

1377 Sheppard Avenue West (Downsview West District) – Zoning By-law Amendment – Decision Report – Approval

Date: June 23, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 6 - York Centre

Planning Application Number: 24 232020 NNY 06 OZ

Related Planning Application Number: 24 236202 NNY 06 SB

SUMMARY

This report recommends approval of the Zoning By-law Amendment application, with a series of holding provisions, to permit a mixed use development of 845,000 square metres of gross floor area (GFA), comprising approximately of 756,000 square metres of residential GFA and 89,000 square metres of non-residential GFA (consisting of 64,000 square metres of existing non-residential GFA and 25,000 square metres of new non-residential gross floor area). New buildings will range from 6 storeys to 60 storeys. Approximately 9,250 dwelling units are proposed, including 10% of the residential GFA secured as affordable rental housing. The rental housing units would be secured 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 would be affordable for a minimum period of 25 years.

The proposal would also provide three new public parks, public streets, mid-block connections, open spaces including privately owned publicly accessible spaces (POPS), and a Bio Corridor (open space along the District's eastern boundary), three child care facilities, a 930 square metre community space, and a 1,500 metre long Aanikoobijiganag Miikana (Ancestor's Trail) serving pedestrians, cyclists, and other recreational users.

The lands subject to the Zoning By-law Amendment are comprised of a portion of the lands municipally known as 1377 Sheppard Avenue West and form the Downsview West District in the Downsview Secondary Plan in the City's Official Plan.

In addition to the Zoning By-law amendment, this report also recommends that City Council endorse the Downsview West District Plan and the Downsview West Urban Design Guidelines which provide a comprehensive planning and development

framework and design guidelines to support a new mixed-use community for the lands located at 1377 Sheppard Avenue West.

The proposed Zoning By-law Amendment application is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan including the Downsview Secondary Plan.

As a result of noise and vibration, the peer reviewed Land Use and Compatibility Mitigation Study recommends 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).

A related draft plan of subdivision application was filed (City File No. 24 236202 NNY 06 SB) by the applicant. Staff are targeting a report to Council on this application in the first quarter of 2027.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for a portion of the lands municipally known as 1377 Sheppard Avenue West subject to the Zoning By-law Amendment application (City File No. 24 232020 NNY 06 OZ - Downsview West District) substantially in accordance with the draft Zoning By-law Amendment included as Attachment 7 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 1377 Sheppard Avenue West which are subject to the Zoning By-law Amendment application (City File No. 24 232020 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 forward the City Council Decision [document](#) for the Class 4 Noise Area to the Ministry of Environment Conservation and Parks.
5. City Council accept the Owner's offer of an in-kind contribution (attached as Attachment 19 to this Report) pursuant to subsection 37(6) of the Planning Act and allow the Owner to:
 - a. provide a minimum of 930 square metre Community Space to the satisfaction of the Executive Director, Development Review, and Executive Director, Social Development, Executive Director, Corporate Real Estate Management, and the City Solicitor and in accordance with the terms set out in the Contribution Agreement identified in Recommendation 6;

- b. provide a minimum of 929 square metres of indoor space and 279 square metres of outdoor space for each non-profit licensed childcare facilities (total 3) 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 in accordance with the terms set out in the Contribution Agreement identified in Recommendation 7; and
- c. commission Public Art installation with the value of the contribution in the amount of not less than one million dollars (\$1,000,000 million) secured with financial security, to the satisfaction of the Chief Planner and Executive Director, City Planning in accordance with Recommendation 8, together, the ("In-Kind Contribution").

Any changes to these terms will be to the satisfaction of the City and reflected through the updated Contribution Agreements.

6. City Council recommend that the Community Space be:

- a. co-located or adjacent to the child care facility in Block 6 of Phase 2C, or in another suitable location to the satisfaction of the Executive Director, Development Review and the Executive Director, Social Development;
- b. constructed and equipped by the Owner to Base Building Condition plus fit-out as per the Community Space Term Sheet;
- c. conveyed to the City, as specified in the In-Kind Contribution Agreement; and
- d. be operated in accordance with the City's Community Space Tenancy Policy.

7. City Council require that the three child care facilities be delivered in accordance with the following terms:

- a. each child care facility shall accommodate a minimum of 62 children, and each child care facility will comprise a minimum of 929 square metres of indoor space and 279 square metres of outdoor space located adjacent to and accessible from the indoor area;
- b. the childcare facilities shall be located in each of Blocks 14 or 15 (Phase 1C), Block 7 and Block 6 and will be integrated into a building with other uses;
- c. the childcare facilities shall be located on the ground floor, or the ground and second floor, of a building;
- d. the childcare facilities 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;
- e. four parking spaces shall be provided within the building or at grade within each of Blocks 14 or 15 (Phase 1C), Block 7 and Block 6 directly accessible to

the childcare facility for pick-up and drop-off for the childcare facility, plus an additional three or four parking spaces for childcare staff within the building, available at the time of conveyance of the childcare facilities;

f. prior to the issuance of the first above grade building permit for a building within Blocks 14 or 15 (Phase 1C), Block 7 or 6 the owner shall provide to the City a letter of credit or Surety Bond to secure 120 percent of the estimated cost of the design, construction and provision of each childcare facility for that Block; and

g. concurrent with or prior to the conveyance of the childcare facilities 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 facilities.

8. City Council require that the Owner commission Public Art in a manner consistent with the approved Public Art Plan for the Downsview West District. A letter of credit or Surety Bond will be required prior to the issuance of the first above grade building permit for the buildings within the development Block where the public art is to be located in an amount sufficient to guarantee 100 percent (\$1,000,000 million) of the estimated cost of the design and construction of the public art complying with the specifications and requirements of the In-kind Contribution Agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning.

9. City Council attribute a value to the In-Kind Contribution set out in Recommendations 5, 6, 7 and 8 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 the development.

10. 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 Contribution to the satisfaction of the Executive Director, Development Review, and the City Solicitor.

11. City Council determine that the execution and registration of the In-kind Contribution Agreement constitute satisfactory arrangements for the provision of the In-Kind Contribution for the purpose of Applicable Law as defined in the Building Code.

12. City Council approve that, in satisfaction of Chapter 415 of the Municipal Code, Article III, the Owner shall convey to the City as a component of the registration of the subdivision, to satisfy the alternative rate parkland dedication requirements pursuant to section 42 of the Planning Act, on-site parkland dedication in the amount of a minimum 19,585 square metres as shown in [HATCHED] in Attachment 11 of this report, to the satisfaction of the Executive Director, Development Review and the City Solicitor. City

Council accept the conveyance of an additional 1,088 square metres of land, as shown in [CROSS-HATCHED] in Attachment 11 of this Report, as a component of the registration of the subdivision, at nominal consideration and without credit toward the satisfaction of Municipal Code 415, Article III due to the existence of steep slopes.

13. City Council approve the acceptance of on-site parkland dedication, and the additional lands at nominal cost shown in [CROSS HATCH] on Attachment 11, subject to the owner transferring the lands identified in Attachment 11 to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition, save and except for stormwater infrastructure. The additional lands shown in [CROSS HATCH] on Attachment 11 may also contain public storm and water main connections. Any proposed stormwater infrastructure within a park, whether Major or Local, is to be designed and constructed to meet the target parameters established by the Downsview Secondary Plan's Master Environmental Servicing Plan for a Major Park, including but not limited to depth, area and drawdown times, to the satisfaction of the General Manager, Parks and Recreation and the Executive Director, Development Review.

14. The owner may propose the exception of encumbrances of tie-backs, where such an encumbrance is deemed acceptable by the Executive Director, Development Review, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the Executive Director, Corporate Real Estate Management in consultation with the Executive Director, Development Review.

15. 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.

16. City Council directs the Executive Director, Social Development, in consultation with other relevant divisions, to work with the owner or applicant to develop and implement a Community Benefits Plan across the district in alignment with the City's Community Benefits Framework best practices.

17. City Council endorse the Downsview West District Plan (Attachment 9) and Downsview West Urban Design Guidelines (Attachment 10).

18. City Council direct staff to use the Downsview West District Plan and Downsview West Urban Design Guidelines in the evaluation of all new development proposals within the Downsview West boundaries.

19. City Council receive the Carl Hall Road Rail Crossing Review of Alternatives Study, as contained in Attachment 17 to the report, dated June 22, 2026, from the

Director, Community Planning, North York District, for information and for Metrolinx consideration.

FINANCIAL IMPACT

There are no immediate financial implications resulting from the recommendations included in this report.

Community Benefits Charge

This Report recommends that Council accept the Owner's offer attached as Attachment 16 of this Report and allow the Owner to provide a Community Benefits Charge (CBC) in-kind contribution of a 930 square metres of community space, three child care facilities with a capacity of 62 children per facility, and a public art contribution for a value of \$1 million which will be financially secured. The attributed value of the proposed CBC in-kind contribution is 100% of the 4% value of land. The Owner is required to enter into an agreement to secure the in-kind contribution prior to the issuance of the first building permit in respect of the development.

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

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 Downsview West 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;
- 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; and
- Providing community service facilities, including three new childcare facilities 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>

THE SITE AND SURROUNDING LANDS

Description

The Downsview West district is comprised of a portion of the lands municipally known as 1377 Sheppard Avenue West. The Downsview West district is approximately 30.2 hectares (74.6 acres) of land bounded by Sheppard Avenue West to the west and north, the GO Barrie Rail Corridor to the east, and Carl Hall Road to the south. Downsview Park is located immediately south of the Downsview West district.

Downsview West has been associated with the area's rich aviation and military history, dating back to 1929 when it was developed by De Havilland Aircraft of Canada. In 1947, building on De Havilland's presence, the Canadian Forces Base Downsview opened. Though the base was decommissioned in 1996, the District retains signs of this legacy including the Depot Building at 40 Carl Hall Road. See Attachment 2 for the Location Map.

Surrounding Uses

North: Immediately north of the District, across Sheppard Avenue West, is the Duke Heights employment area, which extends north to Steeles Avenue, between Keele Street and Dufferin Street.

East: The GO Barrie Line Rail Corridor is the eastern boundary of the site. Beyond the rail corridor and north of the future Northern Crossing (east-west public road) is the future Downsview East District owned by Canada Lands and part of the broader Downsview Secondary Plan area. Located south of the future Northern Crossing is the Park Commons which includes both recreational and institutional facilities, including Centennial College's Bombardier Centre for Aerospace and Aviation.

South: South of the District is the 118 hectare (291-acre) Downsview Park, including the Park Commons. The park will be the future home of a City of Toronto Community Recreation Centre. South of Downsview Park is the recently completed Stanley Greene neighbourhood, and the Wilson Avenue commercial corridor.

West: West of the District is the emerging Arbo District. Formerly the site of military housing, this District is owned by Canada Lands and will be developed across two phases; the first phase is expected to deliver approximately 1,700 units and 5,000 square metres of non-residential development.

THE APPLICATION

Description

The Zoning By-law Amendment application proposes to amend Zoning By-law 569-2013 to enable the re-development of the Downsview West District into a mixed-use community, consisting of residential including affordable housing, non-residential uses including commercial/retail, community service facilities, and parks and open spaces. See Attachment 1 - Application Data Sheet for additional details.

Density and Height

The proposal has a total gross density of 2.8 times the area of the district which is permitted through the Downsview Secondary Plan.

The scale and form of buildings in Downsview West is proposed to vary throughout the district. Generally, the tallest (tower form) buildings would be located closer to the transit station, with heights decreasing towards the Depot building and Downsview Park. Maximum building heights are proposed to range from 21.5 metres (6 storeys) to 197 metres (60 storeys). See Attachment 14 for a map showing the heights and Attachment 12 for a conceptual site plan.

Residential Component

The submitted district plan proposes a total of 845,000 square metres of gross floor area. Of this 845,000 square metres of GFA, 756,000 square metres is proposed to be residential gross floor area totaling approximately 9,250 dwelling units. Forty percent of these units are proposed to be 2 and 3-bedroom residential units and a minimum of 10% of the residential GFA will be secured as affordable rental housing for a minimum period of 25 years as a social housing program under section 453.1 of the City of Toronto Act, 2006.

Non-Residential Component

The proposal includes retaining 64,000 square metres of existing (Depot building) gross floor area and 25,000 square metres of new non-residential gross floor area in the Mixed-Use Areas totaling 89,000 square metres of non-residential GFA.

Community Services and Facilities

The Downsview Secondary Plan and the Community Development Plan both identify a need for accessible, affordable community space to support a growing and diverse population, with a particular focus on Indigenous and Black communities, as well as other equity-deserving groups.

Both community space and childcare space is identified and further elaborated on in the report.

Mobility Network, Access, Parking and Loading

A total of 8 new public streets are proposed as shown on the Streets and Blocks Plan Diagram of Attachment 7. These new public streets will include sidewalks and some of the streets will have dedicated cycling facilities. Further details for each public street will be implemented through a future plan of subdivision application (Attachment 13).

In addition to the future public streets, four mid-block connections are also proposed within the development blocks. The mid-block connections are identified along Block 6, 10, 11, 14 and 15 on the Mid-Block Connections Diagram of Attachment 7.

In terms of bicycle parking and vehicular parking, the Transportation Impact Study (TIS) has not proposed a specific number of spaces. The study has acknowledged that the on-site parking supply in one level of underground parking in each block will fall within the minimum and maximum parking standards of Parking Zone A in City of Toronto Zoning By-law 569-2013. However, this district is fully within a Major Transit Station Area (SASP #732) so satisfying the minimum parking standards is not required. The future development applications would still be subject to the maximum parking rates of By-law 569-2013 for Parking Zone A for each development parcel.

Bicycle parking and bicycle-related facilities in the District will be provided in accordance with the City of Toronto Zoning By-law 569-2013.

It is proposed that loading, access and egress will be focused from private driveways and not from public streets. As the current development proposal is conceptual, these details will be reviewed when site plan applications are submitted for each development block.

Heritage

The District Plan proposes to adaptively reuse the Depot building in the future. The district plan shows a public street dividing the building into two buildings which aligns with the preferred alignment established through Phases 1 and 2 of the Environmental Assessment. Until the Northern Street is constructed, the Depot building is proposed to be used as it exists today. Future development proposals may require Heritage Impact Assessments, a displacement strategy, and possible site plan applications.

Heritage Planning is in the process of reviewing a Notice of Intention to Demolish (NOID) application for the Fire Hall building, which is located within the development site and listed on the City's Heritage Register. Part of the NOID review involves securing commemoration for the demolition of the Fire Hall within the proposed Fire Hall Park. Heritage Planning staff is coordinating with the applicant and Parks Development to plan for and secure commemoration methods, which will be implemented through the final park design. A Fire Hall themed playground is being considered as an opportunity to celebrate the history of the site. After the commemoration approach is determined, staff will issue a letter to the applicant formally responding to the NOID.

Parks

The Zoning by-law amendment identifies three park blocks (5, 8 and 13 on Diagram 4 in Attachment 7), totaling 2.08 hectares, to be conveyed to the City. Heart Park (Block 8) is the district's Major Park, and is required to be a minimum of 1.0 hectares per the Secondary Plan. There are two local parks: Fire Hall Park, (0.66 hectares-Block 13)), and Tuscan Gate Park, (0.41 hectares-Block 5). The public parks are identified in the draft Zoning By-law in Attachment 7 and will be conveyed through the plan of subdivision application.

Additional Open Spaces

In addition to the public parks, additional open spaces include Transit Square (0.40 hectares), Anchor POPS (privately owned publicly accessible space) (0.20 hectares), Market Mid-Block Connection (0.17 hectares), Depot Plaza (0.69 hectares), Carl Hall Plaza (0.35 hectares), the Bio-Corridor (0.52 hectares) and the proposed Greenways (0.21 hectares), which total approximately 2.54 hectares as shown on the Privately Owned Publicly Accessible Spaces Diagram in Attachment 7. Section 4.2 of the Downsview West District Plan provides an overview and locations of these additional open spaces.

Green Infrastructure

Fire Hall Park (Block 13), Heart Park (Block 8) and Tuscan Gate Park (Block 5) will be designed to hold stormwater during major storm events, and in compliance with the parameters outlined in the Master Environmental Servicing Plan. Greenways, which are 3.5 metre wide landscaped boulevards, will provide additional space for soft landscaping and will act as conveyance controls in the decentralized stormwater management system along with the Tuscan Gate Extension and Depot Boulevard.

Additional Information

See the attachments of this Report for the application data sheet, location map, site plan, 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/1377SheppardAveW.

Reasons for Application

A Zoning By-law Amendment application is required to permit the redevelopment of the lands with new uses, including residential and non-residential uses, community facilities, parkland; identify zoning standards to regulate development such as setbacks, height, separation distances between buildings; and bring the zoning by-law into conformity with the Official Plan, the 2024 Downsview Secondary Plan.

APPLICATION BACKGROUND

Pre-application consultation (PAC) meetings were held on August 31, 2023, April 5, 2024, April 22, 2024 and April 25, 2024.

The current application was submitted on October 28, 2024 and deemed complete on January 31, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application, including the PAC Checklist Package, are available on the Application Information Centre at: www.toronto.ca/1377SheppardAveW.

The applicant submitted a revised submission with some minor changes to the proposal on October 23, 2025 after various issues were identified including parks size and locations, location of future streets and POPs spaces.

Agency Circulation Outcomes

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

POLICY AND 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 Mixed Use Areas and Parks. 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.

Major Transit Station Area

The District is within a delineated Major Transit Station Area. The majority of lands are within 500 metres of the centre point of the delineated Downsview Park transit station associated with SASP 732 in Chapter 8 of the Official Plan. Some lands within the District go beyond 500 metres.

The area is planned for 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. Population and employment targets are intended to be achieved through the build out of the area over time.

Chapter 8 states that lands designated Mixed Use Areas located within 200 metres / 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. 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 states that sites designated Mixed Use Areas located within 200 metres / 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. 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 report with recommendations will be brought to the Planning and Housing Committee when the work is finalized.

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. Link to Secondary Plan: <https://www.toronto.ca/wp-content/uploads/2024/11/8f70-city-planning-update-downsview-secondary-plan-with-note.pdf>

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. Link to Community Development Plan: <https://www.toronto.ca/legdocs/mmis/2024/ec/bgrd/backgroundfile-245041.pdf>

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. Link to Master Environmental Servicing Plan: <https://www.toronto.ca/wp-content/uploads/2024/06/980c-city-planning-update-downsview-master-environmental-servicing-plan-summary-report.pdf>

Downsview Major Streets Environmental Assessment

The City of Toronto is carrying out Phases 3-4 of the Downsview Major Streets Municipal Class Environmental Assessment (EA) Study that will further develop the work started in Phases 1-2 as part of the Master Environmental Servicing Plan (MESP) completed in Spring 2024. Phases 3-4 will develop the recommended designs for major streets, such as the proposed Northern Street, underpass and municipal servicing (stormwater, sanitary, and water distribution) infrastructure in the project area. The target date for Committee and Council consideration is the Spring of 2027.

Zoning

The subject site was zoned A - Airport Hazard Area Zone under the former City of North York Zoning By-law No. 7625. Permitted uses included an airport and associated uses. The proposed residential and mixed of uses are not permitted and the Zoning By-law does not allow for the proposed height and densities. See Attachment 4 - Existing Zoning Map.

The lands are currently subject to Zoning By-law No. 708-2024 under Zoning By-law 569-2013, which permits "meanwhile" uses. During the long interim period before the Downsview Secondary Plan Area is fully developed, the Secondary Plan envisions meanwhile uses to activate vacant portions of the Plan Area. Meanwhile uses are encouraged to provide interim community amenity and placemaking opportunities on lands that have been historically closed off to the community for aerospace and military purposes. This will include a variety of local arts and culture activities, as well as retail, community, ceremonial, entertainment and economic development uses and programs – informed by the CDP as appropriate – and will build on activities that are already occurring within the Plan Area. Meanwhile uses are also intended to provide opportunities to use vacant lands efficiently, such as opportunities for renewable energy generation, prior to future development in accordance with the Plan's vision.

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
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly- Accessible Spaces (POPS)
- Pet Friendly Design Guidelines for High Density Communities
- Percent for Public Art Program
- Retail Design Manual
- Toronto Accessibility Design Guidelines
- Green Streets Technical Guide
- Complete Streets
- Community Space, Base Building Condition Term Sheet

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

Applicant-led Engagement

The applicant initiated the pre-application public engagement process in 2022 by meeting with First Nations Rights Holders. During this phase, the applicant hosted a community open house, a community meeting, an Indigenous community sharing meeting and made an online feedback form available to allow for ongoing public input throughout the application process.

Following the first submission, engagement efforts prioritized ongoing meetings with First Nations Rights Holders. The applicant held a meeting with African, Caribbean and Black community members and organizations to share feedback on the proposed Downsview West District. The applicant used pop-ups in Downsview Park and Youth led engagement initiatives to broaden reach and participation. At this phase, the applicant hosted a second community open house, community meeting and Indigenous sharing meeting.

Community Consultation

On June 24, 2025, City Planning hosted the first community consultation meeting/open house at the Downsview Public Library (2793 Keele Street) to hear community feedback on the first submission of the Downsview West District Plan and associated applications.

The library closed early during the open house because of the extreme hot weather which posed a health and safety concern. The open house had been running for two hours at the time of closure. Approximately 22 community members attended the meeting. Community members expressed concerns about the potential traffic impacts of the Downsview West District and supported the creation of a range of parks that supported multi-generational activities. Community members advocated for a variety of job opportunities through the non-residential GFA to be provided from entry level to professional and recognition of the cultural heritage of the site.

On March 3, 2026, City Planning hosted a second community consultation meeting/open house at the Downsview Public Library. The purpose of the meeting was to receive community feedback on the second submission of the Downsview West District Plan and associated applications. Approximately 64 community members attended the meeting.

At the meeting, members highlighted a need for opportunities for community space and affordable home ownership and long-term affordability in the district. Community members expressed an interest in seeing a variety of programming in future parks and that park spaces be flexible to adapt to future needs. Similar to the first community consultation meeting, community members were concerned about potential traffic impacts on the surrounding neighbourhoods and the recognition of the aerospace and military history of the site.

This District Plan has been informed by extensive public engagement undertaken collaboratively by the applicant and the City over the last three years including:

- 2 Applicant led Community Open Houses
- 2 Applicant led Community Meetings
- 2 Applicant led pop up events
- 1 Applicant led meeting with ACB organizations and residents
- 8 Applicant Meetings with First Nations Rights Holders
- 6 City Engagements with First Nations Rights Holders
- 2 City-led community open houses
- 2 Indigenous Community Sharing Meetings
- 1 Downsview Community Resource Group Meeting
- 1 Downsview Indigenous Community Knowledge Circle Group Meeting
- 5 E-Updates to approximately 600 Listserv subscribers

In total 32 engagement activities were held. The issues raised through the community consultation process have been considered through the review of the application and commented on in the body of this report.

This District Plan has been informed by extensive public engagement undertaken collaboratively by the applicant and the City over the last three years including through the development of the Downsview Secondary Plan. More than 300 participants were engaged through 4 community open houses, 2 community consultation meetings, 2 Indigenous community sharing meetings, and a series of pop-up events. In total more than 26 engagement activities were held. The issues raised through the community consultation process have been considered through the review of the application and commented on in the body of this report.

Advisory Committees

In addition to the two dedicated Downsview West District Open Houses, the city and landowners attended the Community Resource Group (CRG) comprised of local residents, non-profit representatives and community leaders. The Downsview West District was discussed by the CRG members in February 2026.

The Indigenous Community Knowledge Circle (ICKC) is an advisory committee comprise of local urban Indigenous people to support the ongoing development in the Downsview area. The Downsview West District plan was discussed with the ICKC members also in February of 2026.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

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

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). 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. The proposal supports the intensification and redevelopment of these lands to support the achievement of a complete community and providing for appropriate densities with a mix of housing in proximity to higher order transit. Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

The Zoning By-law 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.

Downsview West District Plan

The Downsview 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 Downsview West District Plan implements the Secondary Plan by outlining a vision, development principles, a framework, and guidelines at a neighbourhood scale, including identifying a network of streets, blocks, parks, open spaces and public realm elements. The District Plan embraces Etuaptmuk, or "Two-Eyed Seeing": weaving together both Indigenous and western ways of knowing to build on the Secondary Plan's commitment to City Nature.

The District's structure is informed by existing District attributes and the surrounding context. The principles/structural elements noted below will assist in providing the framework for the future neighbourhoods:

- Responding to Existing Assets and Opportunities - Downsview West is not a blank slate. The transit station, Downsview Park, Arbo Woodlot, and existing buildings shape the place and contribute to its character.
- Restoring East-West Connectivity - The Secondary Plan and EA have identified a new east-west connection through the Depot building. This linkage will expose the structure, making it more accessible to the public and act as an anchor for the District.
- Weaving a North-South Boulevard - A new north-south connection links Downsview Park Station to Carl Hall Road. The weaving curve of Depot Boulevard rebalances the experience of the linear Depot Building.
- Holding a Heart for Community - The crossroads of the main east-west and north-south axis at the Depot Building will be the natural heart of Downsview West: a focus for civic and community life; a home for culture, nature and connection.
- Integrating Fine-Grained Open Spaces - Finer grain open spaces create opportunities for exploration. They offer mobility connection north-south and east-west, creating a rich off-street network for pedestrians and cyclists, benefiting and linking communities within and outside the District.
- Defining Unique and Mixed-Use Neighbourhood Areas - At approximately 30 hectares, the District's character varies throughout. Inherited and introduced design elements come together in unique ways to create neighbourhoods with multiple uses and experiences.

The vision for Downsview West is a collection of neighbourhoods, where nature, culture and community thrive together.

Staff support the vision and guidelines set out in the Downsview West 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.

Downsview West Urban Design Guidelines

The Downsview West Urban Design Guidelines help guide the design of the public realm and built form within the District. This document supplements city-wide guidelines and the Downsview Urban Design Guidelines to reflect the District-specific context and design intentions. The guidelines support the implementation of the Downsview West District Plan to transform the area into an urban mosaic: a complete community, with homes, jobs and amenities.

The District's mixed-use vibrancy will be anchored by the adaptive reuse of the iconic Depot Building. In response to the Depot's scale, all structuring features are designed to emphasize the human experience. Streets follow a curvilinear grid that balances the rigidity of the Depot and sparks variation along its monolithic facade. The Depot is also reimagined as a canvas for cultural expression, including Indigenous Placemaking where it meets with the Ancestors' Trail. The Trail connects the broader open space system to the Depot, strengthening relationships between people and land, and linking residents and visitors to the District's diverse histories.

Downsview Park TTC/GO station is a main gateway into the District and the Downsview lands, and influences the shape of the District in terms of the organization of public spaces and built form. The tallest buildings are located near the transit station, with a mix of mid-rise and tall buildings prevailing across the remainder of the District. The articulation of taller and shorter elements is deliberate, aligning with thermal comfort objectives.

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 Downsview 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. Through the Downsview Secondary Plan the district is designated Mixed Use Areas and Parks. The draft zoning by-law proposes to rezone the lands to Commercial Residential and Open Space Recreation zones and establishes specific performance standards. The draft zoning by-law amendment enables a wide variety of non-residential uses to support jobs, retail, entertainment, and community services, and a range of housing options including affordable housing in accordance with the policies of

the Mixed Use Areas land use designation. The proposed land uses are appropriate. Further details are noted below in this staff report.

Land Use Compatibility and Mitigation

A Compatibility Mitigation Study, dated October 23, 2024, for air quality, noise and vibration prepared by SLR Consulting Ltd was submitted as part of the development application and was third party peer reviewed by the City. The study considered: industrial air quality, odour, and dust emissions; transportation-related air pollution; industrial/ commercial noise and vibration; and transportation-related noise and vibration.

The peer reviewer agrees that the proposed development can be compatible with the existing surrounding environment once all proposed mitigation measures are implemented.

The Compatibility Study assessed potential for air quality impacts. The proposed development was found to be within the Traffic-Related Air Pollution (TRAP) exposure zone and receptor-based physical mitigation measures in the form of a mandatory air conditioning, positive building pressurization, strategic air intake location, and carbon/dust filters for the ventilation system are recommended.

Noise mitigation measures due to transportation noise sources were identified as following:

- Central air conditioning or provision for one for the entire development;
- Upgraded glazing for windows;
- A 1.1 metre rooftop parapet for the outdoor amenity space for buildings on Block 2; and
- Warning clauses for the future owners related to elevated transportation sound levels.

Sound levels from stationary noise sources were assessed and shown to exceed Class 1 limits for one facility. The applicant's study and the peer reviewer recommend 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).

A Class 4 Noise Area classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential dwellings and associated outdoor living areas. The impact of such higher levels is mitigated by specified noises control measures.

Vibration levels due to the nearby subway and railway were determined to be below the applicable criteria, therefore, no mitigation measures are required.

The recommended warning clauses for future tenants and owners of residential units, as well as the required mitigation measures, will be addressed as part of the draft plan of subdivision conditions and through future Site Plan Control applications.

Rail Safety

A Rail Safety and Risk Mitigation Report, prepared by Arup, dated October 17, 2024 was submitted in support of the application. It has been reviewed by Metrolinx and third party 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.

The Rail Safety Report prepared by Arup for the applicant proposes a continuous 30 metre minimum setback to sensitive occupancies with no physical rail safety measures as the mitigation measure. However, adjacencies for sensitive or high occupancies, the base requirement for standard mitigating measures includes a 2.5 metre high berm and a 30 metre setback according to the 2013 FCM/RAC Guidelines and 2023 Metrolinx Adjacent Development Guidelines. Additional information has been requested by the City's peer reviewer and Metrolinx from the applicant and their consultant as to how the proposed mitigation measures achieve equivalency. A revised report/addendum is being prepared.

Staff recommends a holding provision in the zoning by-law that requires an updated rail safety report to identify and secure mitigation measures for Block 2, Block 6, Depot North and the Depot South Block to the satisfaction of the City, in consultation with Metrolinx. . The holding provision will continue to permit existing and new non-sensitive, non-high occupancy uses on the Depot North and South blocks prior to lifting of the hold.

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 and tall buildings. In accordance with the Downsview Secondary Plan Policy 9.1.2, 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 in each building. Staff find the proposed unit mix appropriate.

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 subject 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.

The proposed provision and delivery of affordable housing changed from the time the application was submitted in 2024, through to final submission. Originally, the application proposed to exceed the affordable housing requirements of the Secondary Plan by providing 20% of the total units within the District as affordable rental housing units for a minimum period of 49 years. At its meeting on October 9 and 10, 2024, City Council adopted Item Ph15.5 - 2023-2024 Annual Progress Update Report - HousingTO 2020-2030 Action Plan and Housing Action Plan (2022-2026) that authorized the City to enter into a Memorandum of Understanding with the applicant to secure City incentives to support the delivery of affordable housing units in the Downsview West District that exceed the minimum requirements of the Secondary Plan. City Council's decision can be found here [City Council's Decision](#)

Through subsequent resubmissions, the applicant modified their proposal to provide a minimum 10% of the residential gross floor area as affordable housing rental housing in accordance with delivery mechanism (b) of the Secondary Plan as noted above. The affordable rental housing will be delivered as a social housing program under section 453.1 of the City of Toronto, 2006, and secured in the Zoning By-law for a minimum period of 25 years. Opportunities to secure additional affordable housing units across the District, including through uptake of the City's incentive programs, remain and will continue be explored with the applicant.

The affordable rental housing units are proposed to be delivered across the two development Phases at a pace that is consistent with the delivery of other residential development. Of the approximately 75,600 square metres of affordable rental housing gross floor area proposed across the District, approximately 28,850 square metres will be provided within Phase 1 (sub-phase 1 a, b, and c), and approximately 46,750 square metres in Phase 2 (sub-phase 2a, c, d, e, and f) as shown on Attachment 18, to be delivered across multiple development blocks within each phase.

Further, the Zoning By-law Amendment and Affordable Rental Housing Terms and Conditions (Attachment 8) contain provisions to ensure that the affordable rental housing is generally delivered concurrently with other residential development within each Phase, with the exception that affordable is not required to be delivered in the first development block. A cumulative amount will be delivered thereafter.

The affordable rental housing units are being provided separate and apart from the Community Benefits Charge for the Lands.

The affordable rental 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 11 of this report. The owner will be required to enter into an agreement to secure the affordable housing obligation as a condition prior to lifting the holding provisions of the Zoning By-law.

Density, Height, Massing and Built Form

The proposed overall gross density of 2.8 FSI or 845,000 square metres conforms with the Downsview Secondary Plan maximum density allocated to the Downsview West District. See Attachment 12 for the Conceptual Site Plan. This gross density is allocated across the entire site where net densities on individual blocks may exceed this number.

The design objectives of the District Plan and implementing Zoning By-law are proposed to establish pedestrian-scaled podiums and streetwall heights that range from 6 storeys (21.5 metres) to 8 storeys (28 metres) in height. These types of buildings will frame streets and open spaces, while distributing height in a manner that reflects transit proximity and neighbourhood context. The tallest buildings (maximum of 60 storeys) are concentrated in the northern portion of the site (Blocks 1, 2, 4 and 6), particularly near to Downsview Park TTC Station. Building heights are proposed to transition to a mix of midrise and tall buildings at a lower scale, (6 storeys or 21.5 metres to 14 storeys or 47.5 metres for midrise and 18 storeys or 60.5 metres to 45 storeys or 148 metres for tall buildings) in the southern portions of the district as shown on the Mid-Rise Height Diagram and the Tower Height Overlay Diagram of Attachment 7.

Proposed building massing, separation and setback distances are consistent with mid-rise and tall building guidelines as well as the Downsview Secondary Plan and Urban Design Guidelines (see Attachment 15a-d - 3D Massing Models). For mid-rise elements, separation distances of 15 metres are provided for building portions under six storeys, and 20 metres for upper storeys. A minimum of 11 metres separation is provided side-to-side for mid-rise buildings. Tower separation distances are a minimum of 30 metres, for tall buildings over 20 storeys, as required by the Secondary Plan. Together, these standards protect privacy, ensure appropriate light and sky view, and enhance sunlight access within the public realm. Mid-block connections contribute to breaks in building facades, with strategic placement and massing of buildings ensuring visibility of key features, such as the Depot building.

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 the Downsview West District set out in the District Plan and Urban Design Guidelines. Given the planned context for the Downsview Secondary Plan area, the height and massing proposed by the applicant is appropriate and is supported by staff.

Heritage Conservation

A Heritage Impact Assessment ("HIA") and Addendum was prepared by ERA Architects. Within the District, two buildings are listed on the City of Toronto's Heritage Register: the Fire Hall at 10 Carl Hall Road and the Supply Depot at 40 Carl Hall Road. Additionally, the District is adjacent to two other heritage-listed properties at 15 and 35 Carl Hall Road (see Attachment 6 - Cultural Heritage Resources Map). Notably, the District is not situated within any approved, proposed, or pending Heritage Conservation District, nor does it contain areas of archaeological potential.

As a Federal Crown Corporation, the Canadian Lands Company's lands fall outside the jurisdiction of the Ontario Heritage Act and other provincial or municipal land use regulations. However, Canada Lands has stated that it is committed to collaborating with the City to achieve its objectives.

Heritage Planning is in the process of reviewing a Notice of Intention to Demolish application for the Fire Hall building because of its poor condition. Part of the Notice of Intention to Demolish review involves securing commemoration for the demolition of the Fire Hall within the proposed Fire Hall Park. After the commemoration approach is finalized, City staff will issue a letter to the applicant formally responding to the NOID application.

Public Realm

The Downsview West District Plan is organized to support a transit-oriented and pedestrian-friendly public realm. The draft zoning by-law secures appropriate at-grade building setbacks, primarily 2 metres for non-residential uses in most locations and 3 metres for residential uses, so that future site specific site plan applications will have the flexibility to be able to provide expanded space for pedestrians and tree plantings.

To achieve the District Plan vision of a complete community and support future resident quality of life, the District Plan shows a significant expansion to the public realm, proposing to create 4.58 hectares of new parks and open spaces. Anchored by these open spaces, the design of the public realm will be inspired by City Nature and include landscape features that support stormwater management, biodiversity, and habitat health. The surrounding context, including Downsview Park and the Arbo Woodlot, will assist in contributing to a unique identity for the Downsview West District.

Shadow Impact

A Sun/Shadow Study was prepared by Urban Strategies Inc., to analyze the shadowing effect of the conceptual Downsview West District Plan massing, existing Depot and Fire Hall buildings, and the surrounding context.

The analysis focused on the impact of shadows on public spaces, including local parks, Major Parks, Privately Owned Public Spaces (POPS), greenways, and streets, during key dates, March 21, June 21, September 21, and December 21. The study particularly evaluated the future Heart Park, designated as a Major Park, against the requirements of the Downsview Secondary Plan, which mandates at least 5 hours of continuous sun on 75% of Major Parks during specific dates.

The findings indicate that the proposed built form envelopes minimizes shadow impacts on public spaces throughout the year. On March and September 21, shadows are most prominent in the early morning and late afternoon, with parks and open spaces largely free of shadows during mid-day hours. For instance, Heart Park enjoys full sun exposure for significant portions of the day, confirming compliance with the Downsview Secondary Plan Policy 3.3.4. In June, shadows move quickly, leaving most areas sunlit from morning until late afternoon. By December, although shadows are longer, streets and parks still receive ample sunlight throughout the day.

Proposed building locations and zoning envelopes have been strategically scaled, placed and designed to maximize sunlight on parks and open spaces with height limited in certain locations to minimize shadow impacts.

Maximum tower heights are established on a block-by-block basis and informed by context and shadow considerations. A maximum height of 60 storeys is proposed for Blocks 1, 2, 4 and 6 near the TTC station and north of Heart Park, while a general maximum of 45 storeys applies elsewhere in the District, including Block 7 and lands south of Dovehouse Extension. A “no tower zone” along Depot Boulevard reinforces its planned mid-rise character, and more refined height controls at the tops of Blocks 10 and 14 further regulate tower placement and shadow impacts.

The zoning by-law height diagrams will help ensure that the proposed massing minimizes shadows on the proposed parks and the public realm.

Wind Impact

The Pedestrian Wind and Comfort Assessment, was prepared by Arup Canada Inc. and assessed the demonstration plan configuration in November 2025. This assessment evaluated the proposed massing design of the District to ensure that the wind and thermal conditions in key public areas in and around the District were suitable for their intended use. An updated wind study that reflected the most recent demonstration plan and an analysis of phasing considerations was submitted in March 2026.

The wind conditions for the proposed configuration of the District are expected to be comfortable toward the centre of the District for sitting or standing throughout the year. Efforts were made during the preliminary massing stage to mitigate strong wind conditions by reducing tower heights to the north, and stepped facades and podiums to dissipate the energy of downdrafts. Further mitigation strategies for wind conditions along the edges of the District are recommended for consideration during the detailed design of development blocks.

The interim construction phasing has been assessed for pedestrian wind comfort and safety. Areas along the western edge and northwest corner of each phase are likely to experience stronger wind conditions. Recommended mitigation measures include incorporating architectural design strategies during the detailed design process. Additionally, temporary measures such as evergreen trees and wind screens should be considered to provide shelter for earlier phases from wind exposure. These temporary measures can be removed as subsequent phases are constructed. Additionally, there may be refinements to building massing through the site specific site plan applications to mitigate wind impacts.

The Pedestrian Wind and Comfort Assessment did not evaluate the proposed maximum 60 storey buildings and instead used an upper height range of 45 storeys to test wind impacts. Therefore, the zoning by-law will include a holding provision on Blocks 1, 2, 4 and 6 for an updated wind study to be provided prior to the lifting of the holding provision.

Servicing

A Stormwater Management Report and a Functional Servicing Report, both prepared by Arup Engineering, dated March 30, 2026 were submitted and reviewed by staff. The District's stormwater management system is proposed to feature nature-based solutions integrated throughout both public and private spaces. This system will capture, treat, and convey stormwater. All future private development blocks within the District shall be designed to achieve a minimum on-site runoff retention of 25 millimeters, representing the first 25 millimeters of all rainfall events. Where this retention target cannot be fully achieved, any shortfall shall be provided through on-site detention, such as stormwater storage tanks or other suitable on-site storage measures. Implementation will take place through the future plan of subdivision and site plan applications.

The Downsview West District will introduce new servicing to support the development of this subdivision . The land owner will be required to carry out external works, implement green infrastructure and address stormwater management infrastructure to the satisfaction of the City. These matters will form part of the detailed design and future draft plan of subdivision conditions.

Engineering Review staff have reviewed the zoning by-law amendment application for the lands and recommend that the zoning by-law include a holding provision and that an amending by-law to remove the holding symbol be enacted when the following are fulfilled:

(i) the owner, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing storm sewer system, sanitary sewer, and watermain system and any required improvements to them, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review in consultation with General Manager, Toronto Water; and

(ii) if the Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:

(a) the owner has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,

(b) the required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.

It is also recommended that the amendment to the zoning by-law include a holding provisions requiring the owner, at their sole cost and expense, to have obtained approval of a Draft Plan of Subdivision under subsections 51(31) or 51(56) of the Planning Act and entered into a Subdivision Agreement pursuant to subsection 51(26) of the Planning Act, all satisfactory to the Executive Director, Development Review and the City Solicitor.

Road Widening

In order to satisfy the Official Plan requirement of a 36 metre right-of-way for this segment of Sheppard Avenue West, a 2.76 metre road widening dedication along the Sheppard Avenue West frontage of the site is required and is proposed to be conveyed to the City.

Mobility Network and Access

The Downsview West District is adjacent to the Downsview TTC subway and GO rail but there are limited public streets and no dedicated cycling facilities. Improved pedestrian and cycling connections between Downsview Park and Downsview Park Station is an opportunity raised by many community members in the engagement process. The Barrie GO Line also creates a barrier between the District and future development of the Secondary Plan lands. Engagement participants also commented on the need for a safe rail crossing.

Downsview Park Station is served by bus route 84, which offers service every 10 minutes or better on Sheppard Avenue. Additionally, route 984 operates within the Express Service network, while routes 106, 107, and 108 cover areas to the north. Route 101 connects Downsview Park Station to the Stanley Green Neighbourhood, with stops at Centennial College and 35 Carl Hall Road.

The District's proposed mobility network prioritizes active modes and public transit, based on complete streets design approaches. It is proposed to be designed to support a vibrant pedestrian-oriented environment, as well as landscapes that support stormwater management. The mobility network consists of:

- A primary network of eight public streets, and one private street;
- Per the Phase 1 and 2 EA, Dovehouse Avenue Extension facilitates an important new underpass connection to achieve access between Downsview West and the remaining Secondary Plan areas east of the Barrie GO rail line;
- A street network that accommodates TTC buses as part of the public transit network;
- Active transportation routes, including a dedicated cycling network and a pedestrian network of on and off-street routes including sidewalks and greenways that enhance the streetscape; and
- Open space passages and mid-block connections approximately every 80 metres, consistent with the Downsview Secondary Plan.

An Urban Transportation Considerations Report (UTCR), prepared by BA Consulting Group Ltd., and dated September 2024, was submitted to address the transportation requirements of the Downsview Secondary Plan for the Downsview West District. A revised UTCR, dated December 2025, was also submitted to address previous City staff comments. Both UTCRs included a review of the District and area planning context, existing and planned transportation context, existing travel characteristics, and a review of the proposed development; a functional plan of the proposed mobility network; high-level parking and loading assessment, transit assessments, and the preparation of a Transportation Demand Management (TDM) Plan. This traffic analysis also indicated that approximately 1,517 and 2,431 two-way auto trips are expected to be generated during the a.m. and p.m. peak hours, respectively, in the 2031 horizon year.

The mobility network is proposed to be developed to provide equitable transportation choices, comfort, and connectivity to support the eventual achievement of 75% of trips by transit and active mobility by 2051. Key directions to achieve this include planning a mix of land uses to support access to daily needs; implementing a fine-grained and continuous network of safe, comfortable and direct streets, lanes, mid-block connections, greenways and other active routes; establishing convenient active mobility connections to transit and major destinations; minimizing parking and its impacts on the public realm; prioritizing safety, comfort and accessibility for all ages and abilities; and rightsizing streets.

Transportation Review and Transportation Planning staff have reviewed the proposed Downsview West District plan and associated Urban Transportation Considerations Report and have no concerns with the proposed zoning by-law amendment application. Specific detailed design matters will be secured in the future plan of subdivision application and conditions.

Access, Vehicular and Bicycle Parking and Loading

The draft zoning by-law would add the maximum parking standards of Parking Zone A to the lands, which is appropriate for the planned context of the district. As the site is in a Major Transit Station Area, no minimum parking is required. 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 City of Toronto Zoning By-law 569-2013 and will be secured with the future site plan applications.

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.

In accordance with Secondary Plan Policy 4.6.2, shared mobility hubs will be located in each district and will be identified through District Plans and development applications, including locations and design. Mobility hub locations have been identified in

Blocks 6 and 12 to support multi-modal transportation and encourage shared-use elements. The proposed design and location of the mobility hubs will be further explored through site plan approval. The hubs may include a variety of features such as bike share stations, bike parking, car share spaces, and ride-hailing pickup and drop-off points.

Carl Hall Road Study

The alignment of Carl Hall Road was considered in the 2024 Downsview Master Environmental Servicing Plan (MESP) evaluation of alternatives for new major streets. It was screened out as a major street because the potential right-of-way is constrained by existing buildings, most notably the Centennial College building. The east end of Carl Hall Road is also constrained by the Department of Defense Lands, while its west end is constrained by grading challenges that would require a reconfiguration of Sheppard Avenue West. Further, the MESP noted that: "Vehicular traffic may increase over time but will remain relatively low, e.g. consistent with a local collector street serving internal Downsview destinations. Traffic increases on Carl Hall Road will be mitigated by the introduction of five (5) new rail grade-separated connections north and south of Carl Hall Road. For this reason, the most significant change at the Carl Hall Road / Barrie GO Rail Line crossing will be in rail traffic.

The MESP recommended that further study of Carl Hall Road be undertaken as part of the Downsview West District Planning process. That study (see Attachment 20) provides a more detailed review of alternatives for the Carl Hall Road rail crossing if and/or when Metrolinx increases service along the GO Barrie Rail Line over time.

Vitti Street

A future realignment of Vitti street is contemplated as part of the long term vision for the District Plan. This will be implemented through the draft plan of subdivision process.

Should the Zoning By-law amendment be approved, the applicant will need to initiate the Permanent Road Closure process. After completion of the Permanent Road Closure process, a staff report to City Council will be needed to stop up and close portions of the Vitti Street cul-de-sac and the applicant will need to enter into an agreement to purchase portions of Vitti Street owned by the City of Toronto. This would facilitate a realigned Vitti Street and the owner would be able to proceed with Blocks 1 and 2 in Phase 2.

Parkland

In accordance with Section 42(3) of the Planning Act, 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 five (5) hectares, with the non-residential uses subject to a 2% parkland dedication rate. The required minimum parkland dedication for the application is approximately 17,005 square metres. The Owner is required to satisfy the requirement with on-site parkland dedication in accordance with

the Downsview Secondary Plan Policy 3.3.2, and must comply with Policy 3.2.3.8 of the Official Plan. These policies establish that onsite parkland shall be prioritized, and that the parkland be located and configured appropriately. Any conditions of approval and parkland conveyed would be secured through the subdivision application process.

Parkland in the District Plan

The District Plan identifies 2.08 hectares (20,759 square metres) of parkland, composed of three parks:

- Major Park, referred to as “Heart Park” in the District Plan, equal to 1.01 hectares (10,081 square metres) and is located between the streets identified as Depot Boulevard, Market Way, and the Dovehouse Avenue extension (Northern Street);
- Local Park, referred to as “Fire Hall Park” in the District Plan, equal to 0.66 hectares (6,612 square metres), and is located along Sheppard Avenue West and the street identified as Depot Boulevard, and;
- Local Park, referred to as “Tuscan Gate Park” in the District Plan, equal to 0.41 hectares (4,066 square metres) and is located at the southeast corner of the streets identified as Tuscan Gate Extension and Depot Boulevard.

Lands Acceptable for Parkland Dedication

Fire Hall Park includes slopes greater than 4% along its western side down to Sheppard Avenue West, with the area of those slopes equal to 1,088 square metres. This area also includes a proposed water main and a stormwater line to Sheppard Avenue West. The slopes and the encumbrances do not comply with Official Plan policy 3.2.3.8 and as such, these lands will not be counted towards the parkland dedication requirement but will be accepted by the City for nominal consideration (see Attachment 11) for the cross-hatched area that contains the slopes greater than 4%.

Parkland on the Draft Plan of Subdivision

The Owner has identified on the Draft Plan of Subdivision Blocks 5, 8, and 13 towards the fulfillment of the statutory parkland dedication, equal to 20,629 square metres of land. However, only 19,541 square metres are eligible to be counted towards the parkland dedication requirement as a result of the slopes greater than 4% at Fire Hall Park. Heart Park (the district’s Major Park), shown as Block 8 on the Draft Plan of Subdivision, is 44 square metres less than the 1.0 hectare minimum for a Major Park per the Secondary Plan. The Draft Plan of Subdivision will need to be revised to show that Block 8 is increased to the minimum 1.0 hectare. Once Heart Park is increased to the minimum 1.0 hectare, a parkland amount of 19,585 square metres will qualify toward meeting the parkland dedication requirement, resulting in an over-dedication of 2,580 square metres which will be carried forward to a future district within Downsview.

Depot Building Lands

The depot lands, consisting of Blocks 9, 16 and 17 on the Draft Plan of Subdivision and equal to 109,997 square metres, have been excluded from the development area for the purposes of calculating parkland dedication. As such, no new uses (including new non-residential uses) are proposed for the depot lands as part of the zoning by-law.

Setbacks

Downsview Secondary Plan Policy 3.3.3 directs development adjacent to parks to achieve appropriate setbacks and vertical clearances. As such, a 5-metre setback between the park boundary and adjacent building face is required for all parks in this District.

Phasing and Parkland Conveyance Timing

Each park block must be conveyed as part of the registration of subdivision for the applicable phase to satisfy the requirements under the Planning Act. Each park must be constructed and conveyed, including Base and options for Above Base park improvements, prior to any stormwater being permitted to flow into the proposed stormwater management facilities located in each of the three parks. The Phasing Approach submitted as part of the applications must be revised accordingly through the subdivision application process.

Stormwater Management

The Downsview Secondary Plan and Master Environmental Servicing Plan (MESP) establish limits and performance criteria for decentralized stormwater management (SWM) infrastructure within parks and require City review and approval through district planning and development approval processes.

The City retains discretion through these approval processes to ensure park safety, recreational functionality, and long-term maintenance considerations are addressed. Policy 3.3.1(f) permits SWM infrastructure within parks only where appropriate and compatible with park programming and recreational uses. Policy 8.4.3(e) further requires that SWM infrastructure not detract from the functionality of the public realm or create undue maintenance requirements, to the satisfaction of the City.

All three parks are proposed to contain SWM facilities. The MESP establishes maximum allowable SWM coverage within Major Parks. Tables 6.5 and 6.7 in the MESP identify target and maximum stormwater coverage parameters that cannot be exceeded. Any stormwater facilities contained within the parks are to meet the target parameters, including those proposed for the two local parks. In addition, Section 6.10 requires district-specific stormwater management plans, including monitoring requirements, to be submitted at both the preliminary and detailed design stages to the satisfaction of the City.

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 will be secured as conditions of draft plan approval.

Public School

Discussions with the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) have identified the need for one public elementary school to serve the Downsview West district. A public school option is being explored at 35 Carl Hall Road. The adaptive re-use of this building would permit a school board to have a standalone facility including its own outdoor play space and be located in close proximity to Downsview Park for additional experiential education opportunities. This site is located on the south side of Carl Hall Road and not within the Downsview West District Plan zoning by-law or plan of subdivision boundary. If this site is chosen for a public school there is an option for one of the child care facilities to be co-located with this school at 35 Carl Hall Road.

Permissions for two additional potential school locations on Block 6 and 7 will be included in the zoning by-law and/or subdivision conditions as necessary for a podium school. The final determination is subject to further coordination and confirmation with TDSB and TCDSB.

Public Art

Downsview Secondary Plan Policy 12.1.8 states that future public art plans prepared to support development within the Downsview West District should have regard for the Downsview Public Art Strategy. A Public Art Plan, prepared by Art+Public UnLtd, has been submitted for review. City staff are currently reviewing this plan and it is anticipated that this public art plan will be presented to the Toronto Public Art Commission in the fourth quarter of 2026 and a City staff report would follow to North York Community Council in the first quarter of 2027.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, 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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

In response, a community space is proposed within Block 6 of this development application, consisting of a minimum of 930 square metres. The space is proposed at grade, with direct access from the public street and proximity to the Downsview Park TTC/GO Station, supporting visibility, accessibility, and convenience for community

users. The space will be designed as a flexible, multi-use community hub to support a range of programs, services, and community activities, and to enable coordinated and integrated service delivery, including the co-location of multiple community agencies. The space will be conveyed to the City in accordance with the City's Community Space Tenancy Policy, advancing the community infrastructure objectives of the Downsview Secondary Plan and Community Development Plan.

Three, 62-space, non-profit licensed child care facilities are proposed in Blocks 14 or 15, Block 7, and Block 6. An alternative location for one of the proposed childcare facilities is 35 Carl Hall Road. The school boards are considering this location for a public school and if this occurs it is proposed that a childcare facility may co-locate. Each of these child care facilities will include a minimum of 929 square metres of indoor area and a minimum of 279 square metres of outdoor play area.

Community Development Plan

The application effectively meets some of the actions of the Community Development Plan (CDP) and a commitment has been made by the owner to meet broader components. Some of the significant features that are addressed in this district is a welcoming vibrant public realm, celebrating Indigenous, history and culture through a 1,500 metre long Aanikoobijiganag Miikana (Ancestor's Trail): a multi-use route between Downsview Park Station and Downsview Park that will include focused areas for Indigenous cultural expression along its length. The Ancestor's Trail will be a celebration of Indigenous culture: past and present, introducing travelers to Indigenous values, world views, heritage and presence.

At full build out, the owner commits to providing non-residential space in the Depot Building for affordable commercial space to support small-scale businesses, micro-retail, social enterprises and other diverse forms of entrepreneurship. The Zoning By-law amendment would permit the temporary relocation on-site of the Downsview Merchants and Farmers Market when the Supply Depot undergoes construction. Further conversations are required with the impacted vendors and the owner to fulfill Council direction to provide temporary space to ensure continuity of the Downsview Merchants and Farmers Market.

Given the scale of the proposed district, which is anticipated to deliver approximately 9,250 dwelling units, including 10% of the residential GFA secured as affordable rental housing, staff have recommended that a portion of the affordable rental housing be dedicated to households receiving housing benefits through Rent-Geared-to-Income (RGI) assistance. This recommendation reflects both the magnitude of the development and the opportunity for the district to contribute to one of the largest concentrations of affordable housing units in the City.

The owner has indicated a willingness to working together with the City of Toronto on a community benefits framework for the Downsview lands in 2027. Staff recommend a robust Community Benefits Plan with measurable aims that prioritize hiring and procurement from Indigenous, Black, and local equity-deserving communities in alignment with City's Community Benefits Framework's best practices. Such concrete objectives realize the CDP Action 5.1 and Council direction as well as feedback

received through the community consultation process. A well-structured Community Benefits Plan would help ensure that the scale of growth proposed for the district is accompanied by meaningful social, economic, and community benefits for both current and future residents.

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, wind, the delivery of affordable housing in phases, and receiving draft plan of subdivision and entering into a subdivision agreement. 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 registered in two phases and constructed in multiple sub-phases (see Attachment 18) . The first phase will encompass all the blocks (Blocks 10, 11, 12, 13, 14 and 15) and streets (Street A, B1, B2, C1 and G) south of proposed Dovehouse Extension/Northern Street. The second phase includes all of the blocks (Blocks 1, 2, 4, 5, 6, 7, and 8) and streets (Street B3, B4, D, E and Vitti Street reconfiguration) north of the proposed Dovehouse Extension/Northern Street. The proposed phasing is appropriate and conditions for the phased registration of the plan and development of the blocks would be secured through the draft plan of subdivision conditions.

Conclusion

The proposal is consistent with Provincial Planning Statement (2024), the City's Official Plan, and the Downsview Secondary Plan. The Downsview West District Plan and Urban Design Guidelines provide an appropriate framework for future development of the District. The proposal will provide a range of housing options, including affordable housing, enable adaptive reuse of heritage resources, provide 25,000 square metres of new non-residential uses, and facilitate the development of an equitable, sustainable, and complete community. The proposal supports the intensification and redevelopment of these lands by also providing for appropriate densities with a mix of housing in proximity to higher order transit. Staff recommend that Council support approval of the application and adopt the recommendations accordingly.

CONTACT

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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 Zoning By-law 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: Draft Zoning By-law Amendment

Attachment 8: Affordable Housing Terms

Attachment 9: Downsview West District Plan

Attachment 10: Downsview West Urban Design Guidelines

Attachment 11: Parkland Diagram

Applicant Submitted Drawings/Letter

Attachment 12: Conceptual Site Plan

Attachment 13: Draft Plan of Subdivision

Attachment 14: Conceptual Building Height Site Plan

Attachment 15: 3D Massing Model

Attachment 16: Owner's Community Benefit Charge In-Kind Offer Letter

Attachment 17: Carl Hall Road Rail Crossing Study

Attachment 18: Phasing Plan

Attachment 1: Application Data Sheet

Municipal Address: 1377 SHEPPARD AVE W Date Received: October 28, 2024

Application Number: 24 232020 NNY 06 OZ

Application Type: Rezoning

Project Description: Development application to permit a mixed-use neighbourhood that introduces a range of housing, employment and amenities. The proposal includes approximately 9,250 homes which includes a minimum of 10% affordable rental housing, 25,000 m² of new non-residential GFA, 1 school, 3 daycares, 1 community agency space, and 4.46 hectares of parks and open spaces.

Applicant Agent Architect Owner
URBAN STRATEGIES INC. PARC DOWNSVIEW PARK INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: N/A

Zoning: Former City of North York By-Law No.7625 Heritage Designation: N/A

Height Limit (m): N/A Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq m): 303,000 Frontage (m): approx. 400 Depth (m): approx. 600

Building Data	Existing	Retained	Proposed	Total	
Ground Floor Area (sq m):		64,310	64,310	78,000	142,310
Residential GFA (sq m):		755,000	755,000		
Non-Residential GFA (sq m):		64,310	64,310	25,000	89,310
Total GFA (sq m):	64,310	64,310	780,000	844,310	
Height - Storeys:		2	2 to 60	2 to 60	
Height - Metres:			197	197	

Lot Coverage Ratio (%): 46.97 Floor Space Index: 2.79

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	755,000	N/A
Retail GFA:	23,541	N/A
Office GFA:	15,449	N/A
Industrial GFA:	N/A	N/A
Institutional/Other GFA:	50,310	N/A

Residential Units

by Tenure	Existing	Retained	Proposed	Total
Rental:			9,250	9,250

Freehold:	N/A	
Condominium:	N/A	
Other:	N/A	
Total Units:	9,250	9,250

Total Residential Units by Size

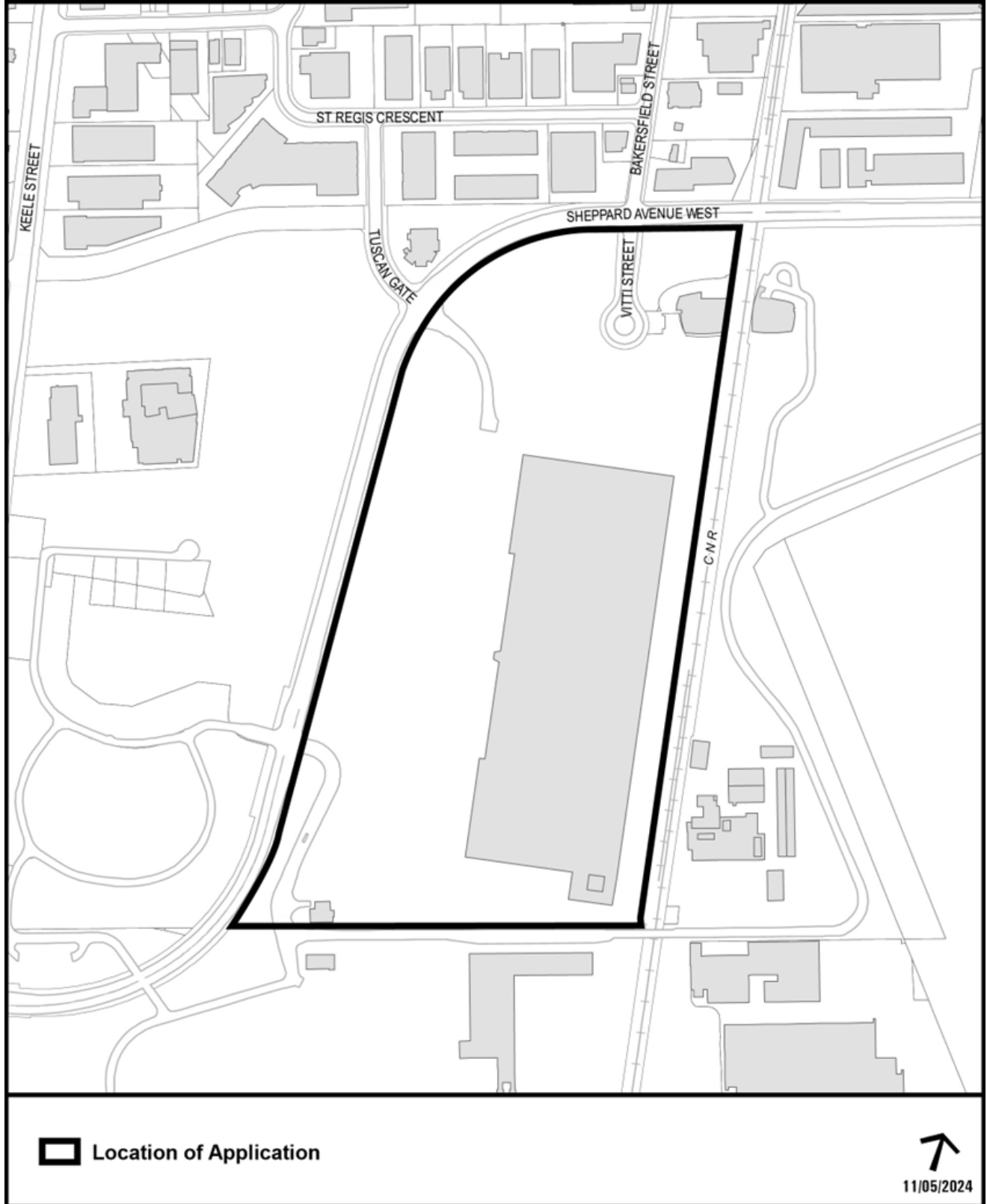
Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:				
Proposed:				
Total Units:			40% 2 and 3 bedroom units	

Parking and Loading

Parking Spaces:	Bicycle Parking Spaces: As per Bylaw 569-2013	Loading Docks: As per Bylaw 569-2013
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*As this is a District/Demonstration Plan, all figures are approximate.

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #16

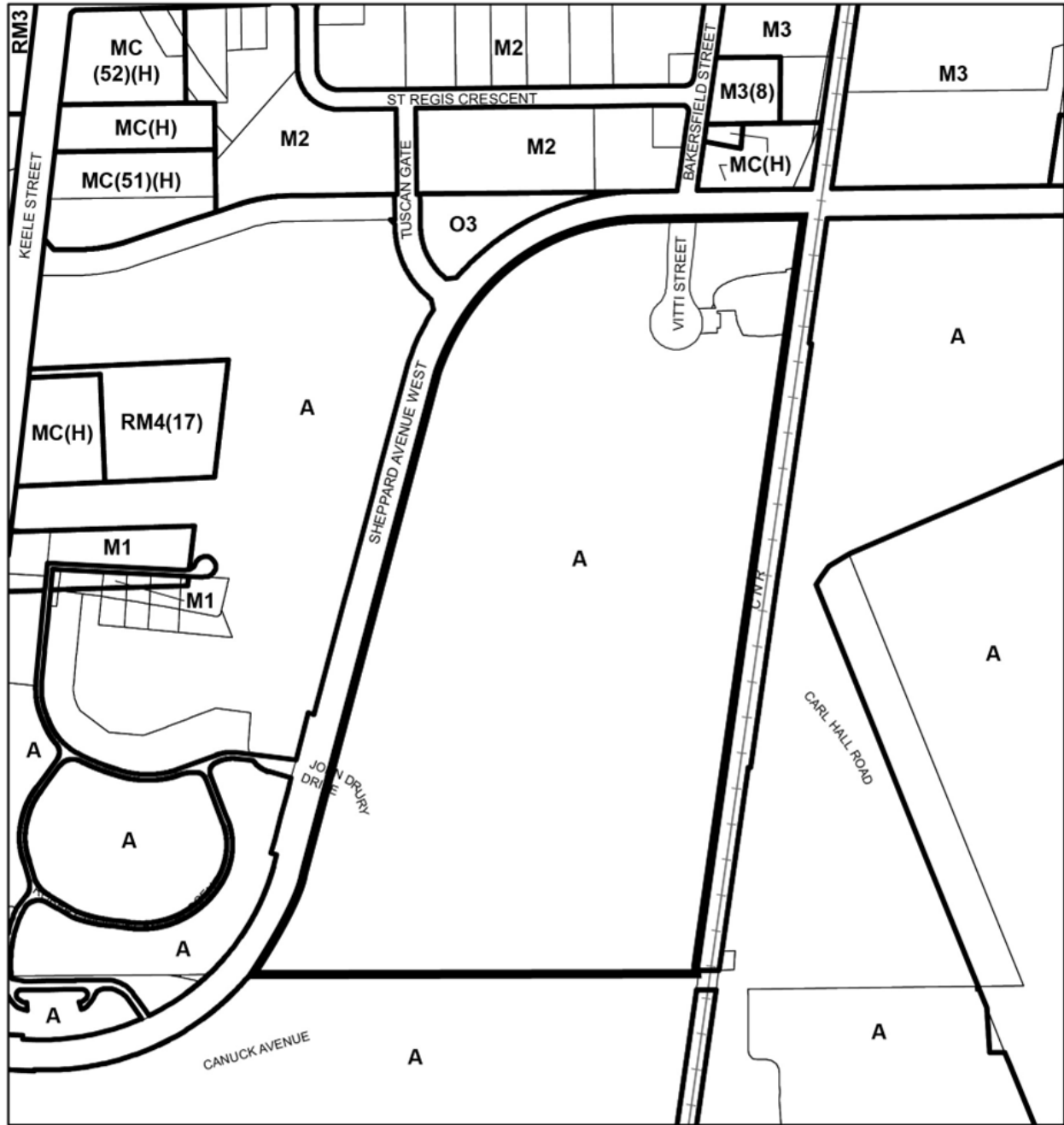
1377 Sheppard Avenue West

File # 24 232020 NNY 06 02

- Location of Application
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors

↑
Not to Scale
Extracted: 06/17/2026


Attachment 4: Existing City of North York Zoning By-law No. 7625 Map



Zoning By-law 7625

1377 Sheppard Avenue West

File # 24 232020 NNY 06 02

 Location of Application

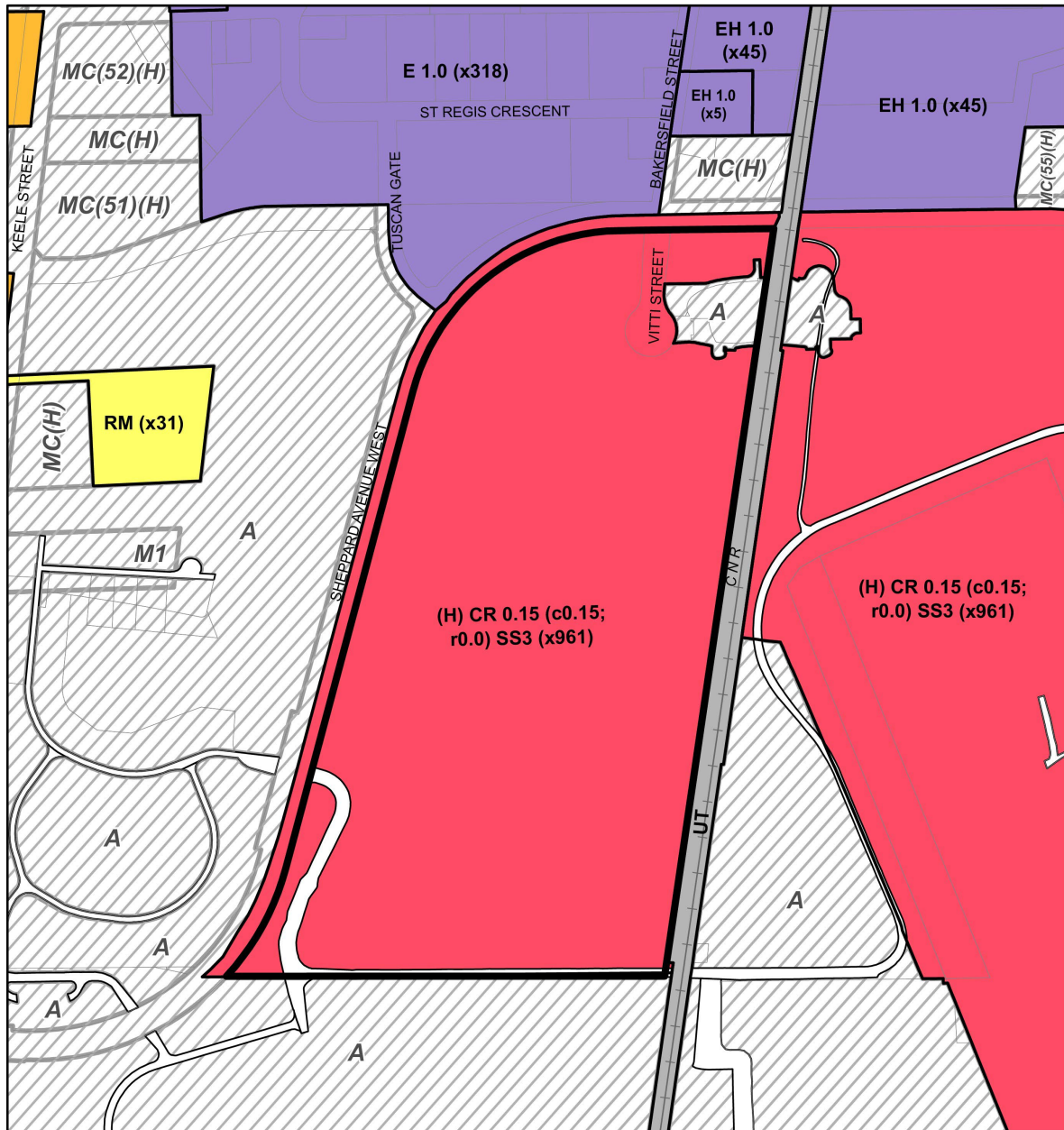
RM3 Multiple-Family Dwellings Third Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
M1 Industrial Zone One

M2 Industrial Zone Two
M3 Industrial Zone Three
MC Industrial-Commercial Zone
A Airport Hazard Area Zone



Not to Scale
 Extracted: 11/05/2024

Attachment 5: Existing City of Toronto Zoning By-law No. 569-2013 Map –



Zoning By-law 569-2013

1377 Sheppard Avenue West

File # 24 232020 NNY 06 0Z

- Location of Application
- RM Residential Multiple
- RA Residential Apartment
- RAC Residential Apartment Commercial
- CR Commercial Residential

- E Employment Industrial
- EH Employment Heavy Industrial
- UT Utility and Transportation

See Former City of North York By-law No. 7625

- M1 Industrial Zone One
- MC Industrial-Commercial Zone
- A Airport Hazard Area Zone

Not to Scale
Extracted: 06/17/2026

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



Attachment 7: Draft Zoning By-law Amendment

Provided under separate cover

Attachment 8: Affordable Housing Terms

Provided under separate cover

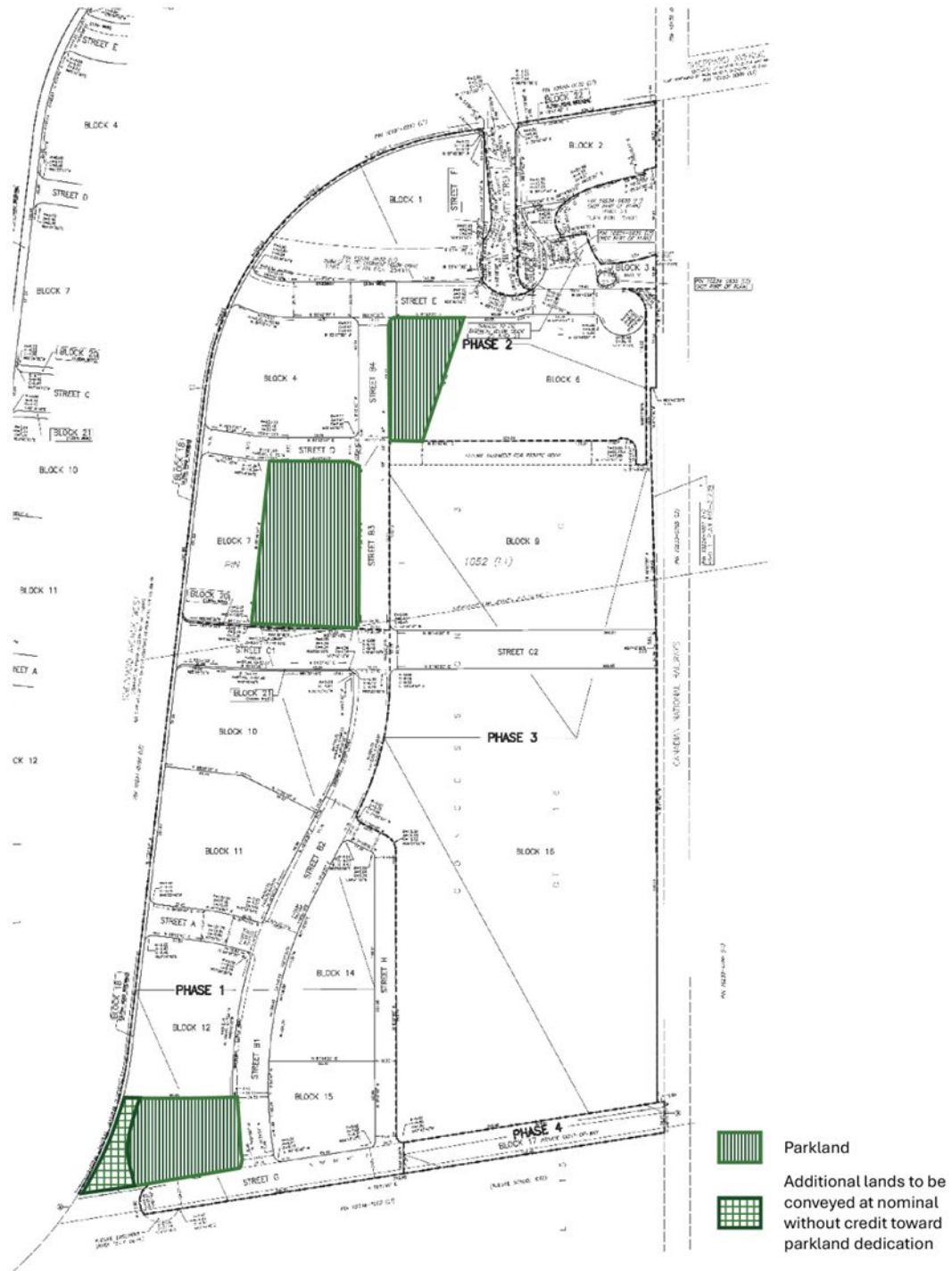
Attachment 9: Downsview West District Plan

Provided under separate cover

Attachment 10: Downsvievw West Urban Design Guidelines

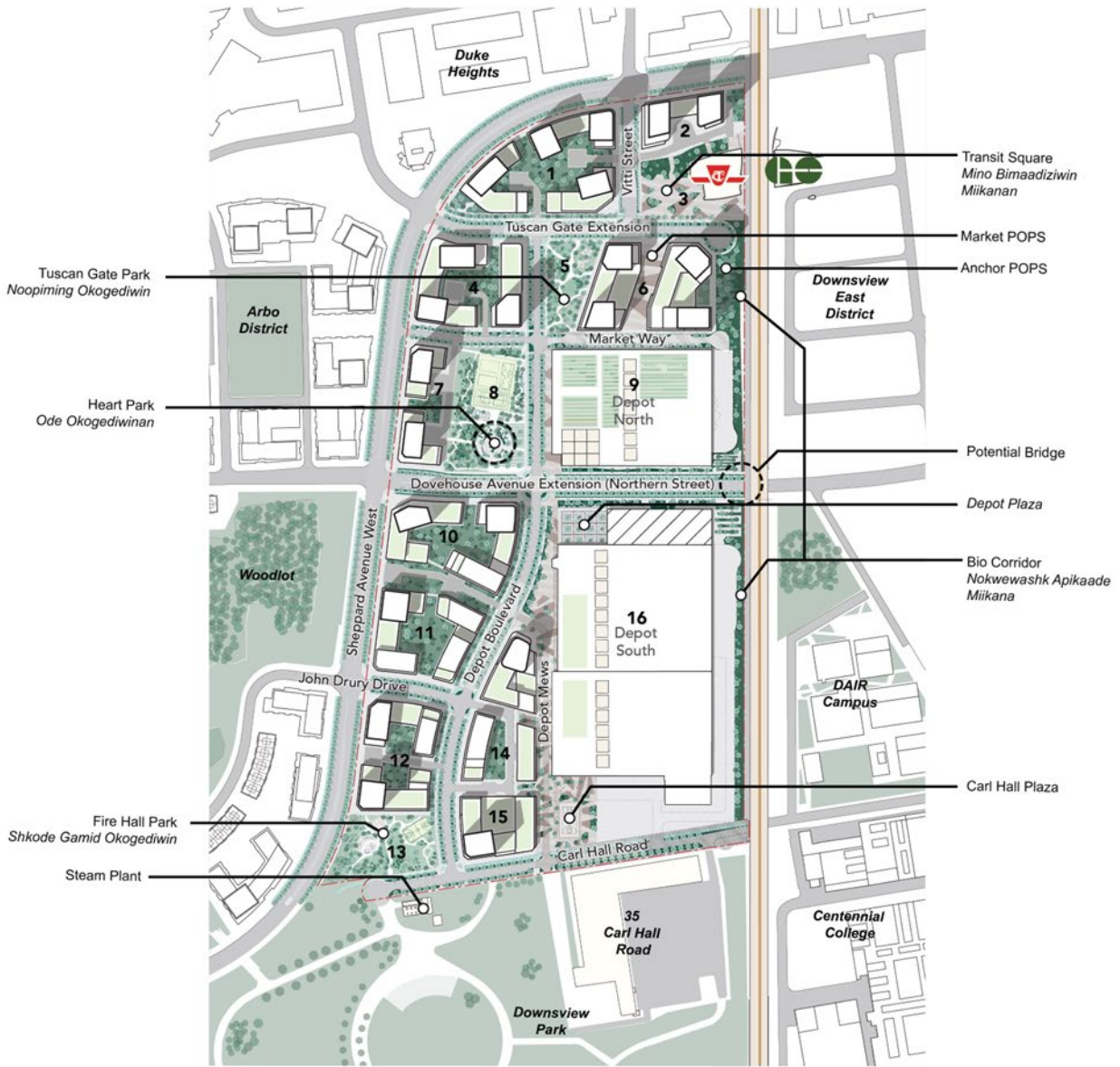
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Attachment 11: Parkland Diagram



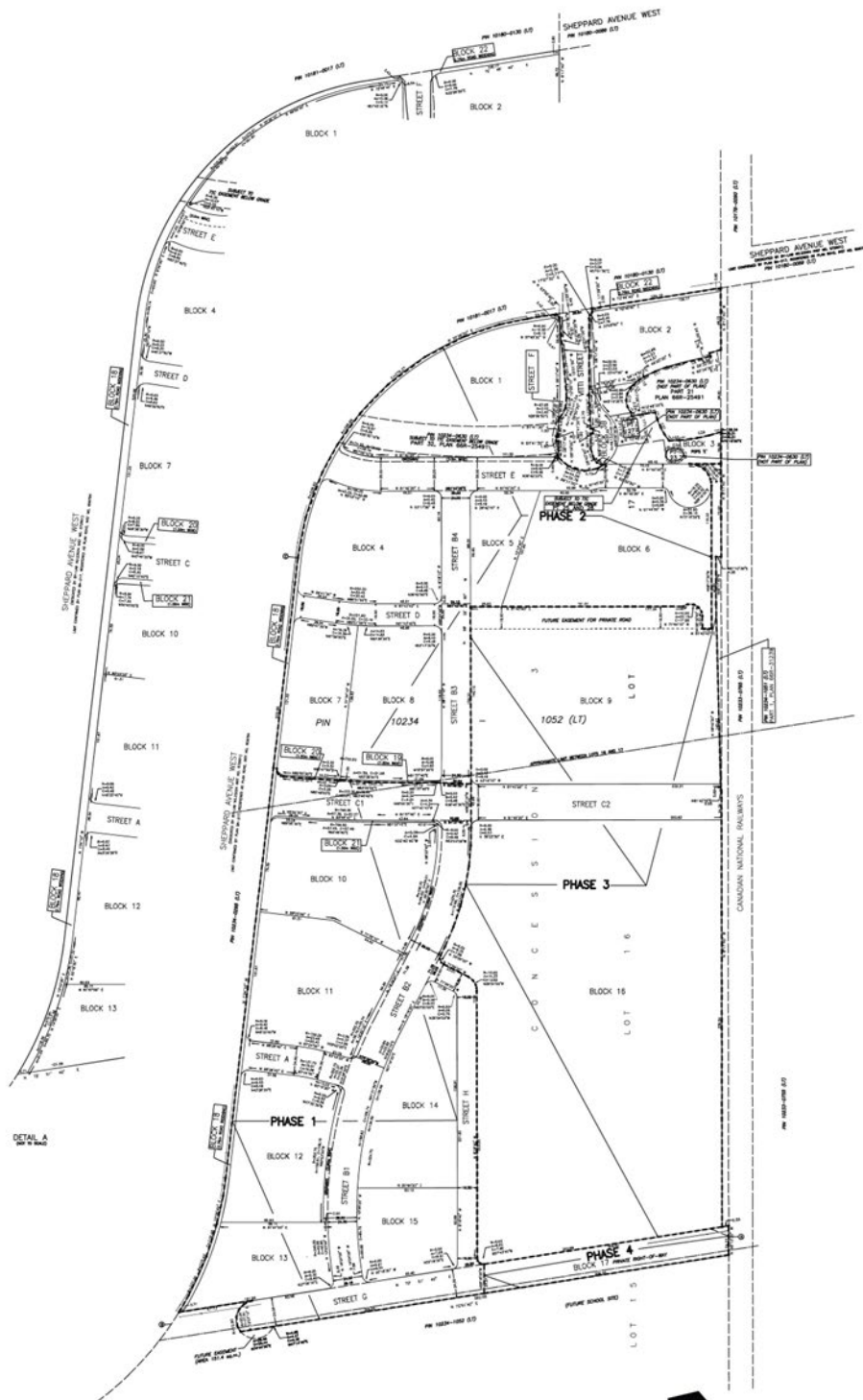
Parkland ↑

Attachment 12: Conceptual Site Plan



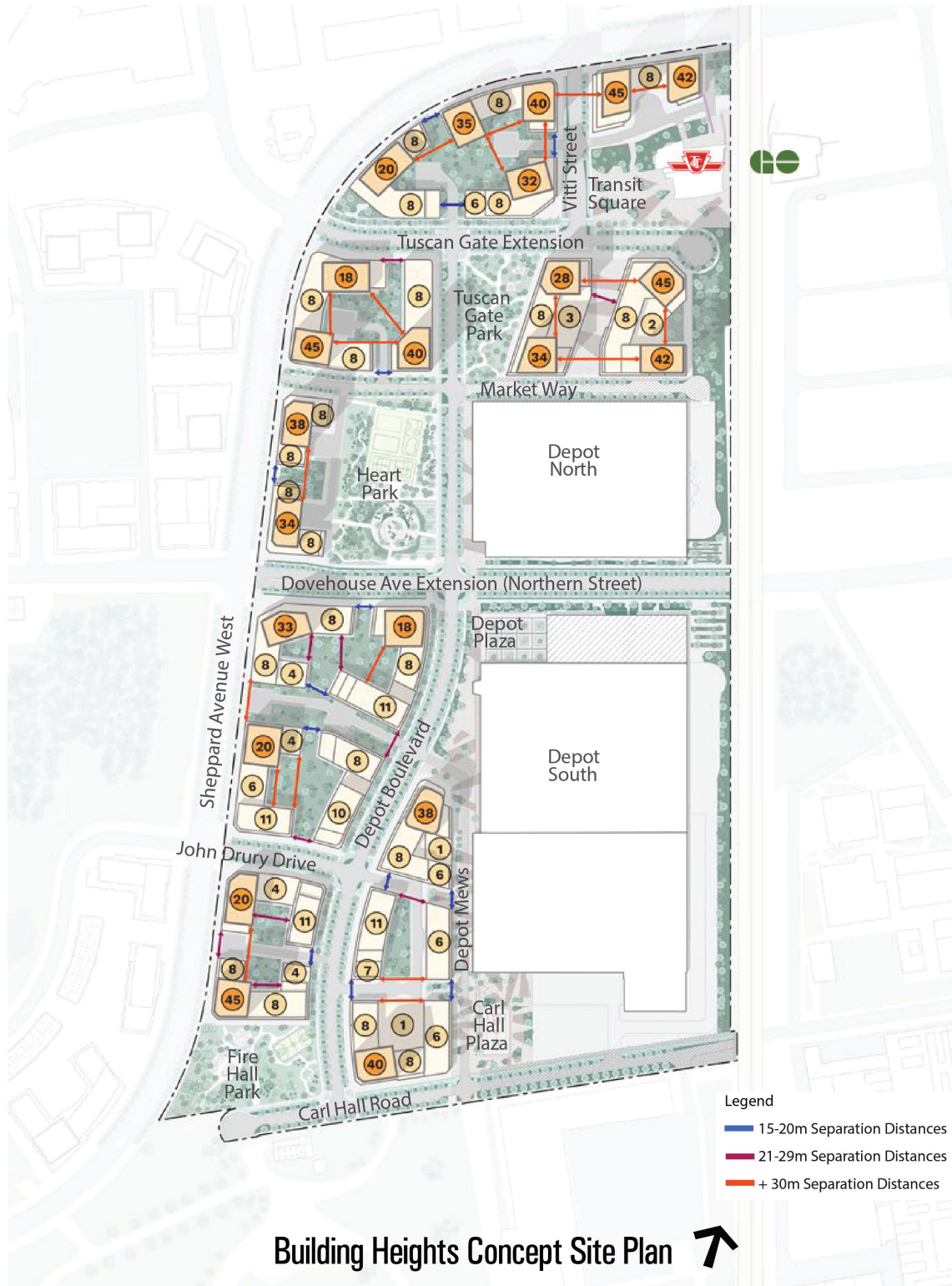
Conceptual Site Plan 

Attachment 13: Draft Plan of Subdivision

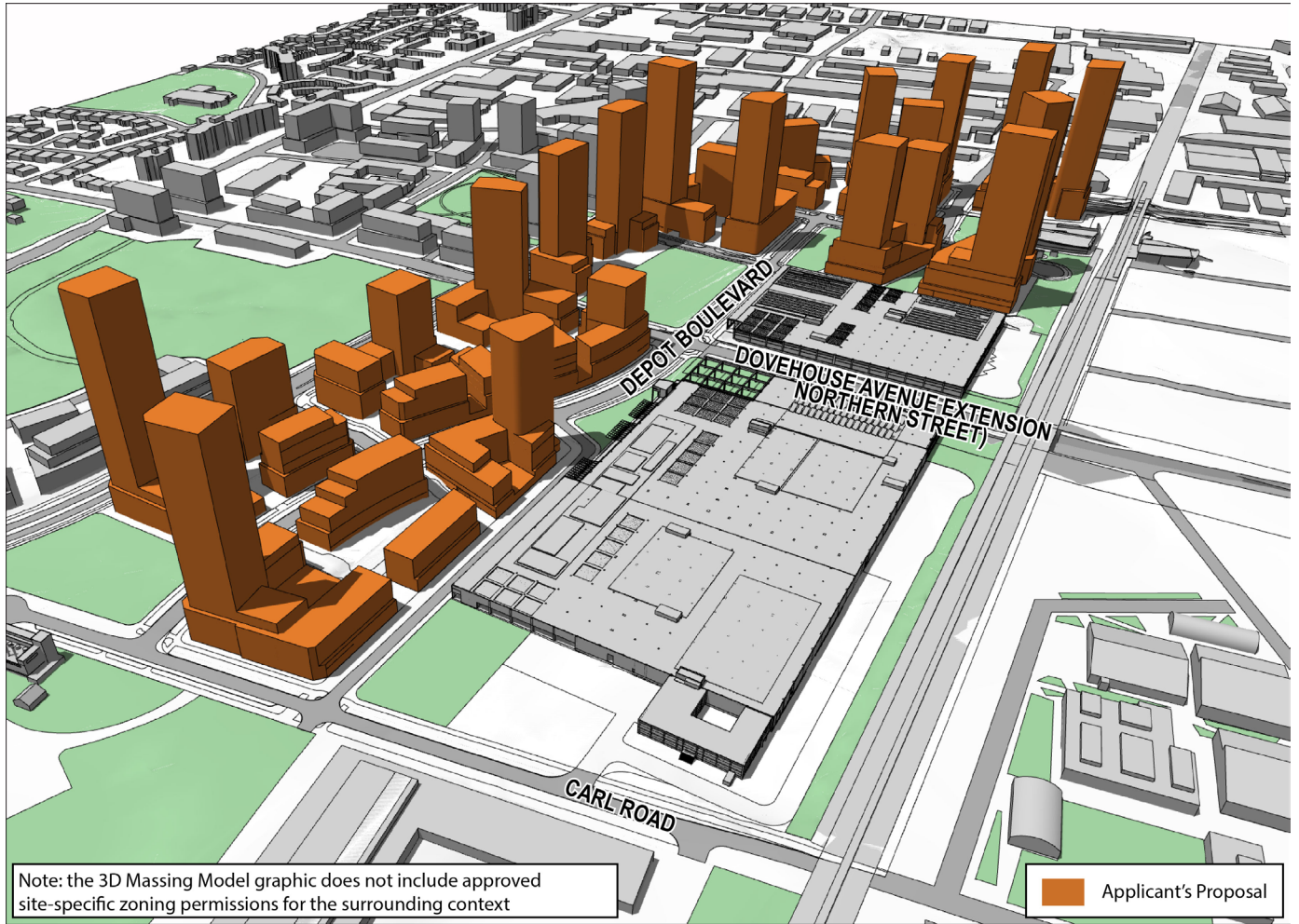


Draft Plan of Subdivision 

Attachment 14: Conceptual Building Height Site Plan



Attachment 15: 3D Massing Model



View of Applicant's Proposal Looking Northwest

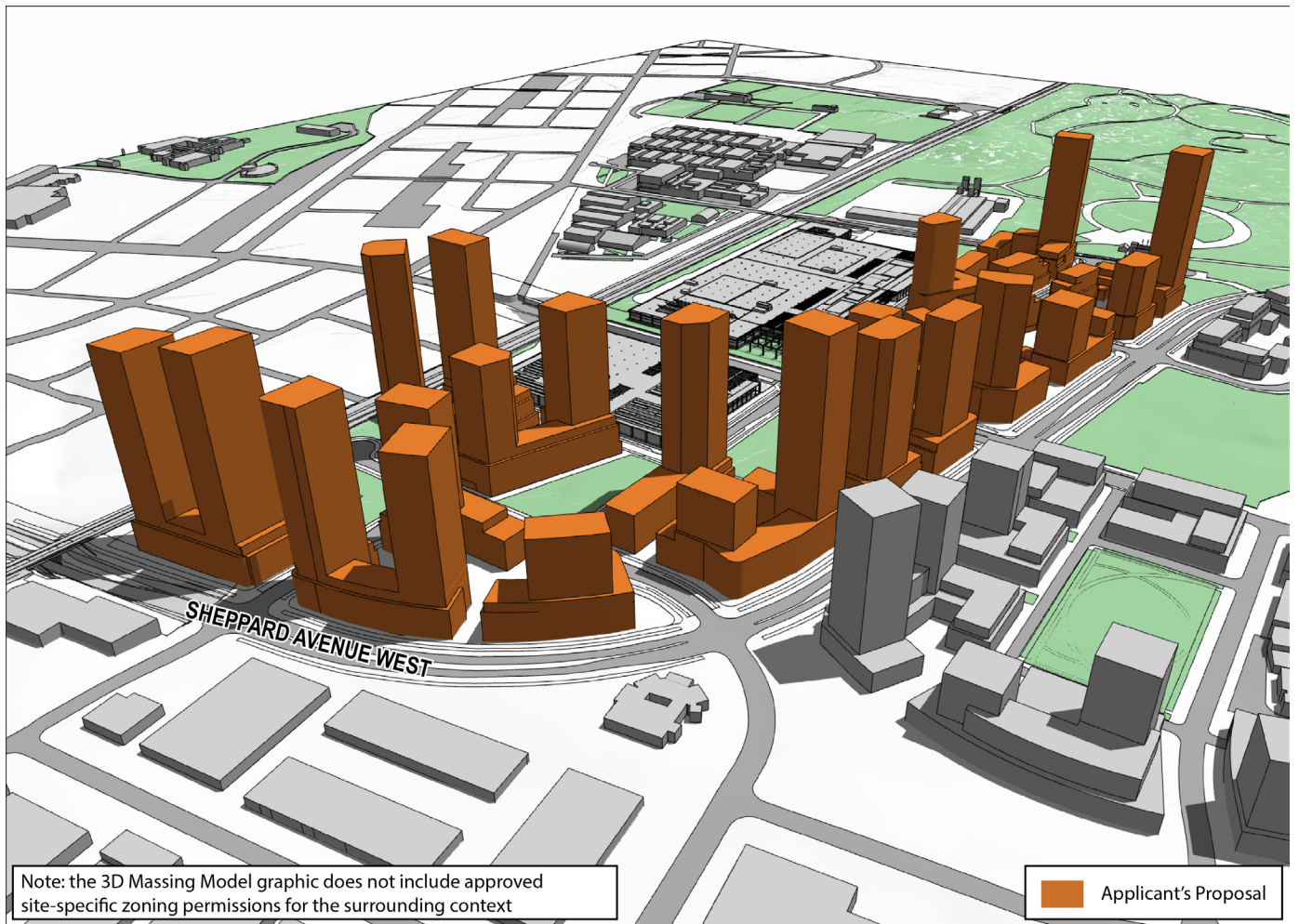




View of Applicant's Proposal Looking Northeast



06/18/2026



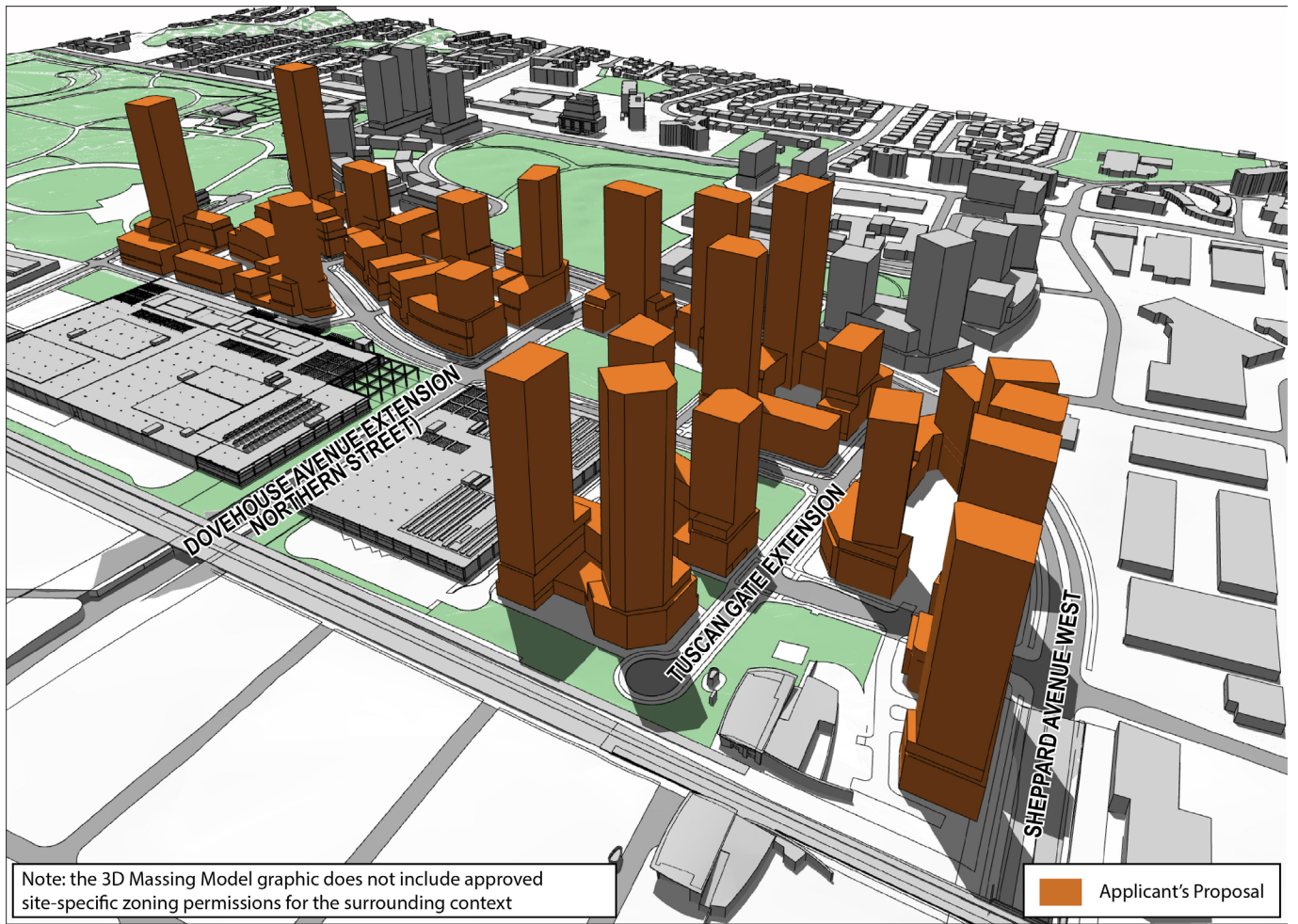
Note: the 3D Massing Model graphic does not include approved site-specific zoning permissions for the surrounding context

Applicant's Proposal

View of Applicant's Proposal Looking Southeast



06/18/2026



View of Applicant's Proposal Looking Southwest

↘
06/18/2026

Attachment 16: Owner's CBC In-Kind Offer Letter

Provided under separate cover.

Attachment 17: Carl Hall Road Rail Crossing Study

Provided under separate cover.

Attachment 18: Phasing Plan



Phasing Plan 