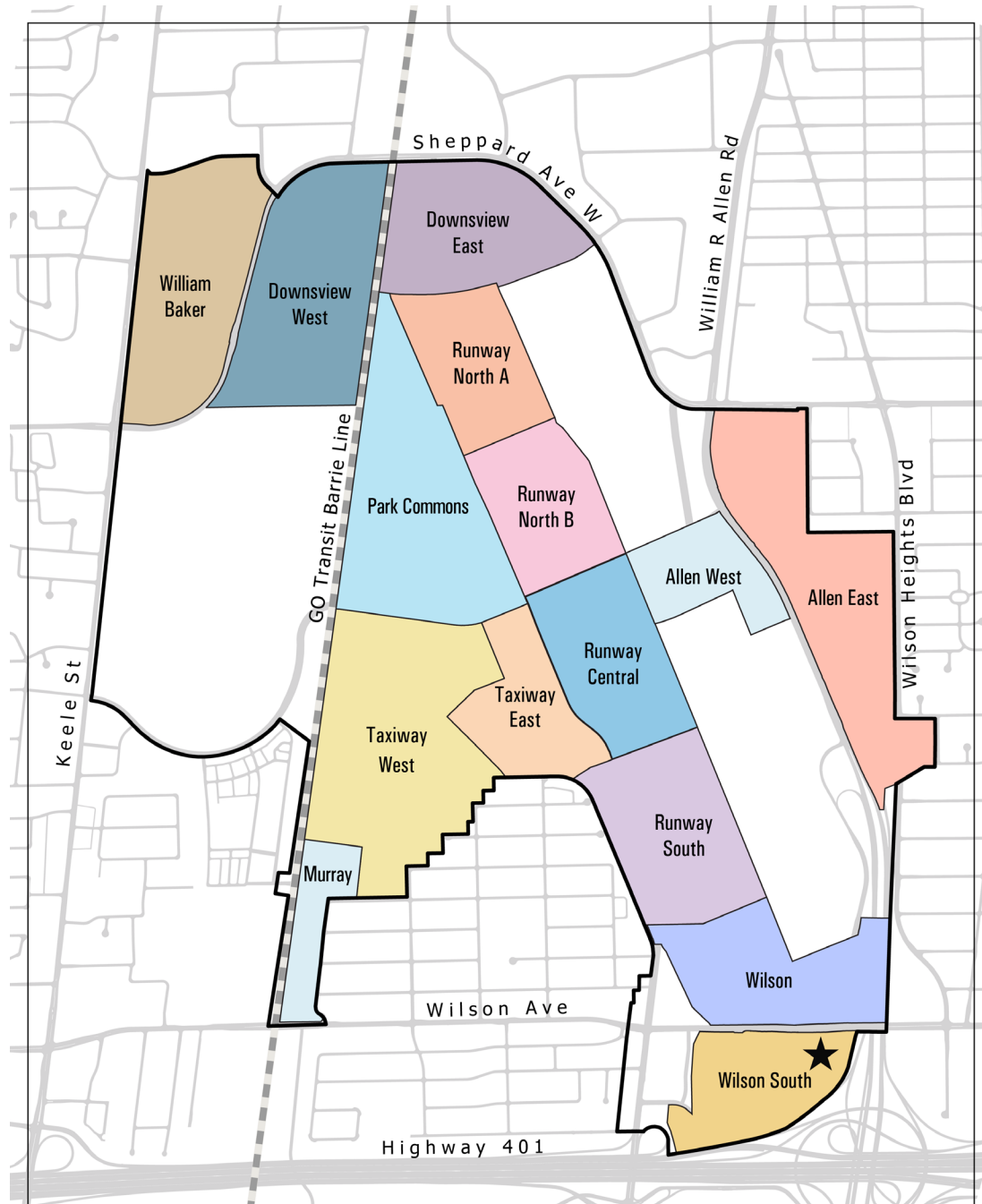
Downsview Secondary Plan

Map 7-4 Mobility Network

- |                                    |                              |                                   |                    |
|------------------------------------|------------------------------|-----------------------------------|--------------------|
| Plan Area                          | GO Transit Station           | Existing and Approved Streets     | Sheppard Extension |
| Subject Site                       | Proposed New GO Rail Station | Public Realm/Mobility Connections | Rail Corridor      |
| Existing Rail Crossings            | TTC Station                  | Future Connections                | Green Spine        |
| Planned Multi-modal Rail Crossings | Planned Major Streets        | Future Yorkdale Pedestrian Bridge | The Runway         |
| Planned Active-only Rail Crossings |                              |                                   | The Taxiway        |



Attachment 6: Downsview Secondary Plan Map 7-5: 'Districts'



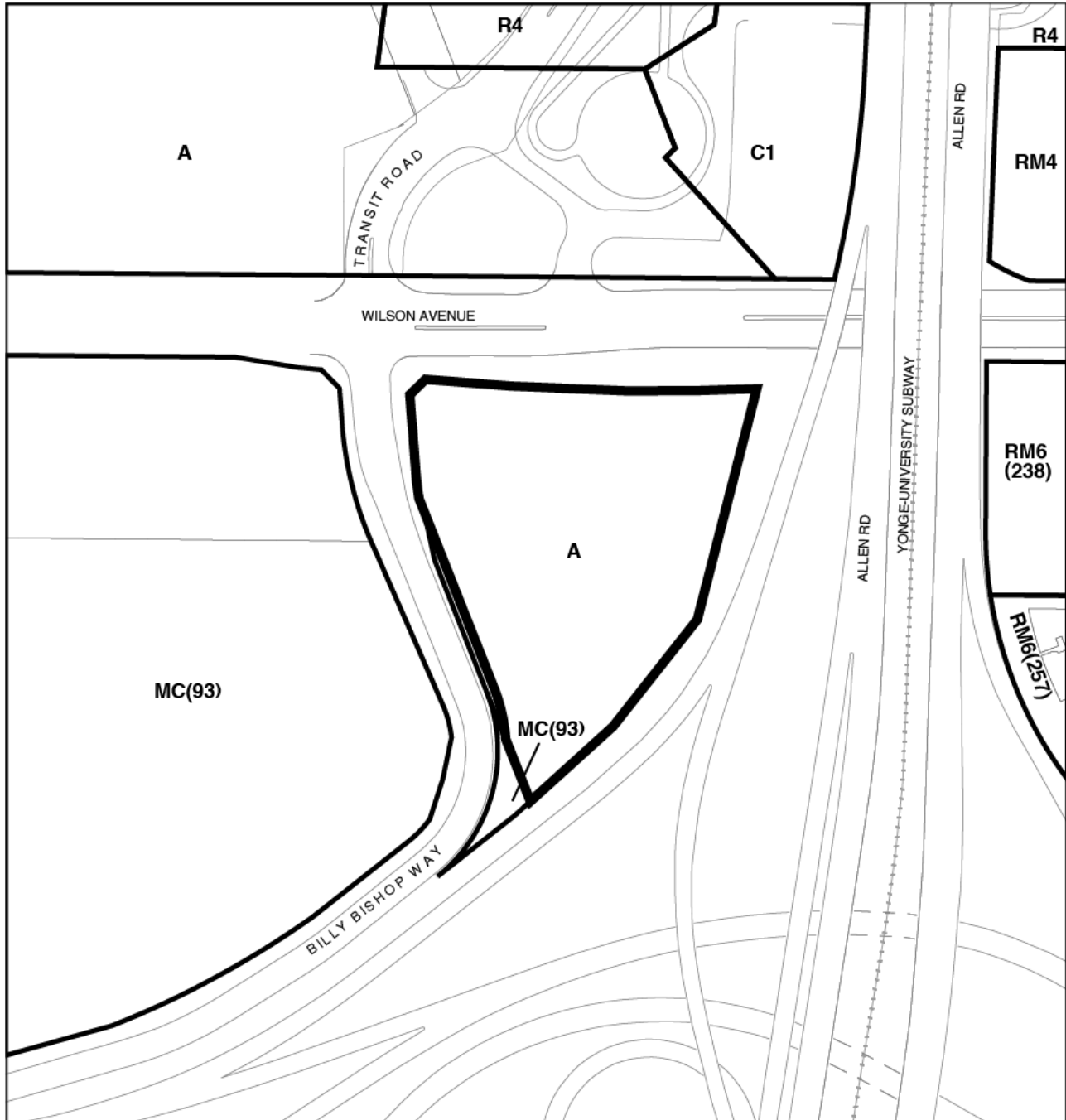
Downsview Secondary Plan  
Map 7-5 Districts

- Plan Area
- ★ Subject Site



Not to Scale

Attachment 7: Existing Zoning By-law Map



Zoning By-law 7625

75 Billy Bishop Way

File # 25 125641 NNY 06 0Z



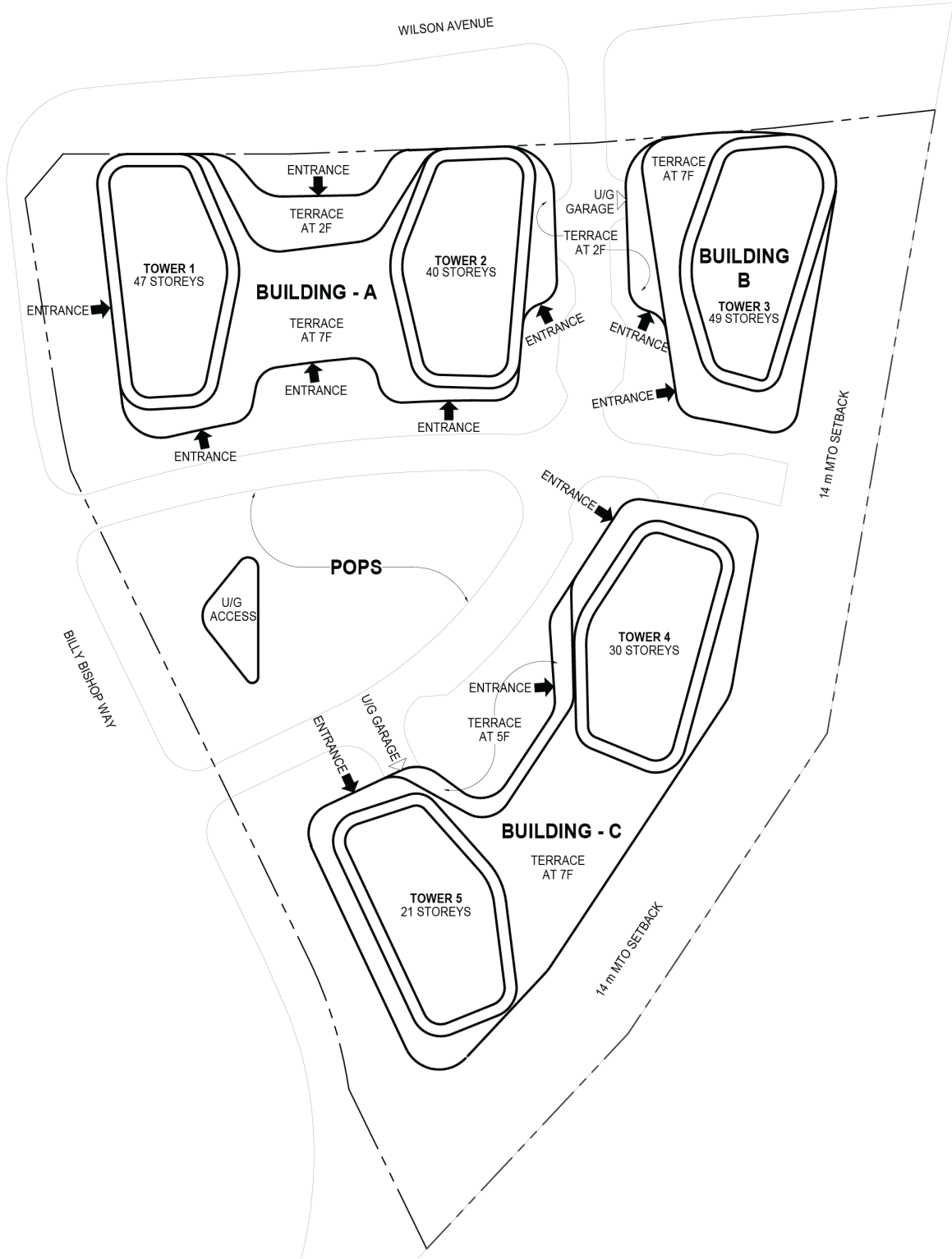
Location of Application

- R4** *One-Family Detached Dwelling Fourth Density Zone*
- RM4** *Multiple-Family Dwellings Fourth Density Zone*
- RM6** *Multiple-Family Dwellings Sixth Density Zone*
- C1** *General Commercial Zone*
- MC** *Industrial-Commercial Zone*
- A** *Airport Hazard Area Zone*



Not to Scale  
Extracted: 03/10/2025

Attachment 8: Site Plan

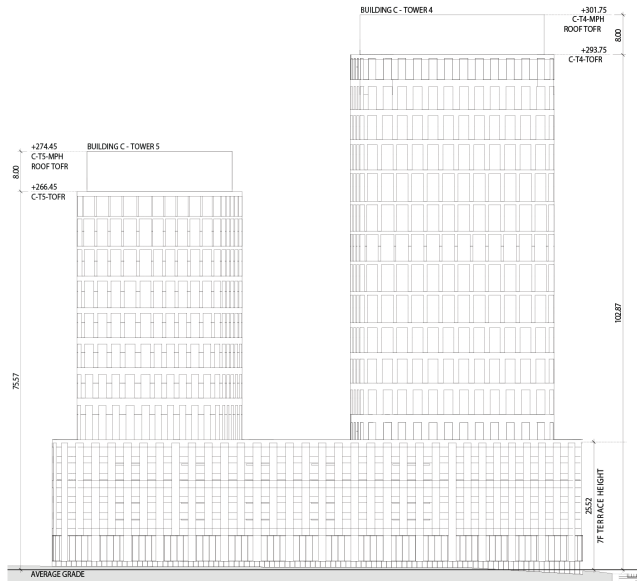


Site Plan

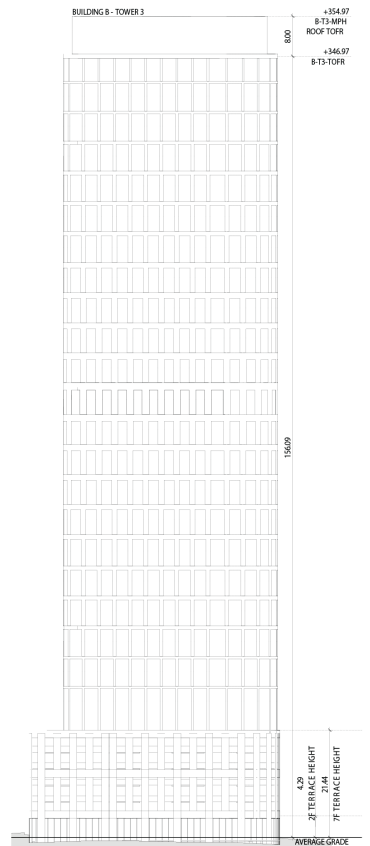


# Attachment 9: Building C (South) and Building B (East) Elevations

BUILDING C  
SOUTH ELEVATION



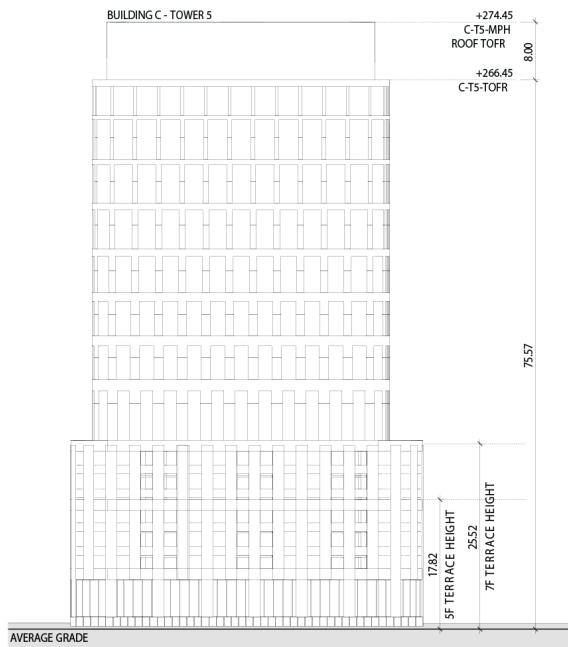
BUILDING B  
EAST ELEVATION



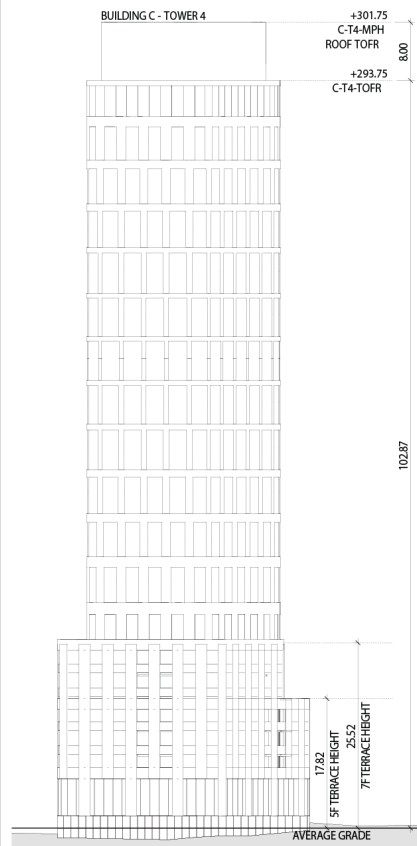
Elevations

# Attachment 10: Building C (South-west) and Building C (North) Elevations

BUILDING C  
SOUTH-WEST ELEVATION



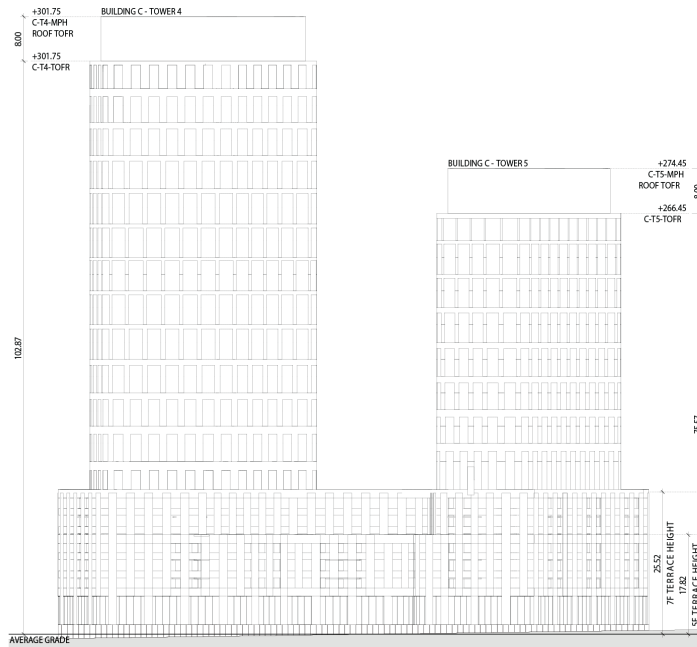
BUILDING C  
NORTH ELEVATION



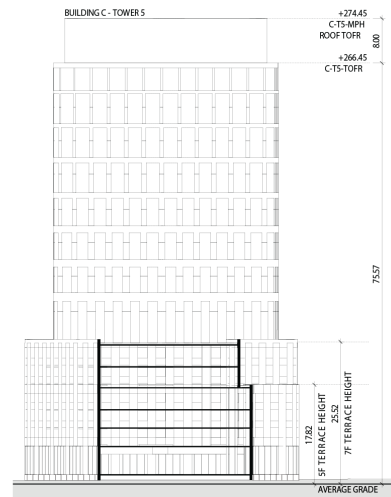
Elevations

# Attachment 11: Building C (North-west) and Building C (North-East) Elevations

BUILDING C  
NORTH-WEST ELEVATION



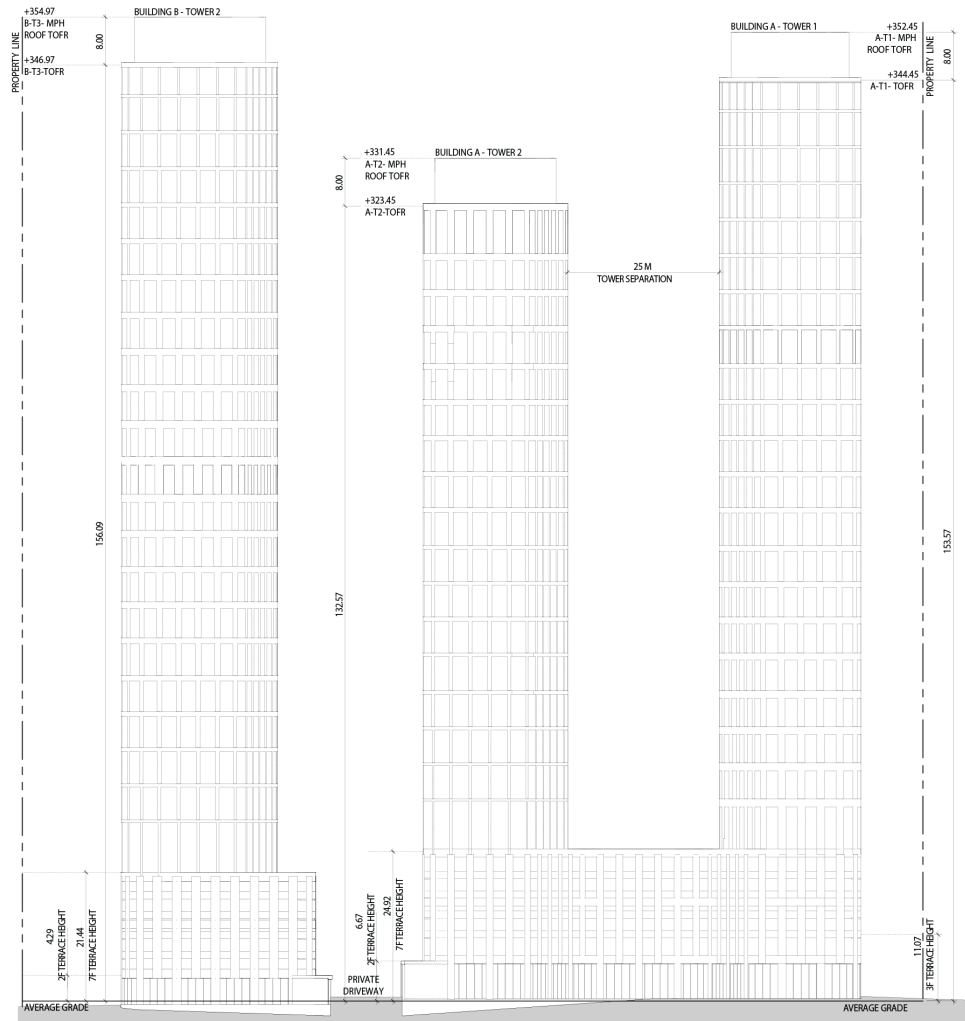
BUILDING C  
NORTH-EAST ELEVATION



Elevations

# Attachment 12: Buildings A and B (North) Elevations

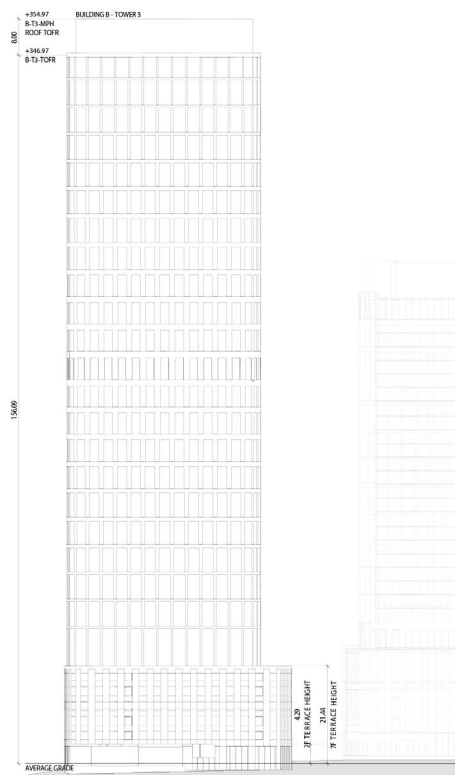
BUILDINGS A & B  
NORTH ELEVATION



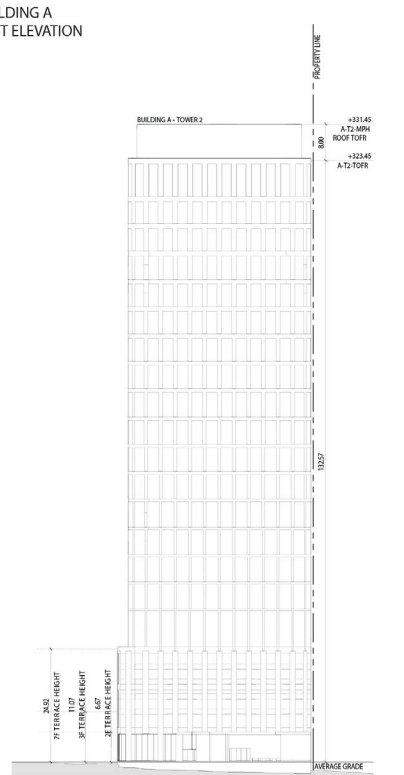
Elevations

# Attachment 13: Building B (West) and Building A (East) Elevations

BUILDING B  
WEST ELEVATION



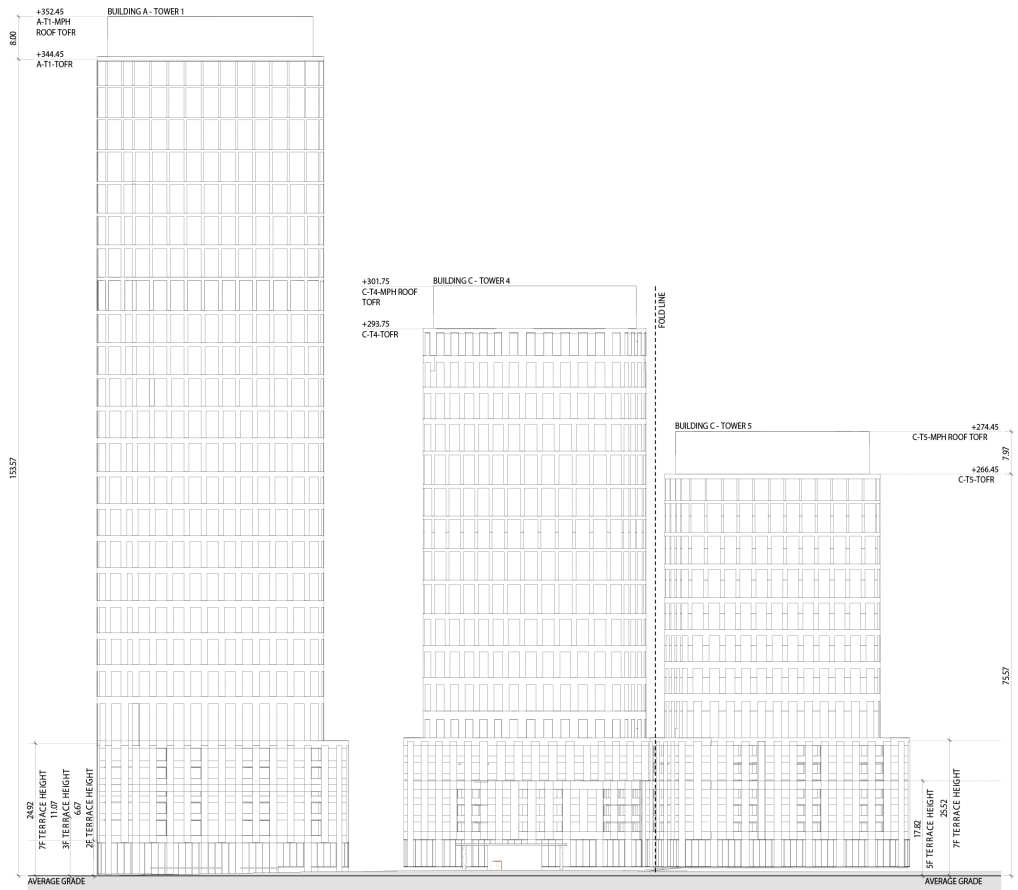
BUILDING A  
EAST ELEVATION



Elevations

# Attachment 14: Buildings A and C (North) Elevations

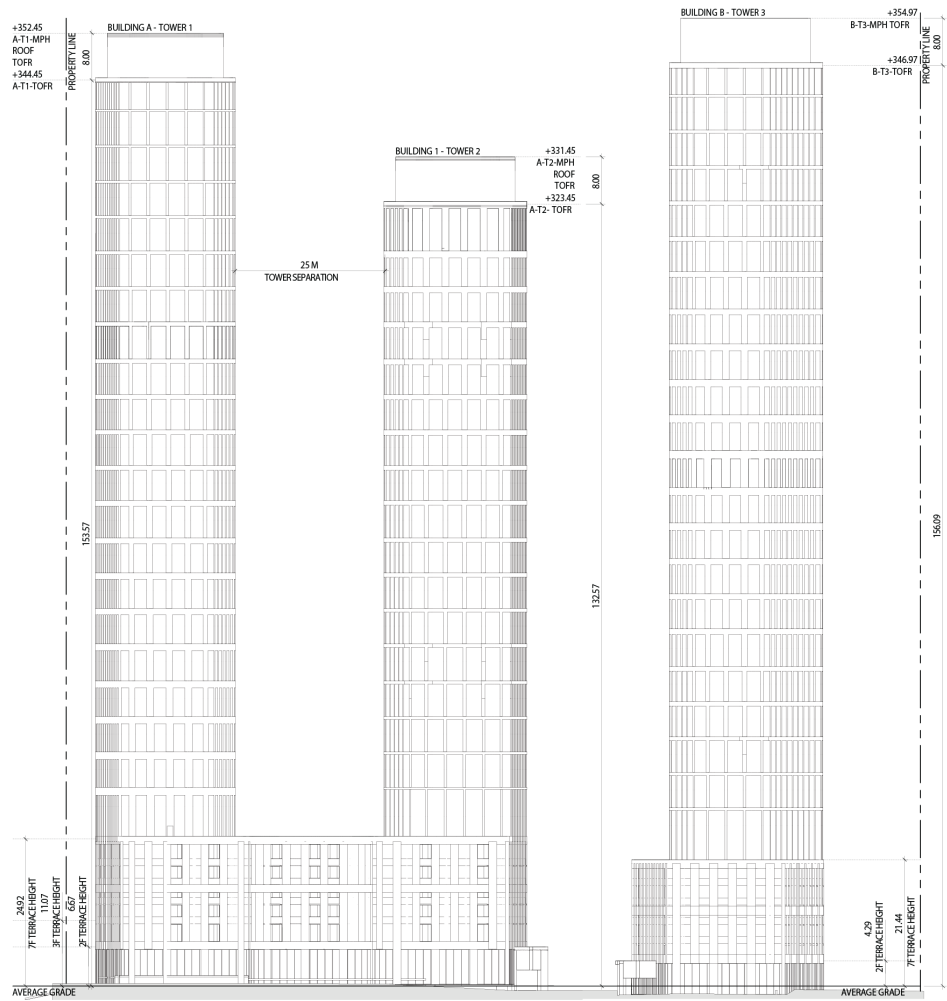
BUILDINGS A & C  
NORTH ELEVATION



Elevations

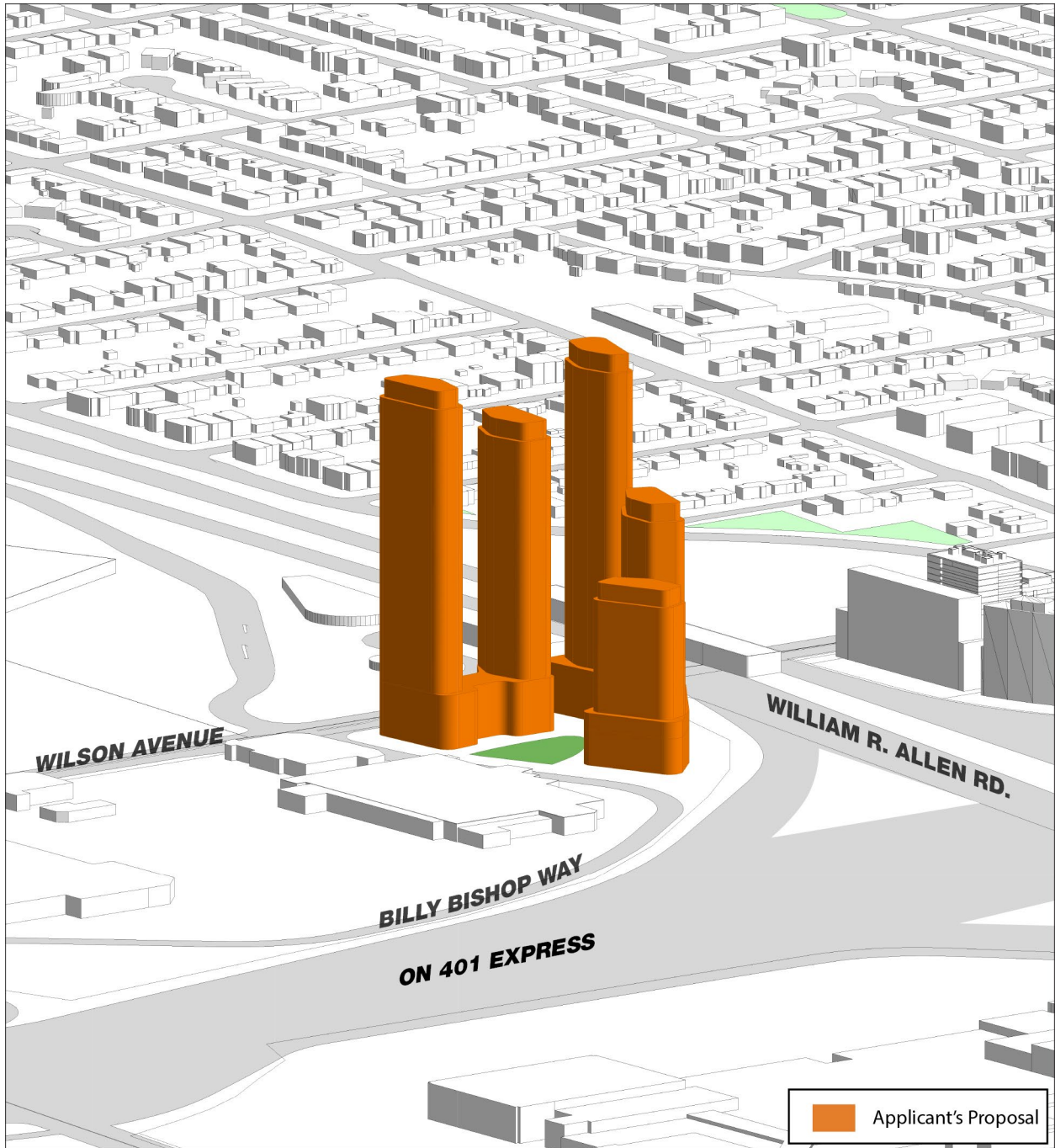
# Attachment 15: Buildings A and B (South) Elevations

BUILDINGS A & B  
SOUTH ELEVATION



Elevations

Attachment 16: 3D Massing Model Looking Northeast

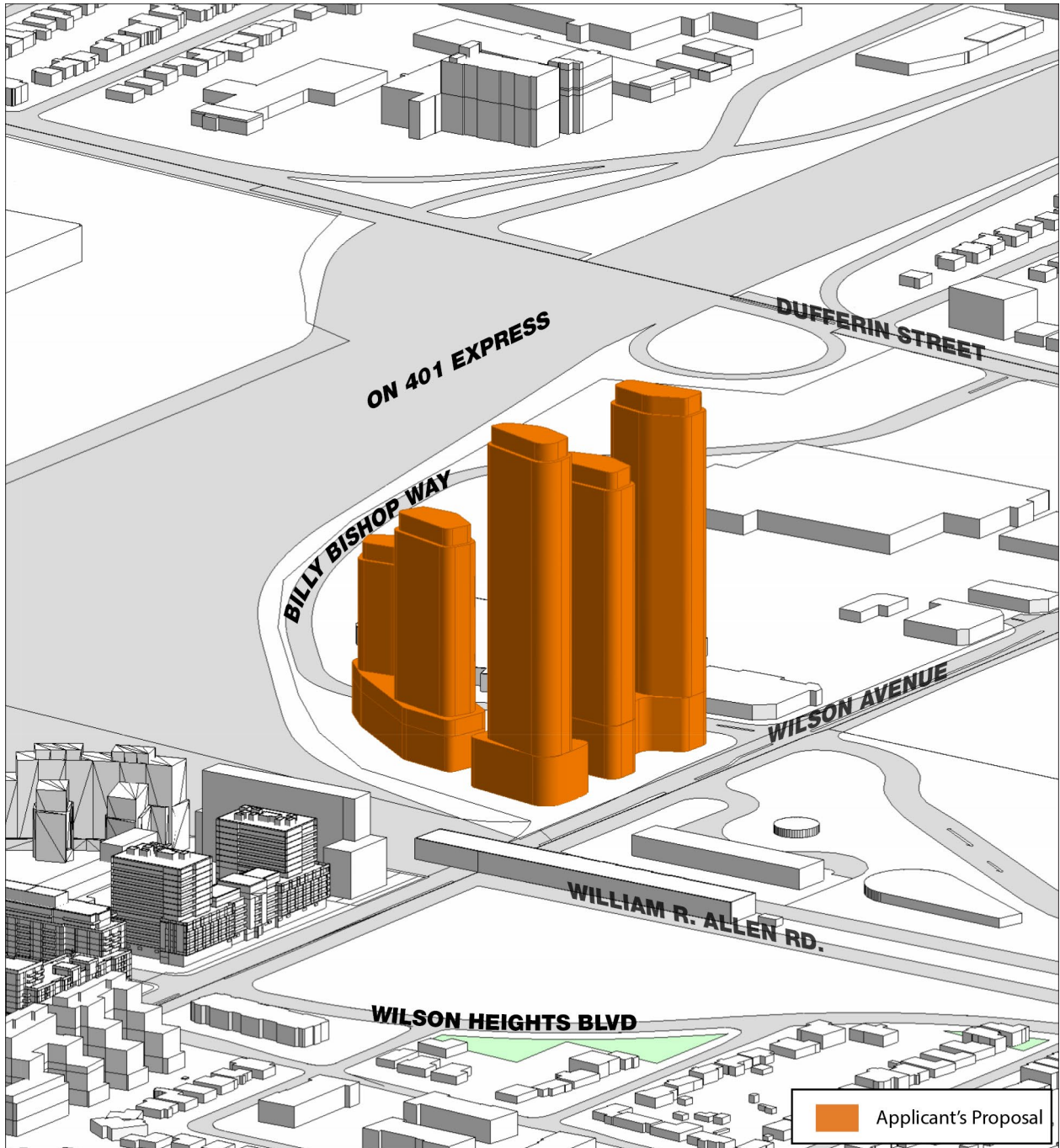


View of Applicant's Proposal Looking Northeast



09/29/2025

Attachment 17: 3D Massing Model Looking Southwest



View of Applicant's Proposal Looking Southwest

↘  
09/29/2025