



Update Downsview >>

City Update | Applicant Update | Environmental Assessment Study

June 20, 2022

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Information collected during this study will be used to assist the co-proponents in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in the study documentation.

Visit the project website to get involved and learn more:

toronto.ca/UpdateDownsview

- View our information boards
- Complete our online survey
- Sign up for e-updates
- Learn more about this week's Open House



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

We acknowledge all Treaty peoples – including those of us who came here as settlers – as migrants in this generation and generations past and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent.



Introductory Remarks

Councillor James Pasternak

York Centre

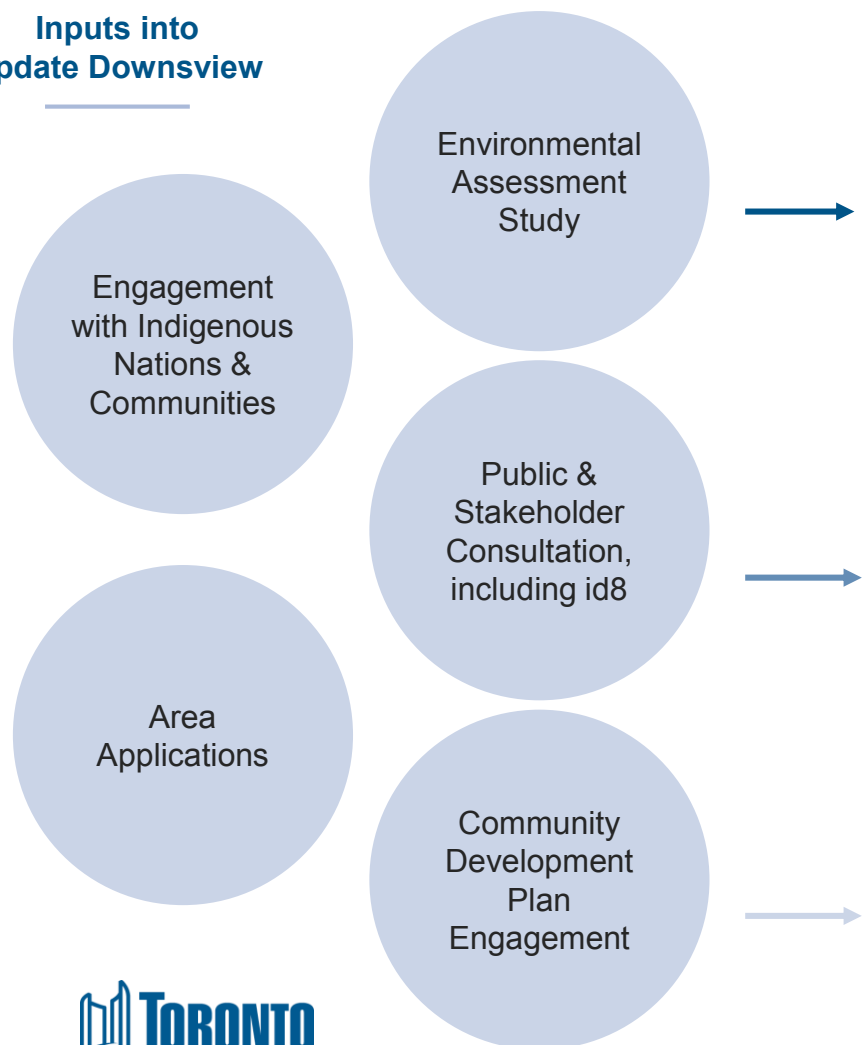


Presentation Outline

Overview	6:40 pm
City Update - Update Downsview	6:45 pm
1. Project Update	
2. Emerging Directions	
3. Key Points for Moving Forward	
Community Development Plan	6:55 pm
Applicant Update – Taxiway West District	7:00 pm
Environmental Assessment Study	7:10 pm
Next Steps	7:25 pm
Questions & Answers	7:30 pm

Overview | Context

Inputs into Update Downsview



UPDATE >>>> **DOWNSVIEW**

Updated

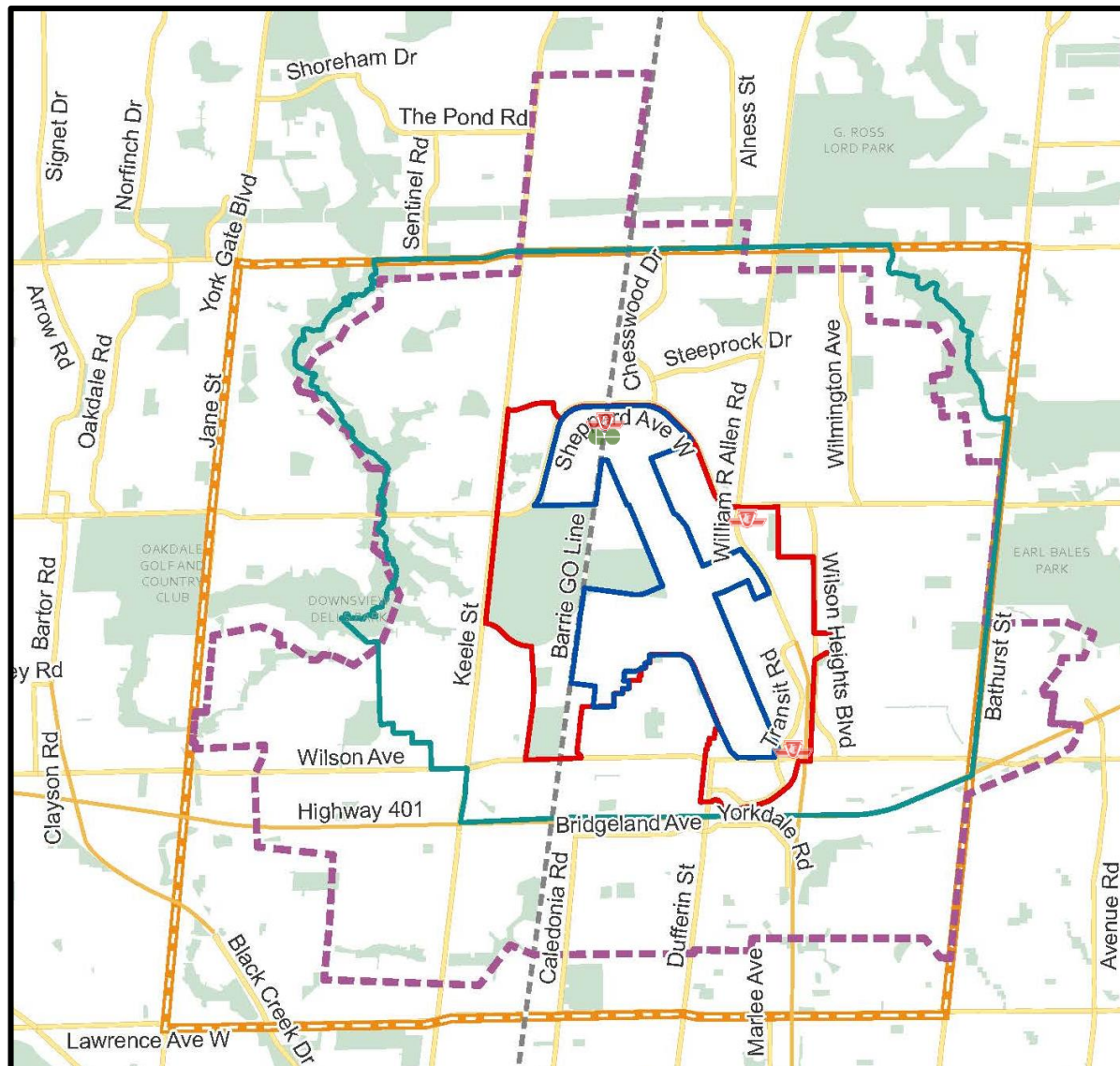
- Downsview Secondary Plan
- Area-Specific Zoning By-law
- Urban Design Guidelines
- Master Environmental Servicing Plan
- Community Development Plan

Will direct the
development of...



**District
Plans**

Overview | Boundaries



Draft Secondary Plan
Area
560 hectares

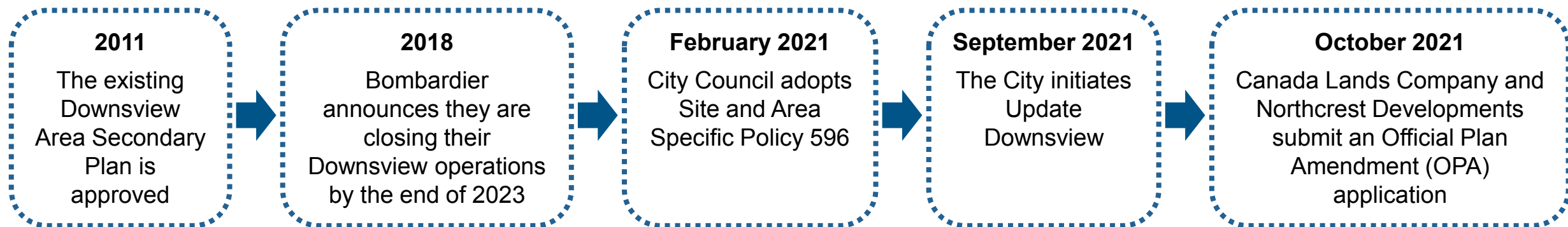
Planning Study Area
Boundary

Servicing Boundary

Transportation Boundary

Canada Lands/
Northcrest OPA Area
210 hectares

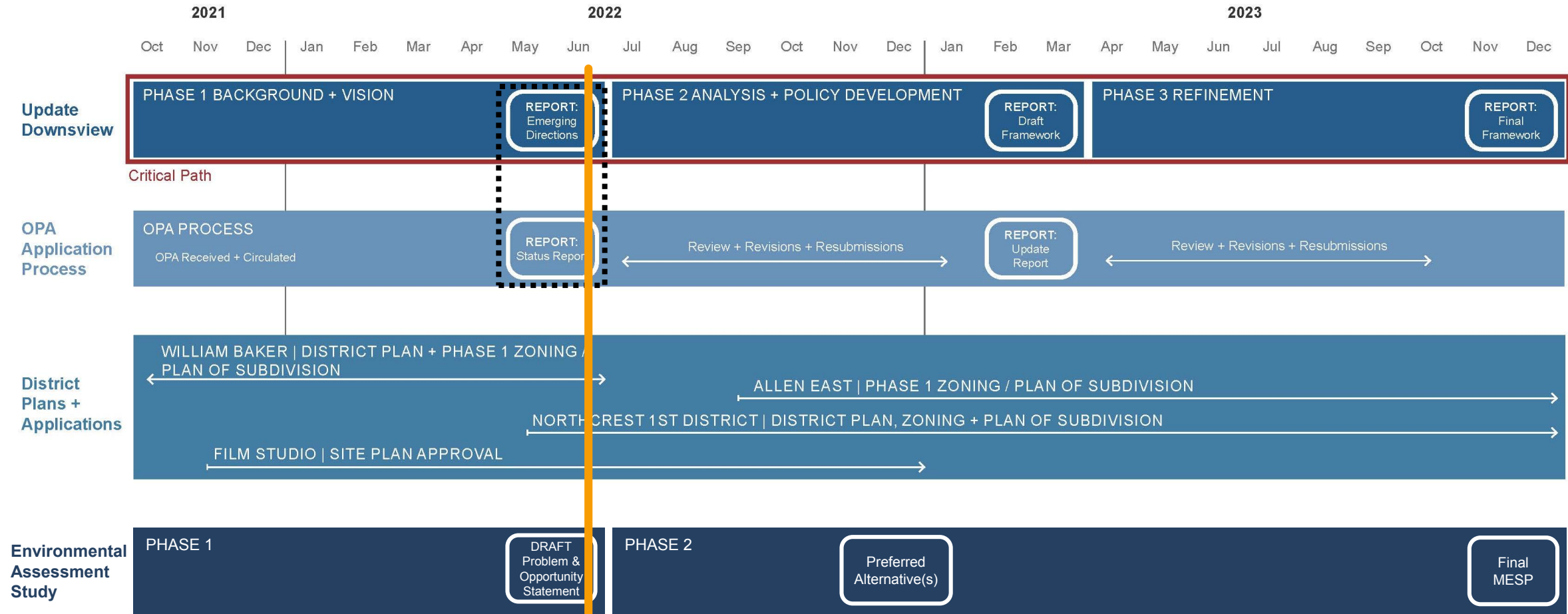
Overview | What Led to Update Downsview?



A number of supporting documents were submitted in support of the OPA application

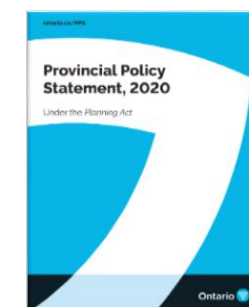
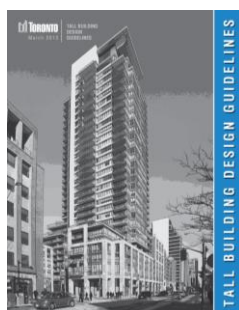
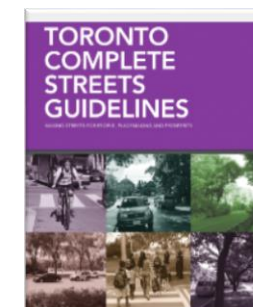
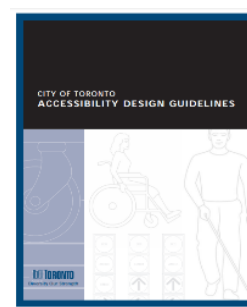
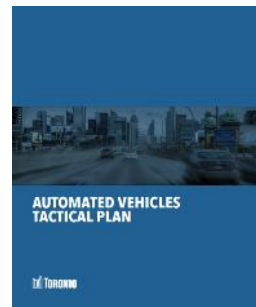
- These supporting documents are publicly available on the City's website: [Development Applications \(toronto.ca\)](https://developmentapplications.toronto.ca)
- These documents will be updated to recognize the revised Secondary Plan boundary and support ongoing work

Overview | Where Are We?



★ We are here

Overview | A Comprehensive Policy Framework

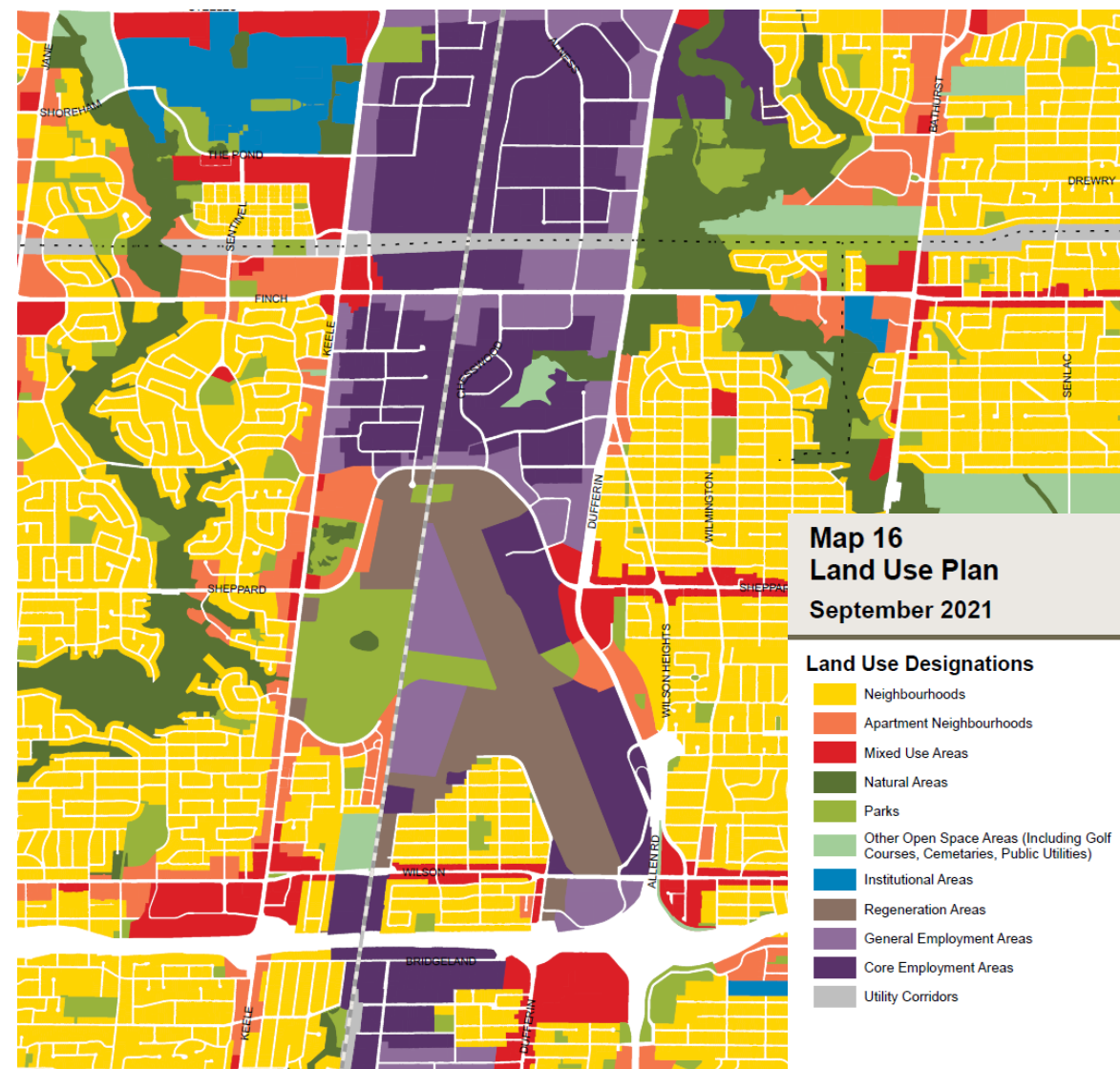


Overview | Land Use & Infrastructure

Land use and infrastructure planning must be coordinated.

The new plan for the area will help to achieve a number of policy objectives, including:

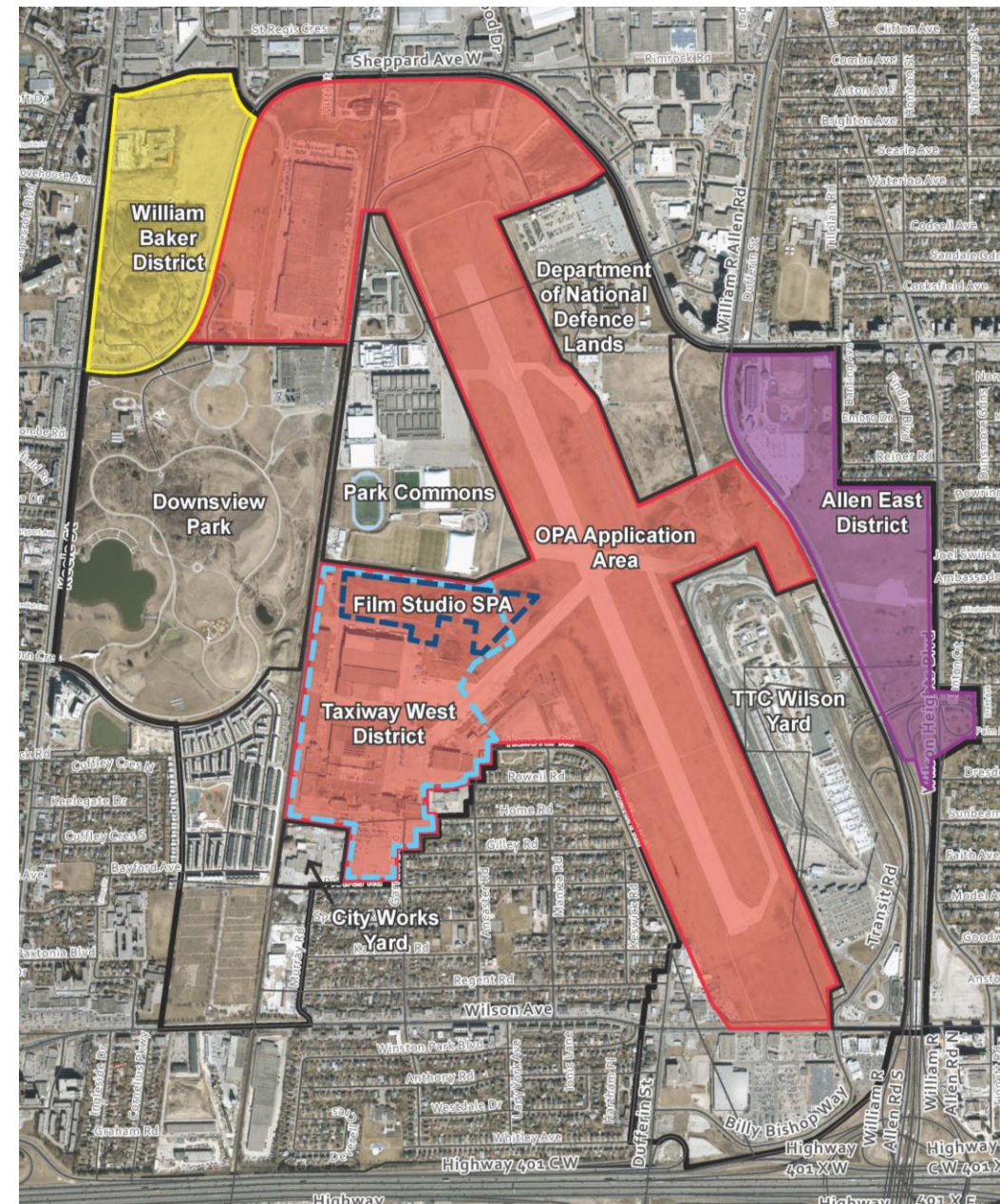
- › Support environmental sustainability, resiliency and climate change mitigation
- › Prioritize active transportation and transit use
- › Encourage the use of green infrastructure
- › Recognize surrounding land uses and ensure stronger transportation connections



Overview | Area Applications

- Allen East District: District Plan adopted by City Council, Plan of Subdivision and ZBA applications anticipated
- William Baker District: District Plan application submitted to the City and currently under review
- Official Plan Amendment (OPA): OPA application submitted to the City and currently under review
- Film Studio Site Plan Application (SPA): SPA submitted to the City and currently under review
- Taxiway West District: District Plan submitted to the City and currently under review (1st district within OPA lands)

Additional District Plan applications will be submitted in the coming years.



➤ **Update Downsview**

Project Update | What Has Been Happening?



Engagement

- January 25th Public Launch Event had approximately 250 participants
- Meetings with stakeholder groups & Indigenous Rights Holders
- Public meetings for CLC William Baker District (City-led) and Northcrest Taxiway West District (Applicant-led)

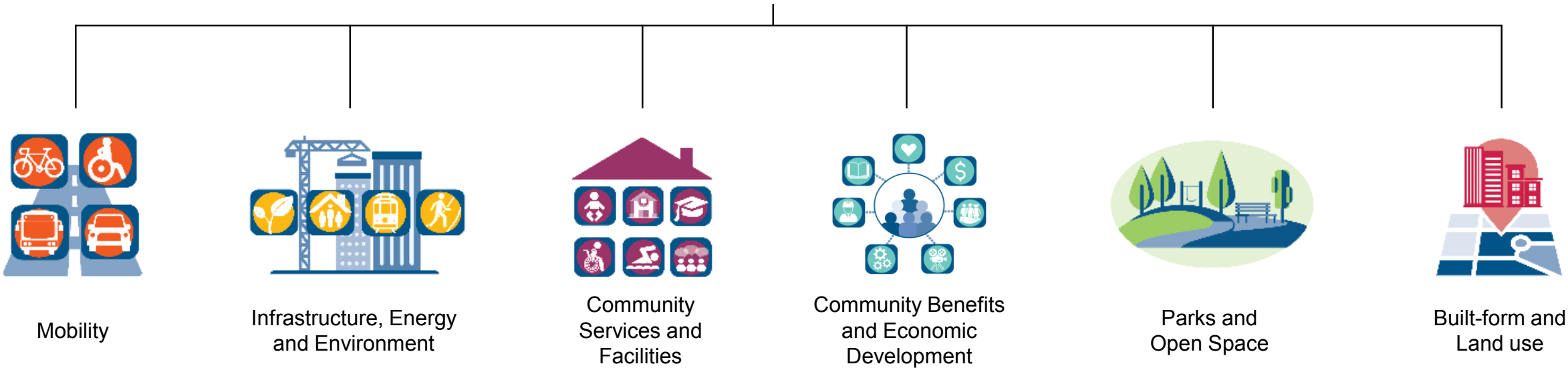


Written Material

- 1st Staff Report presented at the May 31st Planning and Housing Committee
 - › Status report on Update Downsview and the OPA application by Canada Lands and Northcrest
- Submission of the Taxiway West District Plan application

Project Update | Areas of Ongoing Work

UPDATE >>>> Downsview





Emerging Directions

General

1. Promote processes and outcomes that centre equity and inclusion
2. Define a new Secondary Plan boundary
3. Improve physical connections throughout the Secondary Plan Area

Mobility

4. Prioritize robust transit and active transportation networks
5. Improve connectivity through the provision of additional rail crossings
6. Build an extensive public, complete street network
7. Prioritize the delivery of a dedicated north-south active transportation corridor

Emerging Directions

Built Form and Land Use

8. Achieve transit-supportive densities
9. Create a complete community in every phase of development
10. Maximize reliable and supportive affordable housing opportunities
11. Preserve the uses of the TTC Wilson Yard and the lands used by the Department of National Defense

Infrastructure, Energy and Environment

12. Achieve a net-zero emissions community and support climate resilience
13. Expand and enhance the natural environment and its ecological integrity

Emerging Directions

Parks and Open Space

- 14. Secure an equitably distributed range of parks and open spaces
- 15. Create a central, public space on and adjacent to the runway

Community Benefits and Economic Development

- 16. Foster inclusive and diverse engagement opportunities
- 17. Establish Downsview as a hub for arts and culture

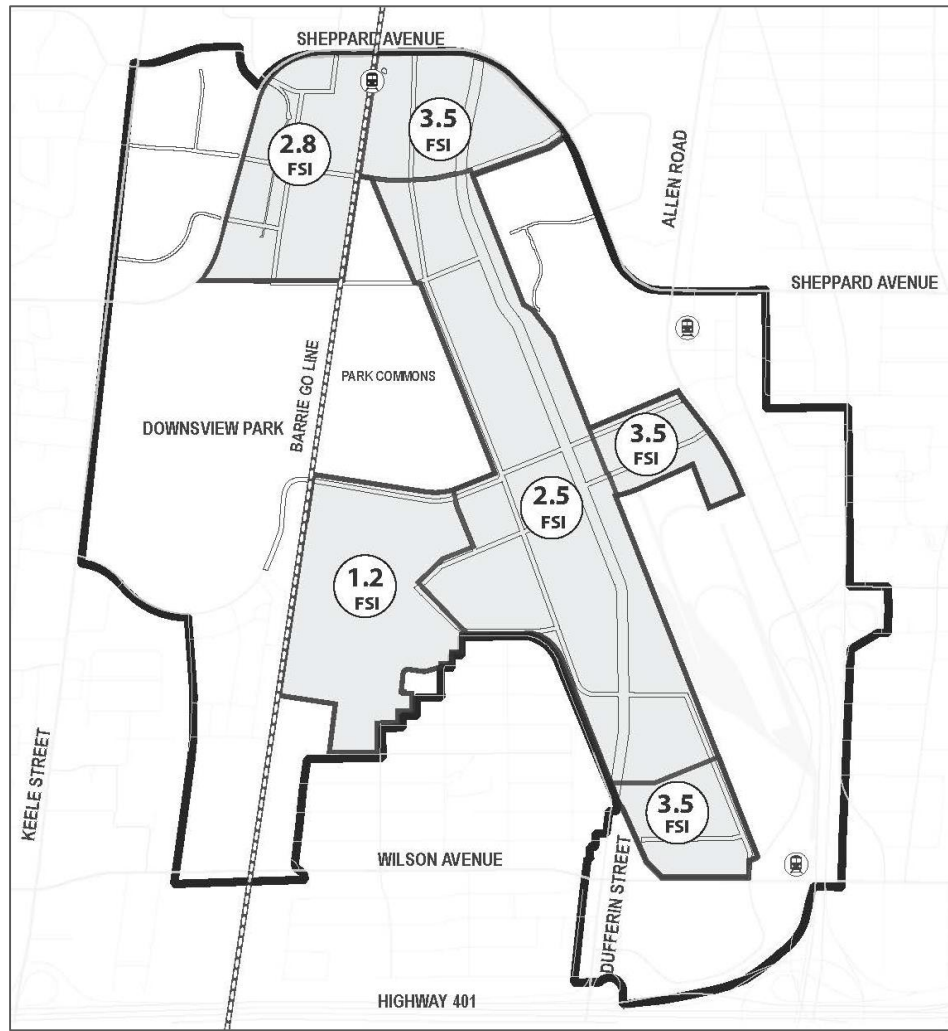
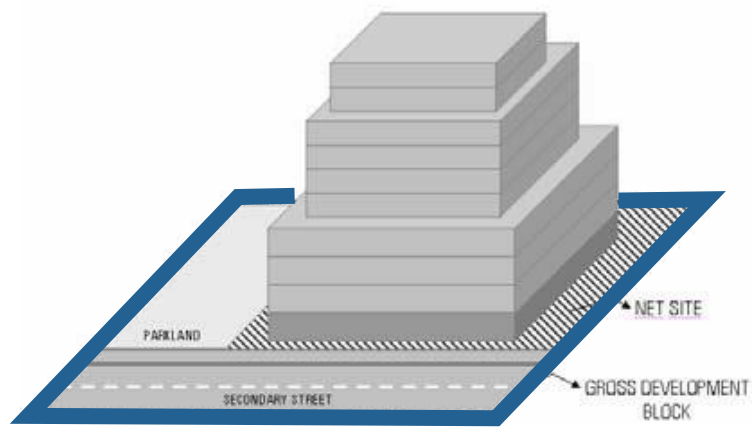
Key Points for Moving Forward

- Order of magnitude density, particularly directing higher densities towards the subway stations is appropriate

What is Floor Space Index?





Floor Space Index (FSI) = $\frac{\text{Gross Floor Area of Building(s)}}{\text{Land Area}}$

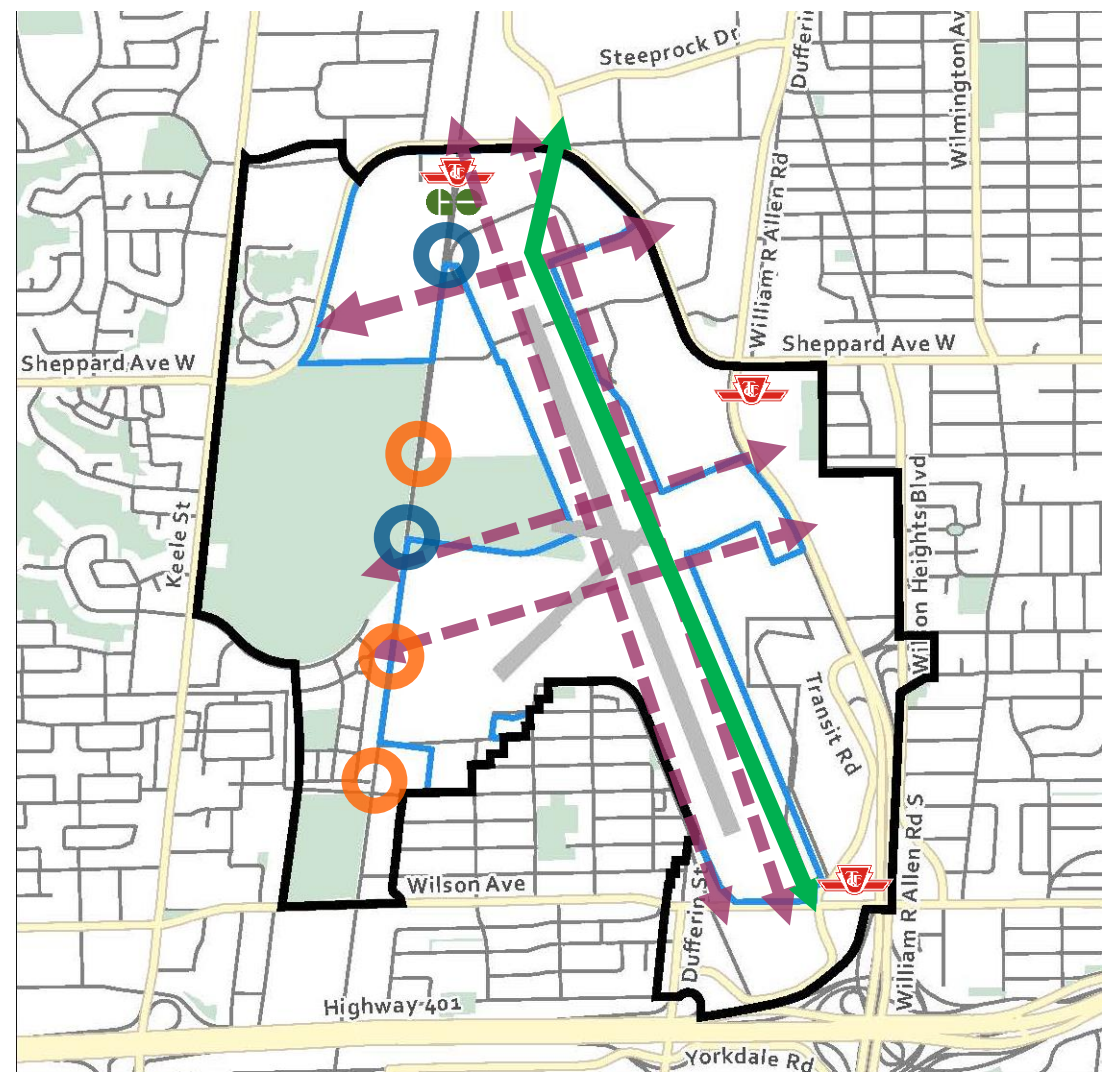
‘Gross’ FSI: is when the Land Area includes the land where the building(s), future streets and parks will be located



Key Points for Moving Forward

- The mobility network will be planned based on:
 - › High-level road network with 2 important N-S and 3 important E-W streets
 - › North-south active transportation corridor ('Green Spine')
 - › 4 new proposed rail crossings + 1 proposed through 2011 Secondary Plan
 - › Significant modal share shift as a primary structuring element for the mobility network

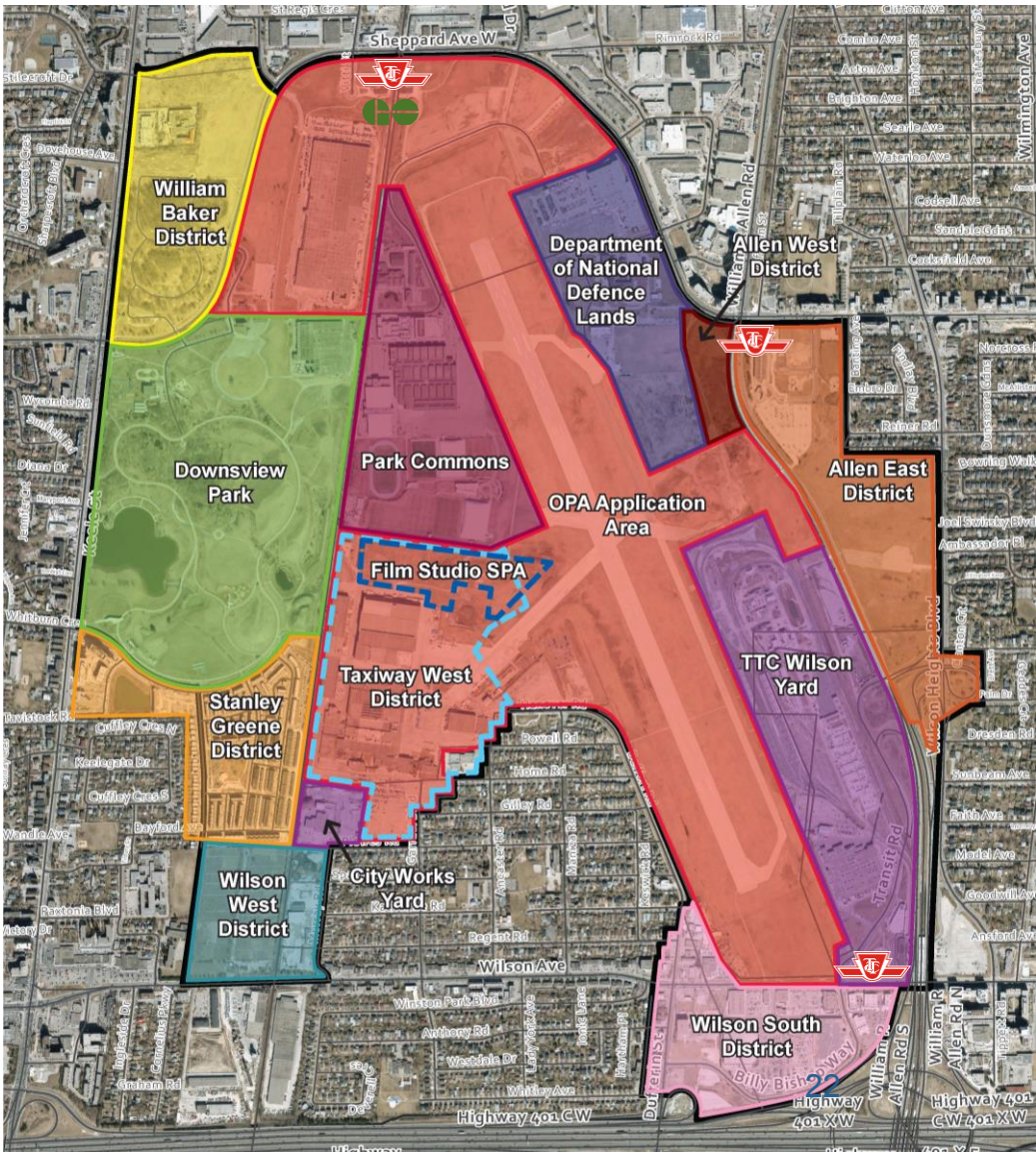
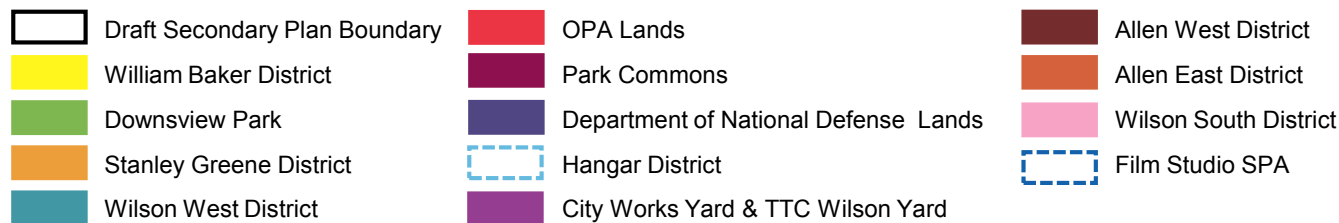
-  Below-grade rail crossing
-  Above-grade rail crossing
-  Conceptual important streets
-  Active transportation corridor (Green Spine)





Key Points for Moving Forward

- TTC Wilson Yard and Department of National Defence uses will be preserved
- Protected Major Transit Station Areas to be considered and delineated through Update Downsview



Key Points for Moving Forward

- The runway should be planned, designed and maintained as a key public space
- Further assessments are required for potential heritage resources and cultural heritage landscapes
- The following elements will be explored, and in some cases prioritized, as Update Downsview progresses:
 - › The potential for a large, naturalized area
 - › Protecting for a new GO Transit station and the potential for the Sheppard West Subway Extension
 - › District energy, green infrastructure and other low-carbon design approaches to achieve a net-zero community



➤ **Community Development Plan**



Community Development Plan | Priorities



Social Development

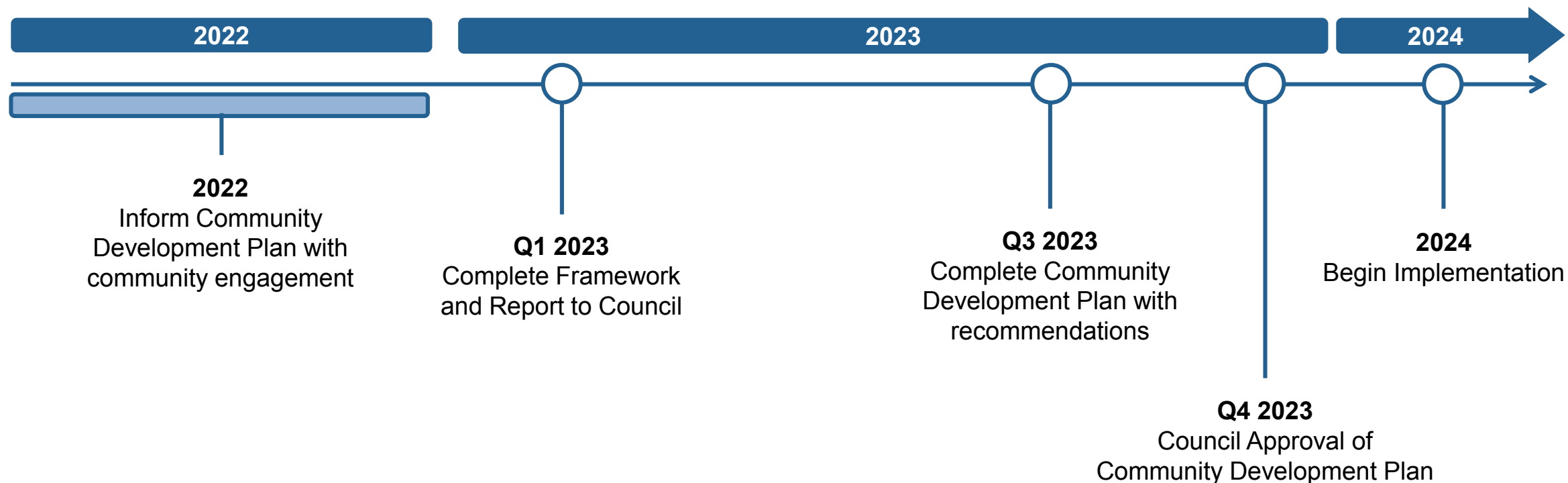
- Resident participation in decision making
- Food security (promoting sustainable agriculture)
- Access to programs and services
- Educational opportunities
- Access to spaces and community safety
- Healthy and environmentally friendly communities

Inclusive Economic Opportunities

- Access to employment skills, training, certifications
- Business incubation
- Local arts and cultural investments
- Workforce Development
- Business support initiatives
- Community benefits opportunities

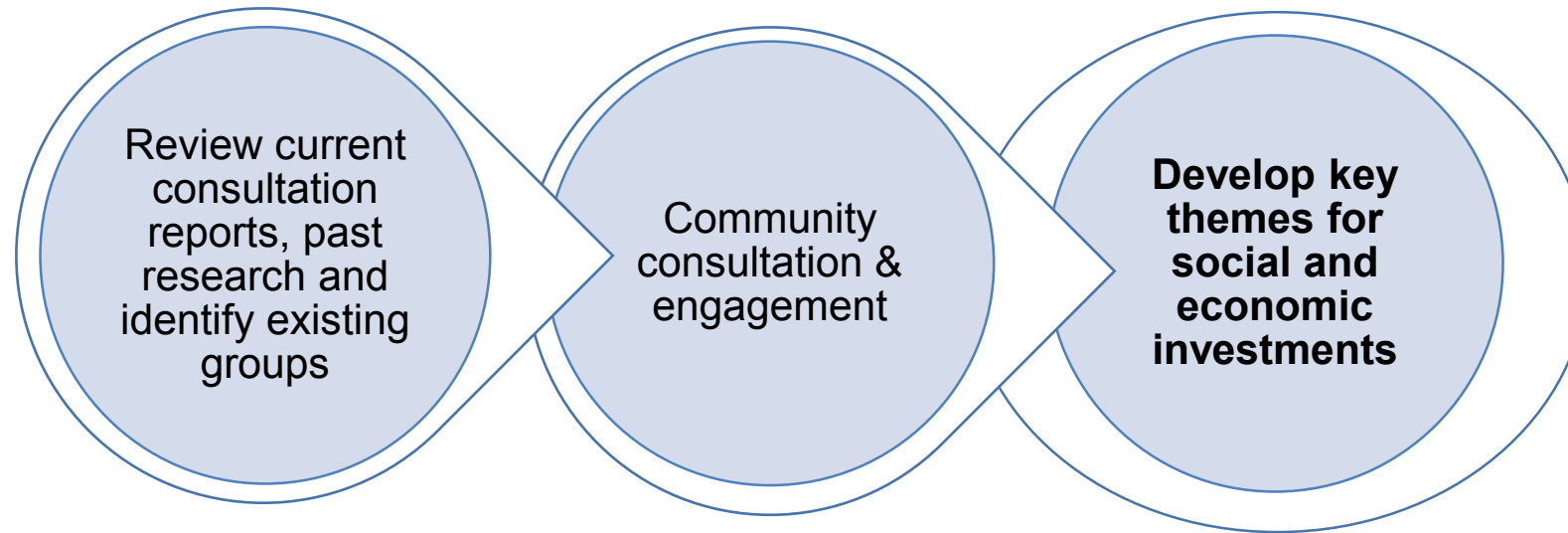


Community Development Plan | Process





Community Development Plan | Framework Consultation



- Ensure **equitable opportunities** for residents, community groups, agencies, businesses, local anchor institutions and other stakeholders
- Consultation to begin **Summer of 2022** to draft a framework

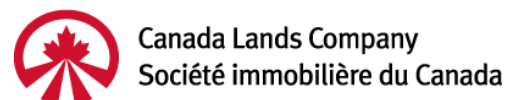
➤ **Taxiway West District**

➤ Environmental Assessment

Environmental Assessment Overview

One of the key deliverables of Update Downsview is a Master Environmental Servicing Plan ("MESP"), which will identify the **transportation**, **water**, **sanitary** and **stormwater** infrastructure required to support growth.

The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, have started this work through an Integrated Planning Act and Municipal Class Environmental Assessment Act Study.

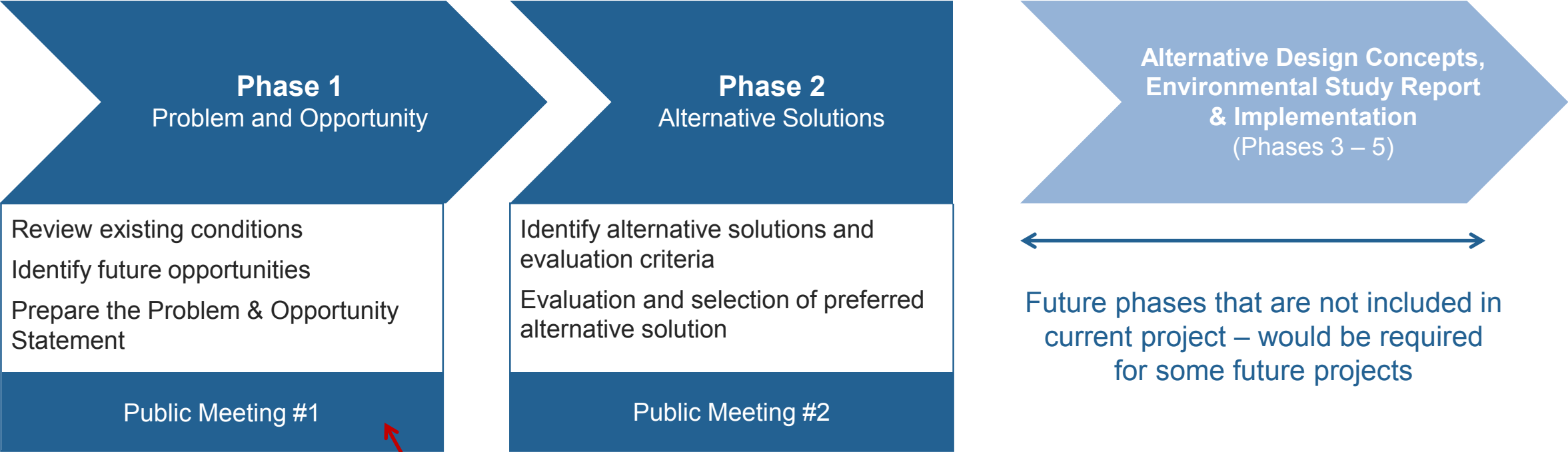


The purpose of this portion of the Public Meeting is to commence the Municipal Class Environmental Assessment process.



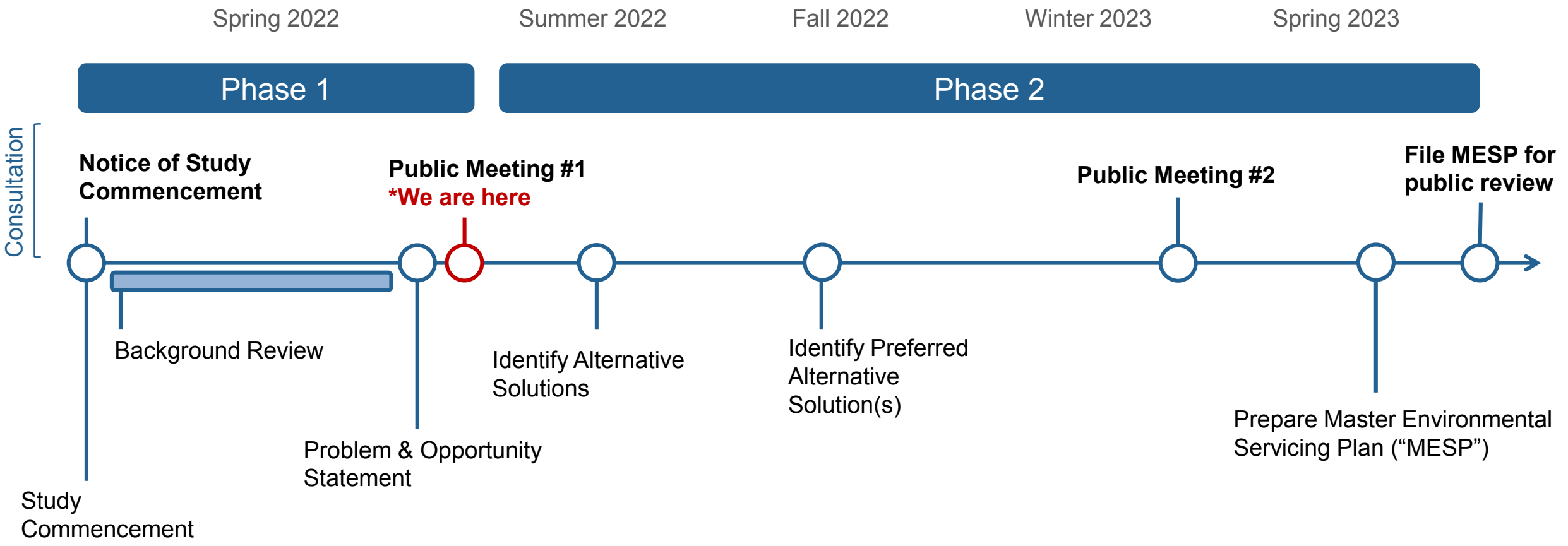
Environmental Assessment Process

The development of the MESP is following *Municipal Class Environmental Assessment Approach #4 - Master Planning* to integrate with the Secondary Plan update work the City is doing under the Planning Act.





A Closer Look at the Process



There will be additional opportunities for public input throughout the process

Existing Conditions | Environment



A review of the following existing environmental conditions is being undertaken to determine the environmental constraints within the study area:

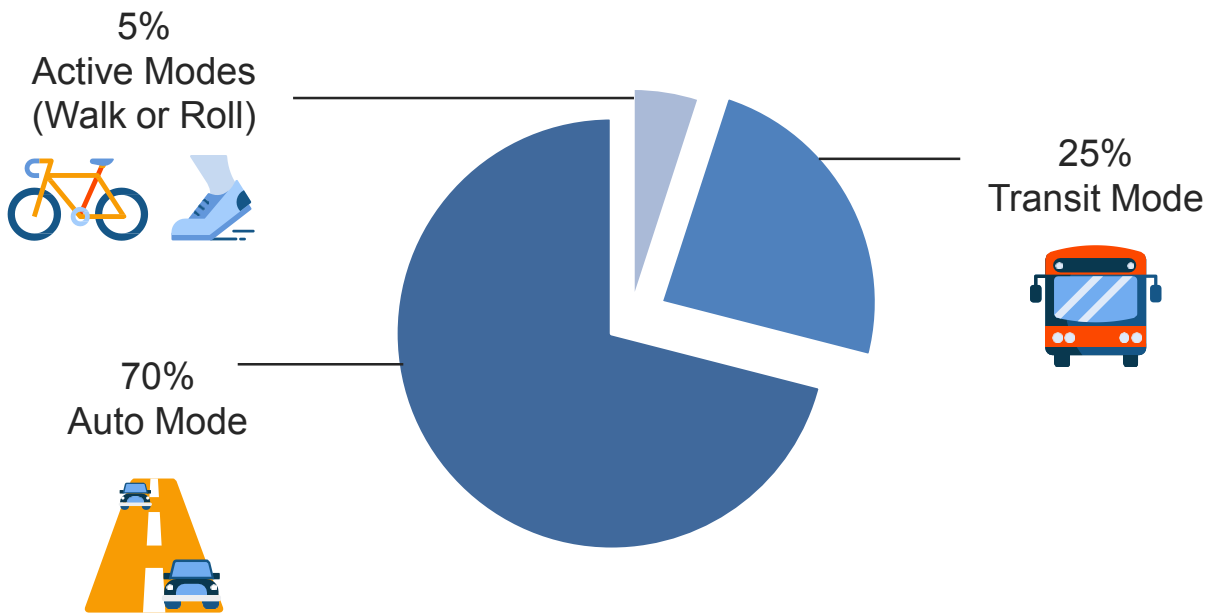
- › Terrestrial Ecosystems
- › Fish and Fish Habitat
- › Groundwater
- › Site Contamination
- › Cultural Heritage
- › Archaeology
- › Socio-Economic / Land Use
- › Noise / Air Quality



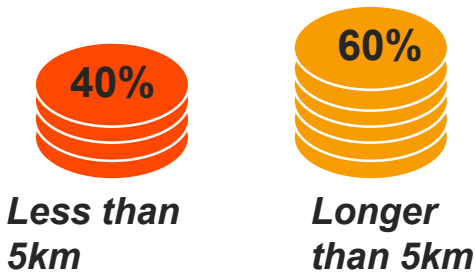
Existing Conditions | Transportation

Existing transportation conditions provide many opportunities for facilitating a modal shift to more walking cycling and transit use.

Transportation patterns in the Downsview area currently reflect a high level of auto dependence.



The length of existing trips helps to determine what new infrastructure is needed.



Travellers are more likely to use transit where it is available and convenient.



78% of travellers going between Downsview and downtown Toronto take transit, compared to 18% by car



Draft Problem and Opportunity Statement

The presence of the Downsview airport since the 1920s has influenced the transportation network and created a **barrier for the Downsview neighbourhoods**. This infrastructure interruption has contributed to an environment characterized by a discontinuous street network, segregated land uses, limited mobility options, a separation of population and employment density, and limited capacity in the current water distribution network and wastewater /stormwater systems. Highway 401, Allen Road, and the bisecting GO Barrie Line further exacerbate the current connectivity issues for cyclists and pedestrians and create difficulties accessing the area's higher-order public transit services.

The decommissioning of the airport space creates an impetus to not only reconsider how these lands interact with and contribute to the surrounding neighbourhoods, but how they can best support a growing City and Region. With access to Toronto Transit Commissions (TTC) Line 1 Subway Stations and Metrolinx GO Barrie Line Station, the Plan Area offers an **unparalleled opportunity to establish a land use, infrastructure, and mobility strategy** that will support an appropriate and sustainable level of people and jobs, supported by innovative transportation and servicing infrastructure.

The Update Downsview study recognizes the generational and transformative opportunity **to stitch existing and new communities together** through appropriate land use and infrastructure planning, establishing complete, resilient, and connected communities that embed safety, diversity, equity, inclusion, accessibility, and innovation as a vision of Update Downsview.



Draft Problem and Opportunity Statement

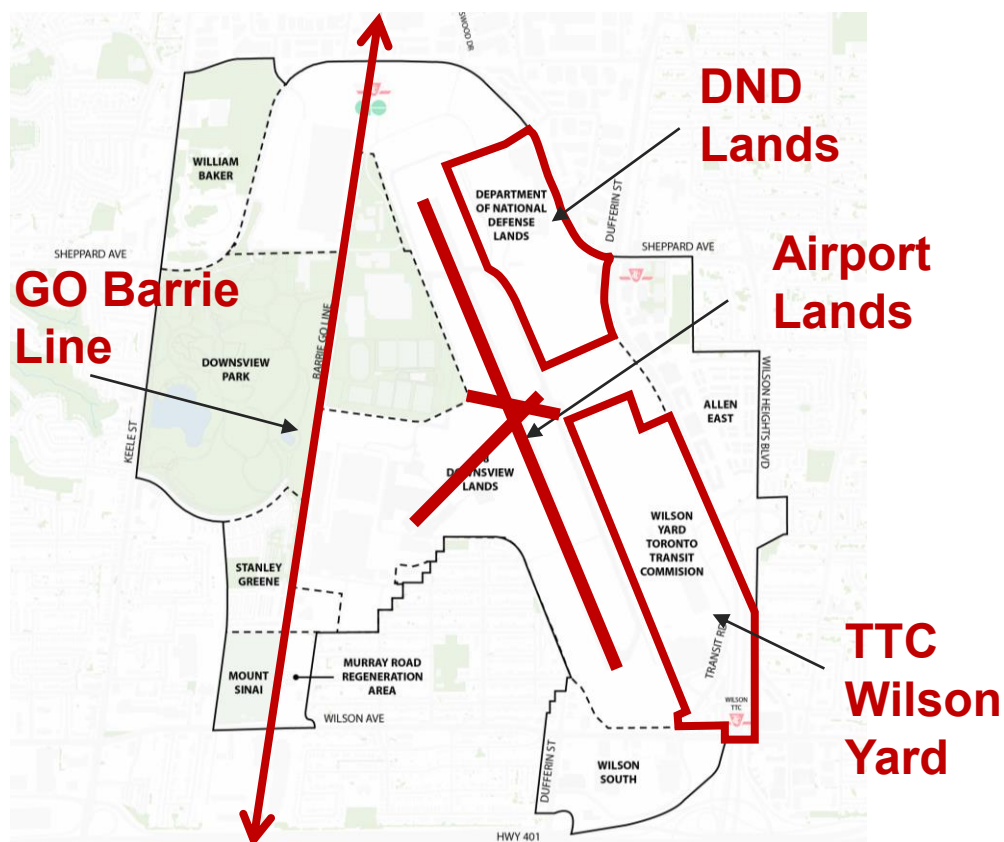
To address current problems and meet future needs, there are opportunities to:

- Provide an integrated land use and mobility strategy to **reduce auto dependency**.
- Implement a **complete multi-modal mobility network** to improve safety and connections for all travel modes and reconnect with the surrounding street network.
- Build **dedicated facilities for pedestrians and cyclists** within a connected network that optimizes the connectivity and access to transit stations/stops and local services/destinations.
- Improve **access to GO and TTC Subway Stations** and introduce a robust local bus network in support of regional transit expansion.
- Improve **connections to/from the surrounding mobility network** and enhance safety at intersections and interchanges.
- Integrate blue and green infrastructure with the mobility network, including the provision of **green streets and enhanced tree canopy**
- Increase **interconnectivity** of the municipal water and wastewater network
- Integrate stormwater management through the **use of open spaces** to manage overland flows and flood alleviation

Problems & Opportunities | Integrating the Lands



Problem: Many barriers restrict access around and through the Secondary Plan Area



Opportunities:

1. Create a safe and connected street network for all travel modes
2. Introduce new rail crossings
3. Integrate land use and mobility planning to reduce auto dependency

Problems & Opportunities | Major Street Network

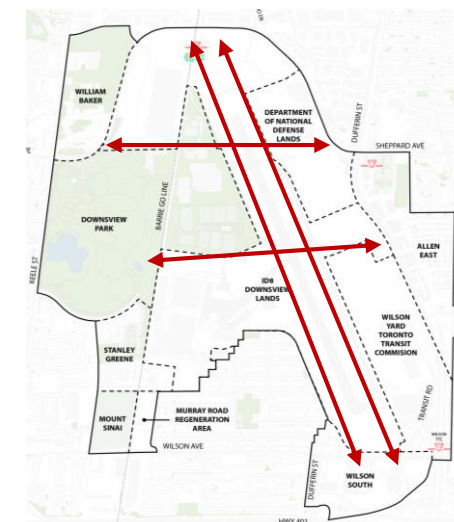


Problems:

1. Key N/S and E/W streets (Dufferin Street, Billy Bishop Way/Transit Road and Downsview Park Boulevard) don't extend through the Airport Lands
2. Existing arterial roads have capacity constraints
3. Planned increase in GO Train service will increase delays at the Carl Hall Road at-grade crossing

Opportunities:

1. Improve connections to/from the surrounding streets and enhance safety at intersections and interchanges
2. Provide new N/S and E/W major roads through the Airport Lands and across the GO Barrie Line Corridor



Problems & Opportunities | Active Transportation



Problems:

1. Existing streets are not designed for people to walk and cycle
2. Lack of connectivity through the Airport Lands results in long travel distances



Access to Downsview Station & Wilson Station



Access between Ancaster Park and Downsview Lands

Opportunities:

1. Build a connected street network for pedestrians and cyclists, with access to transit and local services
2. Connect to the emerging active mobility network in the surrounding area
3. Introduce new active transportation rail crossings to enable connections to Downsview Park

Problems & Opportunities | Transit & Connectivity

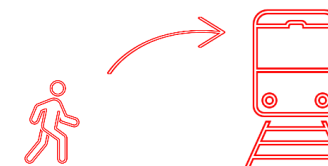


Problems:

1. Access to the TTC and GO stations is difficult

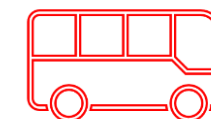
Opportunities:

1. Improve access to GO and TTC stations for all modes



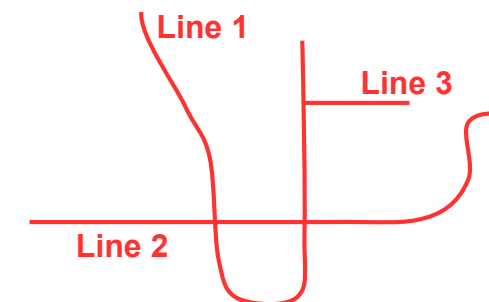
2. Existing bus routes and bus terminals are busy.

2. Introduce a robust local bus network and improve bus terminal operations



3. TTC Subway and GO Transit services are underutilized and future opportunities need to be explored

3. Improve use of existing higher-order transit and consider benefits of regional transit-expansion (Sheppard West, GO Station, etc.)



Problems & Opportunities | Servicing Infrastructure

Problems:

Water and Sanitary

1. The Study Area experiences low pressure conditions
2. Servicing infrastructure in the area is disconnected by the Airport Lands

Opportunities:

Water and Sanitary

1. Increase interconnectivity and resilience of the municipal water and wastewater network



Stormwater

1. There is limited capacity in local stormwater network

Stormwater

1. Integrate blue-green infrastructure with the mobility network, including green streets and enhanced tree canopy
2. Integrate stormwater management and the open space network to reduce flooding



➤ **Next Steps**

Next Steps

June - September: Ongoing Public Consultation

June/July: Review and Respond to Comments – release of a consultation summary report

June - Q1 2023: Ongoing Environmental Assessment Study Work:

- › Identify alternative solutions to address transportation and servicing needs
- › Select a preferred alternative solution(s)

Q1 2023: Draft Deliverables presented to Council

Late Winter/Spring 2023: Target Date for Next Public Meeting on Draft Deliverables

Next Steps

Visit the Open House!

Downsview Public
Library

Done!

- City Core Team and applicants will be available all week
 - › Drop-in 11 a.m. – 8 p.m. Tuesday to Friday | 9 a.m. – 4 p.m. Saturday
 - › Check out our boards, and other reference material
- Pop-ups around the Downsview area
- Dropping in to talk to the experts? See the below schedule for when they'll be at the Open House to chat

Monday
Infrastructure &
Sustainability

Tuesday
Parks & Open
Space

Wednesday
Transportation

Thursday
CSF & CBED

Friday
Built Form &
Land Use

Saturday
General

Thank You

Let's stay connected!

For more information, or to provide feedback, please contact:

For Update Downsview

Jessica Krushnisky, City Planning at: Jessica.Krushnisky@Toronto.ca or 416-392-7215

For the Environmental Assessment Study

Andrew Au, City Planning at: Andrew.Au@Toronto.ca or 416-395-7163



New to the study?

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Participate in the online survey!

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Subscribe for e-updates!

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On Twitter?

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Facilitated Discussion/Q&A



Panelists available for Q&A Today

City of Toronto

- Councillor James Pasternak – York Centre
- Sarah Phipps –Overall Study
- Perry Korouyenis –OPA Application
- Dawn Hamilton – Urban Design
- Andrew Au – Transportation
- Ed Presta – Transportation
- Kirsten Stein – Parks and Open Space
- Shayna Stott – Environment
- Sundus Balata – Community Development Plan
- John Smith – Inclusive Economic Development
- Mijin Lee – Water/Wastewater Services
- Vivian Yao – Infrastructure

Applicants

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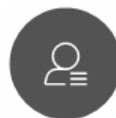
Facilitated Discussion

You can ask a question of the panelists verbally or in writing:



Raised Hand:

1. Open “**Participants**” pop-up screen.
2. Click the **Raised Hand icon** in the bottom right hand corner.
3. When it is your turn, the facilitator will call your name, un-mute you and invite you to ask your question. Afterward, click again to **lower your hand**.



*Note: If calling in, dial *3 to raise/lower your hand.*



Q&A:

1. Click on the **circle with the dots** and select the **Q&A** pop-up screen.
2. Type in your question. Be sure to address it to “**All Panelists**” by clicking the drop-down menu on the top.
3. When it is time for your question, the facilitator will read it out loud.



Q&A Guidelines

- We will call on one voice/question at a time.
- Please be brief and limit yourself to one question or comment at once so others can speak, too. There will be other opportunities to engage.
- After we answer each written question, it will be made visible to all attendees in the Q&A box. We will group similar questions to avoid duplication.
- Be respectful. The City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.

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