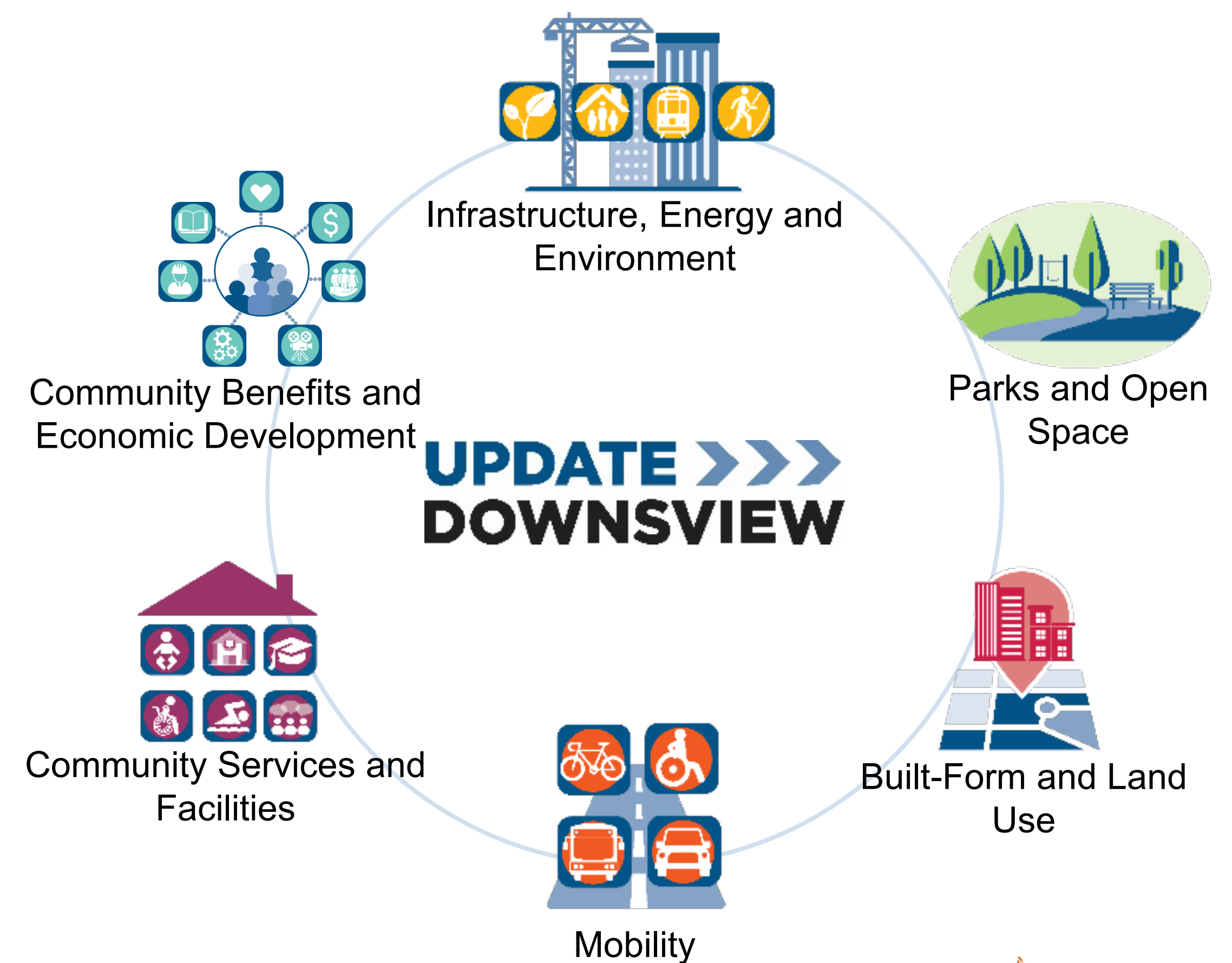


Update Downsview Background

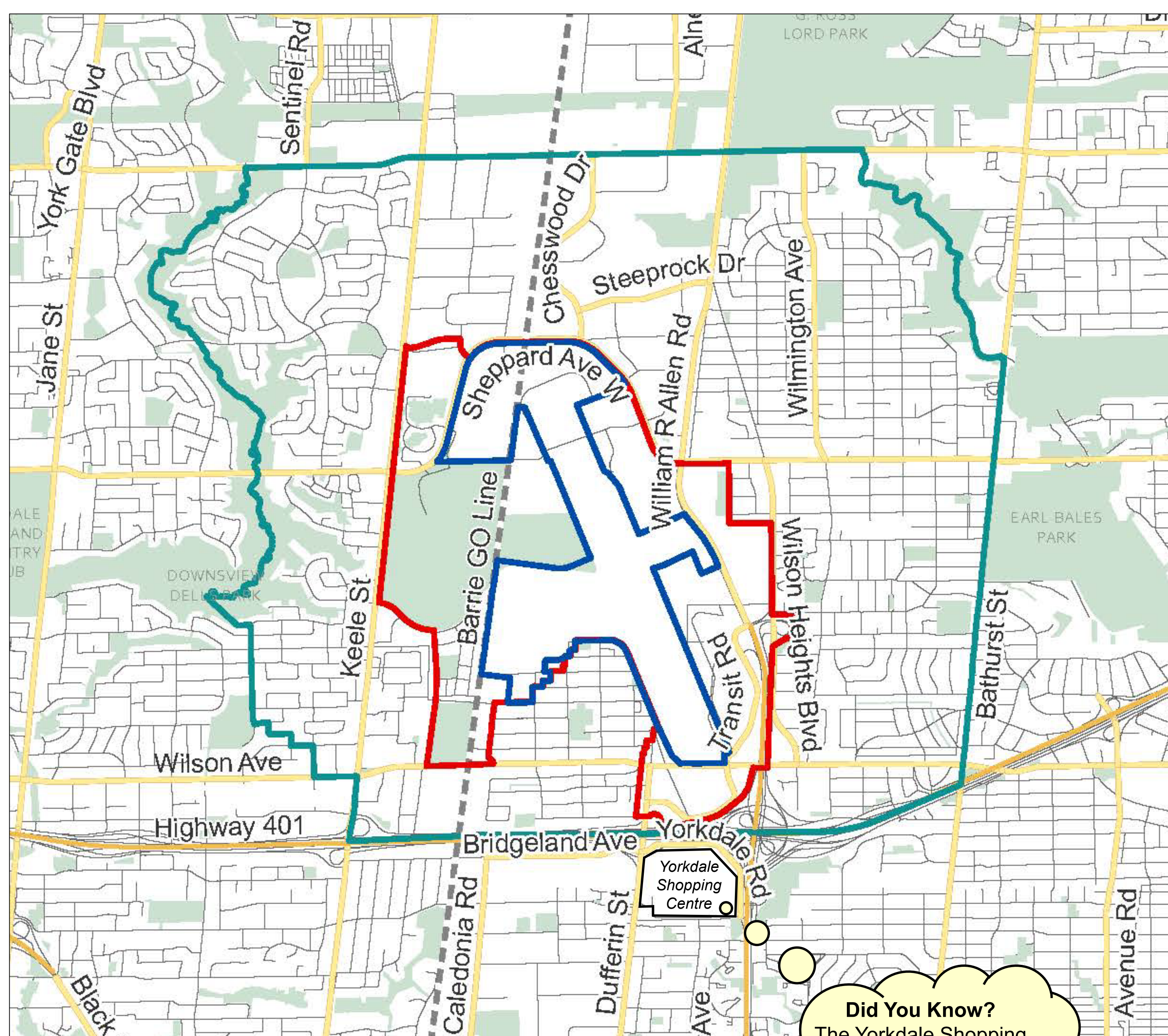
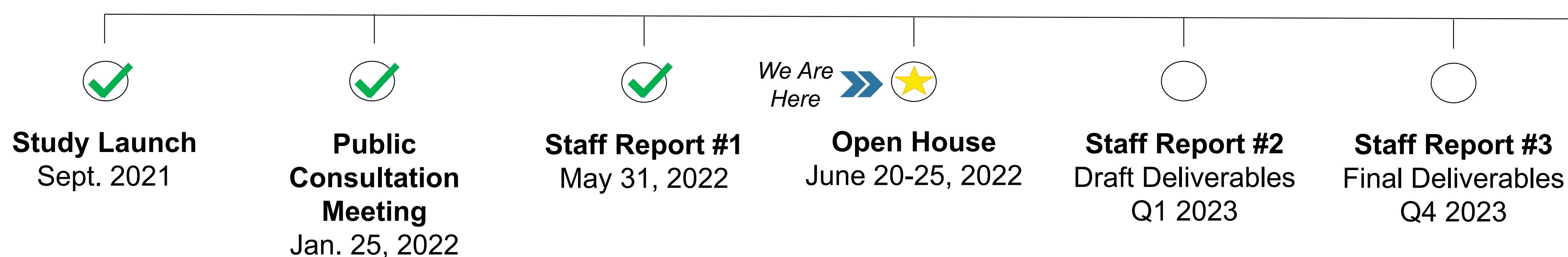
Update Downsview will establish a new vision for the area and create policies to guide the creation of a complete community with places for people to live, work, shop, play, learn and relax.

What will Update Downsview deliver?

1. Updated Downsview Secondary Plan
2. Area-specific Zoning By-law
3. Urban Design Guidelines
4. Master Environmental Servicing Plan
5. Community Development Plan



Public consultation will occur throughout all phases of Update Downsview.
This will include focused consultation with Black, Indigenous and other equity deserving groups.



Draft Revised Secondary Plan Area
560 hectares

Study Area Boundary

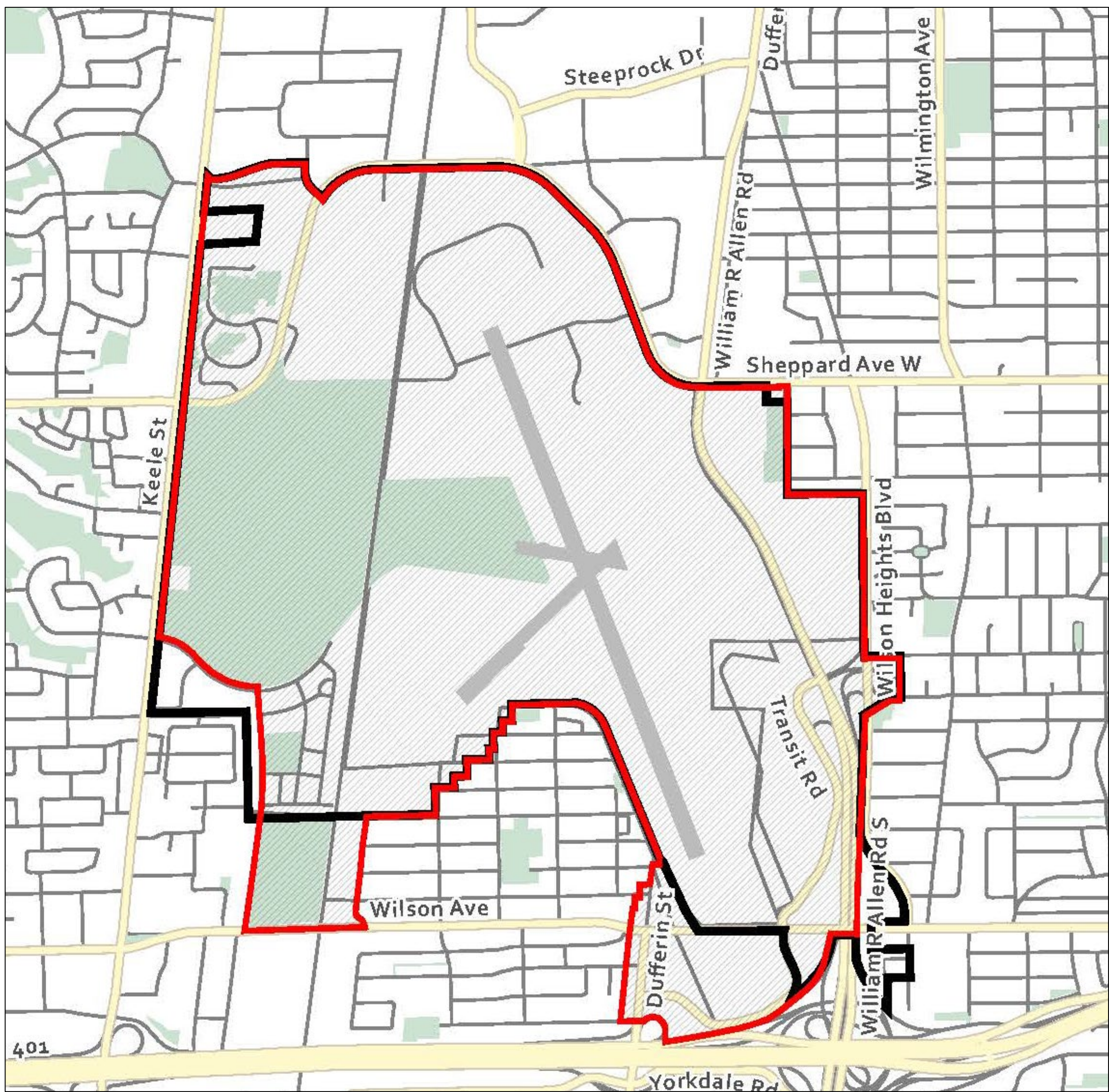
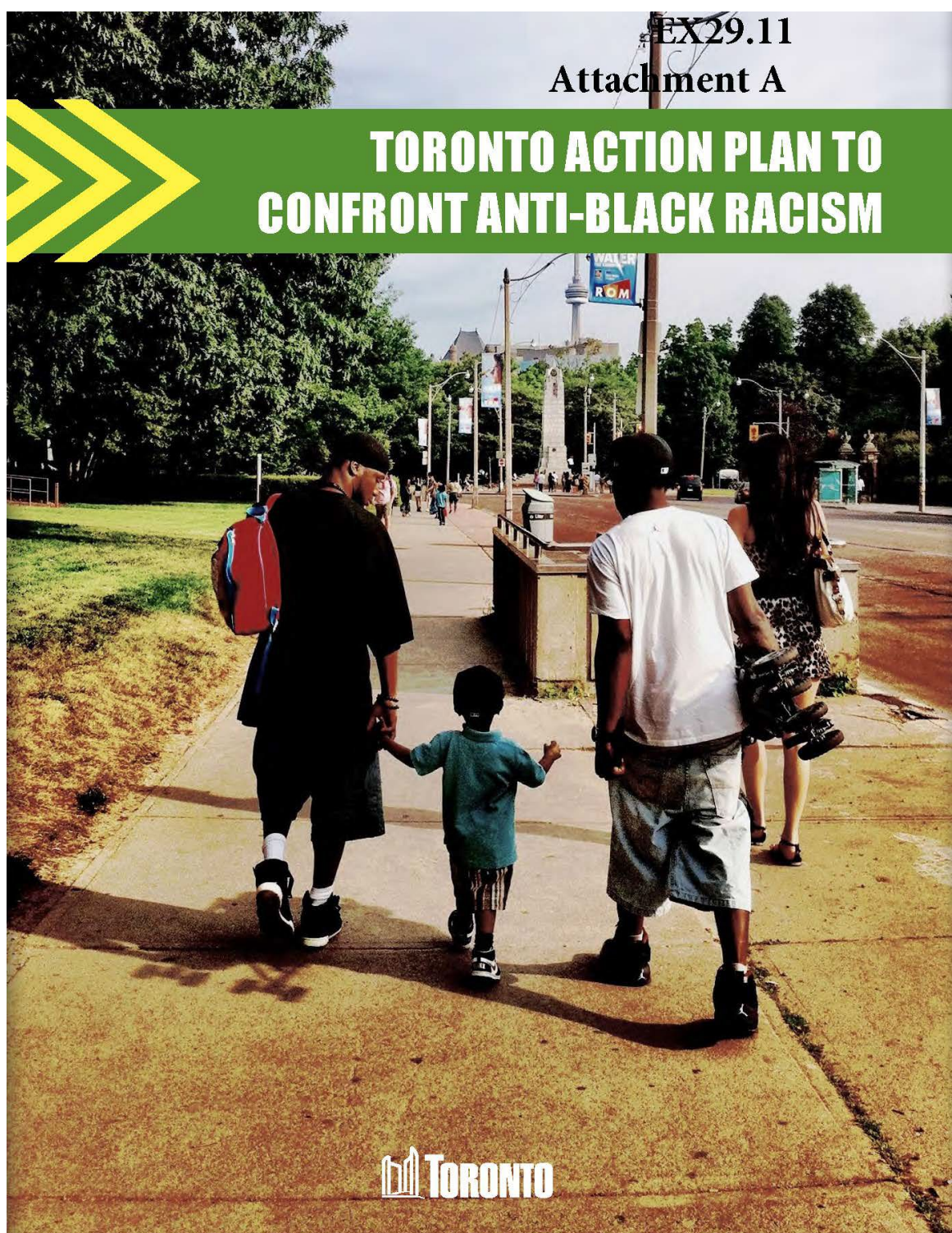
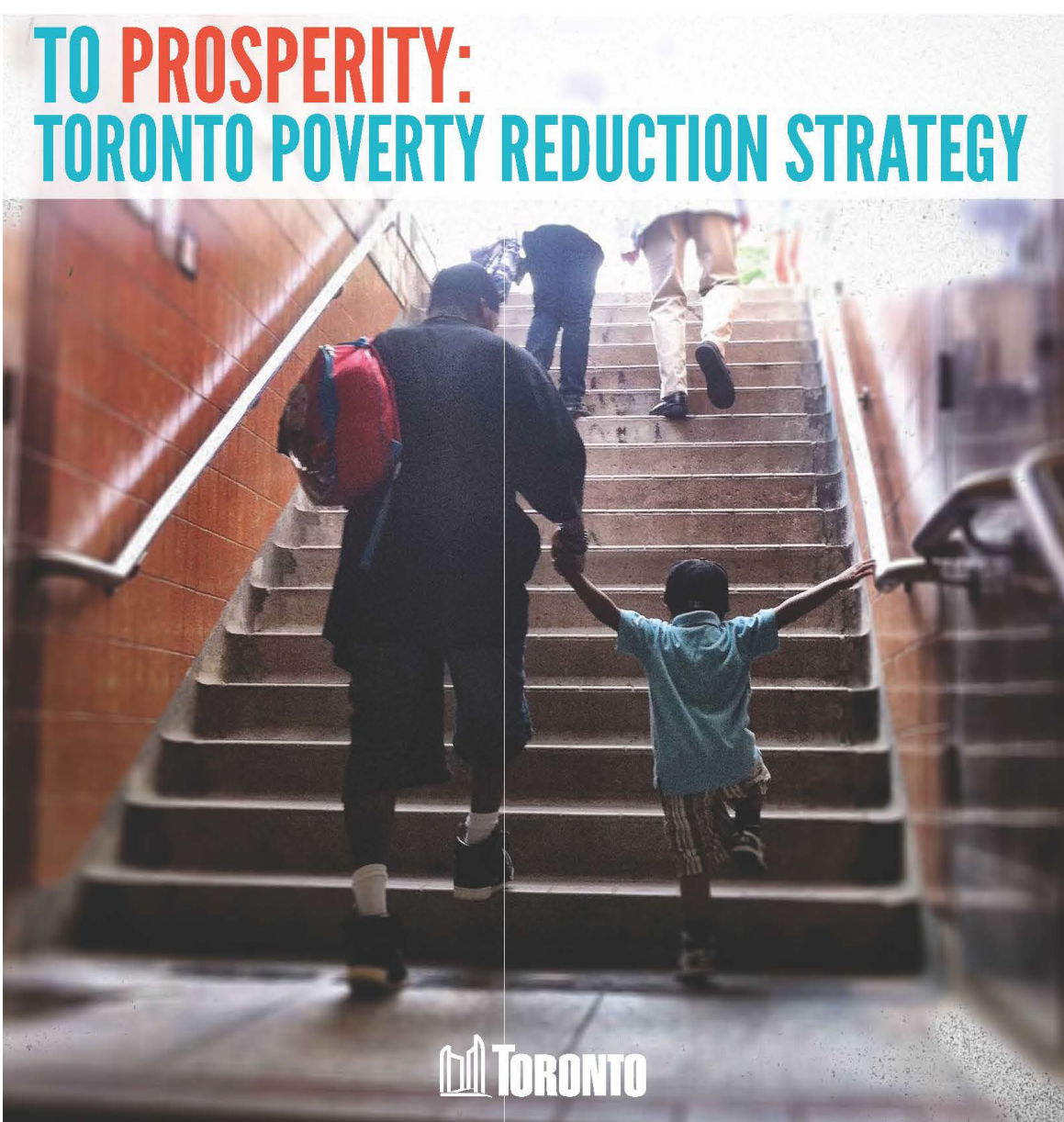
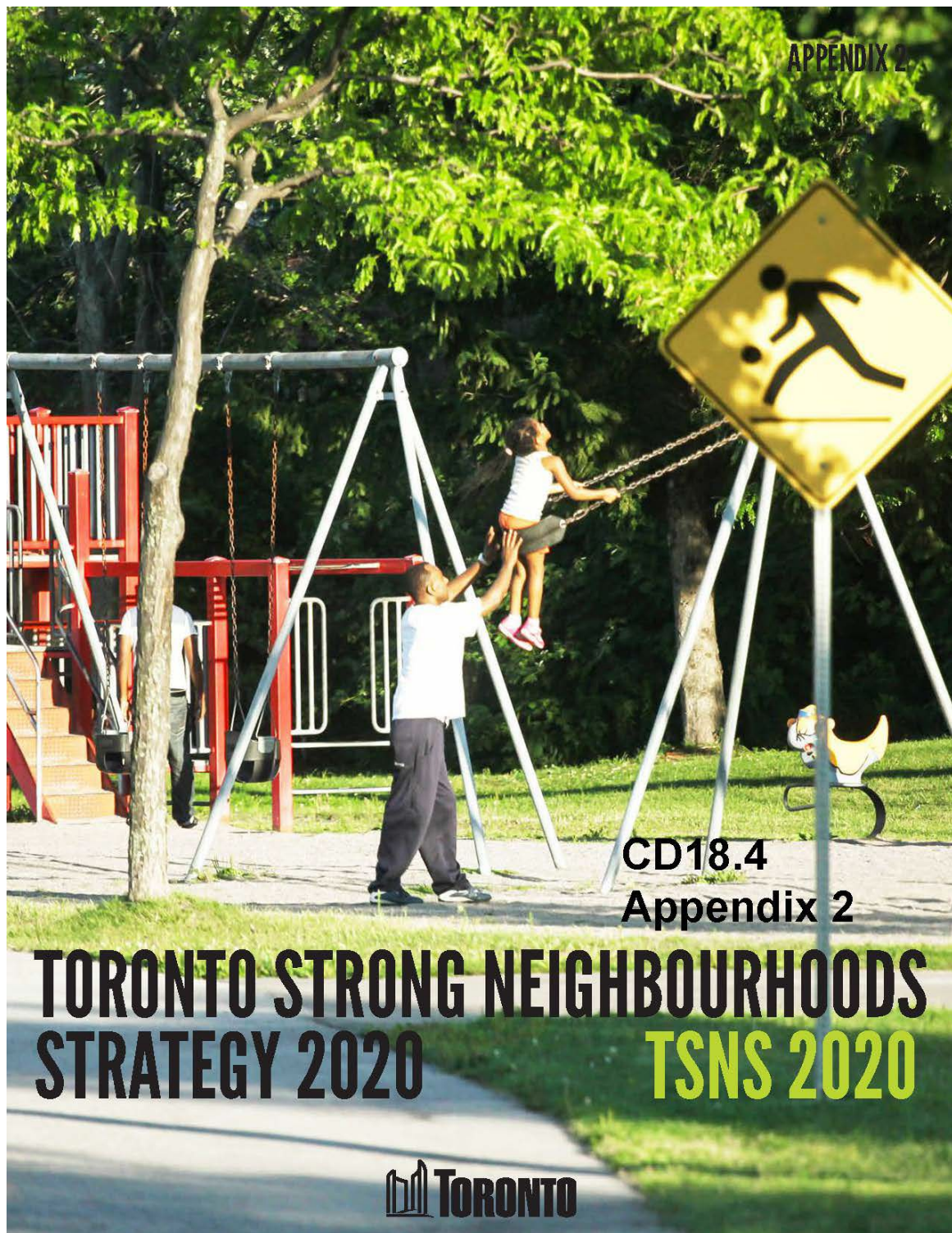
Canada Lands/ Northcrest Developments
Official Plan Amendment (OPA) Area
210 hectares

Did You Know?
The Yorkdale Shopping Centre site is 40 hectares.
The Secondary Plan Area is **14 times larger** in comparison.

Emerging Directions

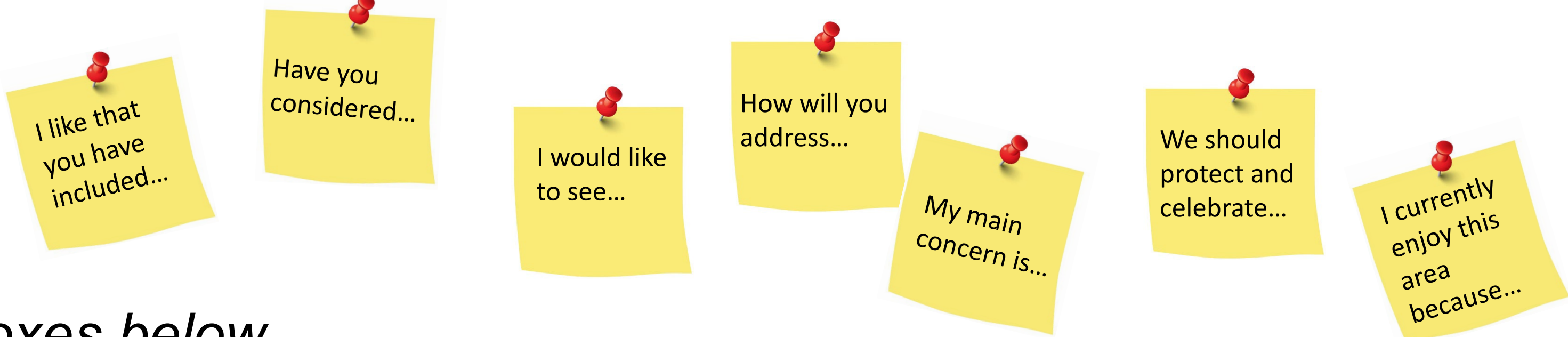


There are 17 Emerging Directions presented in the May 2022 Staff Report which are intended to guide the Update Downsview Study.



Map of Current and Draft Revised Secondary Plan Boundary

— Current Secondary Plan Boundary ■ Parks and Open Spaces
— Draft Revised Secondary Plan Boundary



We want to hear from you! Post your comments in the boxes below.

| Emerging Directions | | |
|---|--|---|
| 1) Promote processes and outcomes that centre on equity and inclusion | 2) Define a new Secondary Plan boundary | 3) Improve physical connections throughout the Secondary Plan Area and to the surrounding city |
| <p><i>What would make the redevelopment process equitable and inclusive? For example: Regular information and updates; deliberate and targeted engagement of Black and Indigenous communities; volunteer-based diverse advisory group to inform redevelopment; community ambassador team that delivers information and obtains input; local hiring.</i></p> | <p><i>Should any other areas be included in the Secondary Plan boundary?</i></p> | <p><i>Are there particular connections you think can be improved? What do you think are the current barriers?</i></p> |

Mobility

Emerging Directions



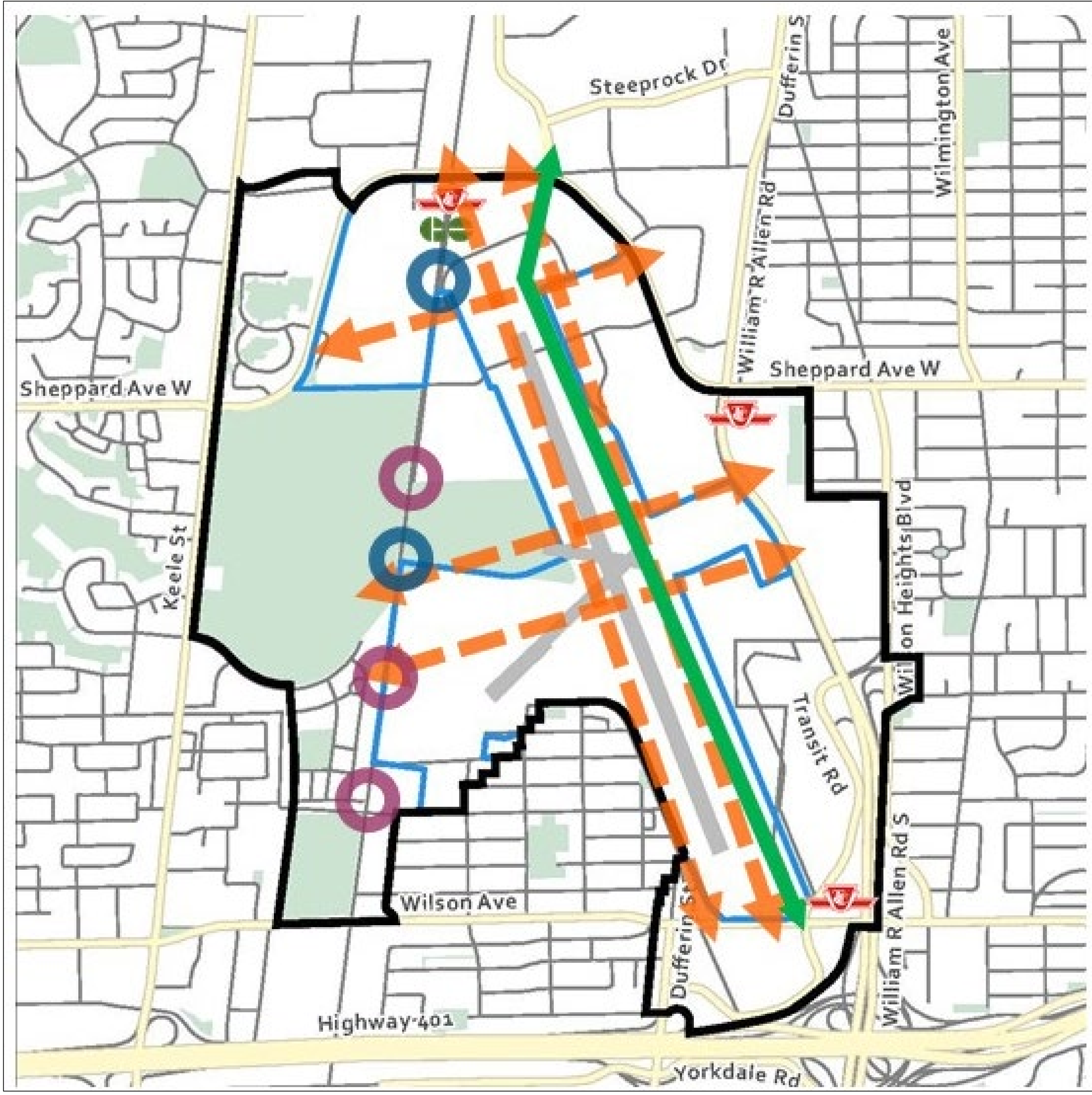
What are examples of active transportation?



An active transportation corridor is intended to be entirely dedicated for active modes of transportation and can include infrastructure such as bike lanes, sidewalks, and pathways.



Renderings prepared by OPA Applicant



Map of Key Connections

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

We want to hear from you! Post your comments in the boxes below.

| Emerging Directions | | | |
|--|--|---|--|
| 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 |
| How do you move within/around the Downsview area? For example: biking, scootering, walking, skateboarding, walking, TTC, car? Would you bike more if there were better connections, dedicated cycling routes, wider sidewalks, etc.? If you use/would like to use transit, what improvements to transit would you like to see? | Would you feel more comfortable using a bridge above a rail line or a tunnel below a rail line in order to safely cross as a pedestrian, cyclist, or driver? | What elements do you value most about streets? For example: street trees, sun/shade, wide sidewalks, cycling lanes, bicycle parking, seating, traffic signals, landscaping. | Are there other key locations where a dedicated active transportation corridor should be considered to move across or around the Downsview area? For example: along main streets, to and from transit stations and Downsview Park. |

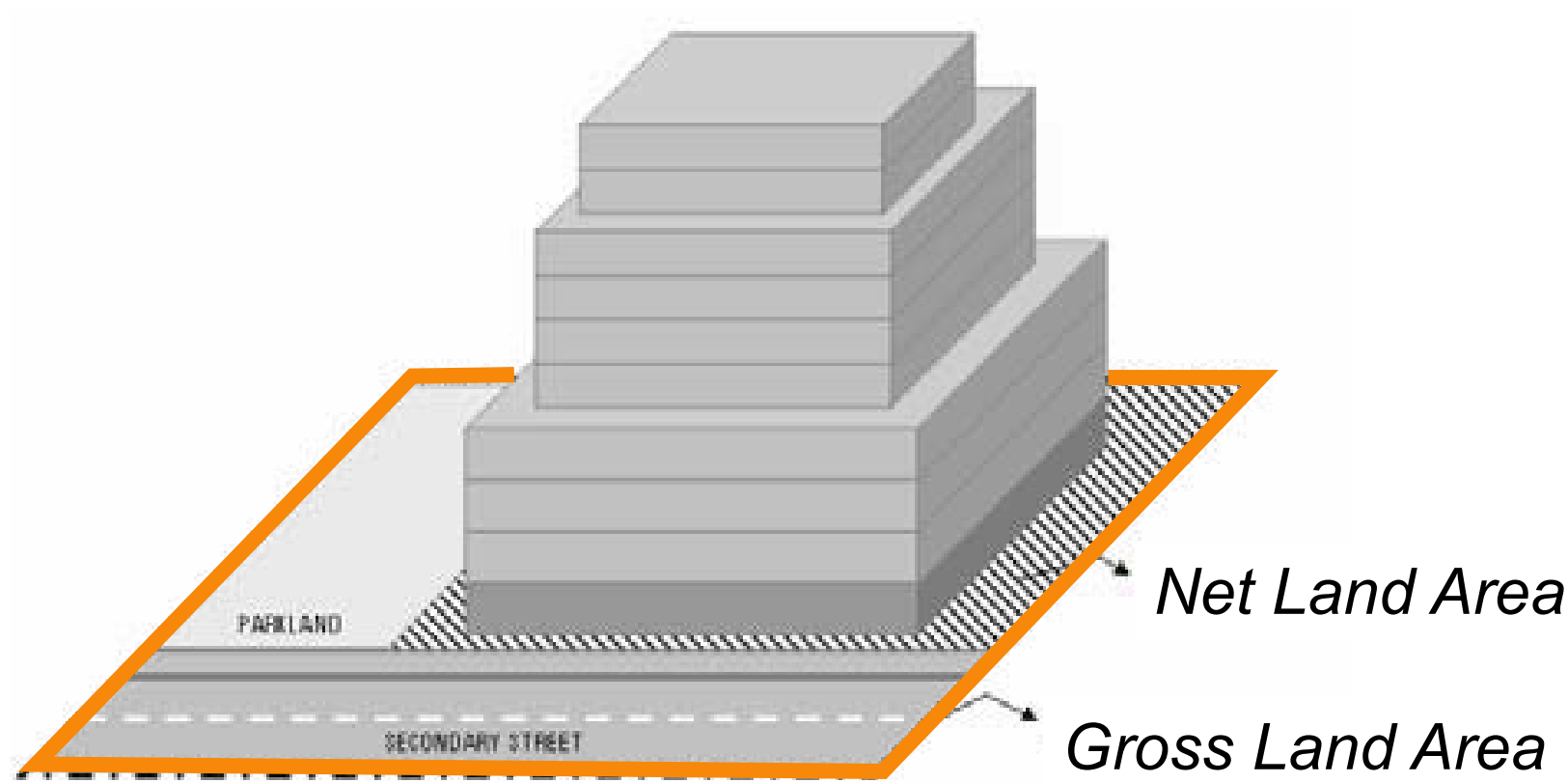
Built Form and Land Use

Emerging Directions

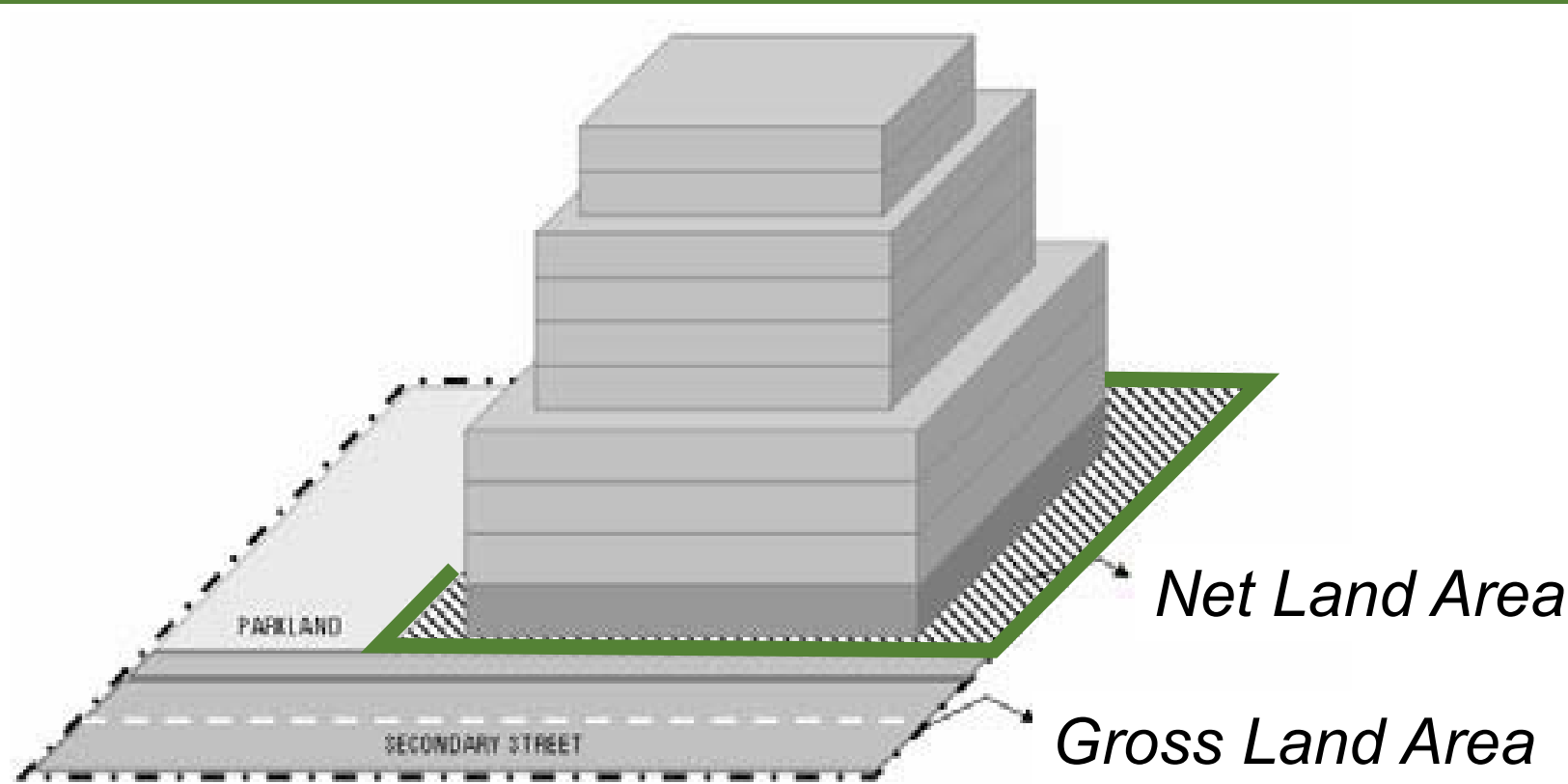
What is Floor Space Index (FSI)?

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

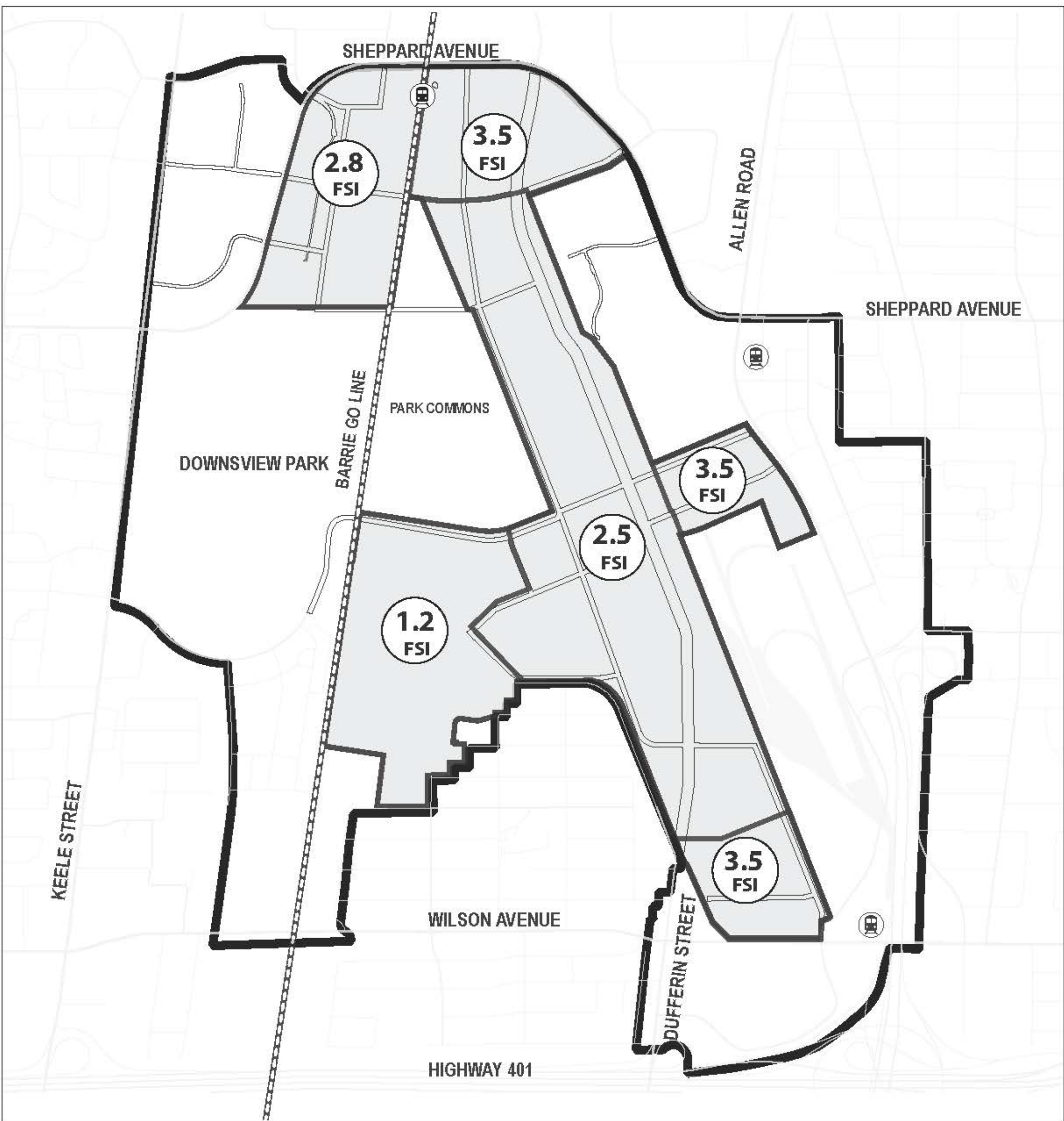
‘Gross’ FSI: is when the Land Area includes the land where the building(s), future streets and parks will be located.



‘Net’ FSI: is when the Land Area used is *only* the land where the building(s) will be located.



Therefore, the gross FSI of a site will be lower than the net FSI. The map and examples shown each represent gross FSI.



Proposed Gross Density Map



Example: Allenbury Gardens (3.05 gross FSI)



Example: Parkway (3.99 gross FSI)



Example: 30 Tippett Rd. (3.54 gross FSI)

We want to hear from you! Post your comments in the box below.

| Emerging Direction |
|--|
| 8) Achieve transit-supportive densities |
| <p>What do you think makes for a comfortable public realm? For example: large sidewalks, landscaping, building materials, less vehicles.</p> <p>Is there a community within the City that you consider a good example for future development within the Downsview Area? If so, what do you like about the community?</p> |

Built Form and Land Use

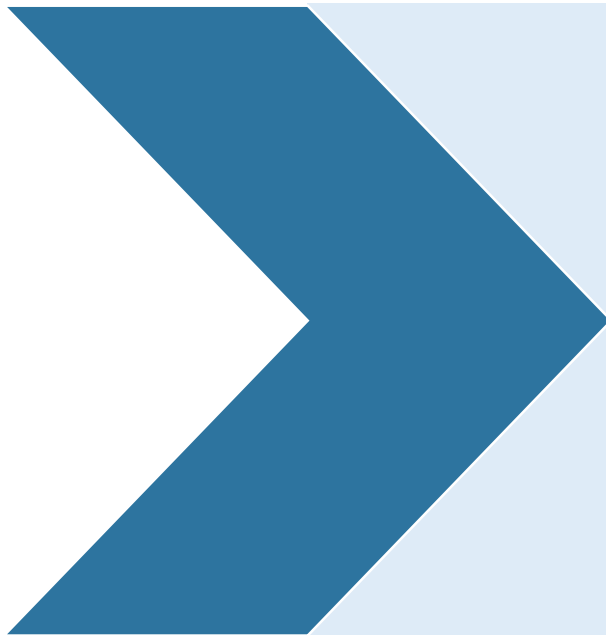
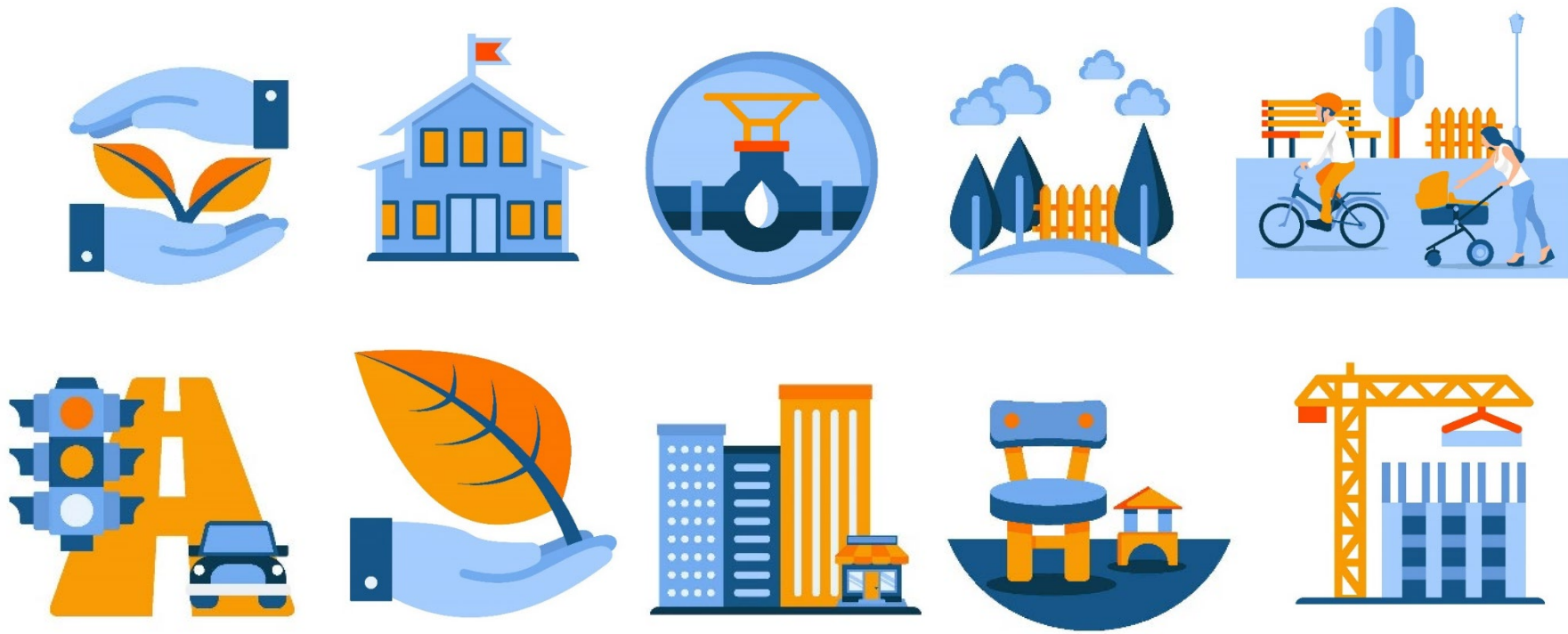
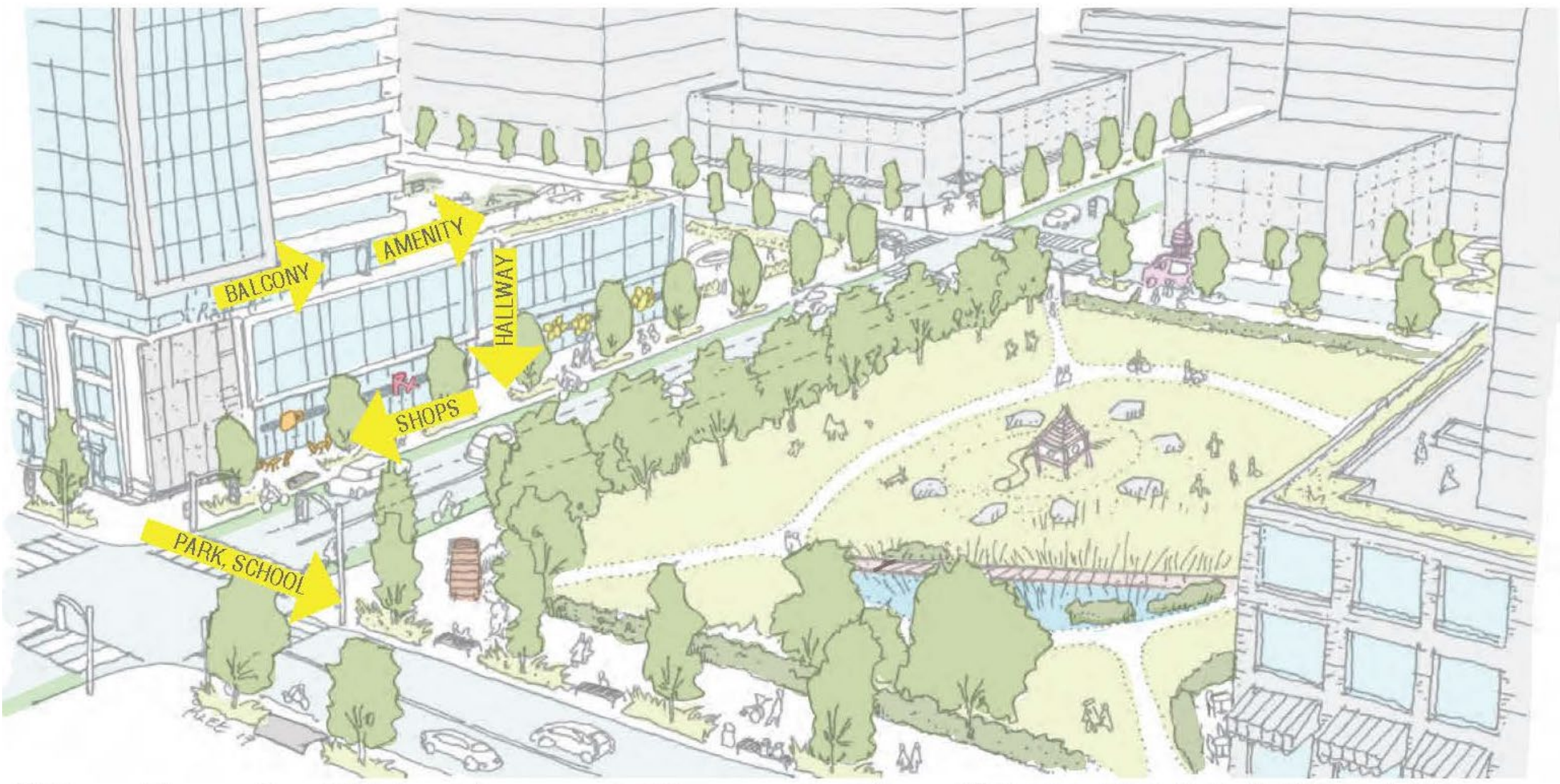
Emerging Directions



We want to hear from you! Post your comments in the boxes below.

| Emerging Direction |
|--|
| 9) Create a complete community in every phase of development |
| <p>What uses, amenities, services, facilities, and/or activities would you like to see in the Downsview Area? For example: housing, businesses, community centres, multi-use sporting fields, skating rink, schools, health care facilities, children, youth or senior's programs.</p> |

There are a number of existing buildings with identified or potential cultural heritage value within the Downsview Area which will be evaluated as part of Update Downsview.



Complete Community: meets people's daily needs by providing access to jobs, high quality public open space, parkland, active transportation, local services, public service facilities, and a full range of housing (*A Place to Grow, 2020*).

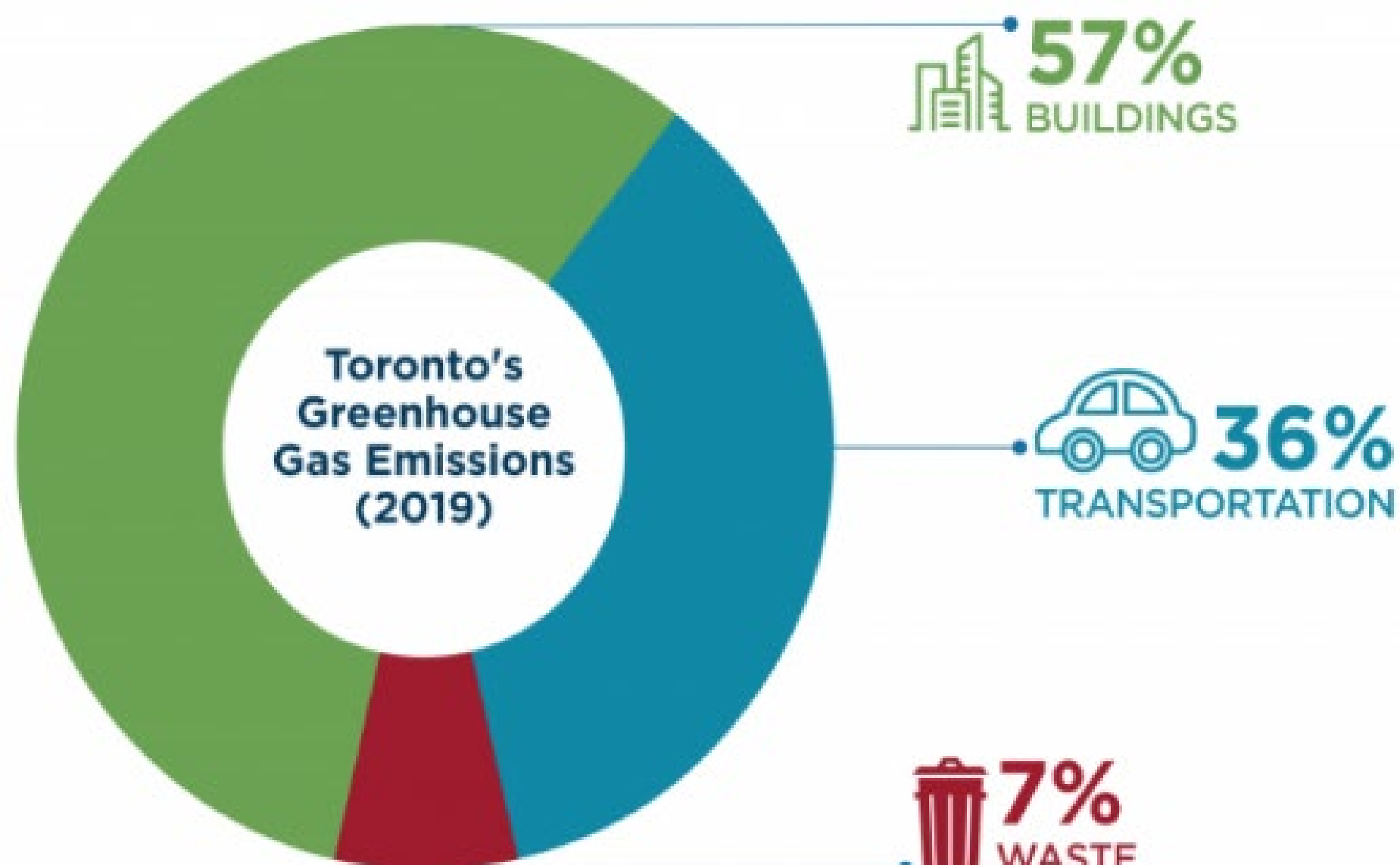
| Emerging Direction |
|---|
| 10) Maximize affordable housing opportunities |
| <p>How many bedrooms would your household require? What forms of housing would you like to see? For example: co-op, condominium, rent geared to income, supportive, affordable, senior's, or market rental housing.</p> |



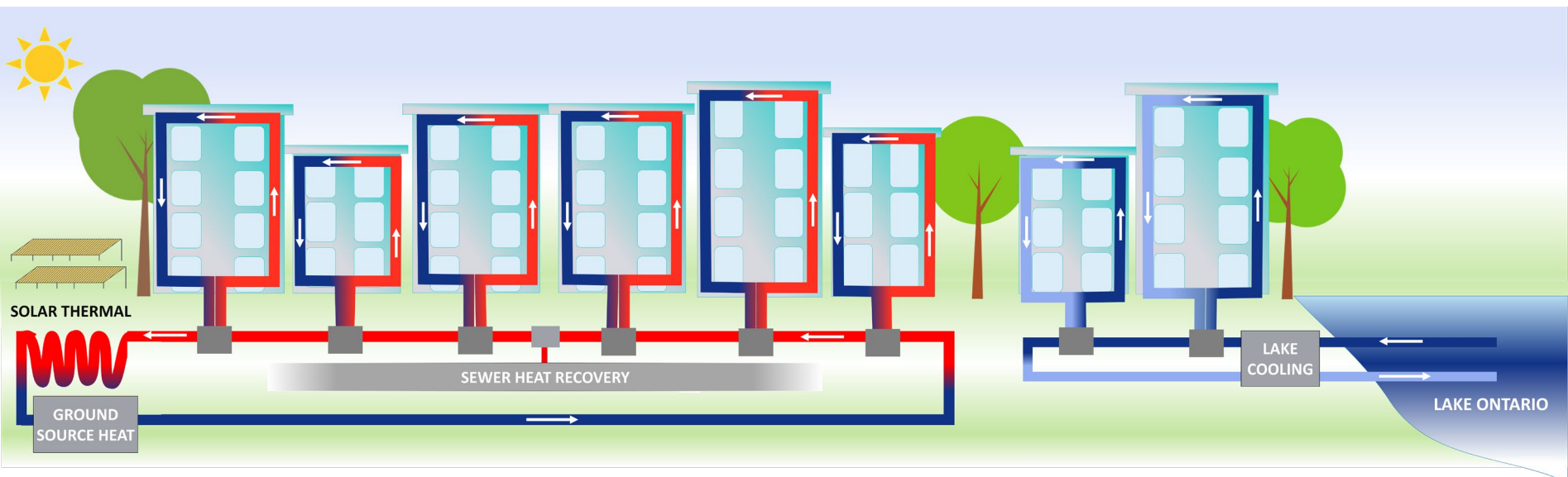
For housing to be considered affordable, a household should spend 30% or less of its income on housing related costs.

Environment & Parks and Open Space

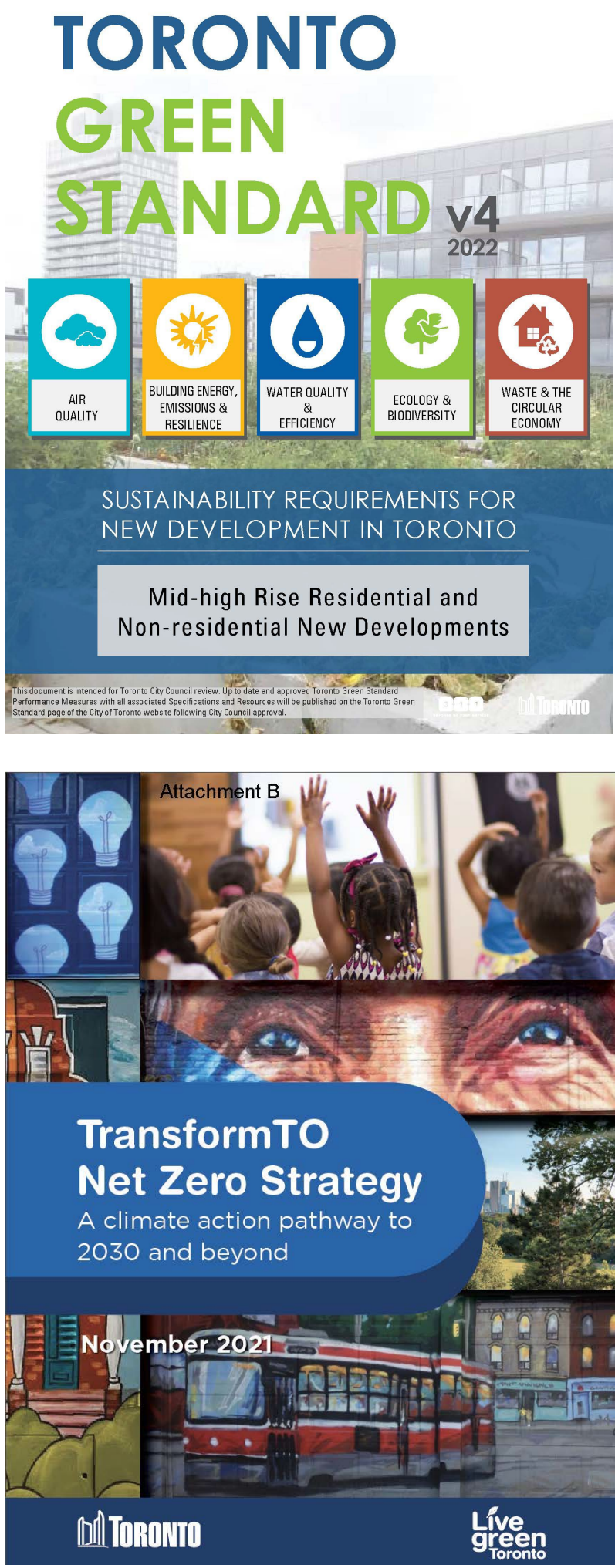
Emerging Directions



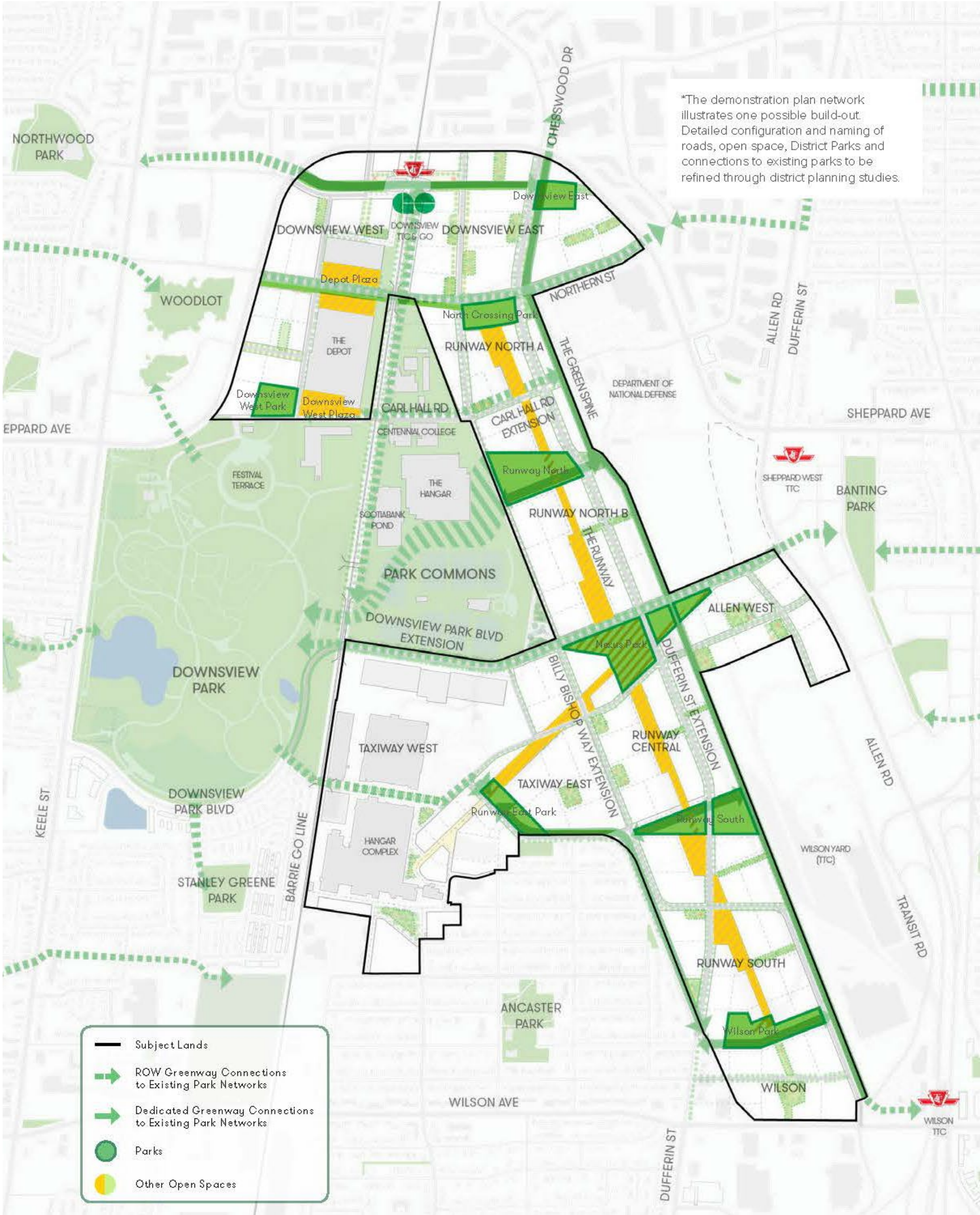
Toronto's Greenhouse Gas Emissions (2019)



Examples of low-carbon thermal energy systems



Applicant Rendering of Runway



Applicant Proposed Open Space Strategy

We want to hear from you! Post your comments in the boxes below.

| Emerging Directions | | | |
|---|---|---|---|
| 12) Achieve a net-zero emissions community and support climate resilience | 13) Expand and enhance the natural environment and its ecological integrity | 14) Secure an equitably distributed range of parks and open spaces | 15) Create a central public space on and adjacent to the runway |
| | Where do you go to experience nature? | What parks and/or open spaces do you visit and what do you do while there? What outdoor spaces and improvements would you like to see more of? Would you prefer access to fewer larger parks or more small parks? | What uses would you like to see on the runway until construction begins? How would you use the runway and the rest of the Downsview Area as construction is phased out? |

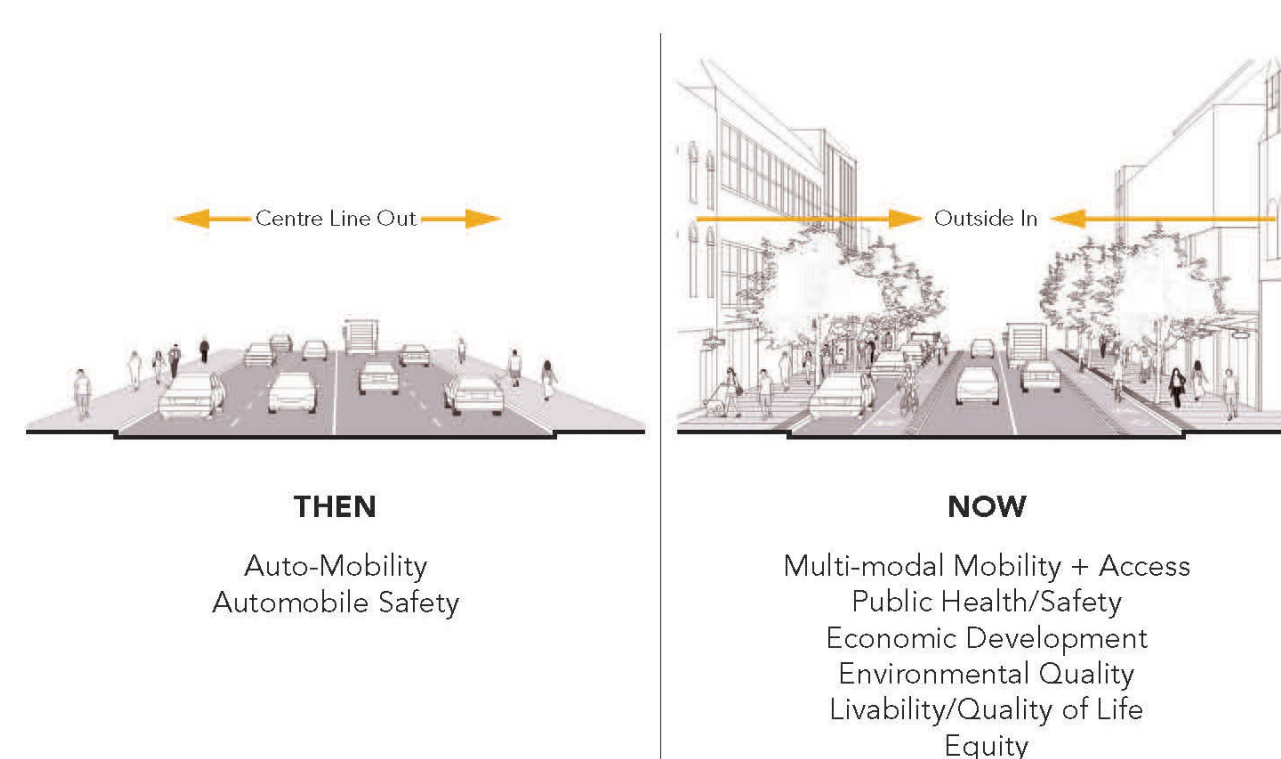
Building a Sustainable Community

The development of Downsview presents an opportunity to build a new environmentally sustainable, resilient and forward-thinking community.

Strategies for Achieving the City's Objectives:

- Appropriate space and soil volume for optimal street tree survival
- Sufficient quality and quantity of natural habitat and trees to support biodiversity
- Parks and public spaces designed to absorb stormwater and reduce the urban heat island effect
- Green roofs for stormwater management and habitat creation
- Green streets on public roads to provide ecological and hydrological functions
- Blocks and buildings located and oriented to optimize solar exposure and reduce energy costs
- Organization of streets and blocks to facilitate walking and cycling
- Integration of blue-green infrastructure (BGI)
- Creation of complete streets

OUR DESIGN GOALS HAVE CHANGED

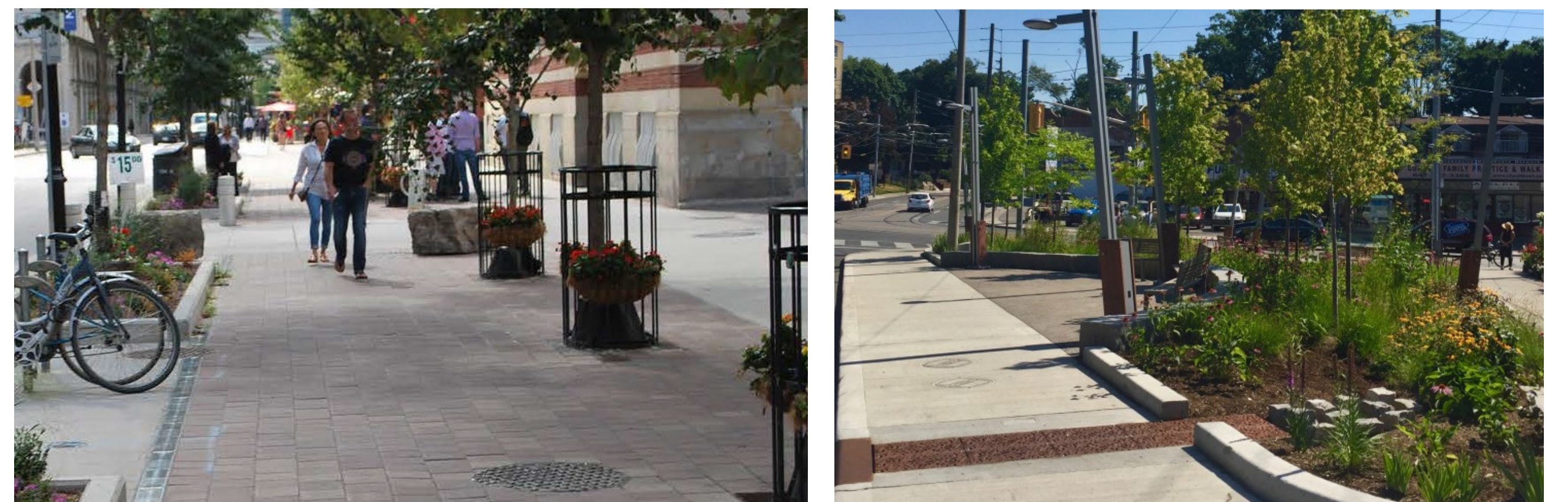


Complete Streets: are designed to be safe for all users such as people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management.



Examples of Complete Streets

Green Streets: are roads or streets that incorporate green infrastructure, which includes natural and human-made elements such as trees, green walls, and low impact development (LID) stormwater infrastructure that provide ecological and hydrological functions and processes.

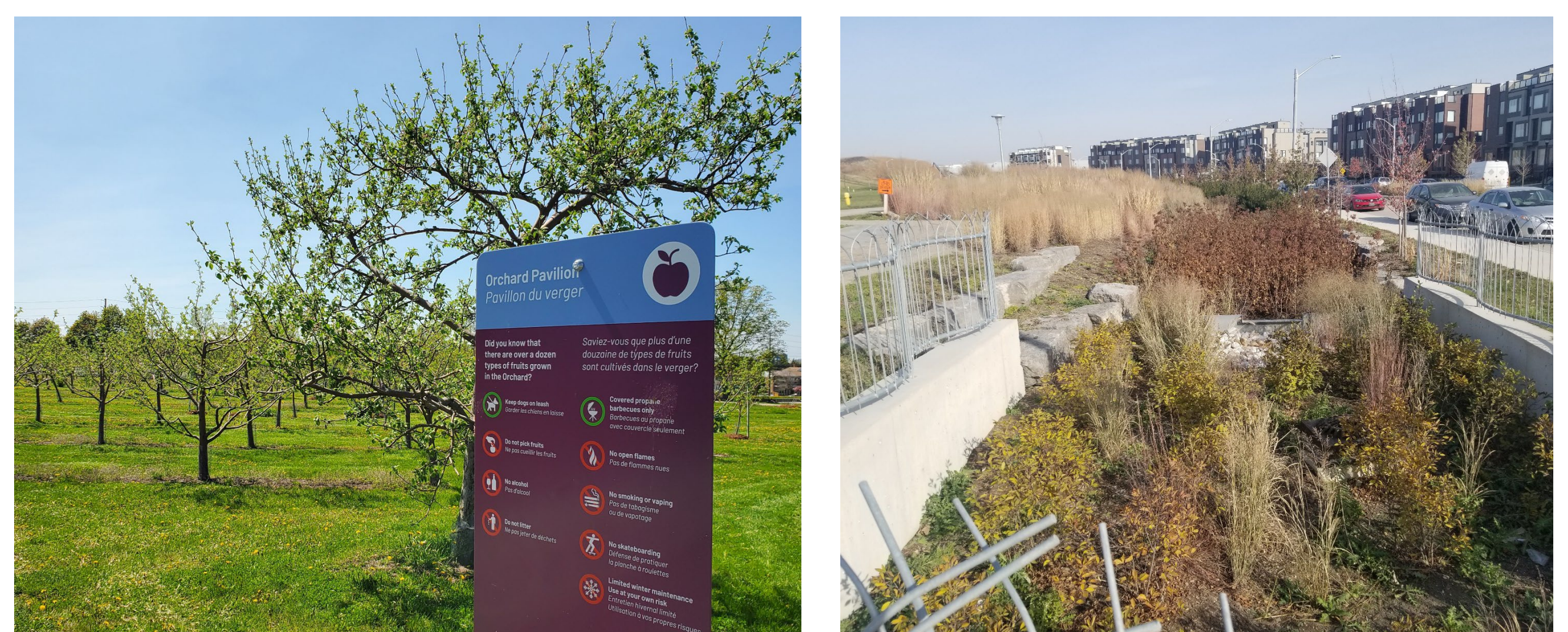


Examples of green streets

Blue-Green Infrastructure (BGI): blue (water)-green (open space and public realm) infrastructure is an interconnected system which relies on terrain to guide stormwater to appropriate places where it can be detained and infiltrated. BGI relies on parks, open spaces, swales, ponds, and other naturalized areas.



Bioswales in the Stanley Greene District



Downsview Park Orchard

Stanley Greene District

Inclusive Social and Economic Development

Emerging Directions

Community Development Plan:



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

Many stakeholders and community partners play a critical role in implementing community benefits, such as:

- Employment services providers, community and grassroots organizations.
- Indigenous and Black-led networks and organizations.
- Colleges and universities as well as providers of training and pre-apprenticeship programs.
- Skilled trades unions and local training centres.
- Employers, contractors, and developers.



The Community Benefit Framework developed by the City of Toronto encourages the insertion of clauses in City contracts to secure community benefit opportunities for training and employment, skilled trade apprenticeships, local and social procurement. Examples of City contracts with community benefit clauses can include the construction of new City facilities and lease agreements.

We want to hear from you! Post your comments in the boxes below.

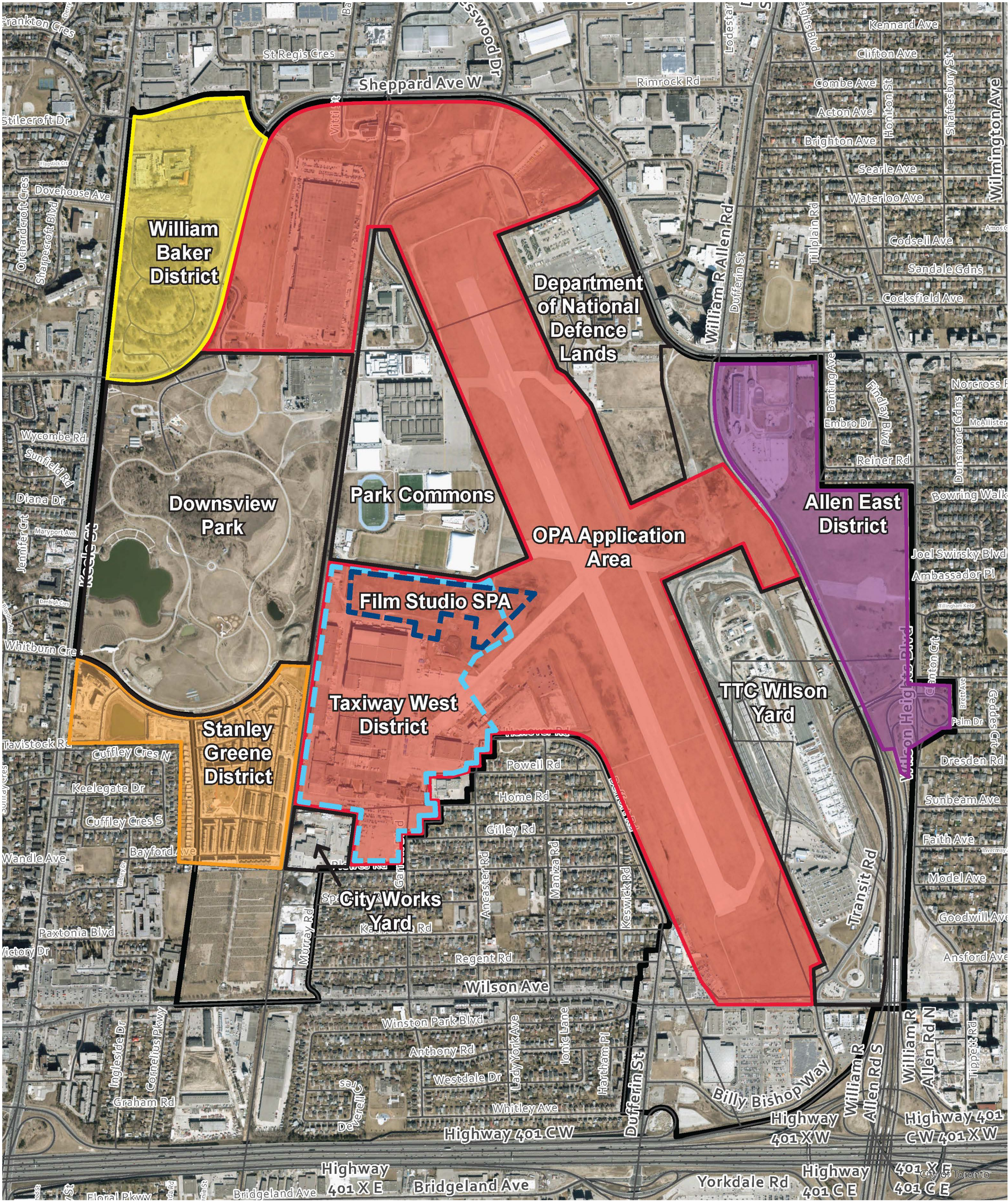
| Emerging Directions | |
|---|---|
| 16) Foster inclusive and diverse engagement opportunities | 17) Establish Downsview as a hub for arts and culture |
| <p>How can redevelopment in Downsview contribute to improved economic opportunity for local residents? What are the existing employment services you use? What gaps exist? What types of businesses are important to create employment opportunities in Downsview? What businesses would you like to see either continue or start in Downsview? What types of business development supports would be helpful?</p> | <p>What existing programs/services do you use within or surrounding the Downsview Area? What gaps exist? What cultural spaces and/or events would you like to see in the Downsview Area? How do you think the area's cultural heritage can be preserved and celebrated?</p> |

How Does It All Fit Together?

Emerging Directions

All development applications within the Secondary Plan Area will be coordinated and reviewed in conjunction with the work that is being advanced through the Update Downsview Study. This will ensure the coordinated development of a new planning framework for the Secondary Plan Area.

- Official Plan Amendment (OPA) application:** OPA application submitted to the City by Canada Lands Company and Northcrest Developments. The application is currently under review.
Subject to future district plans.
- Taxiway West District:** District Plan application submitted to the City by Northcrest Developments. The application is within the OPA application area and is currently under review.
- Film Studio Site Plan Application (SPA):** SPA submitted to the City by Northcrest Developments. The application is within the OPA application and is currently under review.
- Stanley Greene District:** Substantially built, with some ongoing construction in the western portion of the site.
- Allen East District:** District Plan adopted by City Council.
- William Baker District:** District Plan, Draft Plan of Subdivision, and Zoning By-law Amendment application submitted to the City by Canada Lands Company and is currently under review.



We want to hear from you! Post your comments in the box below.

| Emerging Directions |
|---|
| 11) Preserve the uses of the TTC Wilson Yard and the lands used by the Department of National Defence |
| |

Master Environmental & Servicing Plan (MESP)



One of the deliverables of Update Downsview is a Master Environmental Servicing Plan ("MESP"), which will identify the transportation, water, wastewater, and stormwater infrastructure required to support the needs of existing and future residents, workers and visitors.

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 ("EA Study"). This EA Study has 2 main components:

- Transportation Master Plan
- Servicing Infrastructure (water, wastewater & stormwater)

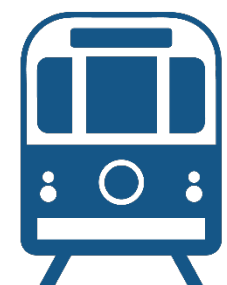
The Master Environmental Servicing Plan will study and address:



Street Network



Water Service System



Transit Network



Sanitary Service System



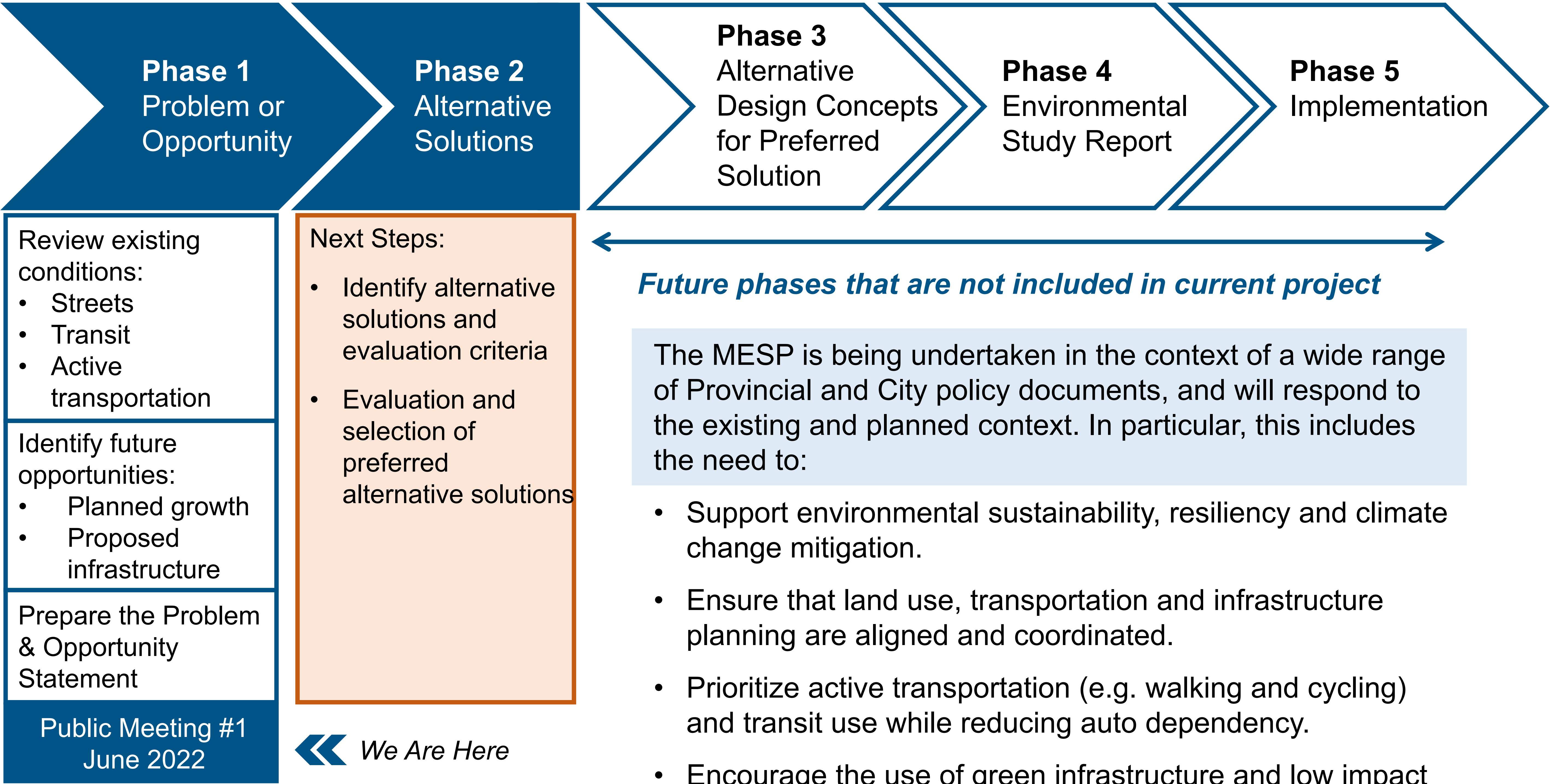
Cycling Network



Stormwater Service System



Pedestrian Network



Master Environmental & Servicing Plan (MESP)



Draft Problem & 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 Commission (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.

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.

What do you think of the Draft Problem & Opportunity Statement? Post your comments below!

Transportation Master Plan

Master Environmental & Servicing Plan (MESP)



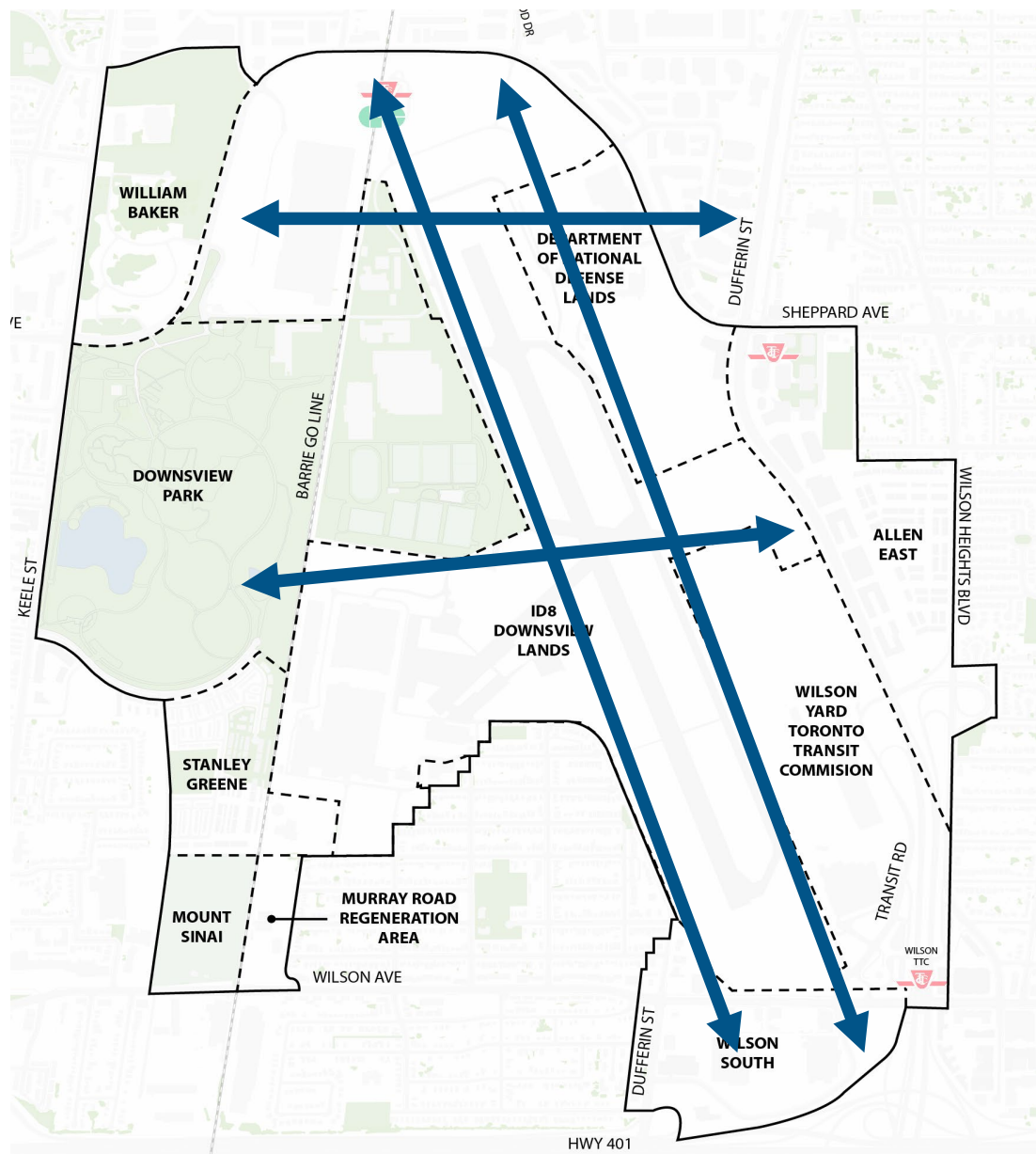
Street Network

Problems:

- Key N/S and E/W streets are interrupted and existing roads have capacity constraints
- Major barriers to connectivity (e.g. rail corridor & runway)

Opportunities:

- Improve connections to/from the surrounding streets
- Extend new major N/S and E/W streets through the area
- Introduce new grade-separated rail crossings



Where should new north-south or east-west street connections be located?

What priorities should be considered when evaluating options for the transportation/mobility network?

Post your comments below!

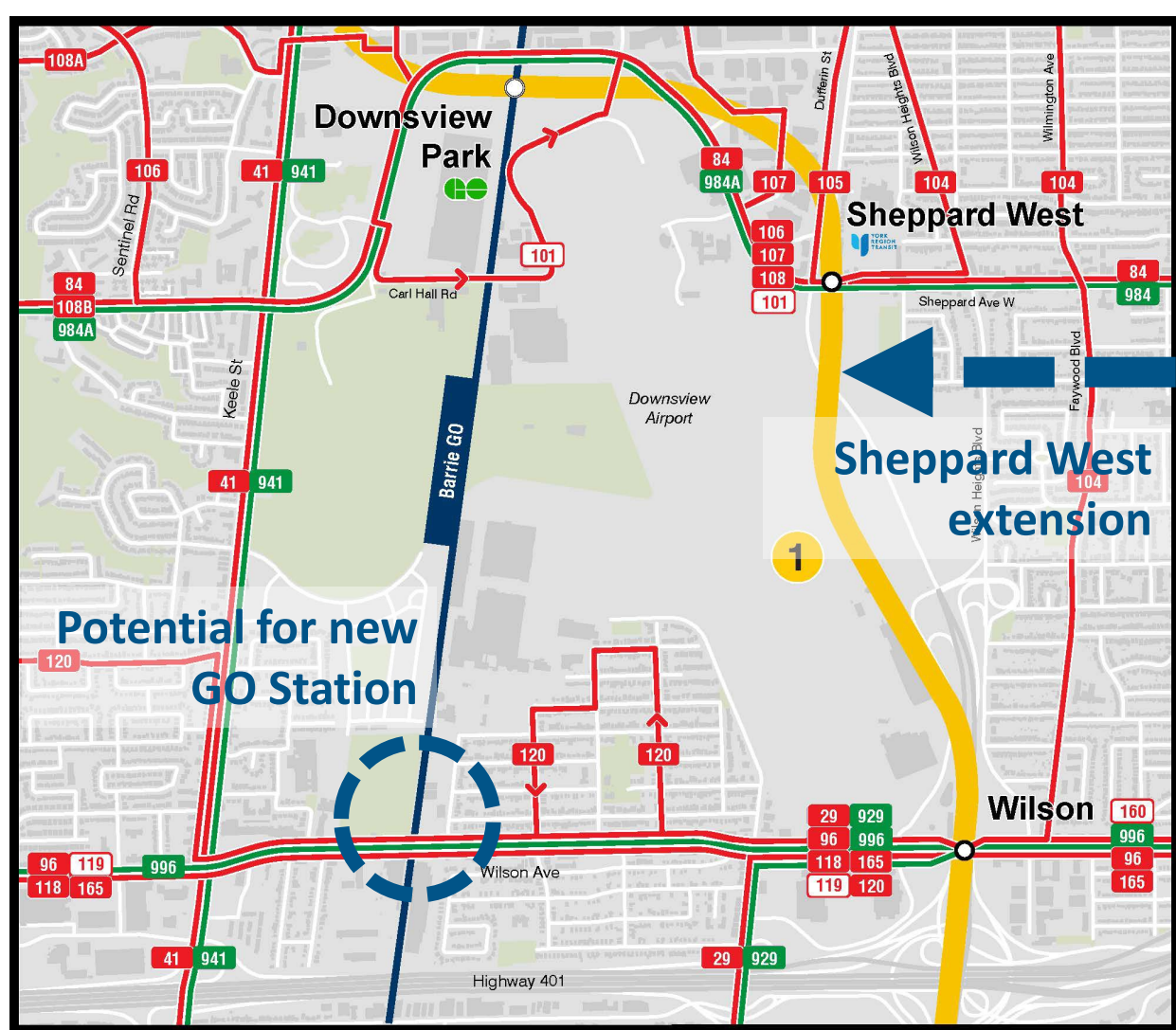
Transit Network

Issues:

- Access to the TTC and GO stations is difficult
- Existing bus routes and bus terminals are busy
- TTC Subway and GO Transit services are underutilized and future opportunities need to be explored

Opportunities:

- Improve access to GO and TTC stations
- Introduce a robust local bus network and improve bus terminal operations
- Improve use of existing higher-order transit and consider benefits of regional transit expansion



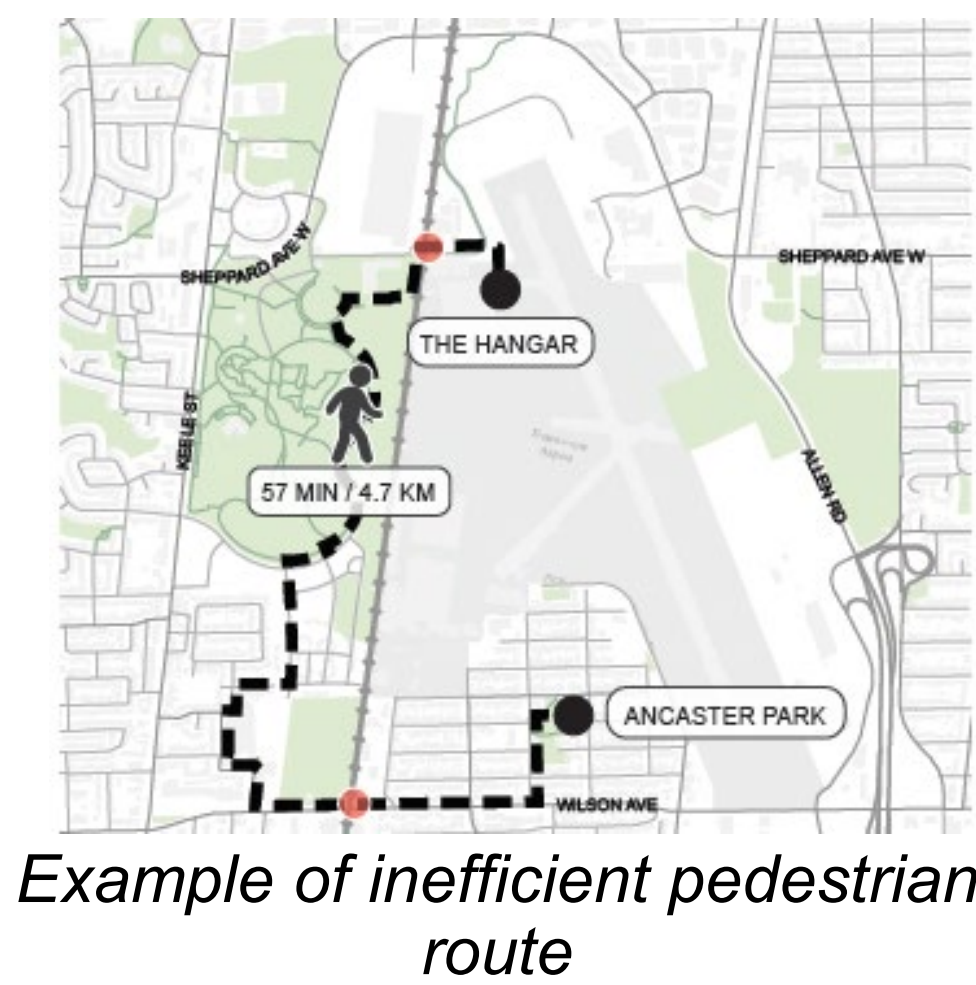
How do you feel about a dedicated busway or bus lane?

What improvements would make transit use more feasible for you?

Pedestrian and Cycling Network

Issues:

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



Example of inefficient pedestrian route

Opportunities:

- Build a connected street network for pedestrians and cyclists, with access to transit and local services
- Connect to the emerging active mobility network in the surrounding area
- Build new grade-separated active mode rail crossings

What is missing from the existing pedestrian and cycling network?

What design elements would make your walking/cycling experience better? For example: street trees, wider cycling lanes and sidewalks, buffers from moving traffic.

We Want to Hear From You!

Master Environmental & Servicing Plan (MESP)



Place a sticker to indicate if you like or dislike the below street elements.

Bike Lanes



Cycle Track



Green Street



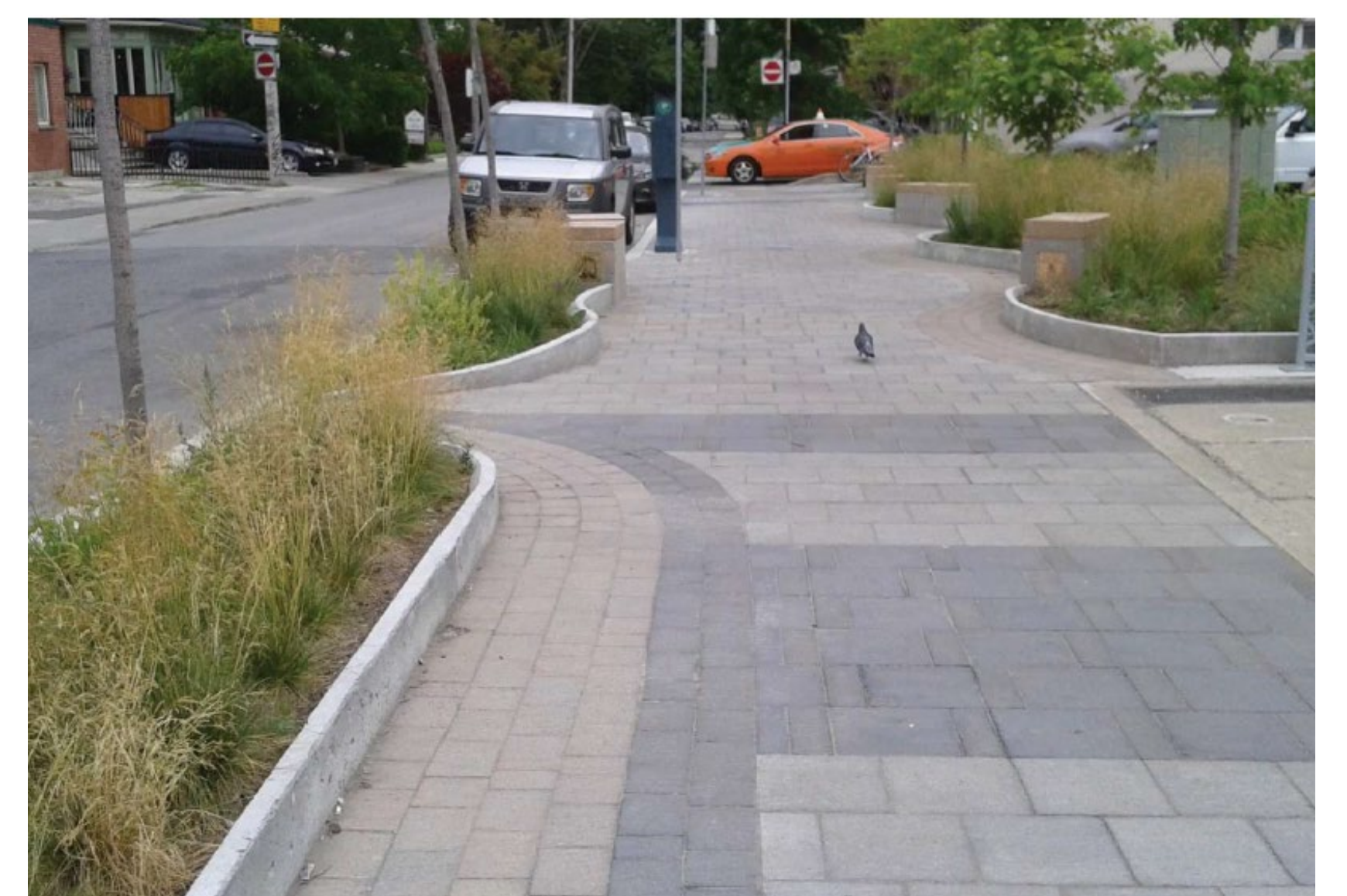
Dedicated Transit Lanes



Street with Trees



Wider and Greener Sidewalk



Landscape Medians



Green Traffic Calming



Visible Crosswalk



We Want to Hear From You!

Master Environmental & Servicing Plan (MESP)



Place a sticker to indicate if you like or dislike the below streets, and/or add a comment with a sticky note.

Stanley Greene Boulevard



Market Street in St. Lawrence Market (flexible street)



Willcocks Street (pedestrian street)



Roncesvalles Avenue (main street)



Bus Priority Street



North York Centre

