

The Update Downsview Study includes the preparation of various documents to establish a new long-term vision to guide development in the Downsview area over the next 30 years. This includes the creation of a complete community centered on places for people to live, work, shop, play, learn and relax that will meet the needs of existing and future residents and workers. Within this third phase of engagement, **we're looking for your input** on the draft documents, including the overall structure for the area. **Let us know if we're missing anything!**

BUILDING A CITY WITHIN A CITY

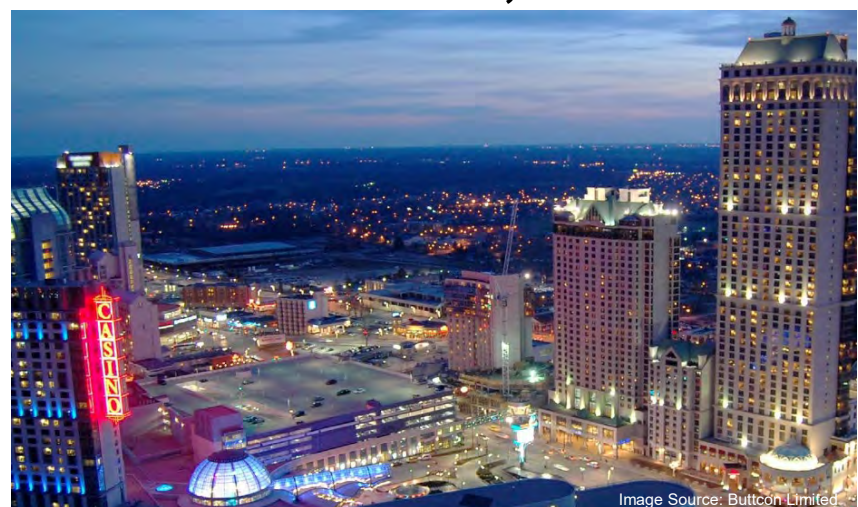


City of Peterborough
Population: 83,651*
Jobs: 45,155*



City of Sarnia
Population: 97,592*
Jobs: 39,035*

LET'S COMPARE ...



City of Niagara Falls
Population: 94,415*
Jobs: 52,840*

* Source: 2021 Census.

DOWNSVIEW AREA

110,000 NEW RESIDENTS + 47,000 NEW JOBS
(60,000 units)

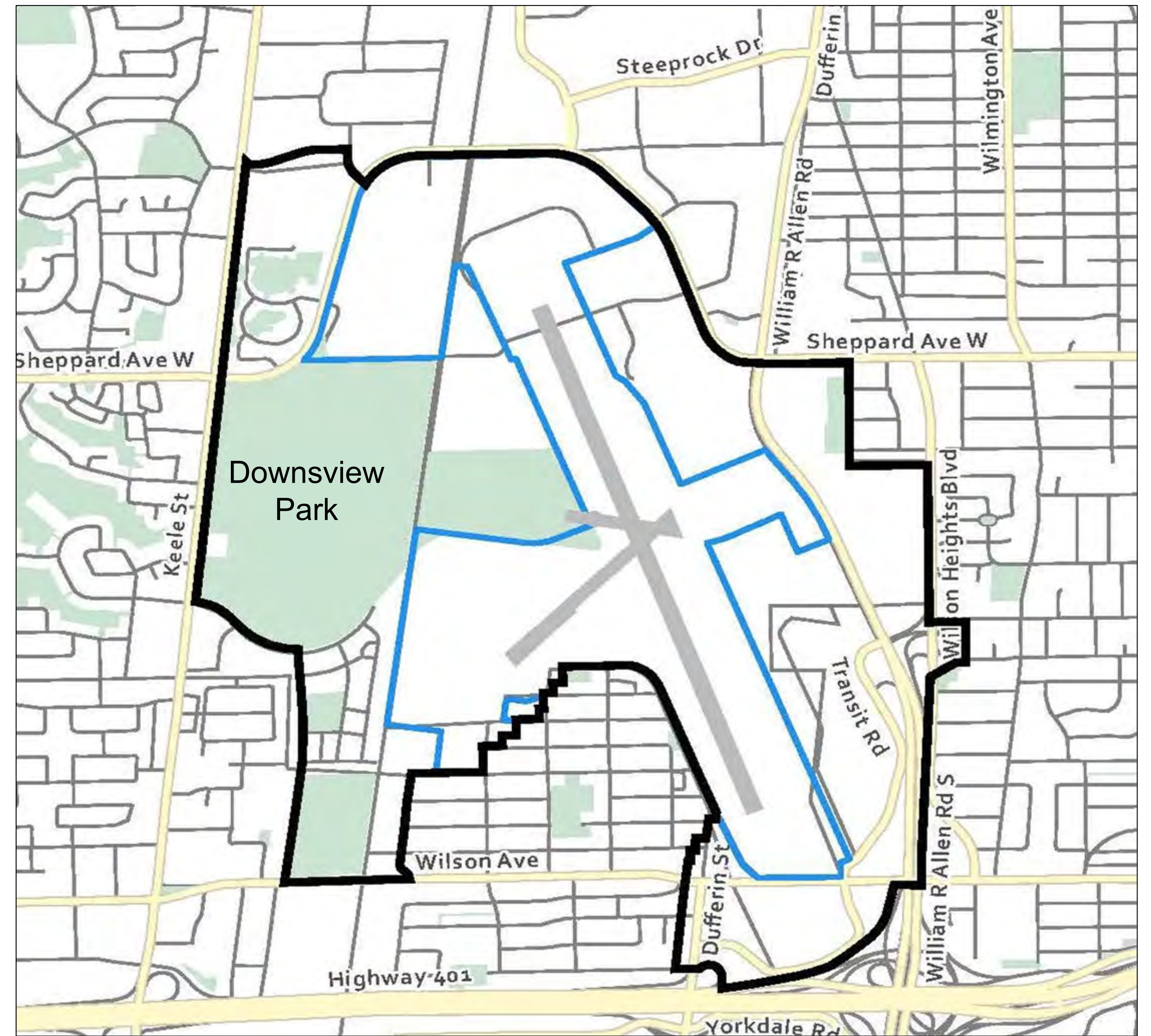
Draft Secondary Plan Area

560 hectares

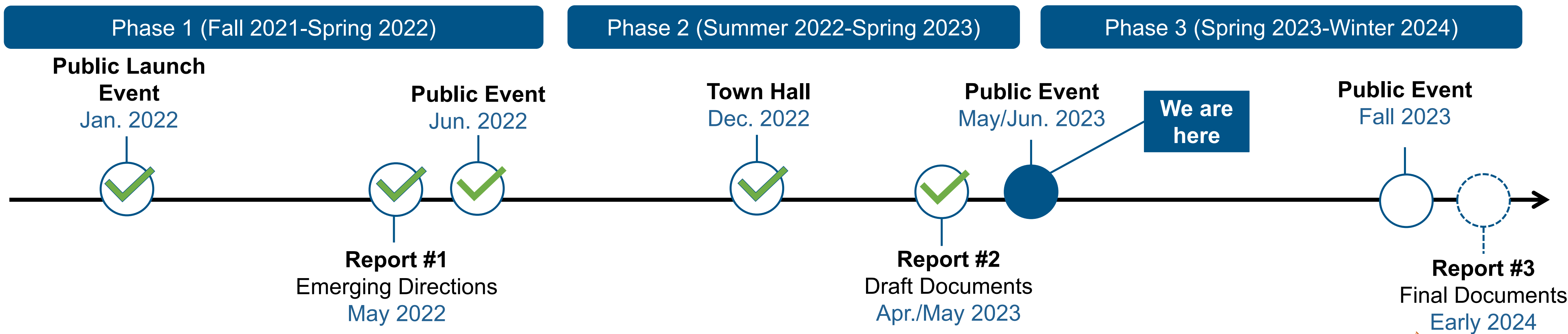
Canada Lands Company/ Northcrest Developments Official Plan Amendment (OPA) Area

210 hectares

Anticipated population of 83,500 and 41,500 jobs by full build out (2051).



□ Downsview Secondary Plan boundary
□ Official Plan Amendment (OPA) area



Note: This is a high-level Study timeline and does not include all engagement events.

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

What will Update Downsview deliver?

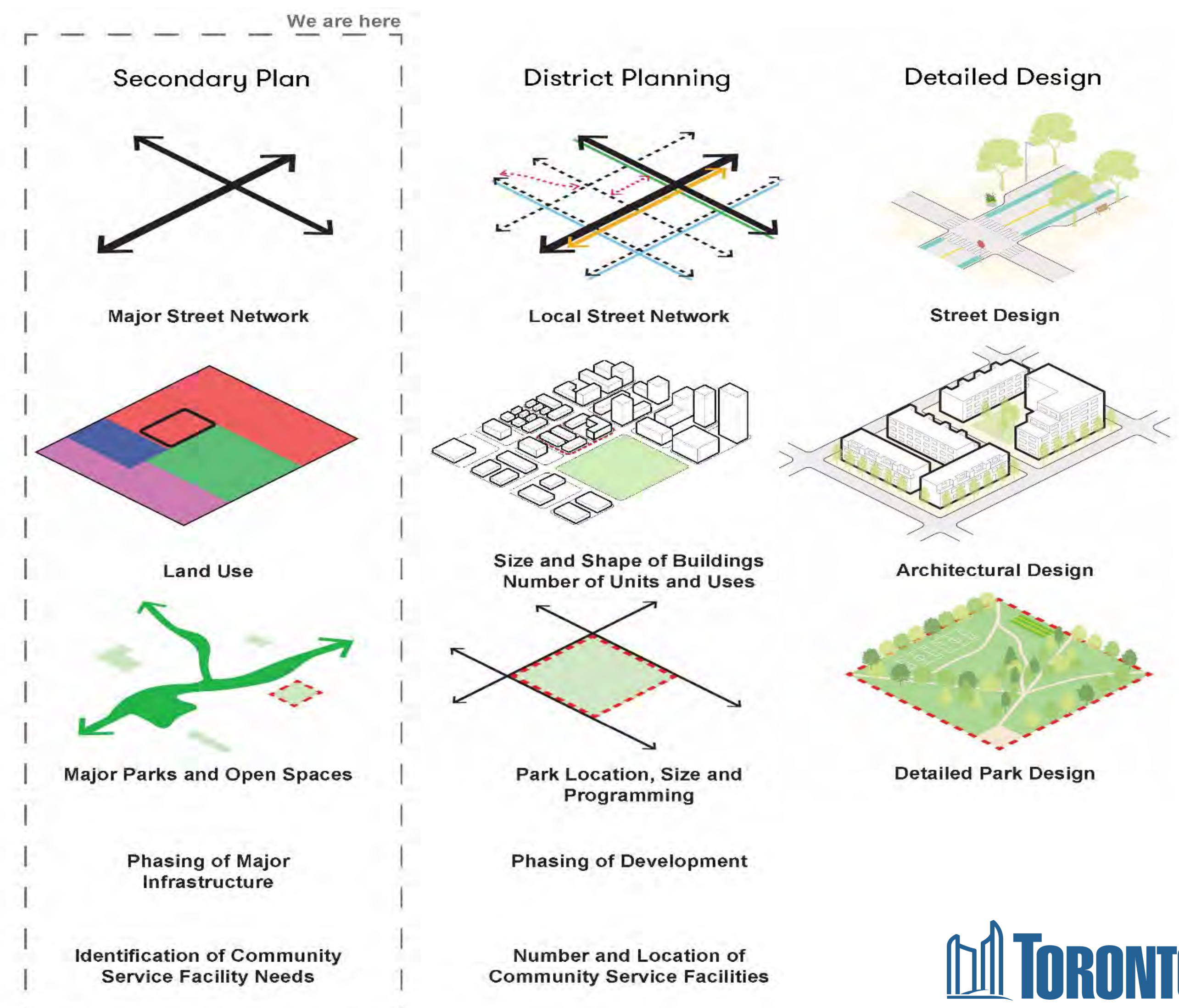
1. Downsview Secondary Plan
2. Community Development Plan
3. Area-Specific Zoning By-law
4. Urban Design Guidelines
5. Master Environmental Servicing Plan

The Update Downsview Study includes the preparation of various documents to establish a new long-term vision that guides development in the Downsview area.

On May 10, 2023, City Council considered the draft Secondary Plan, Community Development Plan priorities, and Urban Design Guidelines outline. Input received through internal working groups and engagement with various stakeholders, including external agencies and the public, will inform changes to these documents.

Future District Plans will be prepared for smaller areas within the Secondary Plan area, which will provide more detailed guidance for development, and include further opportunities for public engagement.

PLANNING POLICY & DESIGN HIERARCHY



Map of the Districts

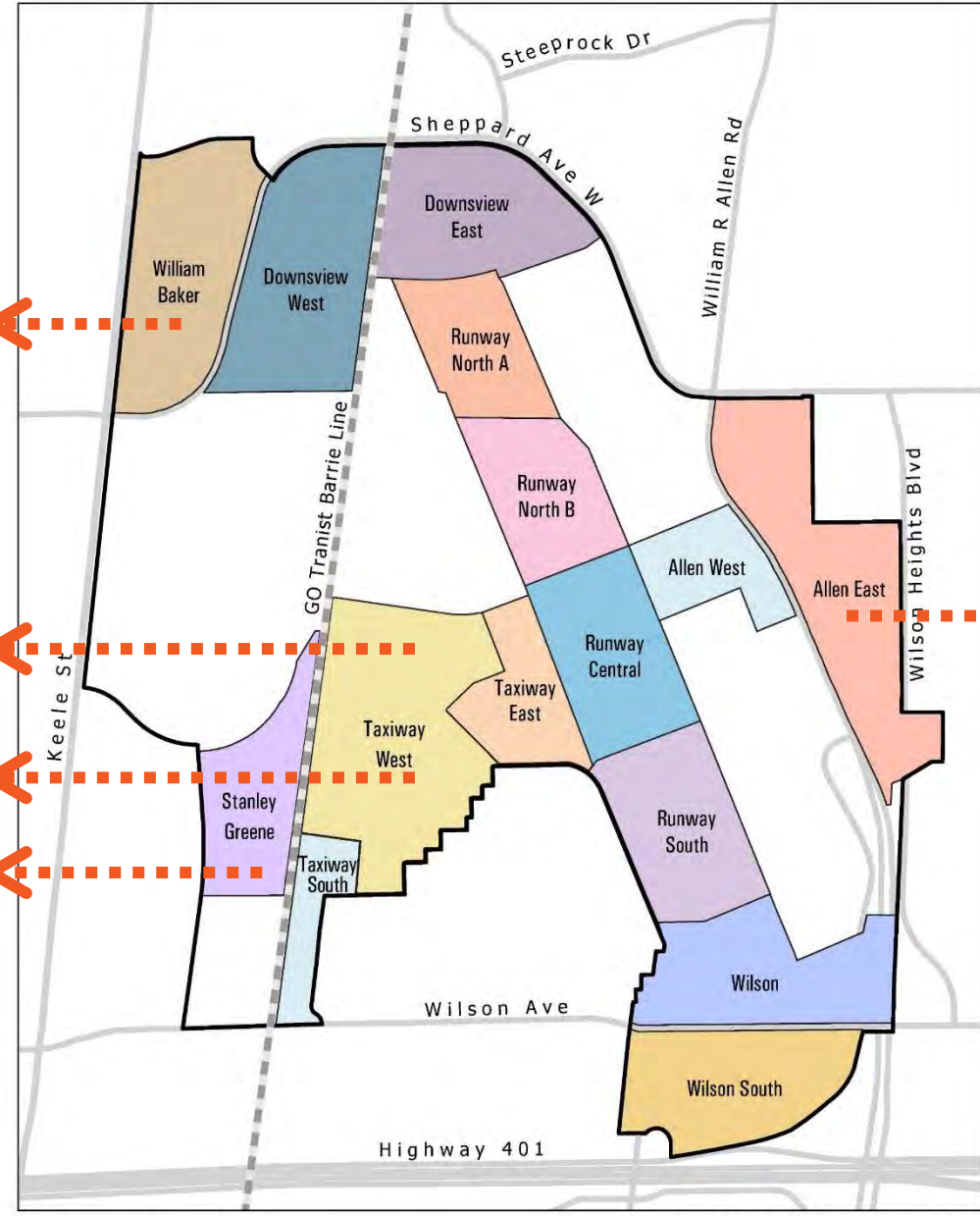
As identified in the Secondary Plan

District Plan, Draft Plan of Subdivision, and Zoning By-law Amendment application submitted. Phase 1 adopted by City Council.

Film Studio Site Plan application submitted for the northern portion.

District Plan application submitted.

Substantially built.

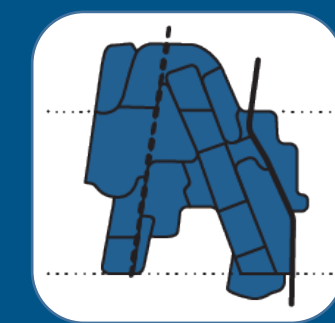


Adopted by City Council.



Downsview Secondary Plan
Map 7-6 Districts

□ Plan Area



Parks and public realm



YOU TOLD US...

We need more green space and parks

More links/ access to natural space

A connected open space network

Equitable distribution of parks

PROPOSED POLICIES INCLUDE...

- 1 8 new major parks plus The Runway, Taxiway and Green Spine (3.1.2)
- 2 Green connections linking parks together (3.4.5)
- 3 Comfortable year-round public spaces, including more naturalized spaces and trees (3.1.3)
- 4 New Ravine Underpass connecting people and green space under the rail line (3.1.8)
- 5 Equitable distribution of parks (generally 5 minute walk from home or work) (3.3.2)
- 6 The Runway and Taxiway as pedestrian spaces, maintaining views to the Hangar Buildings (3.2.1 & 3.5.1)

Did we miss anything? Did we get this right?

What parks do you like and why? What would you like to see?

LET US KNOW!



Community facilities and culture



YOU TOLD US...

We need more recreation facilities and opportunities for cultural events

Reflect Indigenous perspectives

Better access to programming for children, youth, seniors

High quality public space that celebrates local heritage and culture

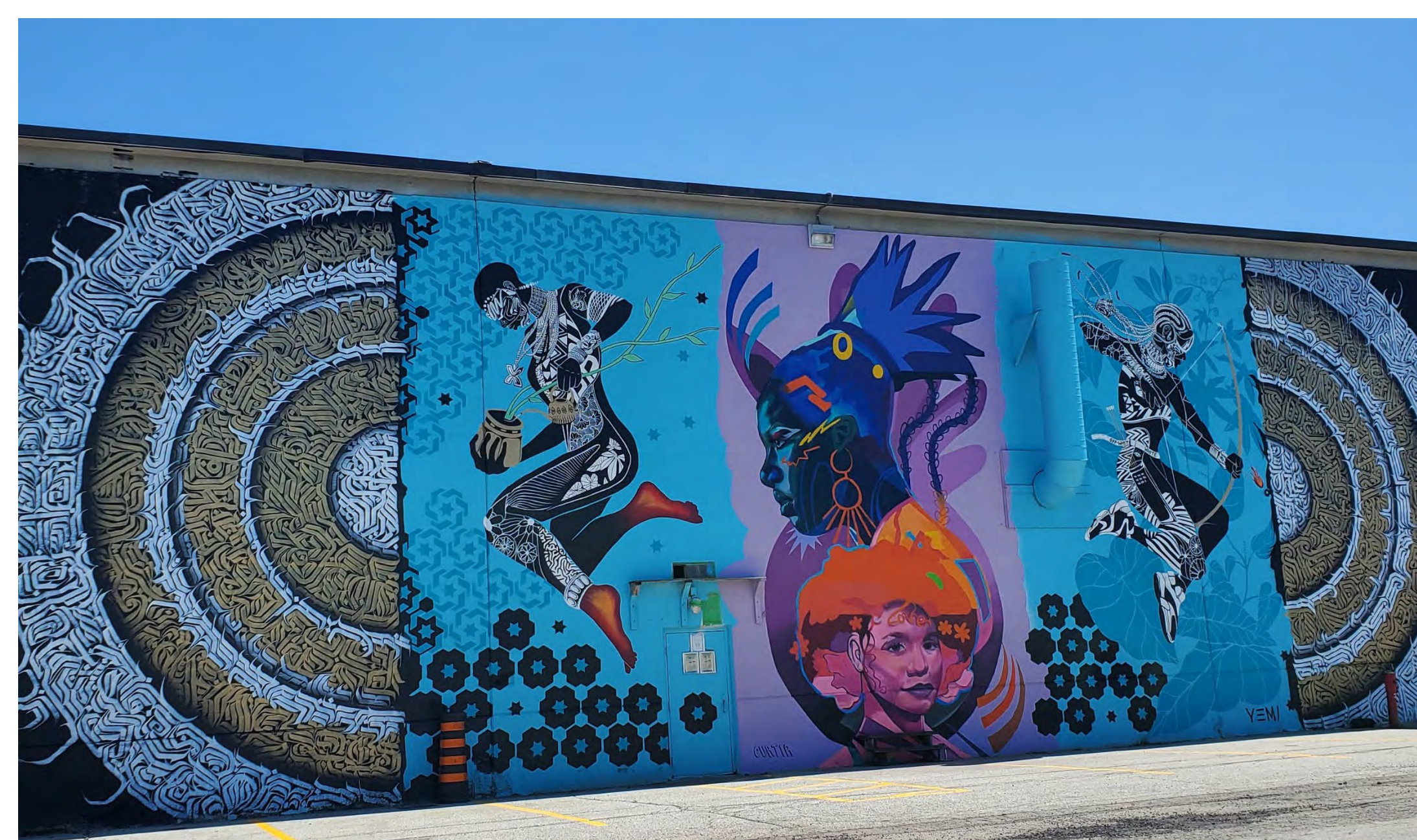
PROPOSED POLICIES INCLUDE...

- 1 New community agency space, library, schools, child care centres and 2+ community recreation centres – one at Keele & Sheppard (9.1.2 & 9.2.1)
- 2 Link to community-identified priorities in the Community Development Plan (9.1.3)
- 3 Space for arts and culture on The Runway and in parks, including references to historic aerospace industry (3.2.2 & 3.3.1)
- 4 Public art to celebrate the area's cultural and natural heritage (11.1.8 & Schedule 2)
- 5 Acknowledgement of Indigenous worldviews and perspectives, including traditional knowledge of water systems (Vision & 7.3.2)

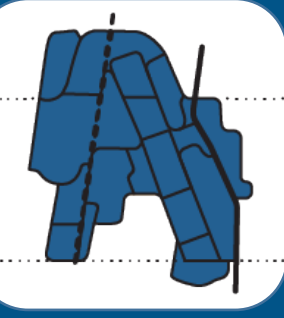
Did we miss anything? Did we get this right?

What community facilities do you use? What opportunities for arts and culture would you like to see?

LET US KNOW!



Important: The 'proposed policies' are simplified/summarized from the draft Secondary Plan policies. Please look at the draft Secondary Plan for the full proposed policies – you can use the policy numbers listed in the brackets to easily find the right sections. The policy numbers listed in the brackets will direct you to the most relevant policies, but they are not comprehensive and there may be other policies in the draft Secondary Plan that also contribute to these topics.



Access to jobs, business supports and amenities



YOU TOLD US...

We need access to good jobs

Support for local businesses

Opportunities for social development

Easier access to shopping and services

PROPOSED POLICIES INCLUDE...

- 1** Protection of employment-only areas (Map 7-4)
- 2** Phasing to ensure jobs, retail and services are created in coordination with housing (11.4.4 & 12.1.5)
- 3** Focus on advanced manufacturing and research industries (10.2.1)
- 4** Support for creative sector, including film hub and clustering of arts and culture uses (10.4.1 & 10.4.2)
- 5** Community Development Plan to identify inclusive economic development opportunities (10.1.1)
- 6** Promotion of small scale retail space (10.3.3)

Did we miss anything? Did we get this right?

Are there any other job sectors we should be focusing on? How can we best support small scale retail?

LET US KNOW!



Respond to the climate emergency



YOU TOLD US...

Support natural systems, biodiversity and habitats

Ensure servicing is there to support growth

Need to respond to climate emergency

PROPOSED POLICIES INCLUDE...

- 1** Strategies for reducing carbon emissions and adaptation to climate change impacts (7.1.1 & 6.2.3)
- 2** Linking infrastructure and development planning to ensure servicing capacity (2.2.4)
- 3** Supporting Toronto's net zero emissions target (e.g. district energy/other low carbon energy production) (7.2.4 & 7.2.1)
- 4** Decentralized stormwater management system, including green infrastructure and nature-based solutions (7.3.3)
- 5** Development design and materials which reduce embodied carbon (e.g. repurposing on-site materials) (7.2.3)
- 6** Prioritizing more sustainable ways to get around (4.1.3)
- 7** Focus on naturalized landscapes and recognition of shared responsibilities to the land and water (3.1.3 & Vision)

Did we miss anything? Did we get this right?

Does this approach respond to the climate emergency? What else can we do in Downsvie to adapt to climate change?

LET US KNOW!



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The policy numbers listed in the brackets will direct you to the most relevant policies, but they are not comprehensive and there may be other policies in the draft Secondary Plan that also contribute to these topics.



More and safer options to get around



YOU TOLD US...

Subway stations are isolated

There are major barriers to moving around the area

Need safer and more practical routes for pedestrians and cyclists

Concern with increasing traffic

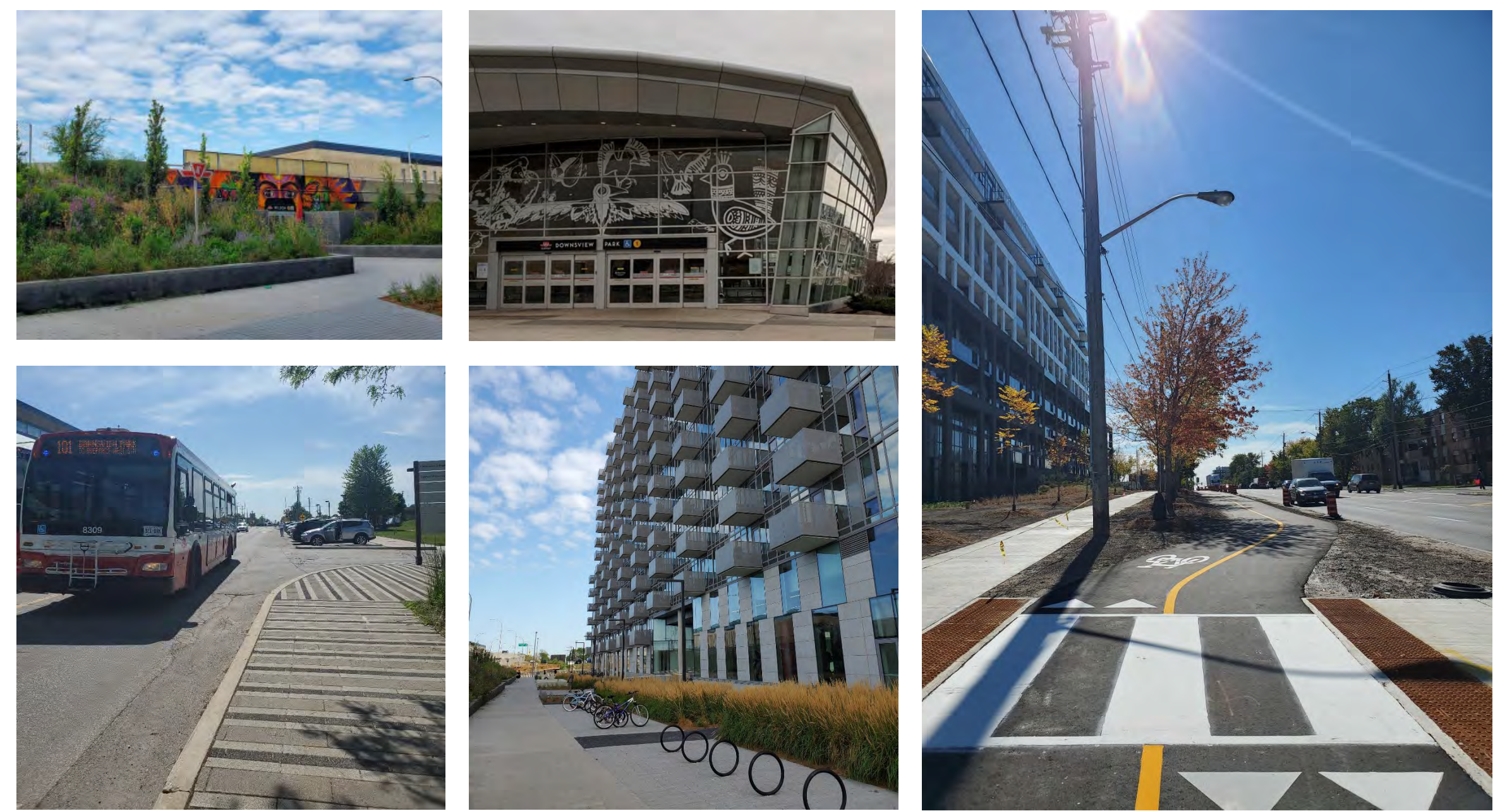
PROPOSED POLICIES INCLUDE...

- 1 Prioritizing walking, cycling and transit for most daily trips (4.1.1 & 4.1.2)
- 2 Requirement that streets accommodate all users and improved local transit (4.1.3 & 4.2.6)
- 3 The Green Spine as a dedicated active transportation corridor (4.5.1)
- 4 5 new rail crossings (2 new streets and 3 active-only crossings) (4.6.3)
- 5 4 new major streets (creating north-south and east-west connections) (4.2.1)
- 6 Development to maximize pedestrian and cycling connections, including through blocks (6.2.7)
- 7 Support for improved regional transit and protection for future transit infrastructure (4.3)

Did we miss anything? Did we get this right?

What should the streets feel like? What facilities do you need to support walking and cycling?

LET US KNOW!



More housing options and appropriate built form



YOU TOLD US...

Need more housing options and affordable housing

Create liveable communities

Ensure appropriate transitions to adjacent neighbourhoods

PROPOSED POLICIES INCLUDE...

- 1 A full range of housing options, with 40% of housing units to have 2+ bedrooms (8.1.1 & 8.1.2)
- 2 Affordable housing requirements (12.1.7 & 12.6.1 c))
- 3 Highest densities near transit stations, maximizing distances between towers (30m) (6.1.1 & 6.3.5)
- 4 Primarily mid-scale buildings, with high rises focused near transit stations (6.3.2)
- 5 Urban Design Guidelines to address built form in more detail (1.8)
- 6 New mixed use areas for more housing opportunities (5.2.1)

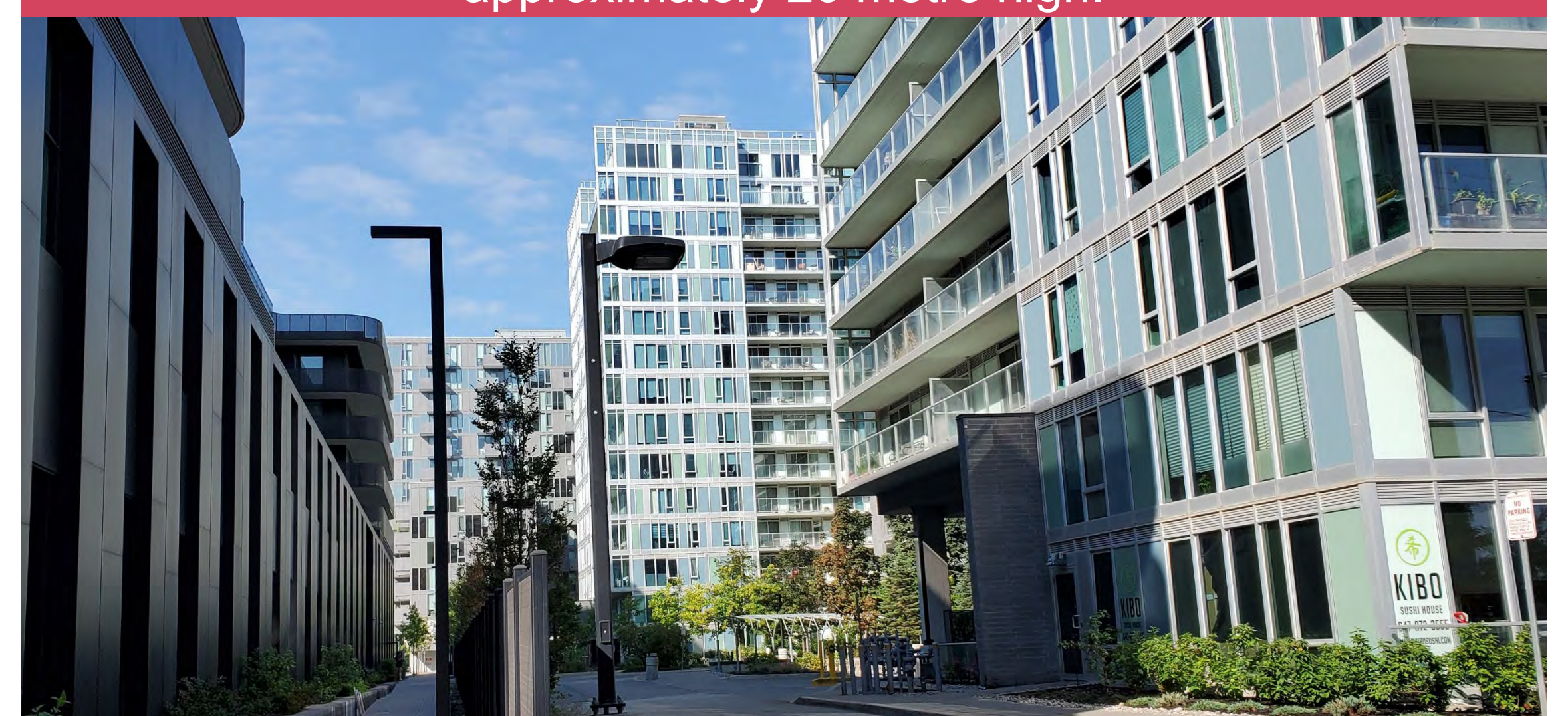
Did we miss anything? Did we get this right?

What should the buildings feel like at the street level?

LET US KNOW!

What does 'mid-scale' mean?

Generally, this means building heights matching the distance between buildings on opposite sides of the street. So, if the street (including sidewalks etc.) is 18 metres wide, and buildings are set back 1 metre from the property line, buildings could be approximately 20 metre high.



Important: The 'proposed policies' are simplified/summarized from the draft Secondary Plan policies. Please look at the draft Secondary Plan for the full proposed policies – you can use the policy numbers listed in the brackets to easily find the right sections.

The policy numbers listed in the brackets will direct you to the most relevant policies, but they are not comprehensive and there may be other policies in the draft Secondary Plan that also contribute to these topics.



Do you see these as interconnected?

WHAT IS A SECONDARY PLAN?

A Secondary Plan is a long-range planning document that includes policies to guide development within a specific community. Secondary Plans form part of the City-wide Official Plan.

Wondering what's in the Draft Secondary Plan?

This is how the document is organized:

1. Interpretation

How to read the Secondary Plan and how it relates to other planning documents

2. Vision and Objectives

The future that the draft Secondary Plan is intended to achieve

3. The Public Realm

Policies that apply to all areas that the public has access to, such as The Runway and Taxiway, parks and Privately Owned Publicly-Accessible Spaces (POPS)

4. Mobility

Policies to develop the mobility network, including streets, transit, pedestrian and cycling facilities, the Green Spine, rail crossings and parking

5. Land Use

Policies that apply to the Mixed Use Areas and General Employment Areas

6. Built Form

Policies that guide how buildings will be shaped, including density, relationship to public space, building types and amenity space

7. Infrastructure, Energy and Environment

Policies to address climate change mitigation, energy provision, tree canopy, water, stormwater management and municipal servicing

8. Housing

Policies that guide the provision of a full range of housing options

9. Community Service Facilities

Policies for the provision of community recreation centres, libraries, child care centres, schools and community agency space

10. Economic, Cultural and Social Development

Policies that address what types of employment uses are prioritized and where they should locate, support for the creative industry and community development

11. Implementation

Tools for the City implement the policies of the Secondary Plan, such as District Plans, monitoring requirements and interim uses

12. Site and Area Specific Policies

Policies that apply to specific lands, mostly carried forward from existing policies

13. Definitions and Explanatory Text

How to interpreted words that are italicized throughout the draft Secondary Plan

The draft Secondary Plan is guided by 2 goals:

What do these mean to you?



Climate resilience & sustainability



Achieving equitable outcomes

These goals are supported by 13 objectives, which are summarized as:

Reduce barriers to success

Social investment; Quality jobs; Housing options; Meeting daily needs; Needs of equity deserving communities

Liveable communities

Prioritizing the public realm; Employment node; Range of housing options; Services and amenities; Coordinate mobility and development

Climate resilience

Net zero emissions; Green infrastructure; Sustainable design; Transit and active transportation; Connecting people to nature

Recognize uniqueness of Downsview

Indigenous presence; Cultural heritage; Cultural diversity; Unique public space

How does everything fit together?

The Downsview Secondary Plan will be a key tool in guiding how development and investment unfolds in the Downsview area – but it doesn't work alone!

City of Toronto Official Plan: The Official Plan applies everywhere in Toronto, and the Downsview Secondary Plan will part of it (ultimately added to Chapter 6: Secondary Plans). So, if you notice that a topic or policy is missing in the draft Secondary Plan, it might be because it's *already in the Official Plan* – it's important that we don't duplicate policies.

Master Environmental Servicing Plan (MESP): The MESP will identify the transportation, servicing and stormwater infrastructure needed to support the growth anticipated in the Secondary Plan. It includes more detailed technical analysis and requirements to guide how future infrastructure projects meet the Secondary Plan policies, with more work still to come.

Community Development Plan (CDP): The CDP will identify actions, investments and other initiatives that should be undertaken to support the community as all the growth identified in the Secondary Plan occurs. While the Secondary Plan has limits in what topics it can address, the CDP gives the City more options to enact positive change for residents and workers as the area evolves.

Urban Design Guidelines (UDGs): The UDGs will be used as a tool to evaluate development applications and City investments, and focus on the design of spaces and buildings. While the UDGs will include more detailed guidance than the Secondary Plan, there is more flexibility in how this guidance is implemented.

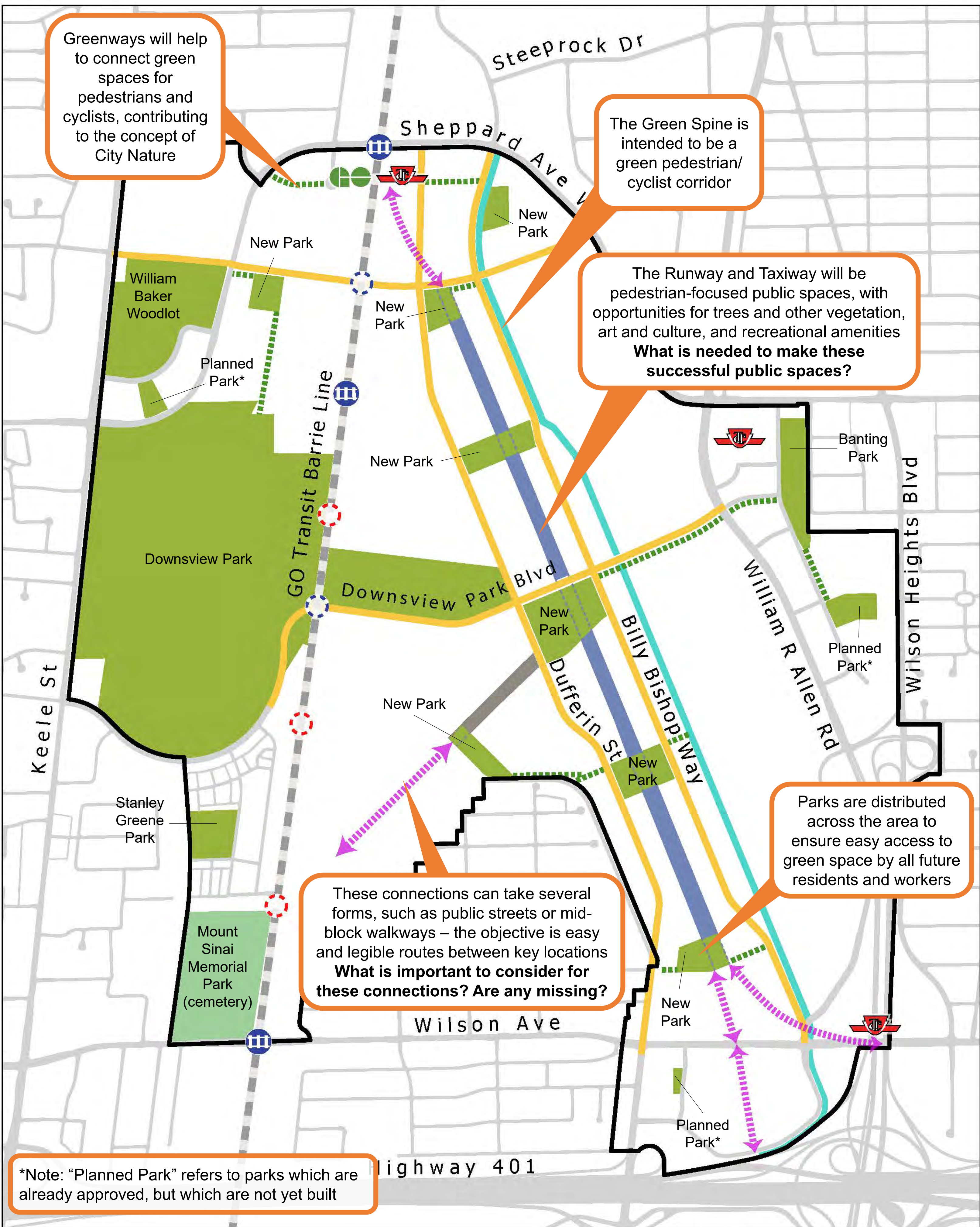
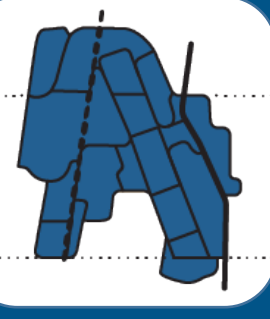
Ready to dive in?

Tips for what to think about as you review the Draft Secondary Plan

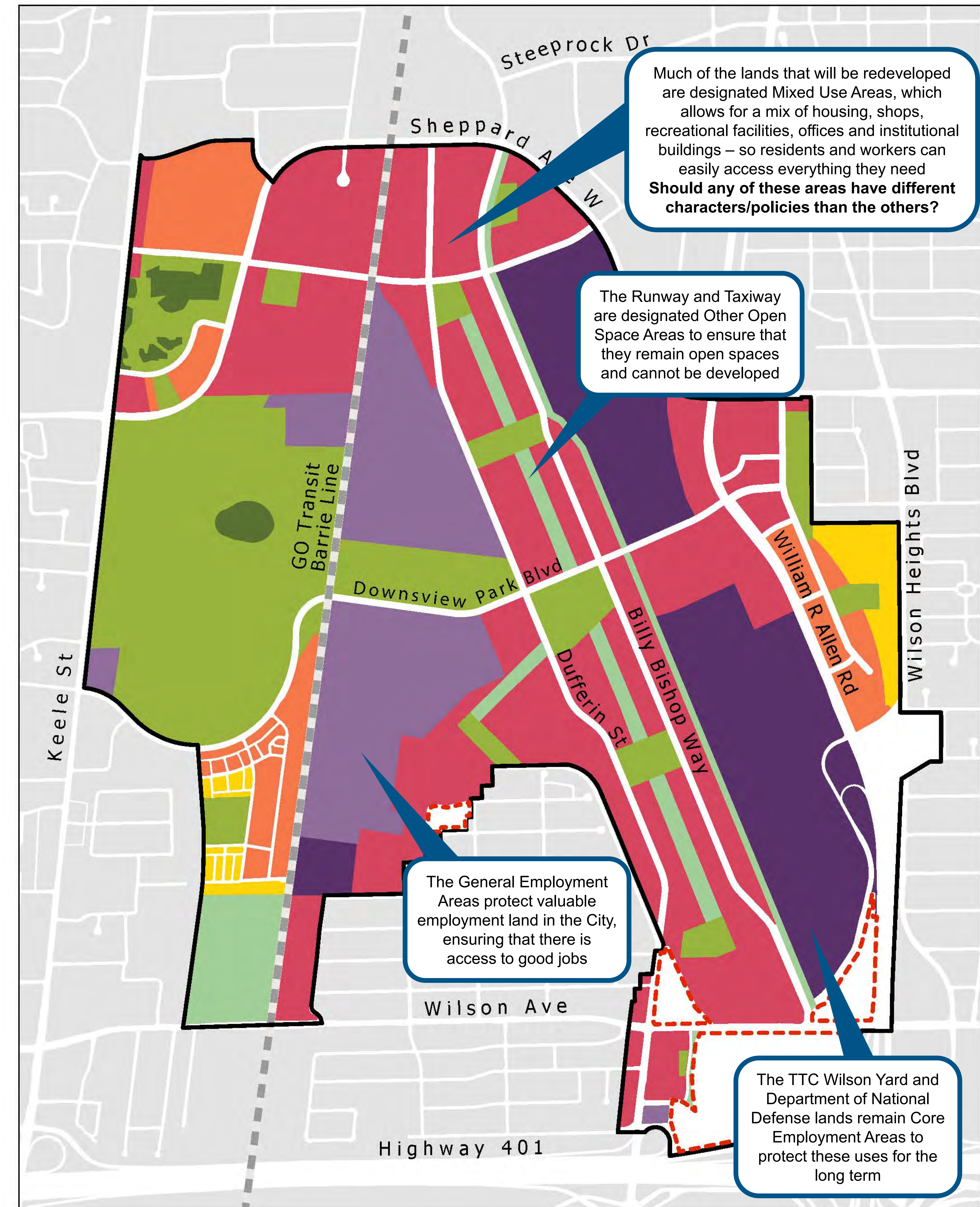
- Think about what **issues are most important to you** and look for policies that address them. Are there any policies related to the issue? Do you think the strength of the policy and/or wording is appropriate? Do you think achieving the policy is realistic?
- If there are several issues that are important to you, are they all addressed? Was the **right balance** found in the policies?
- Does the vision generally capture what **you'd like to see in Downsview's future**? What about the objectives?
- Are there any policies or sections that are **confusing or unclear**? Are there any additional terms that should be defined?
- If you're not sure about something in the draft Secondary Plan, or have any questions, please get in touch with a member of the project team to discuss.

Why should you care about the Secondary Plan?

All decisions made by the City of Toronto are required to conform to the policies of the Official Plan (including its Secondary Plans). This includes decisions made by the City on City-initiated projects, as well as on private development applications - so the policies of the Secondary Plan can have a **BIG** impact on how the Downsview area evolves.



Share your thoughts!



TORONTO Downsview Secondary Plan
Map 7-3 Public Realm Plan

Plan Area	GO Transit Station	Existing and Approved Streets	The Runway
Existing Rail Crossings	TTC Stations	Greenways	The Taxiway
Planned Multi-modal Rail Crossings	Rail Corridor	Green Spine	Major Parks
Planned Active-only Rail Crossings	Planned Major Streets	Public Realm/Mobility Connections	Other Open Spaces Areas

Not to Scale

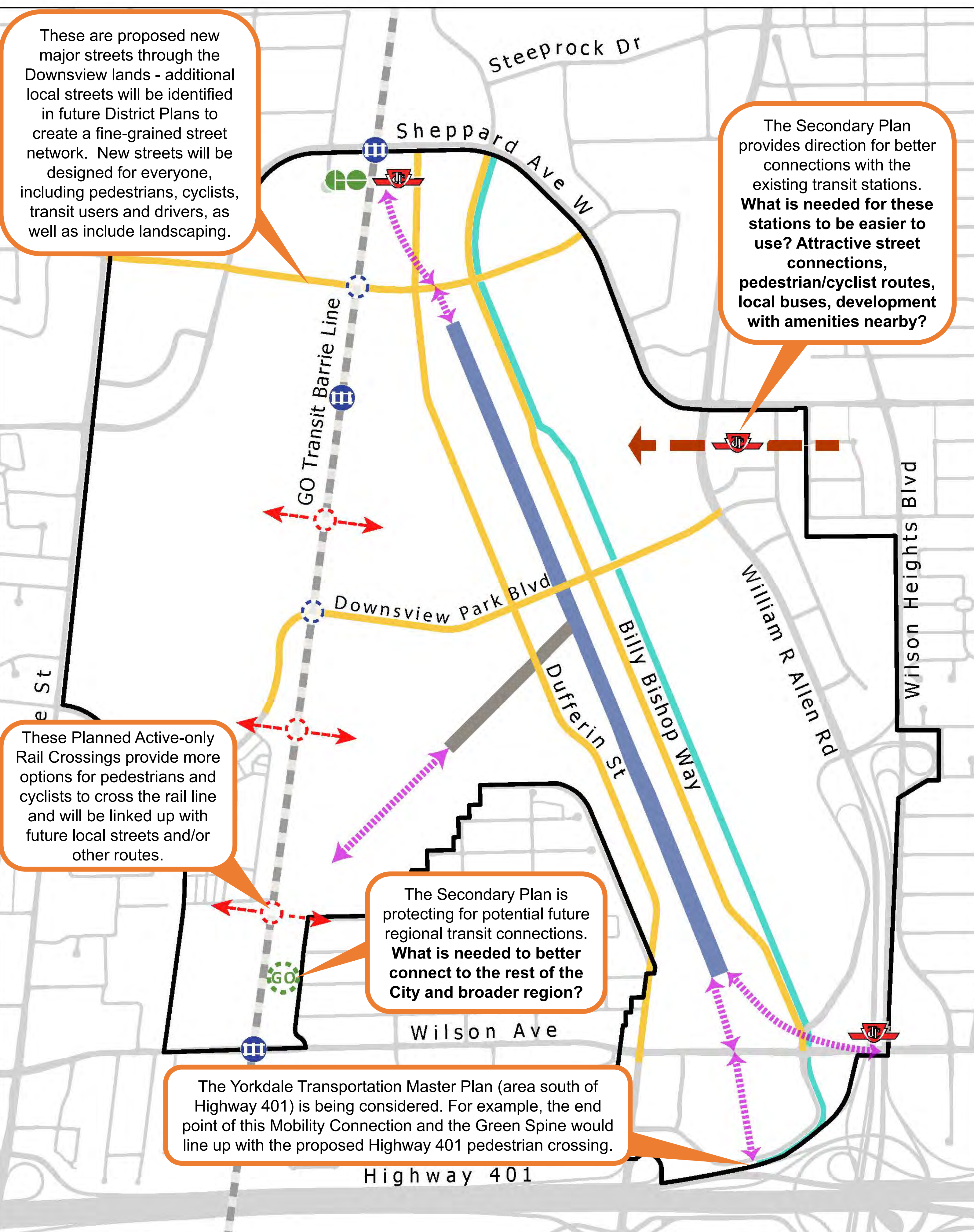
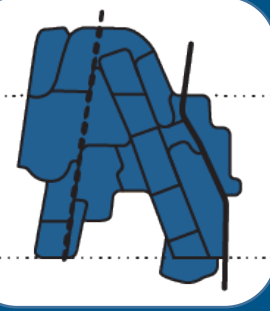
TORONTO Downsview Secondary Plan
Map 7-4 Land Use Plan

Plan Area	Natural Areas	Core Employment Areas
Neighbourhoods	Parks	Land Use Designations Under Consideration, Employment Conversion Pending Minister's Approval
Apartment Neighbourhoods	Other Open Space Areas	Rail Corridor
Mixed Use Areas	General Employment Areas	

Not to Scale

Draft Downsview Secondary Plan

We want to hear from you!



These are proposed new major streets through the Downsview lands - additional local streets will be identified in future District Plans to create a fine-grained street network. New streets will be designed for everyone, including pedestrians, cyclists, transit users and drivers, as well as include landscaping.

The Secondary Plan provides direction for better connections with the existing transit stations. **What is needed for these stations to be easier to use? Attractive street connections, pedestrian/cyclist routes, local buses, development with amenities nearby?**

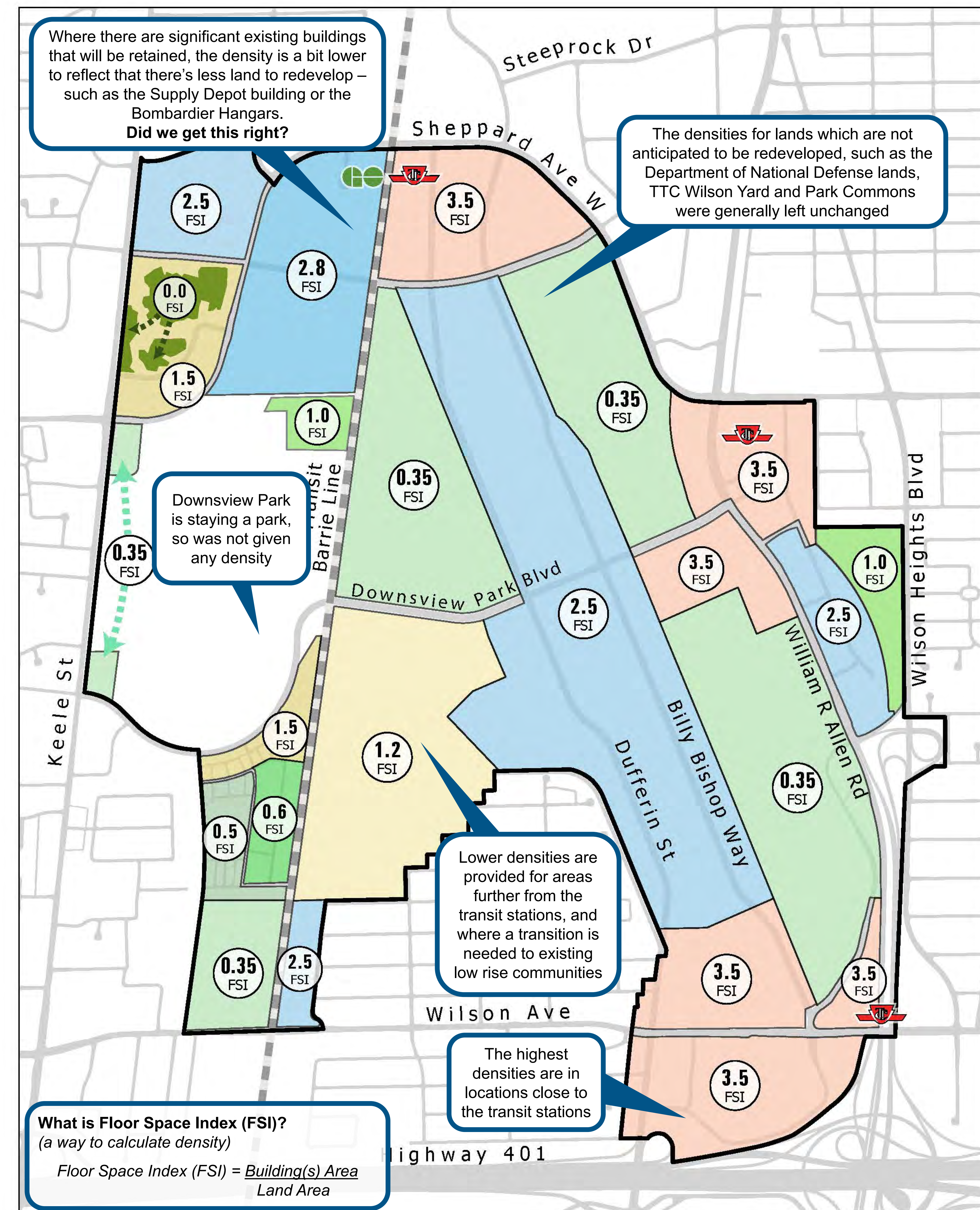
These Planned Active-only Rail Crossings provide more options for pedestrians and cyclists to cross the rail line and will be linked up with future local streets and/or other routes.

The Secondary Plan is protecting for potential future regional transit connections. **What is needed to better connect to the rest of the City and broader region?**

The Yorkdale Transportation Master Plan (area south of Highway 401) is being considered. For example, the end point of this Mobility Connection and the Green Spine would line up with the proposed Highway 401 pedestrian crossing.

Downsview Secondary Plan
Map 7-5 Mobility Network

Share your thoughts!



Where there are significant existing buildings that will be retained, the density is a bit lower to reflect that there's less land to redevelop - such as the Supply Depot building or the Bombardier Hangars. **Did we get this right?**

The densities for lands which are not anticipated to be redeveloped, such as the Department of National Defense lands, TTC Wilson Yard and Park Commons were generally left unchanged

Downsview Park is staying a park, so was not given any density

Lower densities are provided for areas further from the transit stations, and where a transition is needed to existing low rise communities

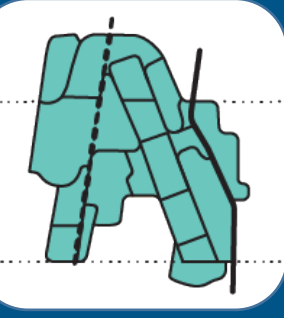
The highest densities are in locations close to the transit stations

What is Floor Space Index (FSI)?
(a way to calculate density)
$$\text{Floor Space Index (FSI)} = \frac{\text{Building(s) Area}}{\text{Land Area}}$$

Downsview Secondary Plan
Map 7-7 Density

- Plan Area
 - GO Transit Station
 - Planned Major Streets
 - Future Connections
 - Existing Rail Crossings
 - Potential New GO Transit Station
 - Existing and Approved Streets
 - Green Spine
 - Planned Multi-modal Rail Crossings
 - TTC Stations
 - Public Realm/Mobility Connections
 - The Runway
 - Planned Active-only Rail Crossings
 - Rail Corridor
 - Potential Sheppard West Subway Extension
 - The Taxiway
- Not to Scale

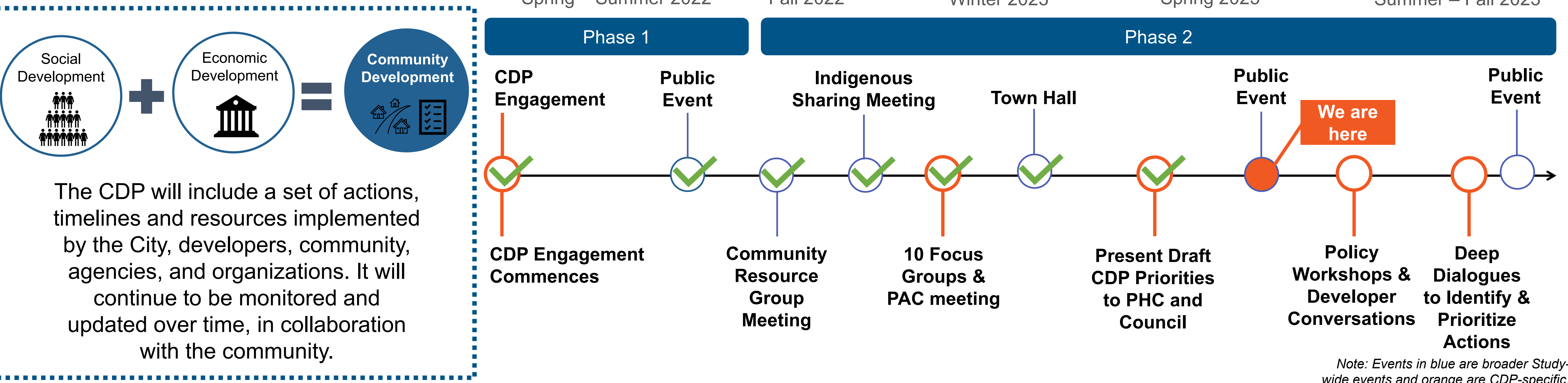
- Plan Area
- Not to Scale



WHAT IS A COMMUNITY DEVELOPMENT PLAN?

A Community Development Plan (CDP) is a plan that combines social and economic development strategies to guide how communities are supported and affected when growth and development are anticipated. It ensures equitable opportunities for residents, community groups, agencies, businesses, local anchor institutions, and other stakeholders of the Downsview Study Area and surrounding communities.

The CDP has a natural, deep and intricate connection to the physical redevelopment – by engaging groups that have been historically underrepresented and marginalized to provide input on the planning deliverables Indigenous, Black and equity-deserving groups help shape the community with their core needs.



Draft Priorities of the Community Development Plan



1) ACCESS TO HEALTHY AND AFFORDABLE FOOD

Possible Actions: Community gardens, edible landscapes, community kitchen, markets.

What other actions could be included?

LET US KNOW!



2) ACCESS TO HOUSING

Possible Actions: Senior's housing, co-op housing, affordable and appropriate unit size to accommodate different household types.

What other actions could be included?

LET US KNOW!



3) ACCESS TO EMPLOYMENT OPPORTUNITIES

Possible Actions: Apprenticeships, jobs in construction, hire Indigenous and equity-deserving businesses and contractors.

What other actions could be included?

LET US KNOW!



4) ESTABLISHING AN INCLUSIVE ECONOMY

Possible Actions: Indoor/outdoor fabrication spaces, small business incubator, co-working spaces, micro-retail, support for women and Indigenous businesses.

What other actions could be included?

LET US KNOW!



5) ACCESS TO RECREATION AND BELOW MARKET RENT SPACES FOR NON-PROFIT AGENCIES

Possible Actions: Satellite offices for services/agencies, community centre, sports complex, Indigenous child care centre, multi-faith centre, libraries with youth hubs, parks, open and green spaces, naturalized spaces.

What other actions could be included?

LET US KNOW!



6) ARTS, HERITAGE AND EDUCATION

Possible Actions: Artist access to studio/maker spaces, outdoor pavilions for arts and culture to take place, resource centre for newcomers, outdoor education centre.

What other actions could be included?

LET US KNOW!



7) COMMUNITY SAFETY AND WELLBEING

Possible Actions: Community health centre, birth centre, traditional Indigenous teaching lodge, community safety program, spaces for health and wellness.

What other actions could be included?

LET US KNOW!

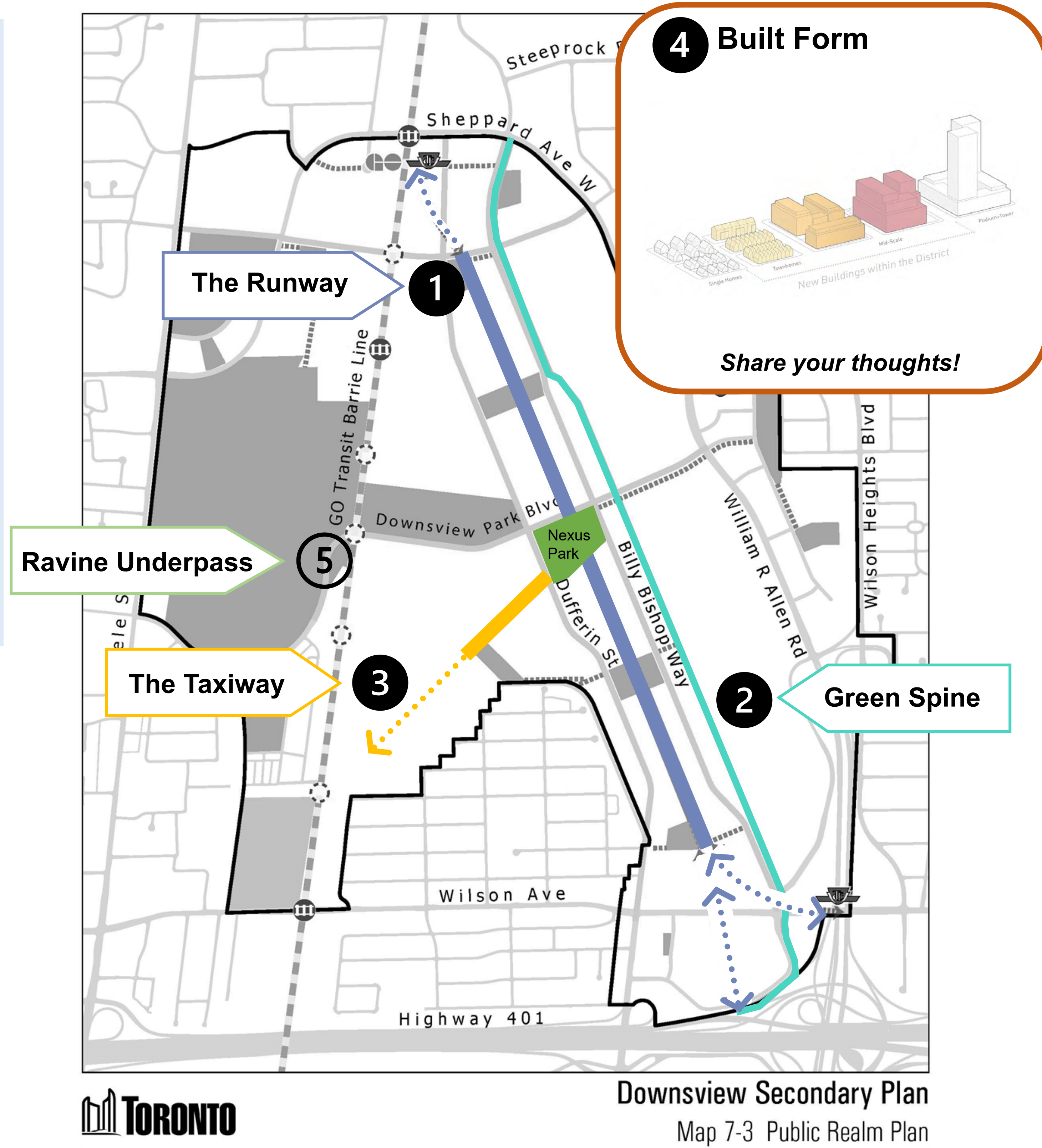


WHAT ARE URBAN DESIGN GUIDELINES?

The Urban Design Guidelines (UDGs) will build upon the policies, goals and objectives set out by the Secondary Plan, providing more detail on key urban design features and ideas. The UDGs will be used to evaluate development applications and City investments.

The Urban Design Guidelines will address the built form relationships and public realm elements that will define the Downsview area's character and sense of place including streetscape dimensions and design standards. These guidelines, along with other City-wide guidelines, will ensure that new development fits into the existing and planned surroundings.

The development of the Urban Design Guidelines have and will continue to be informed by engagement with stakeholders, the public, consultants, City staff and Indigenous communities. Additional draft UDG sections and themes will be identified and developed in the coming months. **Your feedback will also further inform the UDG!**



1 The Runway

- Minimum 20m wide, and up to 60m wide in key areas based on the original airport Runway width.
 - Accessible and comfortable in all seasons.
 - Adjacent buildings will consider wind, sun and other microclimatic conditions.
 - Animation and programming in key locations across The Runway.
 - Mobility and accessibility along the Runway will primarily be passive.
- Other considerations include materials, wayfinding, public art, landscaping, street crossings and public space extensions leading to Transit Stations.



Images from applicant submission (id8 Framework) – A conceptual image of programming along The Runway.



Source: Applicant submission (id8 Framework) – A conceptual render of The Runway in the winter.

Share your thoughts on the Runway!
What would you like the Runway to look and feel like when exploring it?



What activities and programming would you like to see along The Runway?

Share your thoughts on the Green Spine!
How would you use the Green Spine?



Source: Applicant submission (id8 Framework) – Drawing showing the uses along the Green Spine.



Photo: Atlanta's Beltline - Gene Phillips, Courtesy Of ACVB & Atlantaphotos.Com

2 The Green Spine

- The Green Spine will generally be 18m wide.
- It will function as an Active Mobility and accessibility route and green infrastructure corridor.
- The Green Spine will interface with parks, POPS and open spaces in strategic locations to form larger public spaces.
- Comfort considerations regarding sun, wind and built form as well as termini of the Green Spine and integration with the larger network will be considered.
- Landscaping, biodiversity and habitat, and place and public space creation will also be considered.

How much green infrastructure, trees and landscaping would you like to see along the Green Spine?



3 The Taxiway

- The Taxiway is a pedestrian priority and open space connection between the Taxiway Districts and Nexus Park.
- The Taxiway will be a minimum of 18.5m wide with one-way vehicle and pedestrian shared surface.
- Key areas along the Taxiway will be widened to create public spaces.
- Other considerations will include sight lines, programming, treatment, materials and wayfinding.



Source: Applicant submission – Taxiway West District conceptual sectional drawing



Chicago, Fulton Market District

Share your thoughts on the Taxiway!

How would you like to experience the Taxiway?

LET US KNOW!

What activities and programming would you like to see on the Taxiway?

Share your thoughts!

What is a great mid-scale neighbourhood that you enjoy spending time in?

LET US KNOW!

What streets in Toronto do you enjoy walking and spending time in?



Chicago Skyline

4 Built Form

- Mostly mid-scale development.
- Inform and guide development block layout.
- Tallest buildings will be focused around transit stations.
- Appropriate transitions to neighbouring areas and existing context.
- Designed to minimize wind and sun impacts.
- Encouraging sustainable building materials.
- 30m distances between towers.

ADDITIONAL THEMES BEING CONSIDERED...

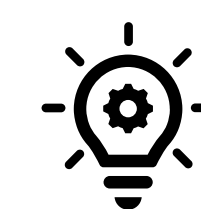
INDIGENOUS PLACE-KEEPING, HERITAGE AND COMMEMORATION

These sections will be informed by the engagement process and will be integrated throughout the Urban Design Guidelines (UDG).

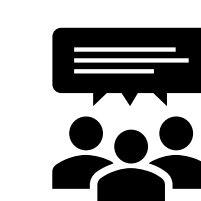
CITY NATURE: An interconnected public realm network

An overarching priority with an emphasis on the role of nature and how it is experienced as a network, and the connectivity of parks and open spaces to advance health outcomes. The function of *green infrastructure*, biodiversity, habitat, tree canopies, and active mobility will be explored. Structuring elements will be discussed; how they connect and interface with district parks, development blocks, local parks, and Privately-Owned Publicly Accessible Spaces (POPS). Operations and maintenance will be considered and built into the guidelines through design considerations.

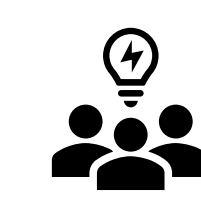
Other structuring elements and items that the UDGs will be addressing include:



Greenways and their landscaping, adjacent POPS, mobility and accessibility.



Streetscape Character with emphasis on boulevard functions.



Rail Crossings comprising of the Ravine Underpass, Northern Crossing and other Overpasses. Guidelines will address the treatment and materiality, POPS and setbacks as well as phasing options.

Share your thoughts!

How would you utilise this outdoor space, which links east-west across the plan area?

LET US KNOW!

What activities would you like to see in this naturalised underpass area?



Source: Applicant submission (id8 Framework) - Stockholm, left-over infrastructure space is repurposed.



Source: Applicant submission (id8 Framework) - Render of the Ravine Underpass.

5 The Ravine Underpass

- Will extend Downsview Park Blvd. under the rail corridor, increasing connections to Downsview Park from the east.
- Will increase movement of pedestrians, cyclists, and vehicles.
- Will be natural, with dramatic topography and scenic landscapes.
- Will move stormwater from catchment areas east of the rail corridor to Downsview Park's stormwater treatment landscapes.
- East of the rail line, the greenway splits to continue along the extended Downsview Park Boulevard and connect north to existing Downsview Park.

What is a Zoning By-law?

A Zoning By-law is the legal document which implements the goals, objectives and policies described in an Official Plan and/or Secondary Plan. It details what uses are permitted, and provides standards for how the land can be developed.

What will a Zoning By-law for Update Downsview look like?

As part of Update Downsview, the City is planning to bring forward a Zoning By-law which may permit certain interim and temporary uses, focused on The Runway and former airport lands. These uses could provide activities and programs for community engagement in the years leading up to full build-out of the Downsview lands. Certain uses (e.g. artist studios, production studios) could transition to permanent locations in the future. Other uses could help make efficient use of the lands prior to development (e.g. recycling airport materials). More detailed Zoning By-laws to implement a full mix of uses in line with the Secondary Plan will happen through future district applications, and will include public consultation.

Potential Interim Land Uses

- Agriculture
- Art Gallery
- Artist Studio
- Entertainment Uses
- Day Nurseries
- Festivals
- Market Gardens
- Offices
- Production Studios
- Retail Stores
- Recycling Facilities
- Renewable Energy
- Service Shop
- Sports and Recreation
- Take-out Eating Establishments
- Outdoor Storage

Photo courtesy of Canada Lands Company



Photo courtesy of Northcrest Developments

Photo: The Bowery Project, courtesy of storeys.com



Photo: Stackt Market, courtesy of dailyhive.com

Photo courtesy of Canada Lands Company



Photo courtesy of Canada Lands Company

What interim uses and activities would you like to see at Downsview?

LET US KNOW!



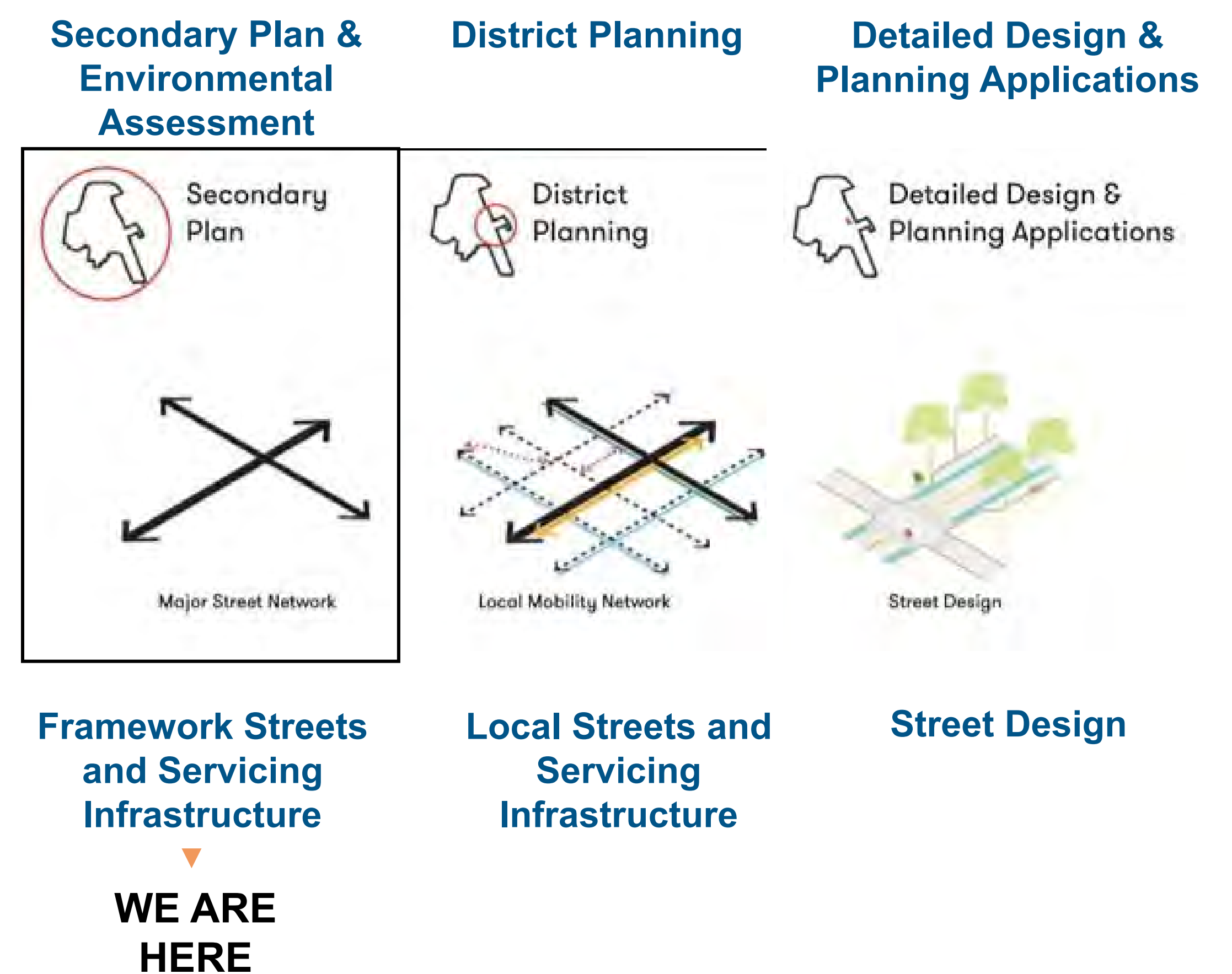
WHAT IS AN ENVIRONMENTAL ASSESSMENT?

The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, are undertaking an Integrated Planning Act and Municipal Class Environmental Assessment (“EA”) Study to identify the transportation, water, sanitary and stormwater infrastructure required to support the Secondary Plan for Update Downsview. This EA Study will result in a Master Environmental Servicing Plan (“MESP”), which is one of the key deliverables of Update Downsview.

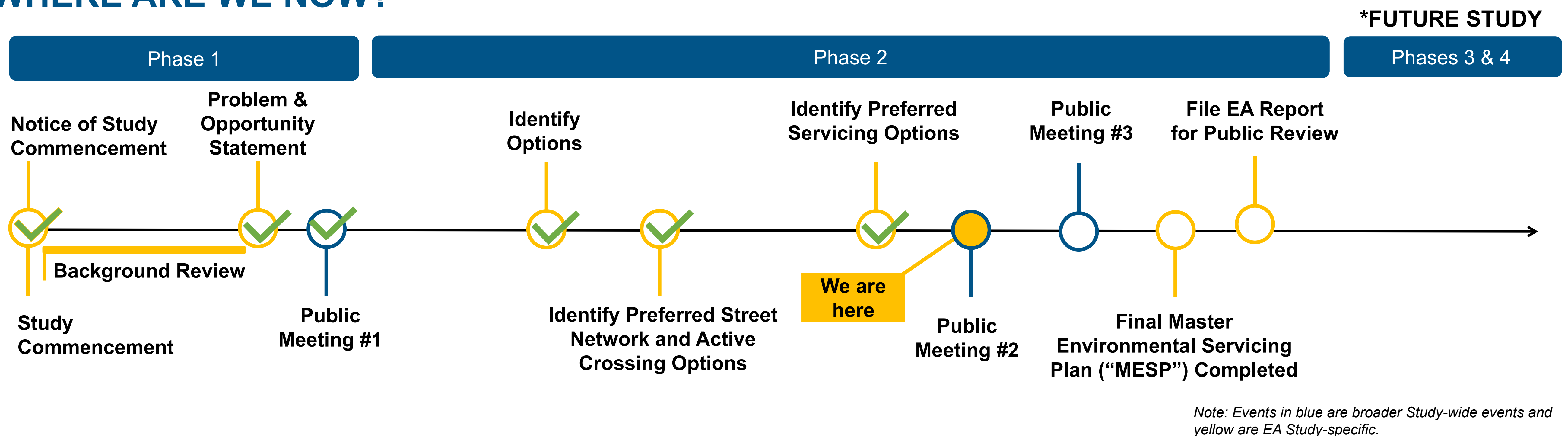
The EA Study identifies the preferred options for ‘framework infrastructure’. Local streets and details will be further refined in future phases of work.

WHAT IS ‘FRAMEWORK INFRASTRUCTURE’?

‘Framework infrastructure’ means the key parts of the transportation and servicing network, including the key ‘framework streets’. Where the draft Secondary Plan refers to ‘major streets’, this is referring to these same ‘framework streets’.



WHERE ARE WE NOW?



PUBLIC PROCESS AT A GLANCE

At Public Meeting #1...

In 2022, we presented and received comments on the Phase 1 of the EA:

- ✓ Problem-Opportunity Statement that governs our work.

Today, at Public Meeting #2

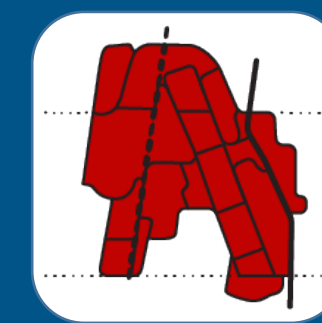
We’re presenting and seeking comments on Phase 2 of the EA Study. This includes:

- Evaluation criteria
- Long-List evaluation:
 - Framework streets as well as separate cycling and pedestrian-only rail crossings
 - Drinking water and sanitary infrastructure
 - Stormwater and drainage infrastructure
- Evaluation of Short-List options and selection of the preferred options within the Secondary Plan Area:
 - Two east-west and two north-south framework streets
 - Two separate active-only (cycling and pedestrian) rail crossings over the Barrie Line (bridges)
 - A new drinking water and sanitary pipe network
 - A decentralized stormwater management solution

We’re presenting a number of key milestones from our Environmental Assessment

Coming up! Public Meeting #3 in the Fall of 2023

Present additional transportation and municipal servicing infrastructure that may be required outside of the Secondary Plan Area.



SNAPSHOT: HOW DO WE GET TO THE PREFERRED OPTIONS?

Prepare the 'Long-List' Options:

This is a list of all possible options to make sure everything is considered, even unlikely options



Prepare the 'Short-List' Options:

All the Long-List options are reviewed against the Long-List criteria – the options that 'pass' become the 'Short-List'



Select the Preferred Options:

All the Short-List options are reviewed against the Short-List criteria – the options that score highest become the 'Preferred Options'

ENVIRONMENTAL ASSESSMENT EVALUATION CRITERIA

Long-List Criteria

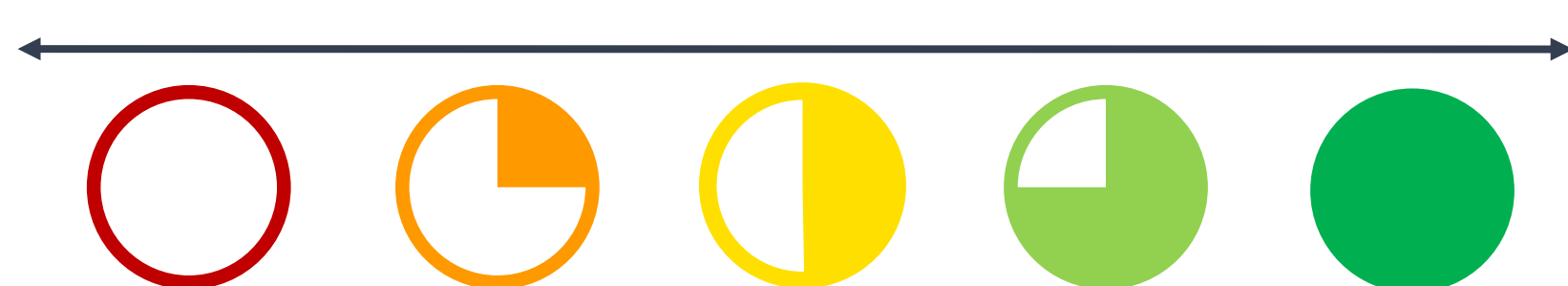
1. Is the option technically feasible?
2. Does the options meet the objectives of Update Downsview?

Short-List Criteria

Category		Weight	Description
Connectivity and Technical Viability		High	<ul style="list-style-type: none"> •Support development •Connect to existing infrastructure •Connect to surrounding neighbourhoods
Social Environment		High	<ul style="list-style-type: none"> •Access to parks, open spaces, and nature •Promote a safe and healthy environment
Natural Environment		Medium	<ul style="list-style-type: none"> •Impacts to natural environment •Create natural areas •Traditional Indigenous Knowledge
Cultural Environment		Medium	<ul style="list-style-type: none"> •Impacts to heritage and archaeological resources •Embeds Indigenous values and interests
Environmental Sustainability and Resilience		High	<ul style="list-style-type: none"> •Reduces climate change •Advances climate resilience
Economic Sustainability		Medium	<ul style="list-style-type: none"> • Construction costs •Supports sustainable, long-term growth

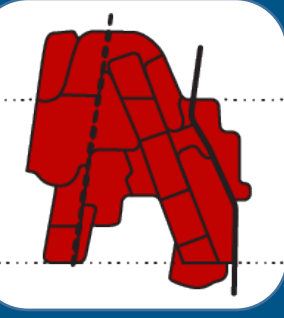
Does Not Meet Criteria

Meets Criteria



Did we miss anything? Did we get this right?





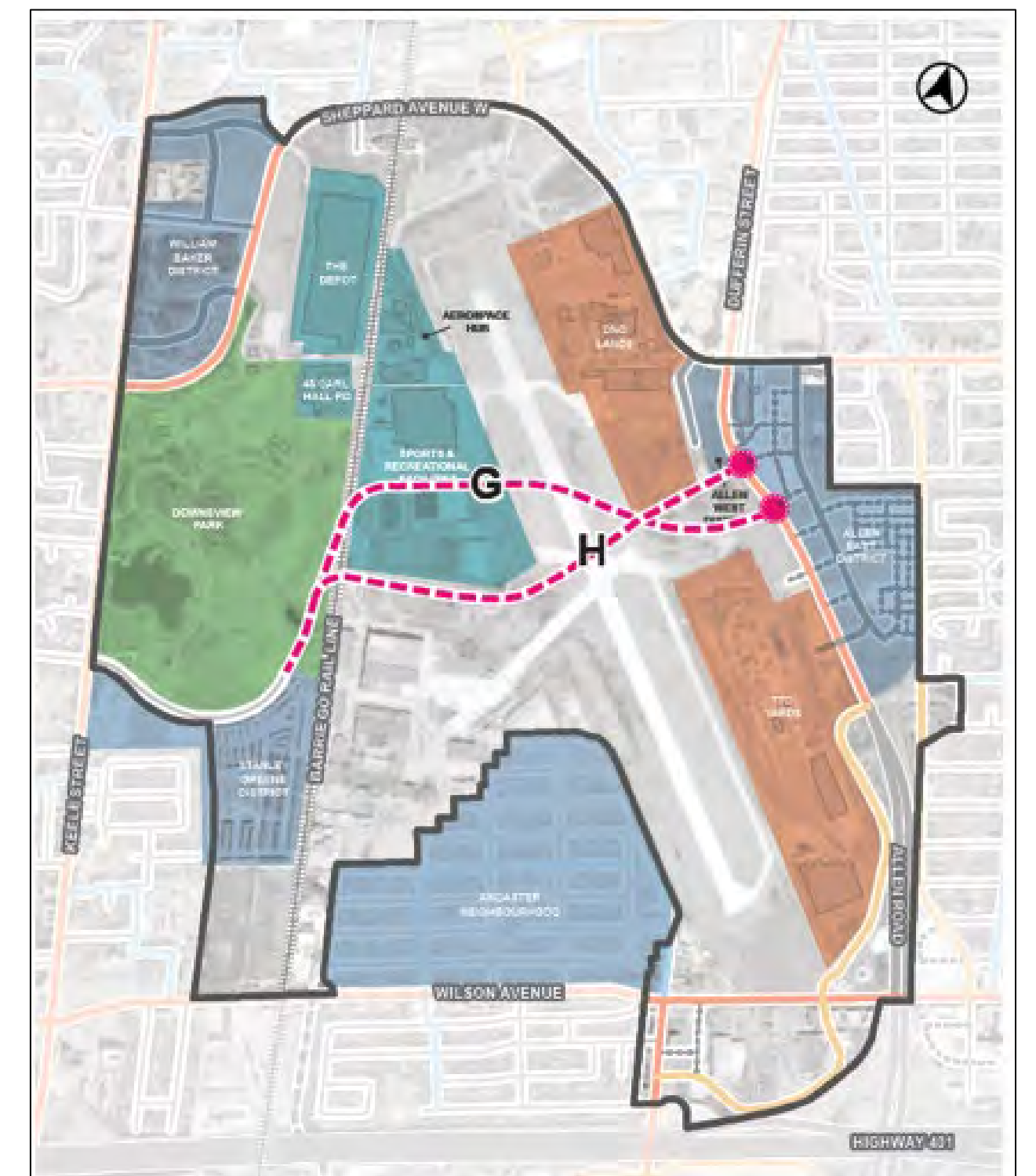
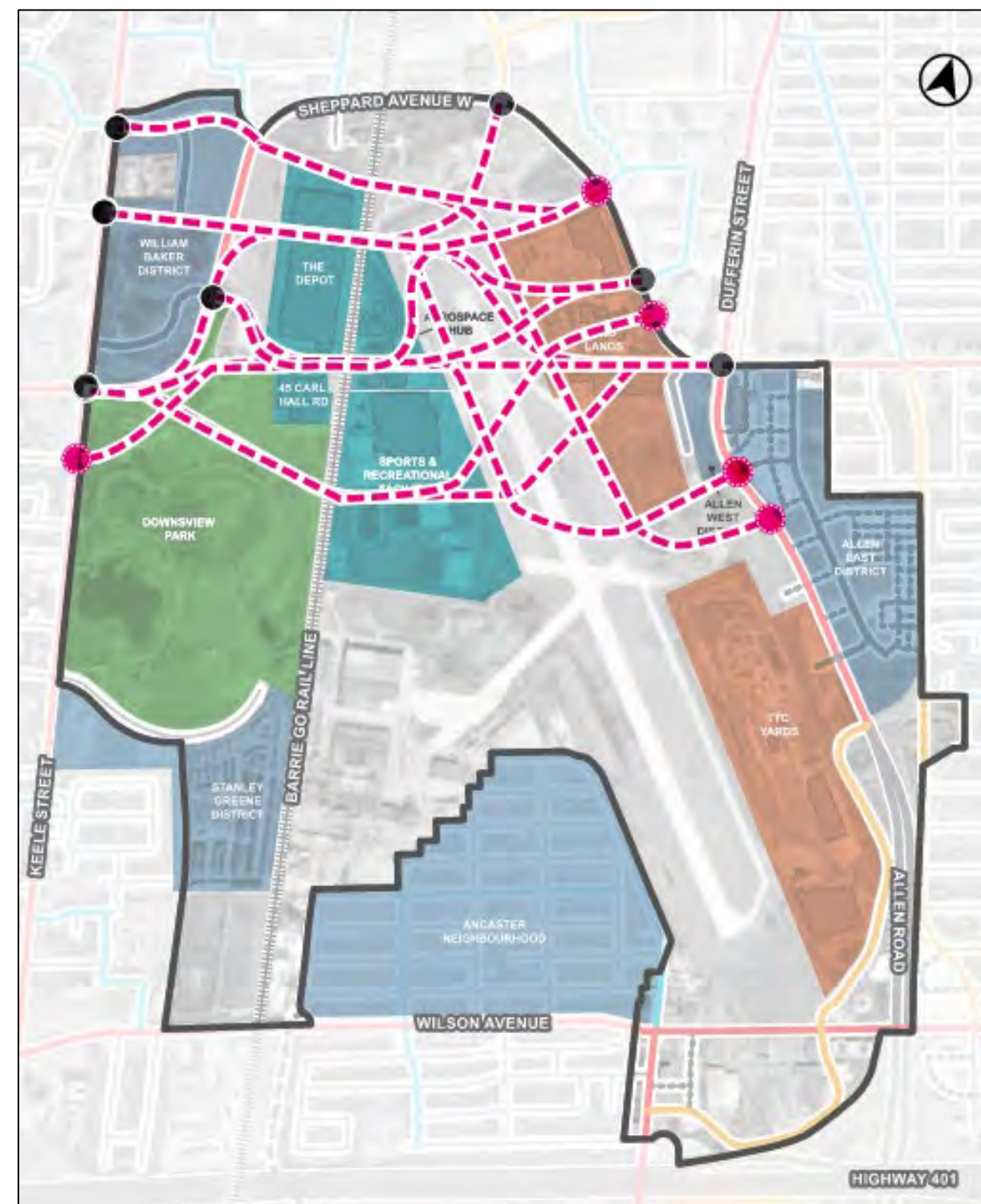
EAST-WEST STREETS

The East-West street Long-List includes **15 different options**.

10 options have been screened out because they are not technically feasible or do not provide the needed connectivity.

- One of the long-list options proposed a direct connection across Sheppard Avenue West, which is not feasible because of the existing Department of National Defense Lands.

The remaining 5 options are the Short-List.



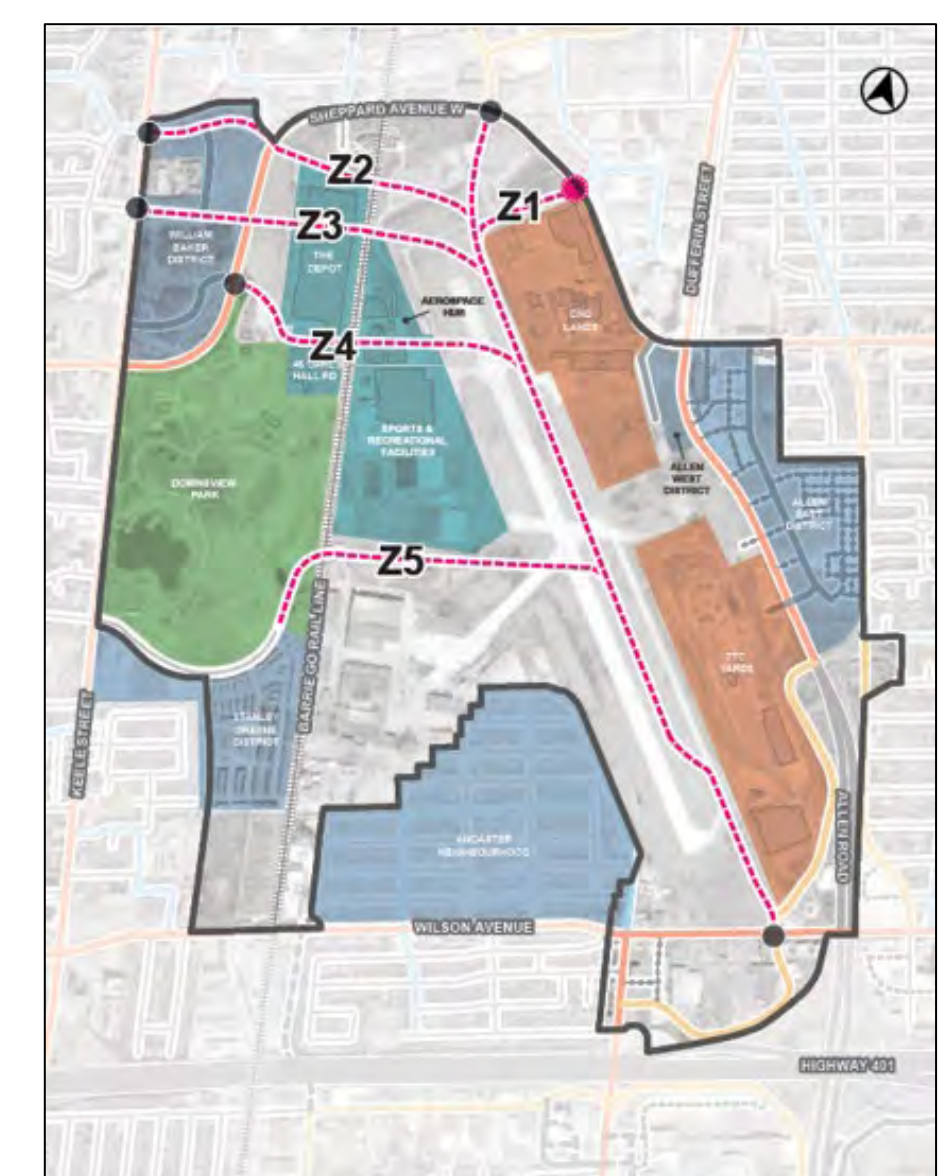
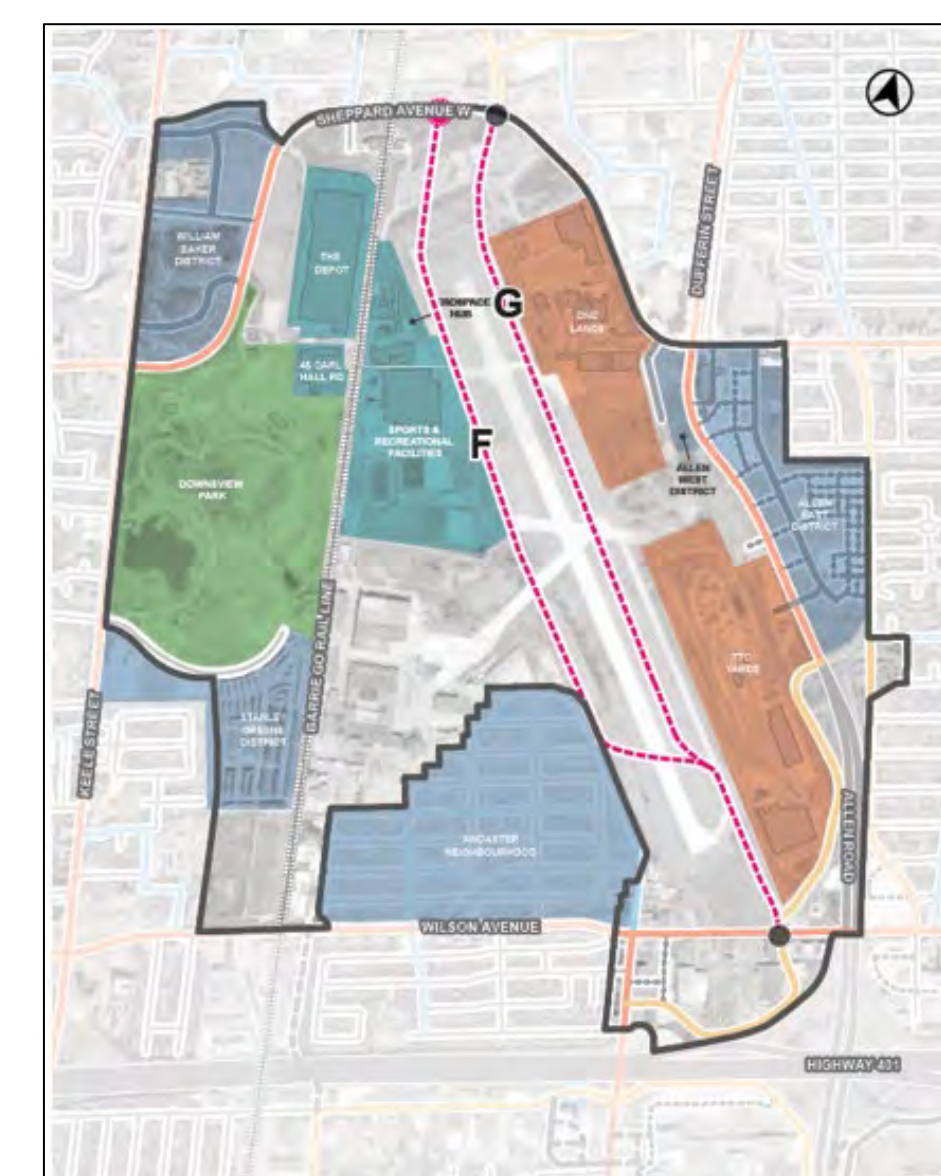
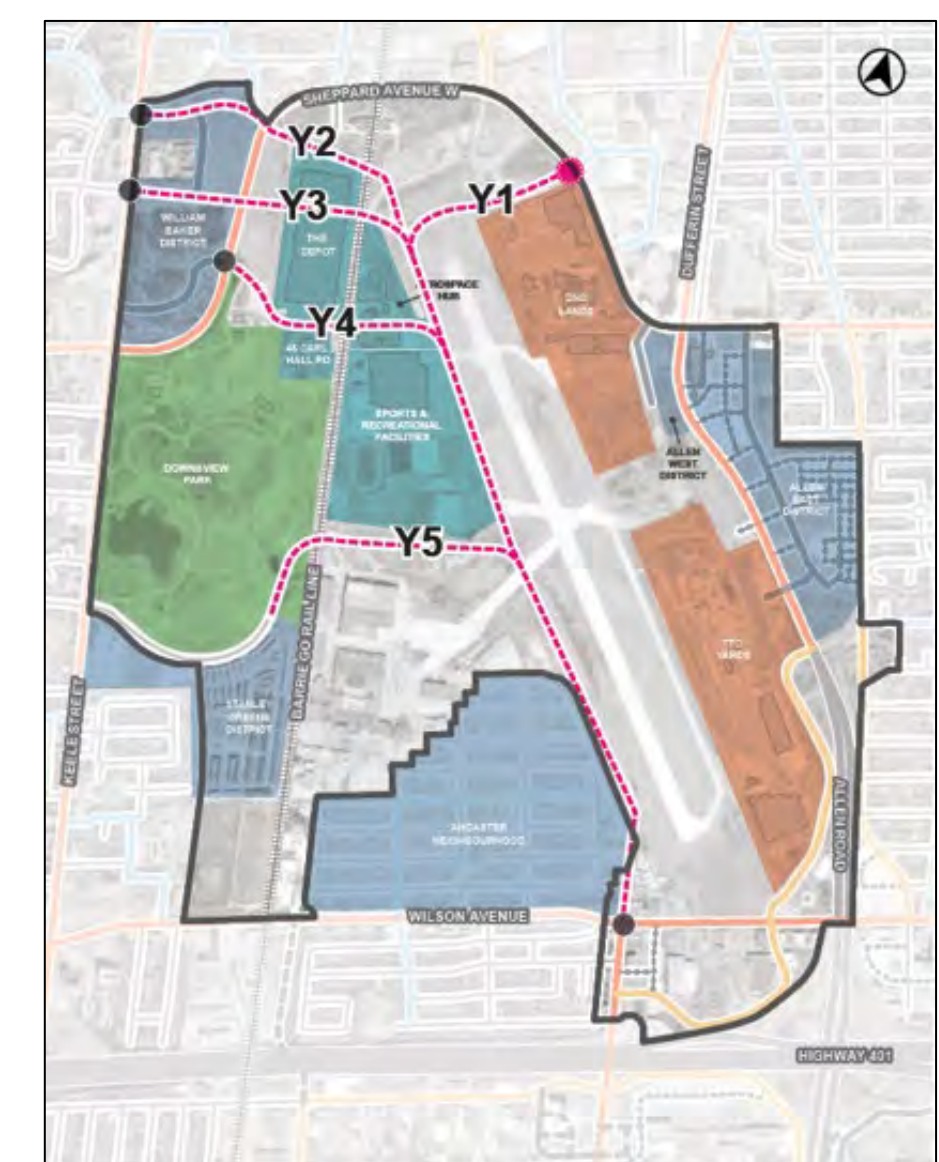
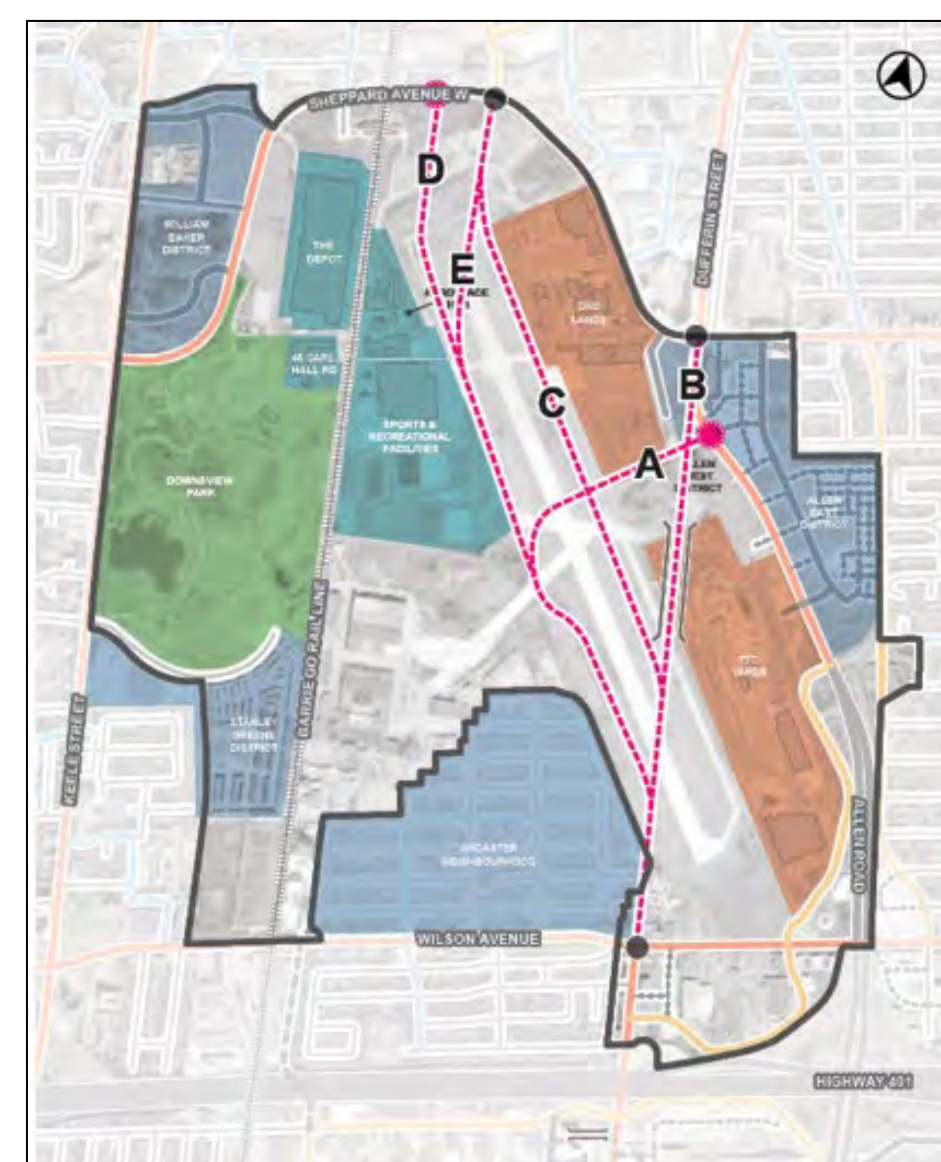
NORTH-SOUTH STREETS

The North-South street Long-List includes **17 different options**.

13 options have been screened out because they are not technically feasible or do not provide the needed connectivity.

- One of the long-list options proposed a direct connection across Dufferin Street, which is not feasible due to impacts on the TTC Wilson Yard.

The remaining 4 options are the Short-List.



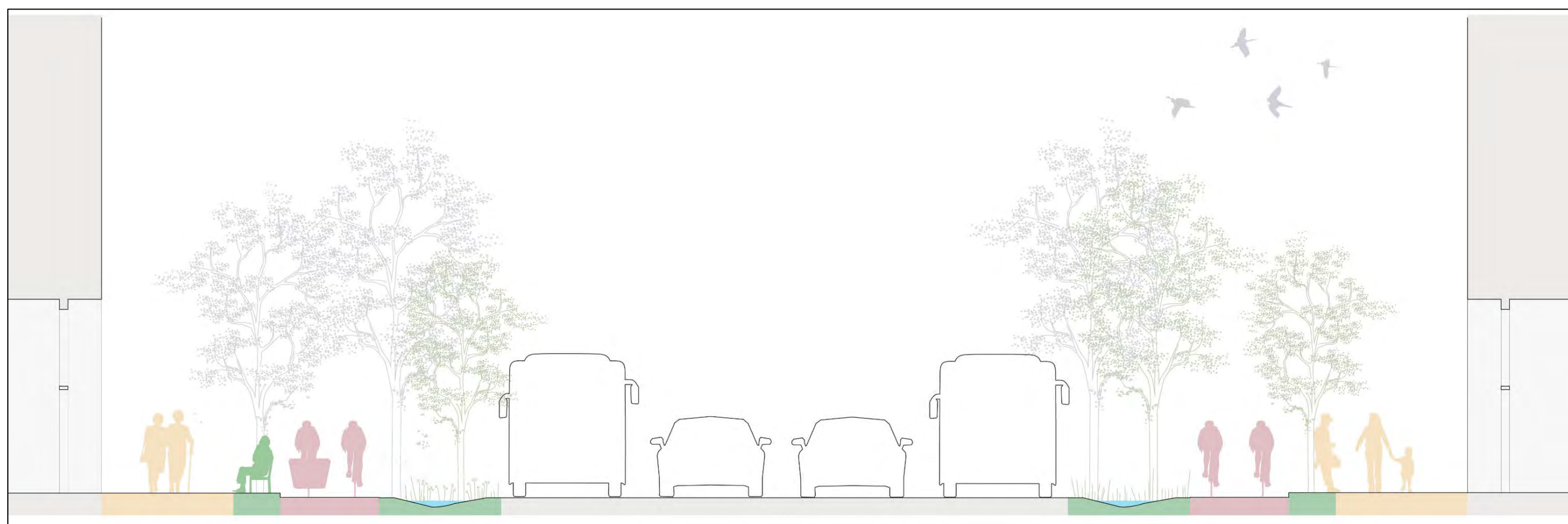
LEGEND

- Secondary Plan Boundary
- Existing Districts
- Parks & Open Spaces
- Existing Land Uses: Hard Constraints
- Existing Buildings
- Major Street Network Alternative
- New Bridge

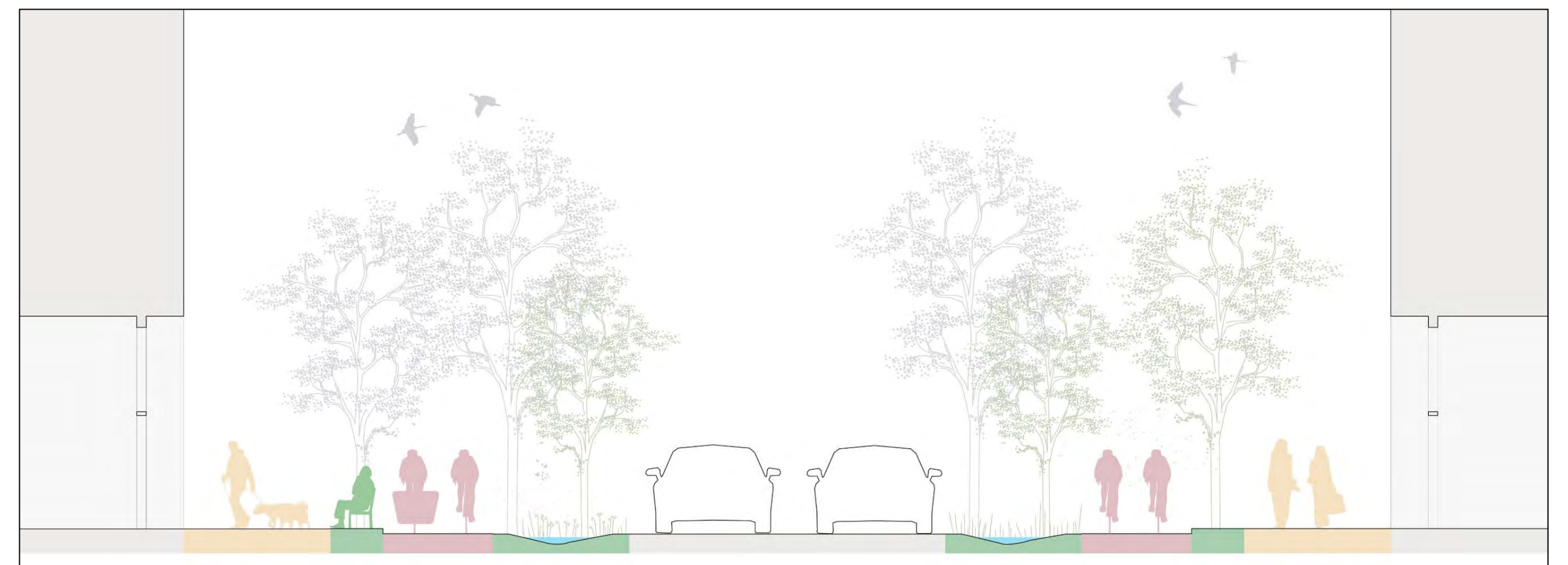
What will these streets look like?

The Update Downsview vision is to create great public spaces that are green and beautiful where people feel comfortable and safe, not to create thoroughfares.

- Streets are being planned and designed to prioritize cyclists, pedestrians, transit, and public realm vibrancy. Vehicle lanes will be minimized. Dedicated transit lanes will be studied in the next phase of the Environmental Assessment.
- Different functions and users will be balanced and considered holistically to ensure that Downsview's streets become cherished public spaces that help meet the vision of Update Downsview.



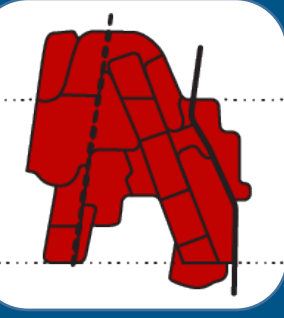
Example Street: Two vehicular lanes and two dedicated transit lanes supported by generous pedestrian, cycling, and green spaces.



Example Street: Two vehicular lanes with generous pedestrian, cycling, and green space.

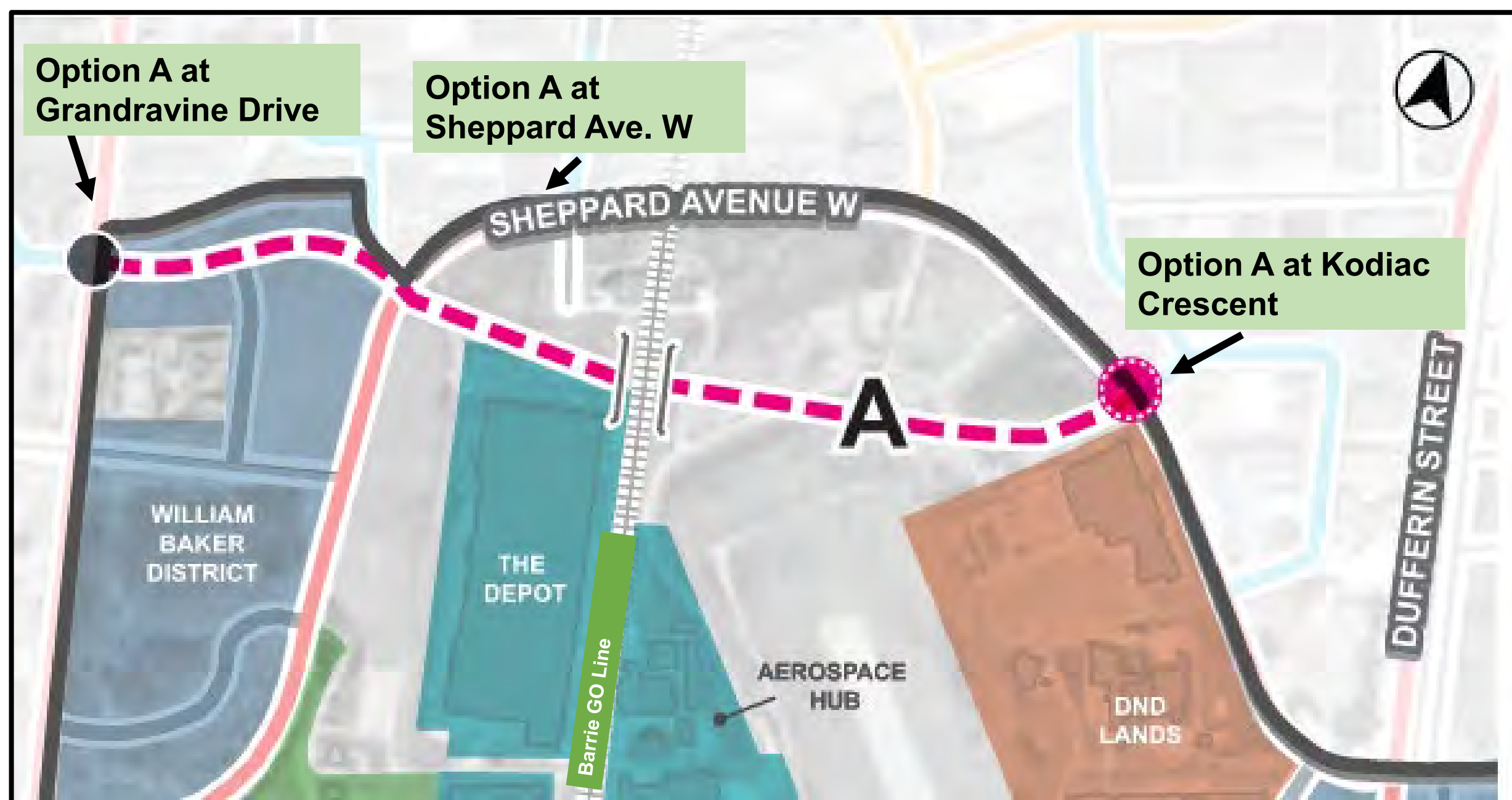
Did we miss anything? Did we get this right?



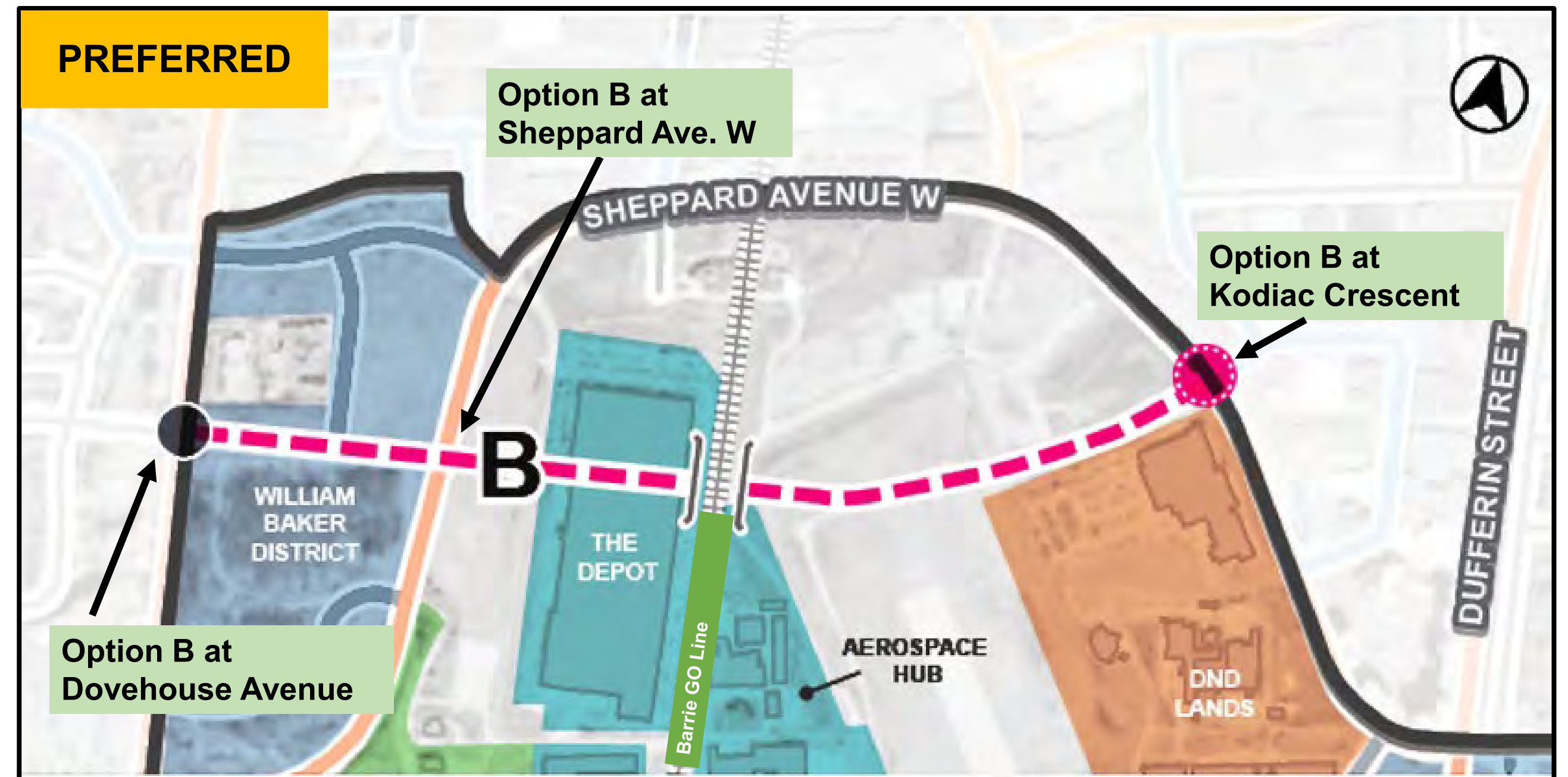


The MESP evaluates **five East-West street options** and **four North-South street options** to improve connections through Downsview. The five East-West street options are made up of the “Northern” and “Southern” sections shown below. Through careful and thorough evaluation, two East-West and two North-South street options are selected as the ‘preferred’ network.

Short-List Evaluation of the Northern East-West Street Options



Option A: Underpass North of Depot



Option B: Underpass through Depot

NOT PREFERRED

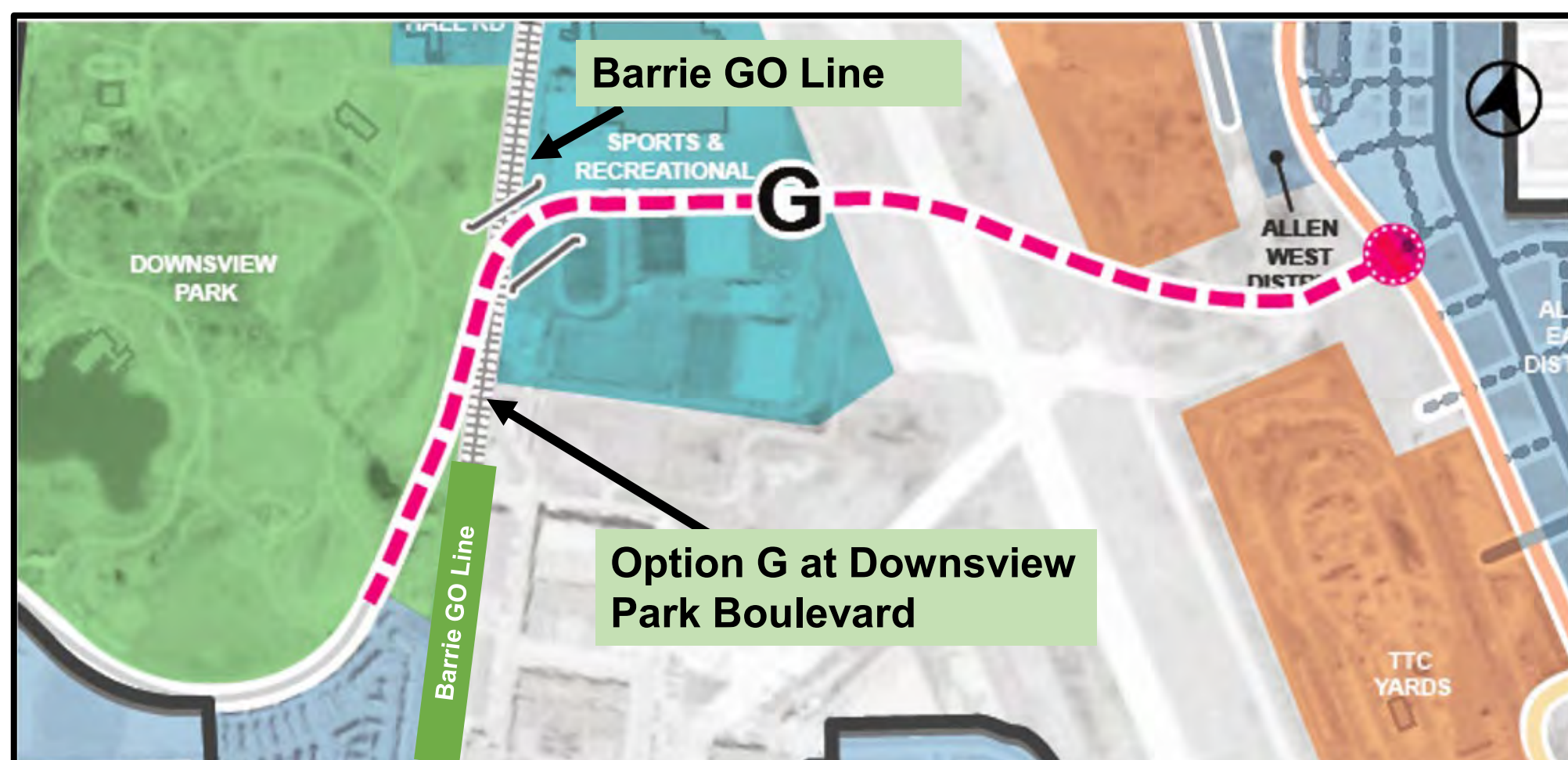
- ✓ Avoids impacts to Depot Building
- × Results in poor development blocks beside Downsview Park GO/ Subway Station
- × Provides less development density near transit
- × Provides uneven spacing of rail crossings
- × Limits ability to create a logical street network and intersections
- ✓ Minimizes impacts to terrestrial and wildlife resources
- × Does not provide natural connection to William Baker Woodlot

PREFERRED

- × Requires removal of a portion of the Depot Building
- ✓ Provides better street and block structure
- ✓ Optimizes development potential near transit
- ✓ Provides an opportunity to reuse and maintain Depot Building attributes
- ✓ Provides more even spacing of rail crossings
- ✓ Optimizes potential for a logical street network and intersections
- ✓ Minimizes impacts to terrestrial and wildlife resources
- ✓ Creates natural connection to existing William Baker Woodlot

OVERALL EVALUATION

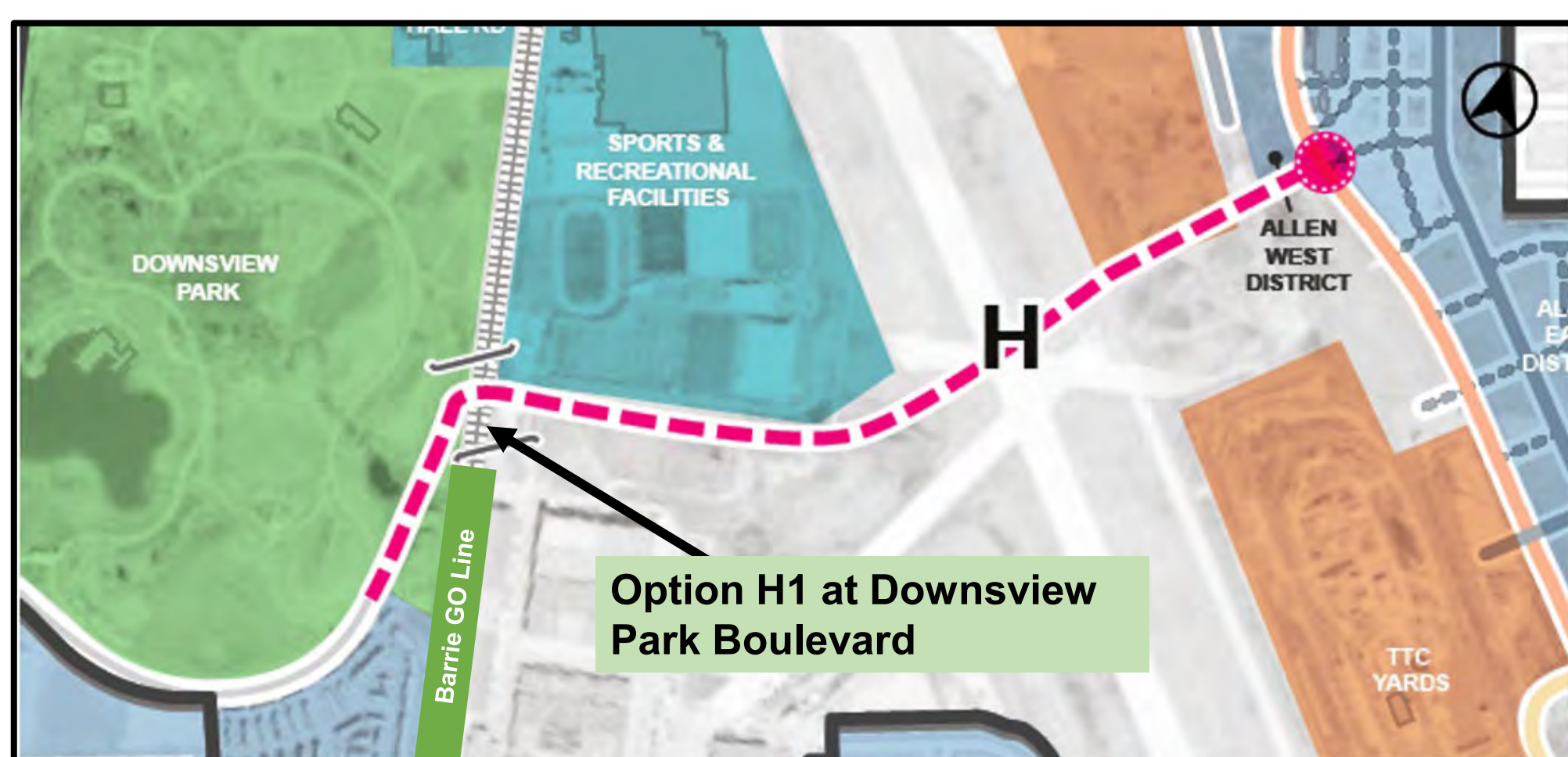
Short-List Evaluation of the Southern East-West Street Options



Option G: Overpass - Connects to Mound

NOT PREFERRED

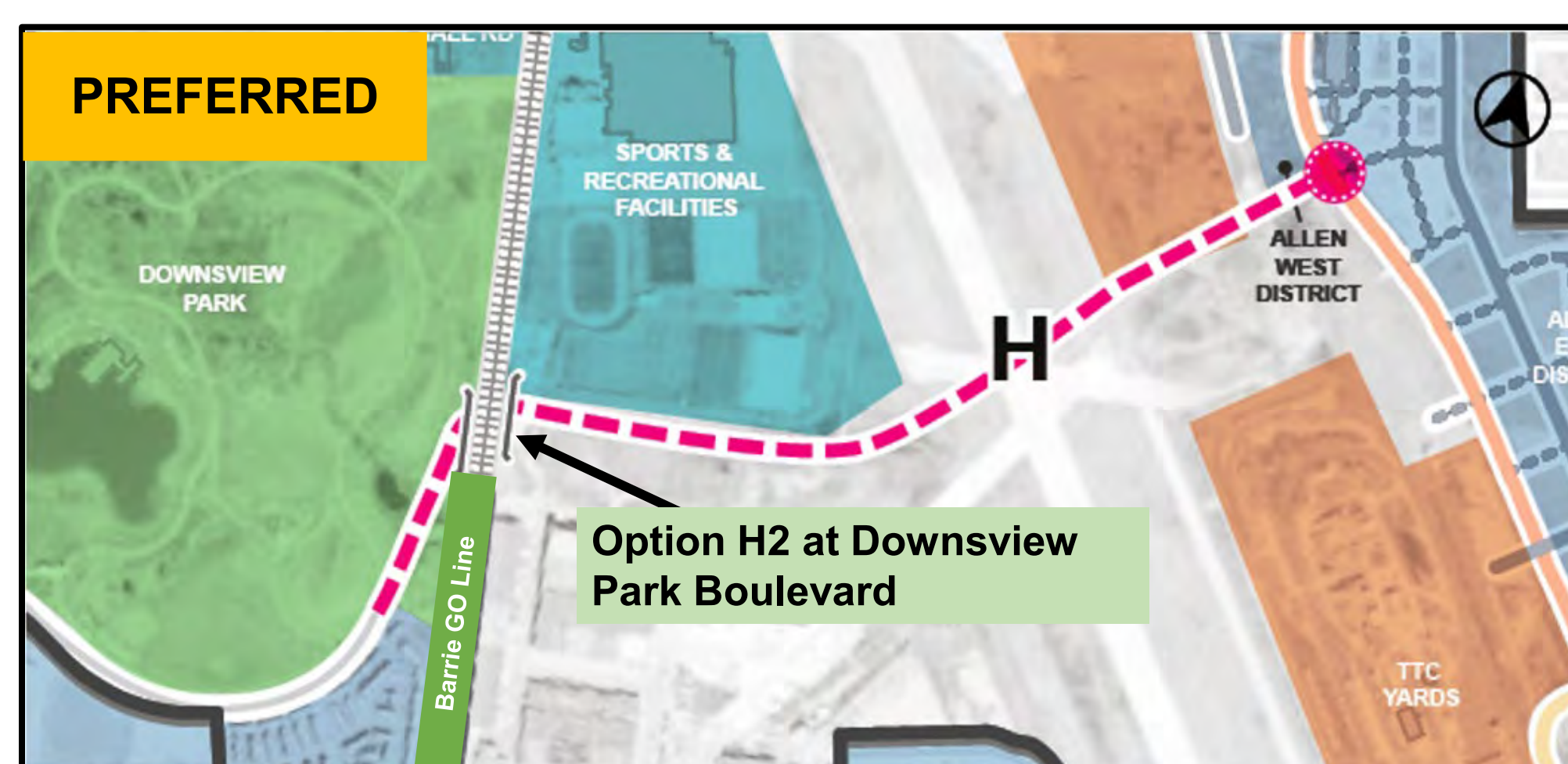
- × Results in difficult naturalized connection with overpass
- × Creates greater challenges for active transportation with overpass
- × Creates grading challenges to connect to future potential land uses
- × Has greater servicing challenges
- × Has lower capital cost



Option H1: Overpass

NOT PREFERRED

- ✓ Avoids property impacts on Downsview Park or the Parks Commons
- × Difficult naturalized connections with overpass
- × Creates greater challenges for active transportation with overpass
- × Does not accommodate conveyance of stormwater / Green Infrastructure
- × Has greater servicing challenges
- × Creates grading challenges to connect future potential land uses
- × Has lower capital cost



Option H2: Underpass

PREFERRED

- ✓ Avoids property impacts on Downsview Park and Parks Commons
- ✓ Provides better active connections to Downsview Park with underpass
- ✓ Better naturalized connection with underpass
- ✓ Accommodates stormwater conveyance and Green Infrastructure
- ✓ Provides better connectivity between parks and natural/open spaces
- × Has higher capital cost
- ✓ Opportunity for the "Ravine Underpass"

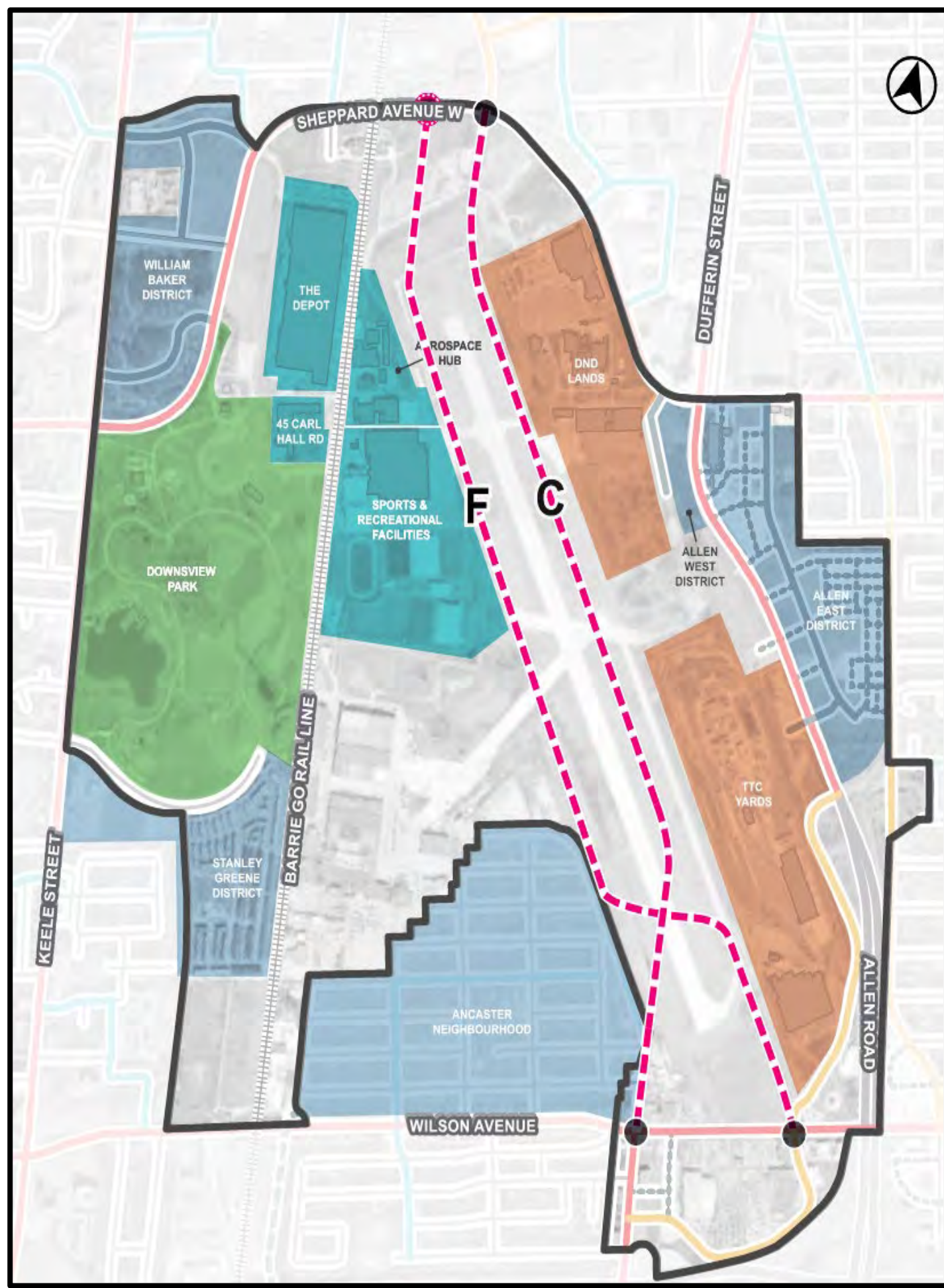
Did we miss anything?
Did we get this right?

LET US KNOW!

OVERALL EVALUATION



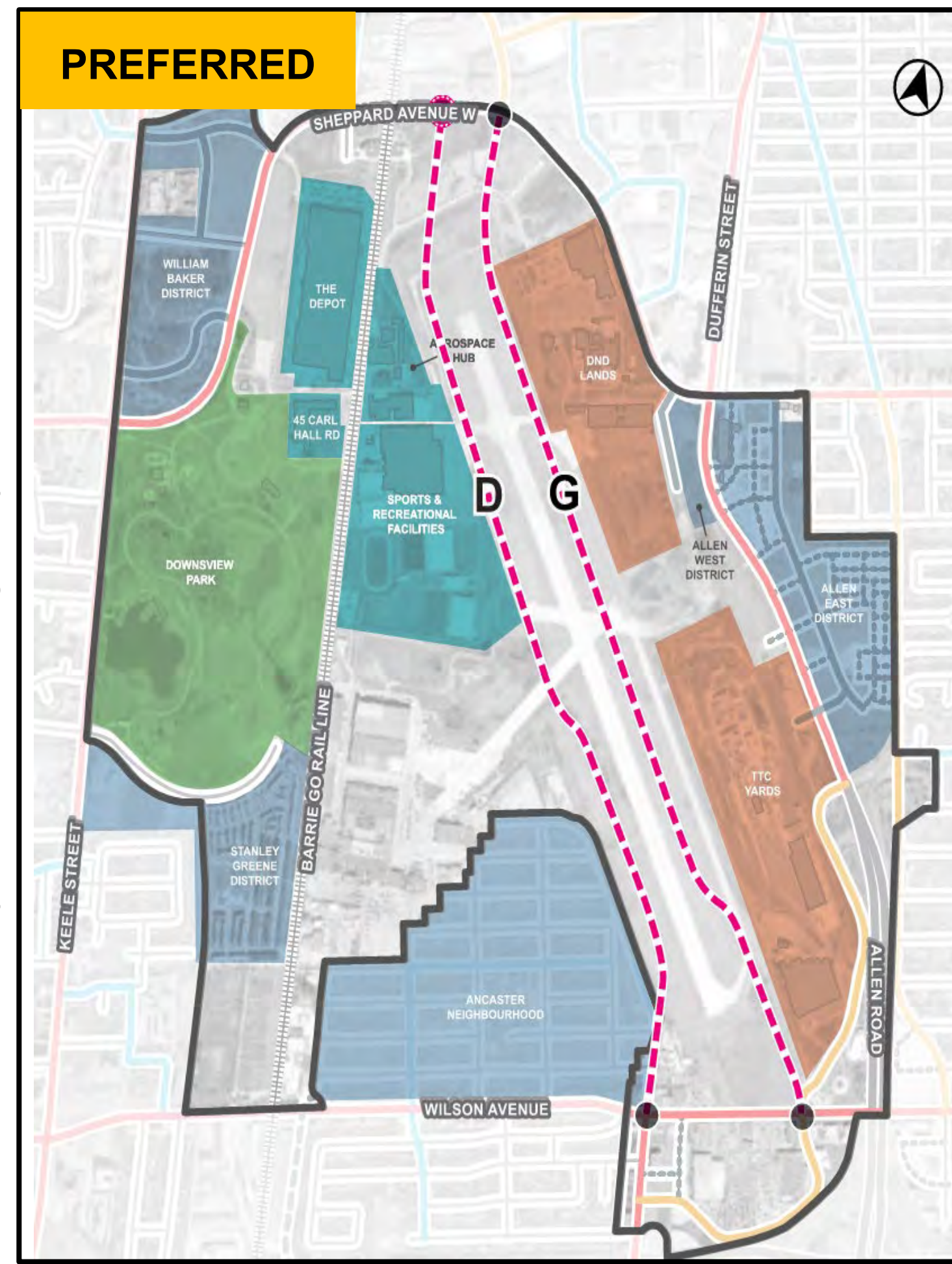
Short-List Evaluation of the North-South Street Options



Option C + F: Crossing Streets

NOT PREFERRED

- ✓ Provides direct connection between Dufferin Street from south of Wilson Avenue to Chesswood Drive north of Sheppard Avenue
- ✗ Crosses the Planned Runway Open Space
- ✗ Results in more challenging street and block layout
- ✗ Results in greater grading requirements
- ✗ Impacts the continuity of the heritage attributes of the Runway
- ✓ Has limited impacts to existing terrestrial and wildlife habitat



Option D + G: Parallel Streets

PREFERRED

PREFERRED

- ✗ Does not provide a direct connection between Dufferin from south of Wilson to Chesswood Drive north of Sheppard Avenue
- ✓ Avoids crossing of the Planned Runway Open Space
- ✓ Supports logical street and block layout
- ✓ Maintains the heritage attributes of the Runway
- ✓ Promotes balanced access to parks and natural/open spaces
- ✓ Simplifies grading requirements
- ✓ Has limited impacts to existing terrestrial and wildlife habitat

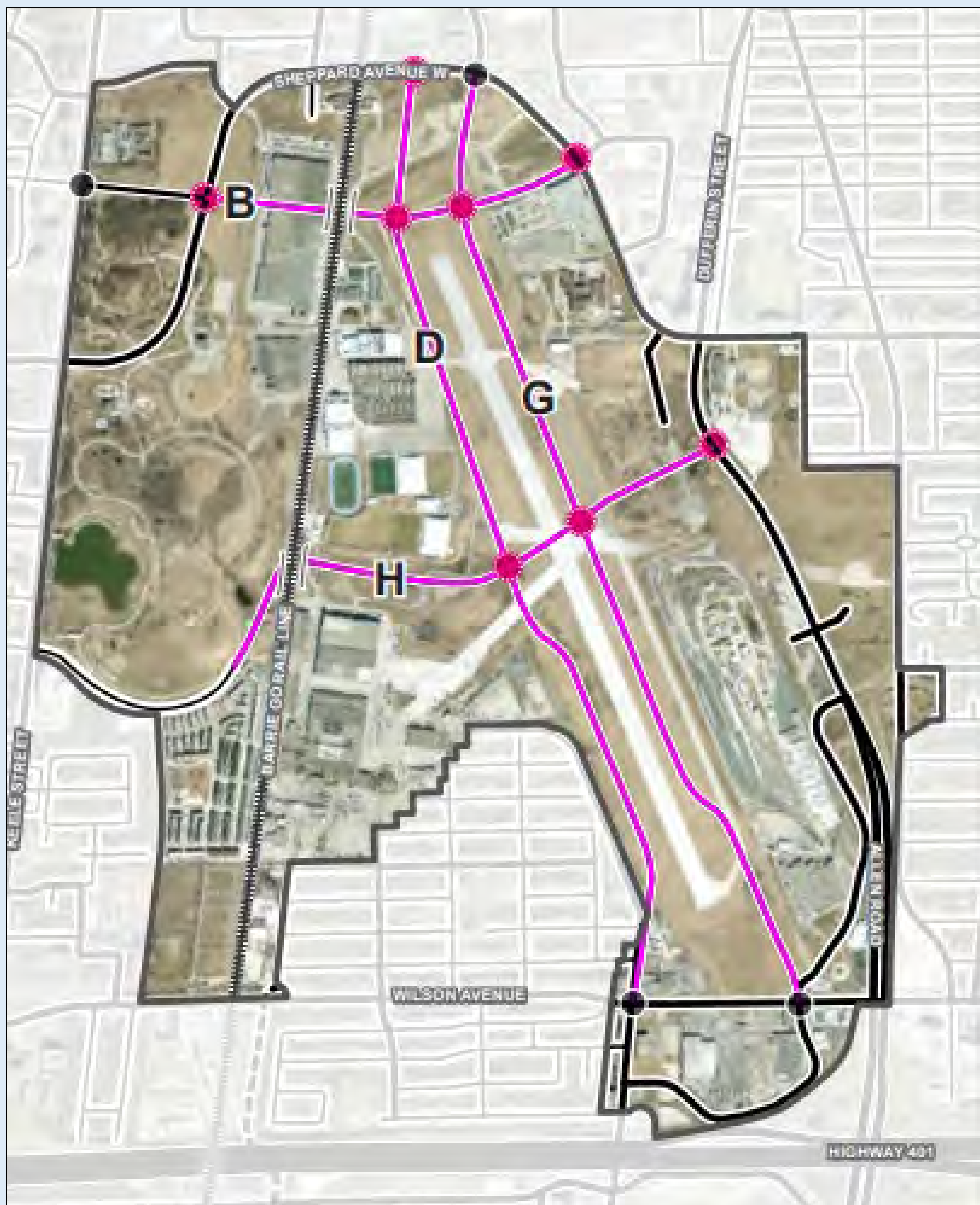
Did we miss anything? Did we get this right?



Important: More detailed information on the evaluation can be found in the 'MESP Evaluation Booklet'.

Preferred Street Network within the Secondary Plan Area

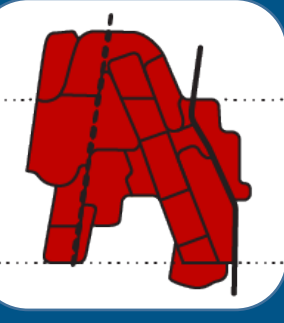
Based on the Long-List and Short-List evaluations, below is the preferred street network within the Secondary Plan Area.



Share your thoughts on the preferred street network!

Does it provide you with the connections you need to get around?





Long-List Evaluation of the Rail Crossings

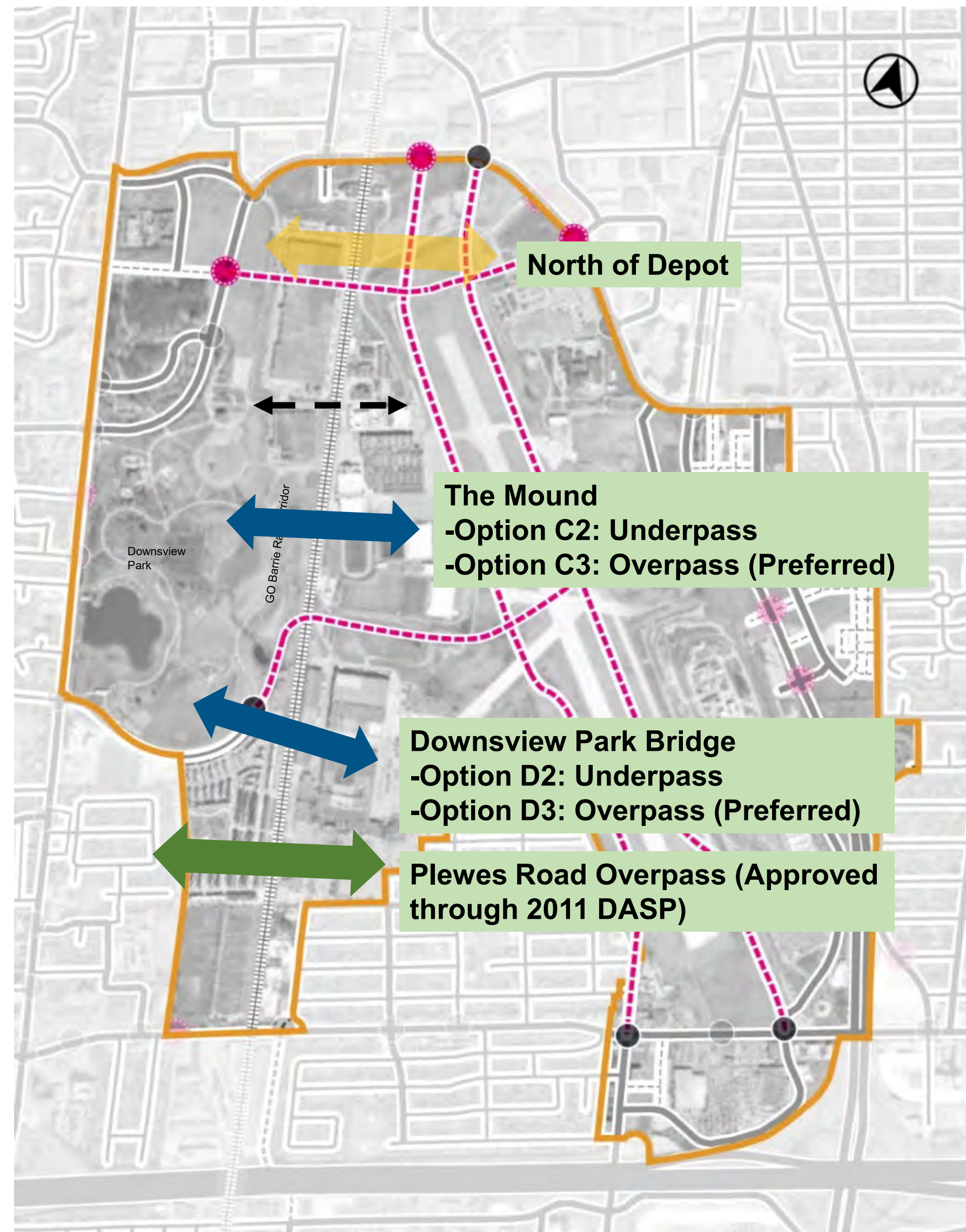
In addition to the preferred street network, the Environmental Assessment includes a screening of a long-list and short-list of **three separate crossing** locations of the Barrie GO Line to prioritize cyclists and pedestrians as well as enhance the public realm to meet the vision of Update Downsview.

Plewes Road Overpass: Approved through the 2011 Downsview Area Secondary Plan.

North of Depot: Screened out due to proximity to the existing pedestrian crossing at Downsview Park Station and the Northern Street.

The Mound: Carried forward to review crossing over or under as part of the Short-List.

Downsview Park Bridge: Carried forward to review crossing over or under as part of the Short-List.



Existing Carl Hall Crossing: Screened out through evaluations for the Framework Street network, though will be studied as part of the MESP and future District Planning process.

Short-List Evaluation of the Mound Crossing

See above map for reference.

Option C1: Do Nothing

NOT PREFERRED

- × While Do Nothing minimizes direct impacts to the environment and has no cost, this alternative does not provide a separate crossing and connection to Downsview Park for pedestrians and cyclists

C3: Overpass (Crosses Over the Railway)

PREFERRED

- ✓ Provides cyclist/pedestrian crossing
- ✓ Provides direction connection to top of the Mound
- ✓ Minimizes grading and earthworks
- ✓ Has minimal impacts to natural environment

OVERALL EVALUATION

Option C2: Underpass (Crosses Under the Railway)

NOT PREFERRED

- ✓ Provides cyclist/pedestrian crossing
- × Has significant grade changes with connecting to the Mound
- × Requires use of elevators and stairs due to grade changes
- × Requires greater earthworks
- ✓ Has greater disturbance to existing wildlife and wildlife habitat

Did we miss anything? Did we get this right?



See above map for reference.

Short-List Evaluation of the Downsview Park Bridge Crossing

See above map for reference.

Option D1: Do Nothing

NOT PREFERRED

- × While Do Nothing minimizes direct impacts to the environment and has no cost, this alternative does not provide a separate crossing and connection to Downsview Park for pedestrians and cyclists

Option D3: Overpass (Crosses Over the Railway)

PREFERRED

(to be carried forward to future design phases)

- ✓ Provides cyclist/pedestrian crossing
- ✓ Creates a viewpoint from top of overpass .
- ✓ Minimizes grading and earthworks.
- ✓ Has minimal impacts to the natural environment
- ✓ Has lower costs

The landing site on Downsview Park will be further evaluated in future design phases.

Did we miss anything? Did we get this right?



OVERALL EVALUATION

Option D2: Underpass (Crosses Under the Railway)

NOT PREFERRED

- ✓ Provides cyclist/pedestrian crossing
- × Has significant grade changes by connecting to an elevated area (small mound) in Downsview Park
- × Requires use of elevators and stairs due to grade changes
- × Requires greater earthworks
- × Has greater disturbance to existing wildlife and wildlife habitat
- × Has higher costs



Long-List Evaluation of the Water and Sanitary Infrastructure Networks

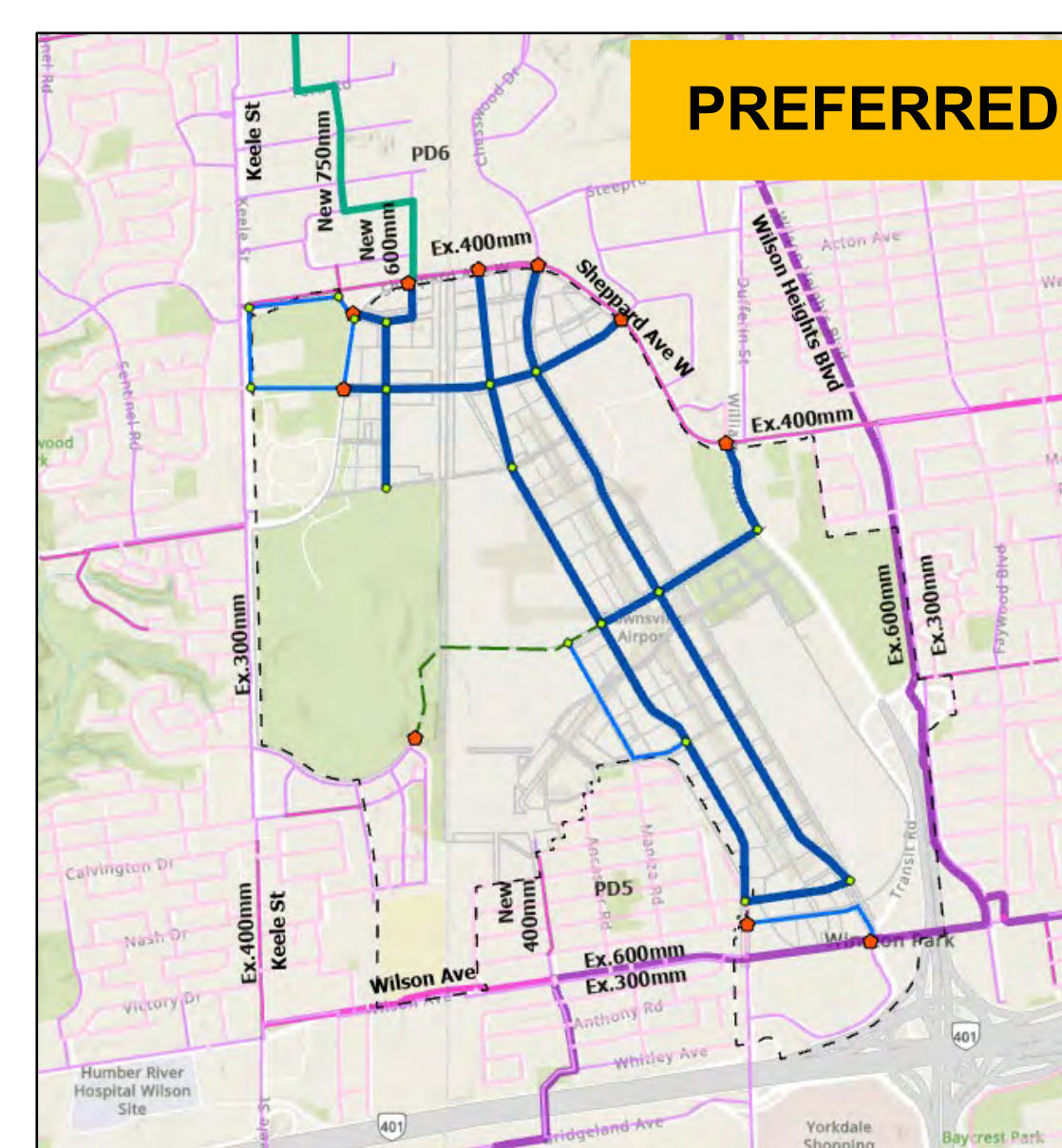
Option 1: Do Nothing	Option 2: Expand/Enhance Existing System	Option 3: Implement Water Reduction Measures	Option 4: Limit Community Growth
This option contemplates no changes to the water infrastructure network. This is not technically viable and is set aside.	Analyze options for expanding and enhancing the existing system to meet the demands generated by development in the Update Downsview Secondary Plan	Explore and analyze options to implement water reduction measures throughout the existing and new water infrastructure network.	Limit community growth to the available capacity of the existing water distribution network. This is not good planning nor in line with the priorities of the City of Toronto. This option is set aside.
SCREENED OUT	CARRIED FORWARD TO SHORT-LIST EVALUATION	CARRIED FORWARD TO FUTURE DESIGN PHASES AS PART OF OPTION 2	SCREENED OUT

Short-List Evaluation of the Water Infrastructure Network

Option WS#2C: Two Parallel Main Feeds

PREFERRED

- ✓ Offers a more resilient, connected and a flexible network
- ✓ Accommodates the planned growth and development
- ✓ Avoids impacts to existing neighbourhoods
- ✓ Minimizes impacts to natural environment
- ✓ Avoids impacts to archaeological and heritage resources
- ✓ Has greater flexibility to accommodate phasing
- ✓ Has similar capital costs to WS#2B
- ✓ Has greater potential to mitigate system issues.



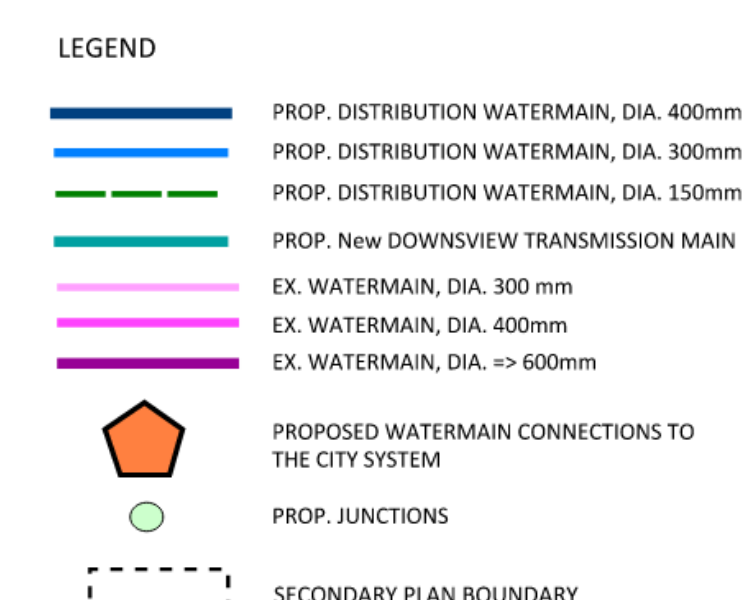
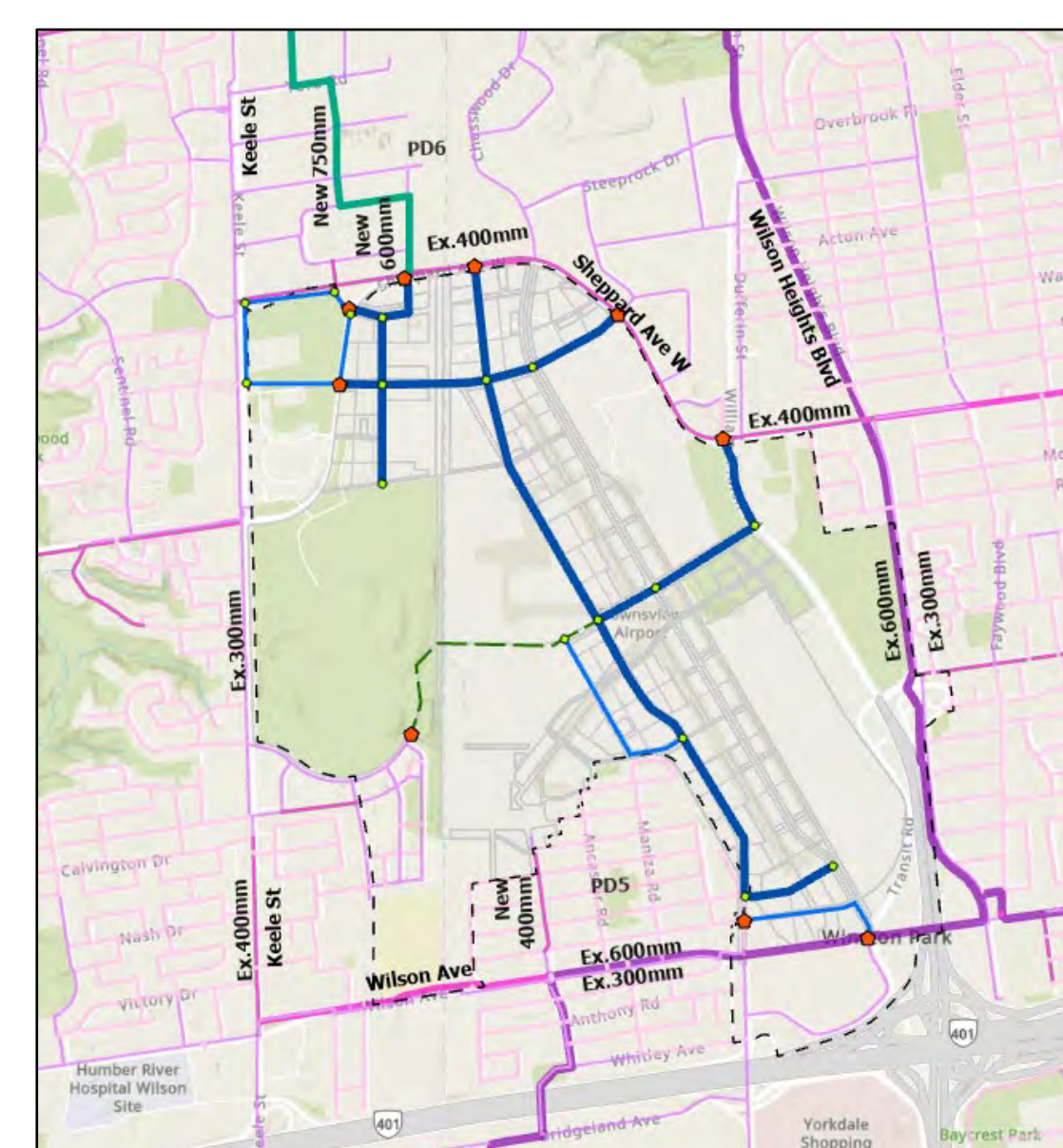
*Did we miss anything?
Did we get this right?*



Option WS#2D: One Main Feed

NOT PREFERRED

- ✓ Accommodates the planned growth and development
- ✗ Has less operational flexibility with one main feed.
- ✓ Avoids impacts to existing neighbourhoods
- ✓ Minimizes impacts to natural environment
- ✓ Avoids impacts to archaeological and heritage resources
- ✗ Less conducive to phased implementation
- ✓ Has similar capital costs to WS#2A
- ✗ Limited interconnections making a less resilient network



Note: Proposed watermains on local streets not shown for clarity.

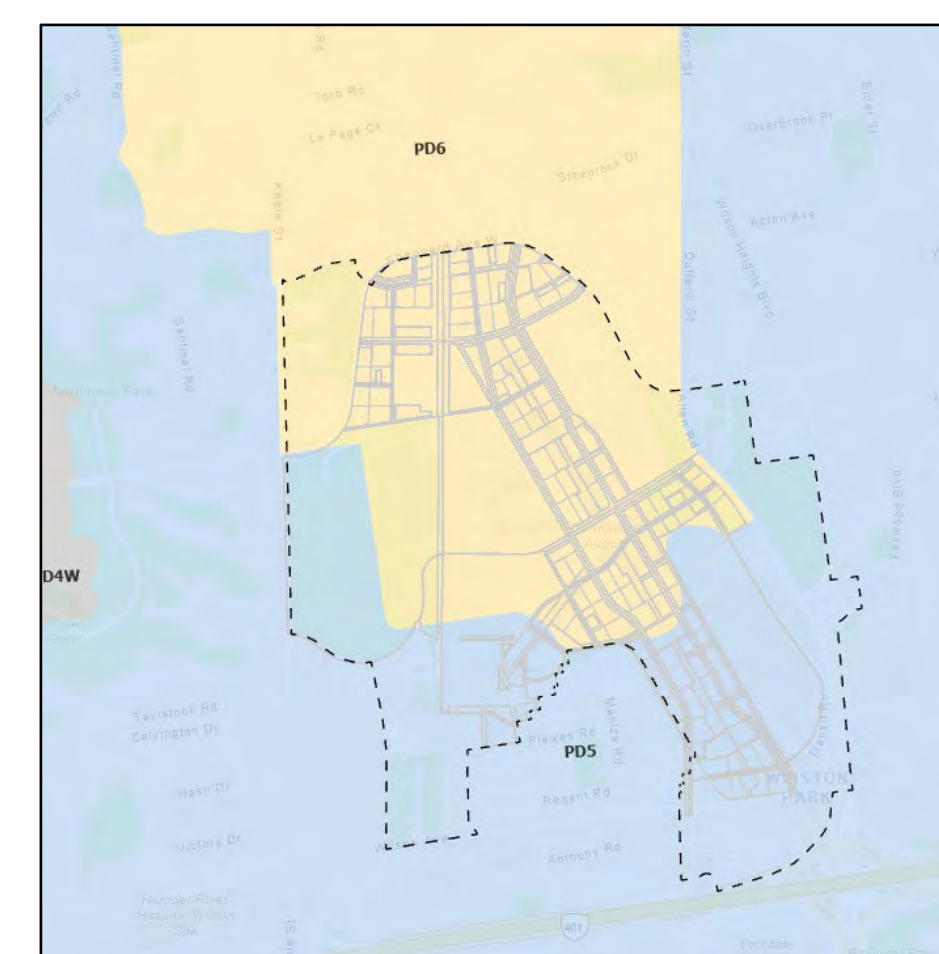
Adjustments to Water Pressure in District Boundaries

The City of Toronto is currently undertaking capital upgrades to the water infrastructure network to improve water pressures in the Downsview Area, specifically in Pressure District 5. Any improvements to the existing water infrastructure network outside of the Secondary Plan boundary will be presented at Public Meeting #3 anticipated in the Fall.

Option WS#2A: No Further Adjustment to PD 5/6 Boundary

NOT PREFERRED

- ✗ This option does not consider the scale of development proposed within the Downsview Area.
- ✗ This option is likely to result in lower pressures near PD5/6 boundary. May need additional infrastructure to improve pressure conditions.
- ✗ Proposed development on adjacent neighbourhoods will impact system performance in the Downsview Area
- ✓ Limited increase in the operational and capital costs



*Did we miss anything?
Did we get this right?*



Option WS#2B: Extend PD5/6 Further South

PREFERRED

- ✓ This option accounts for the future growth within Downsview Area and thus proposes further refinement to consider the latest development proposals.
- ✓ Improved pressure conditions within the Downsview Area
- ✓ Limit/Minimize impacts from proposed development on adjacent neighbourhoods
- ✓ Marginal increase in operational and capital costs.



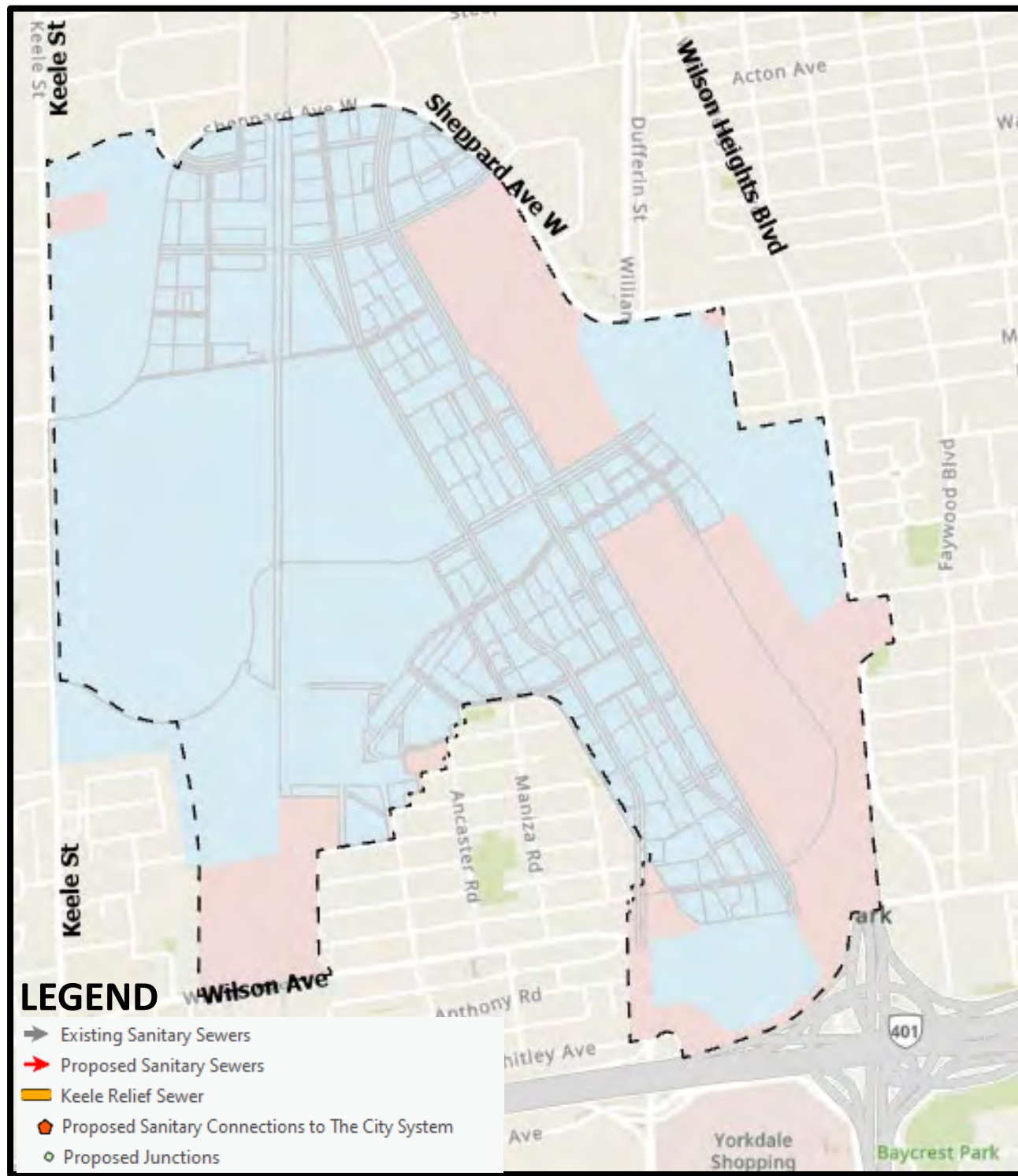
OVERALL EVALUATION

OVERALL EVALUATION



Short-List Evaluation of the Sanitary Infrastructure Network

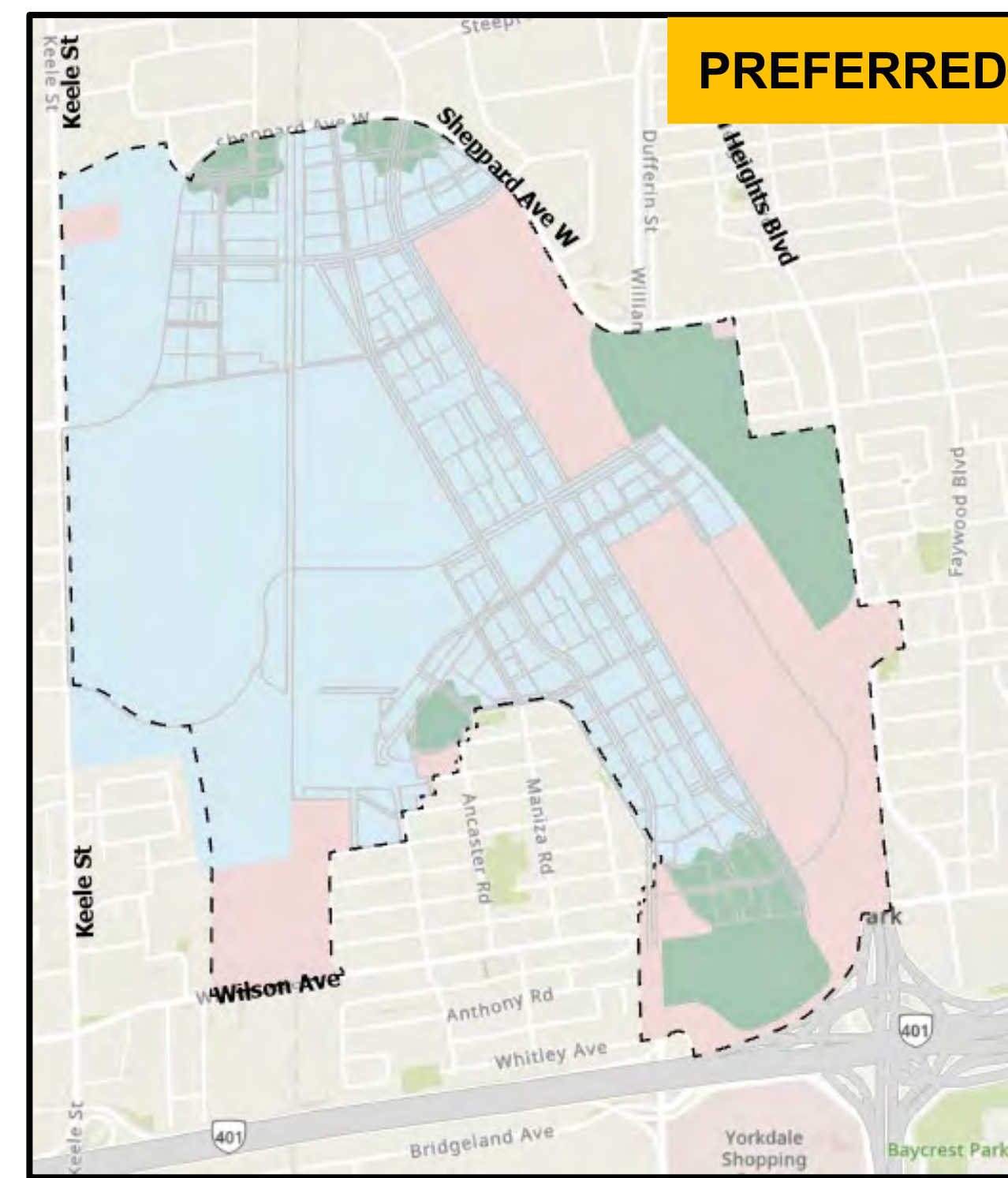
Option WW#2A: Maximize Flow to Keele Relief Sewer



- NOT PREFERRED**
- ✓ Requires no off-site improvements as flows directed to planned KRS
 - ✗ Maximizes length/depth of new infrastructure required to direct flows towards KRS. May require additional infrastructure (i.e. pumping) to accommodate grading/depth.
 - ✓ Has minimal impact to the natural environment
 - ✓ Avoids impact to archaeological and heritage resources
 - ✓ Has higher upfront costs to support phasing

OVERALL EVALUATION

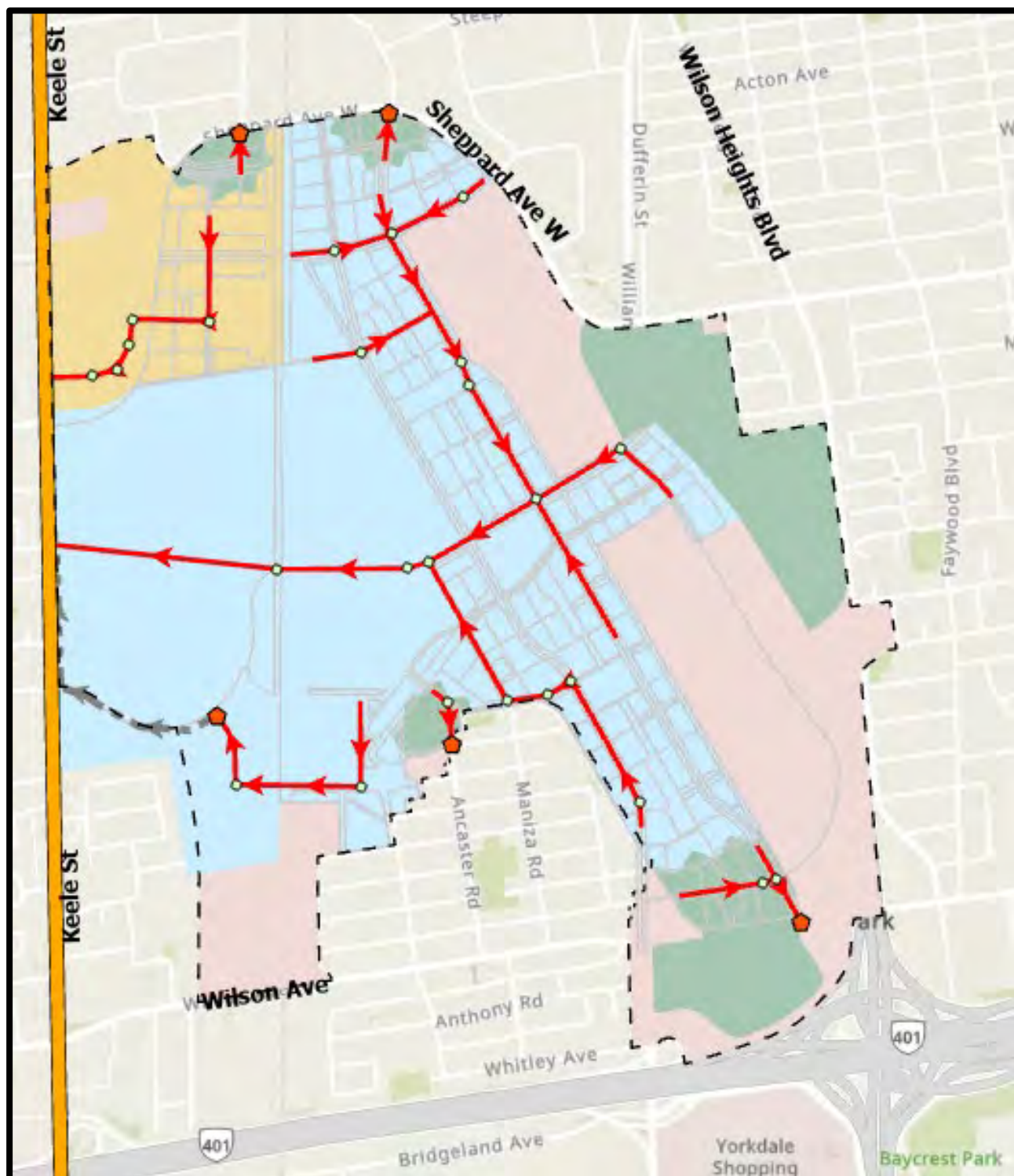
Option WW#2C: Optimize Flow to Keele Relief Sewer



- PREFERRED**
- ✓ Utilizes available residual capacities in existing network
 - ✓ Uses already planned upgrades to existing network.
 - ✓ Limits off-site improvements
 - ✓ Optimizes tributary area/length of required infrastructure to direct proposed flows towards KRS
 - ✓ Has minimal impact to the natural environment
 - ✓ Avoid impacts to archaeological and heritage resources
 - ✓ Optimizes upfront costs to support phasing

OVERALL EVALUATION

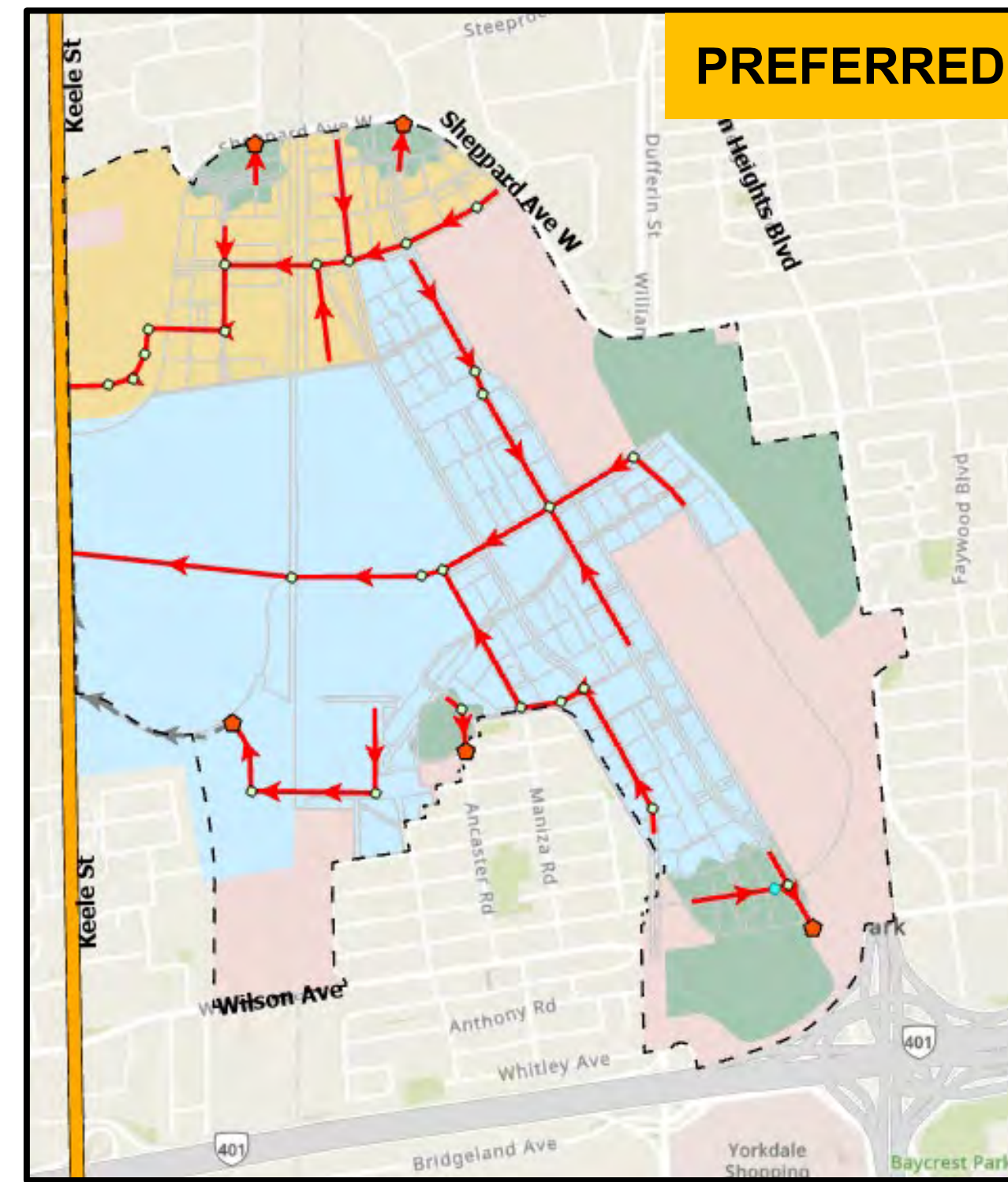
Option WW#2D: Minimize Flow to Shaft MT08



- NOT PREFERRED**
- ✓ Supports planned development
 - ✗ Has limited flexibility to support phasing
 - ✓ Minimizes impacts to existing neighbourhoods
 - ✓ Has minimal impacts to natural environment
 - ✓ Avoids impacts to archaeological and heritage resources
 - ✗ Has higher capital costs

OVERALL EVALUATION

Option WW#2E: Optimize Flow to Shaft MT08



- PREFERRED**
- ✓ Balances construction between north and south areas and supports planned development
 - ✓ Has greater flexibility to support phasing
 - ✓ Minimizes impacts to existing neighbourhoods
 - ✓ Has minimal impacts to natural environment
 - ✓ Avoids impacts to archaeological and heritage resources
 - ✓ Has lower capital costs

OVERALL EVALUATION

Evaluation of the Connection to the Keele Sanitary Relief Sewer

Option WW#2F: Direct through Downsview Park

- PREFERRED**
- ✓ Supports planned development
 - ✓ Has shortest infrastructure length and shallowest depth.
 - ✓ Avoids impacts to uses within Downsview Park
 - ✓ Has minimal impacts to existing Stanley Green neighbourhood.
 - ✓ Has least construction complexity (only requires 2 drop shafts)
 - ✗ Requires an easement through the park
 - ✓ Has minimal impacts to natural environment
 - ✓ Avoids impacts to archaeological and heritage resources
 - ✓ Has lower capital costs
 - ✓ Requires less maintenance



Option WW#2G: Follow Downsview Park Boulevard

- NOT PREFERRED**
- ✓ Supports planned development
 - ✗ Has longest infrastructure length and deepest depth
 - ✓ Avoids impacts to uses within Downsview Park.
 - ✗ Has significant impacts to existing Stanley Greene neighborhood.
 - ✗ Has highest construction complexity (due to radius of Downsview Park Boulevard)
 - ✓ Avoids the need for an easement.
 - ✓ Has minimal impacts to natural environment
 - ✓ Avoids impacts archaeological and heritage resources
 - ✗ Has highest capital costs
 - ✗ Has highest maintenance requirements



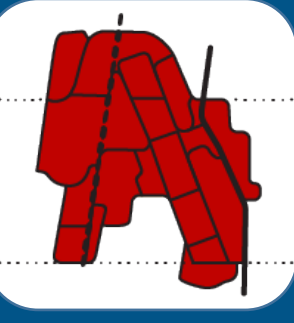
Option WW#2H: Hybrid

- NOT PREFERRED**
- ✓ Supports planned development
 - ✗ Has greater infrastructure length and depth
 - ✗ Has potential conflicts with use in Downsview Park
 - ✗ Has some impacts to Stanley Greene neighborhood.
 - ✗ Has greater construction complexity compared to Option WW#2F
 - ✗ Requires an easement through the park
 - ✓ Has minimal impacts to natural environment
 - ✓ Avoids impacts to archaeological and heritage resources
 - ✗ Has higher capital costs compared to Option WW#2F
 - ✗ Has higher maintenance requirements compared to Option WW#2F



Stormwater Infrastructure Network Evaluation

Long-List & Short-List



The MESP evaluated **five long-list options** and **three short-list options** for how rainfall (stormwater) will be managed within the Secondary Plan Area. It carefully evaluates the pros and cons of a traditional stormwater management system before selecting to implement a fully integrated and decentralized stormwater management system that helps meet the vision for City Nature at Downsview.

Long-List Evaluation of the Stormwater Infrastructure Network

Option 1: Do Nothing	Option 2: Implement a Grey Infrastructure Only Stormwater Network	Option 3: Implement both Grey and Green Infrastructure in a parallel and redundant system	Option 4: Implement a fully integrated and decentralized stormwater management system	Option 5: Limit Community Growth
Strategy suggests no changes to the drainage of the site or the stormwater infrastructure network. This is not technically viable and is set aside.	Strategy will meet requirements of the WWFMG and Design Criteria primarily through grey infrastructure methods only.	Meets requirements of the WWFMG and Design Criteria through grey infrastructure, with green infrastructure implemented as a parallel system at private development, POPS and streets	Meets WWFMG and Design Criteria through a combination of green and grey infrastructure. Green Infrastructure will be implemented at private development, POPS, streets, and public parks.	Limit community growth to the available capacity of the existing stormwater infrastructure network. This is not technically viable given the scale of proposed development and is set aside.
SCREENED OUT	CARRIED FORWARD TO SHORT-LIST EVALUATION	CARRIED FORWARD TO SHORT-LIST EVALUATION	CARRIED FORWARD TO SHORT-LIST EVALUATION	SCREENED OUT

Short-List Evaluation of the Stormwater Infrastructure Network

Option 2: Grey Infrastructure Only

NOT PREFERRED

- ✓ Supports planned development
- × Requires End-of-Pipe facilities in early phases to support future development.
- ✓ Has moderate flexibility in achieving the WWFMG requirements
- ✓ Has moderate potential to provide additional wildlife habitat and promote biodiversity
- × Has minimal flexibility in continuing to achieve the WWFMG's under climate change
- ✓ Requires no offsite improvements
- ✓ Has no impacts to archaeological or heritage resources

Option 3: Parallel Grey and Green in a Parallel Redundant System

NOT PREFERRED

- ✓ Supports planned development
- × Requires End-of-Pipe facilities in early phases to support future development.
- ✓ Has moderate flexibility in achieving the WWFMG requirements
- ✓ Has moderate potential to provide additional wildlife habitat and promote biodiversity
- × Has minimal flexibility in continuing to achieve the WWFMG's under climate change
- ✓ Requires no offsite improvements
- ✓ Has no impacts to archaeological or heritage resources

Option 4: Integrated Decentralized System

PREFERRED

- ✓ Supports planned development
- ✓ Prioritizes managing stormwater at source
- ✓ Provides greater flexible phasing
- ✓ Has greater flexibility in achieving WWFMG requirements through Green Infrastructure
- ✓ Provides greatest potential to provide additional wildlife habitat and promote biodiversity
- ✓ Provides greatest flexibility in continuing to achieve the WWFMG's under climate change
- ✓ Requires no offsite improvements
- ✓ Has no impact to archaeological or heritage resources

*Did we miss anything?
Did we get this right?*



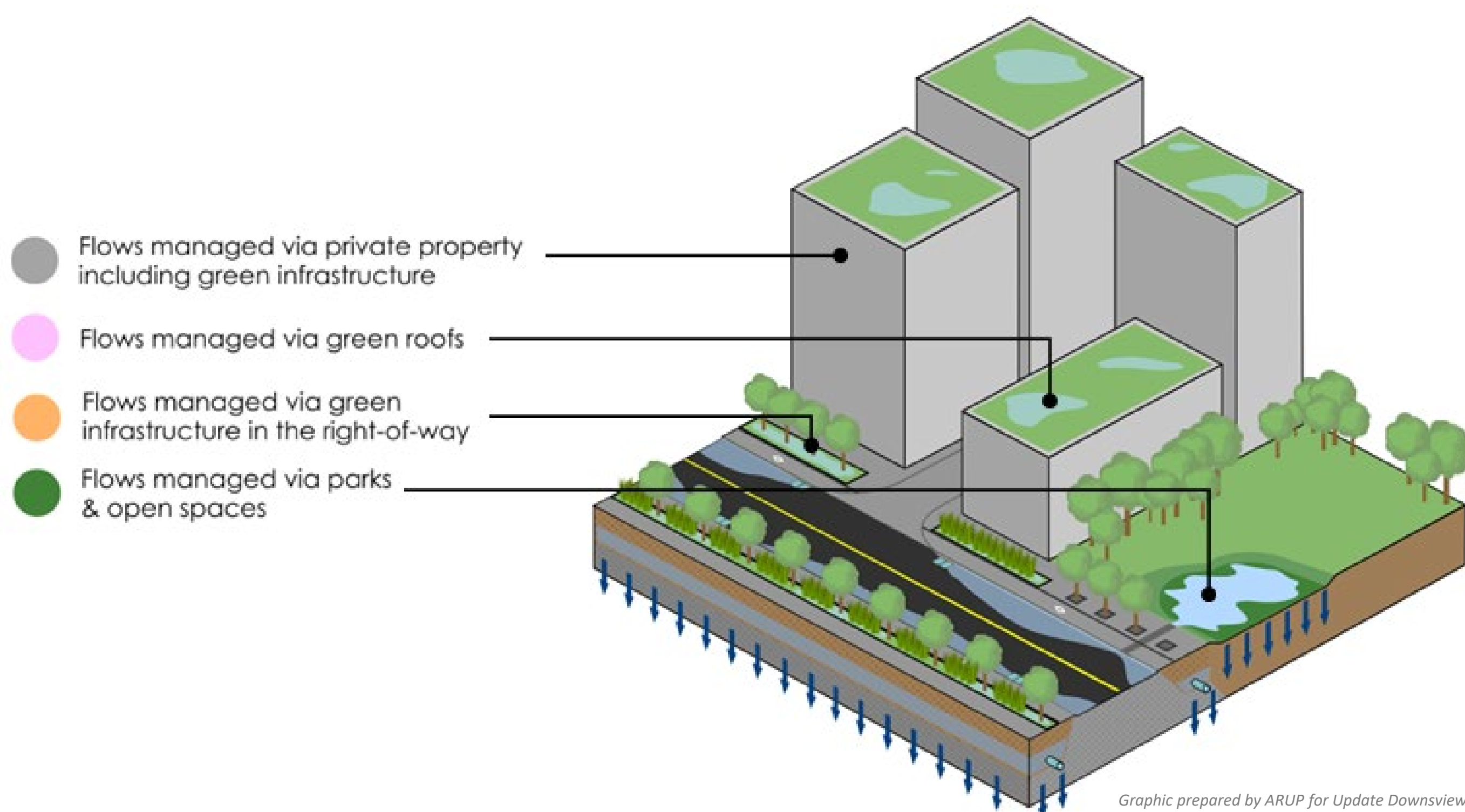
WHAT IS GREEN INFRASTRUCTURE?

Green Infrastructure (GI) refers to systems and practices that use or mimic natural processes to sustainably manage stormwater runoff. These systems and practices promote infiltration, evapotranspiration and stormwater re-use to protect water quality and promote urban biodiversity.

As per the Toronto Official Plan, "Green infrastructure means **natural and human-made elements** that provide **ecological and hydrological functions** and processes. Green infrastructure may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, permeable surfaces, natural channels, and green roofs."

Option 4 represents an integrated Green Infrastructure system on public and private lands.

- Private development parcels
- POPS, parks and open spaces
- Public roadways & boulevards



Every component does its part to achieve a **holistic and comprehensive decentralized stormwater management system.**

Benefits of Green Infrastructure include:

- Providing increased access to naturalized environments and water
- Growing the City's tree canopy
- Providing and supporting habitat for wildlife and biodiversity
- Improving water and air quality
- Reducing water runoff and downstream impacts
- Reducing impacts of extreme heat and lowering carbon footprints

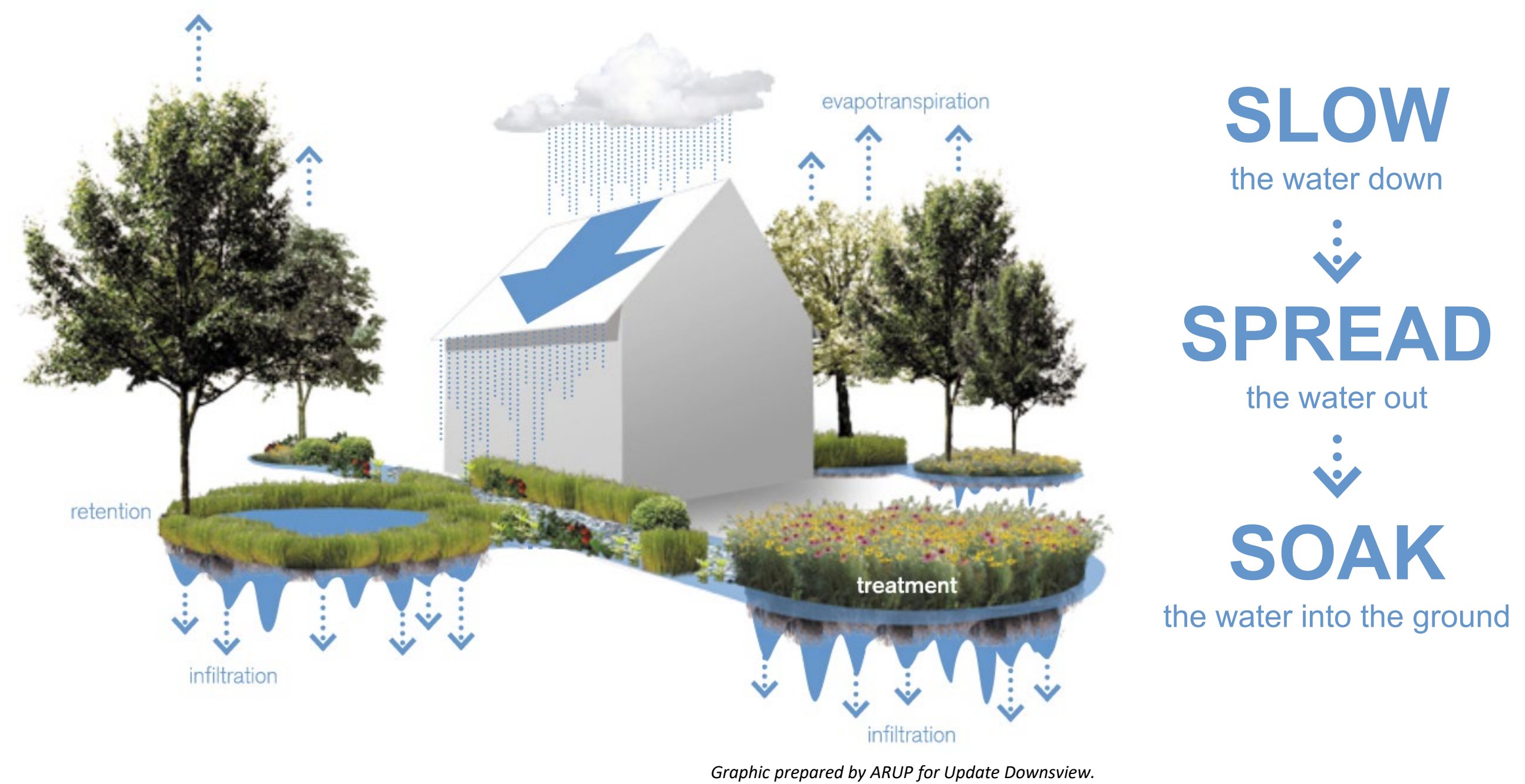
GREY vs. GREEN



NE Martin Luther King Jr. Boulevard, next to the Oregon Convention Center, Portland, OR

Prioritizing GI has been encouraged by City Council through many documents, strategies and/or approaches including:

- Official Plan
- Toronto Green Standard
- Official Plan Amendment 538
- Reconciliation Action Plan
- Wet Weather Flow Management Guidelines
- Ravine Strategy
- Resilience Strategy
- Toronto Tree Canopy Target
- Green Streets
- Complete Streets
- Green Roofs By-Law
- TransformTO Net Zero Strategy



Where can Green Infrastructure be?

In Open Space and Parks

Dry floodable facility example that can capture water in Muirhead Park, North York.



In Streets

Sidewalks in streets allow for planters and trees that capture water. The sidewalk in the Esplanade in Toronto is large enough for two rows of trees

