

The Update Downsview Study will 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.

BUILDING A CITY WITHIN A CITY



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



**DRAFT
SECONDARY PLAN AREA**

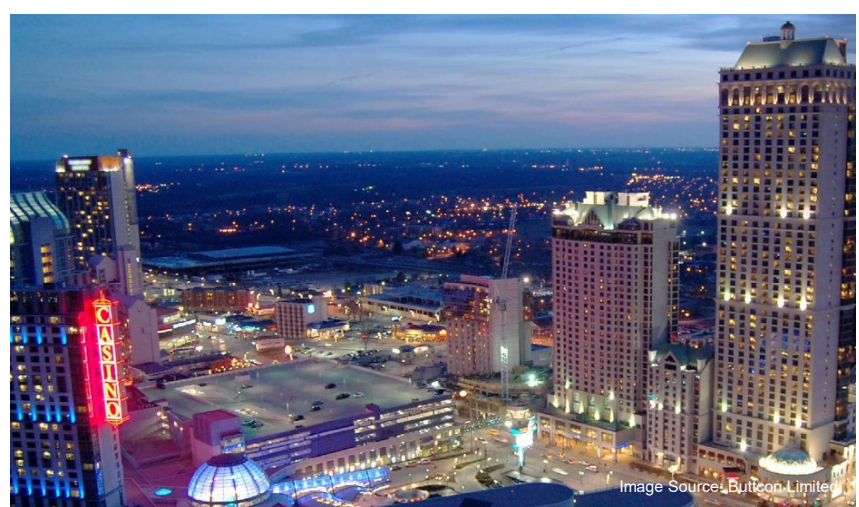
560 hectares

LET'S
COMPARE ...

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

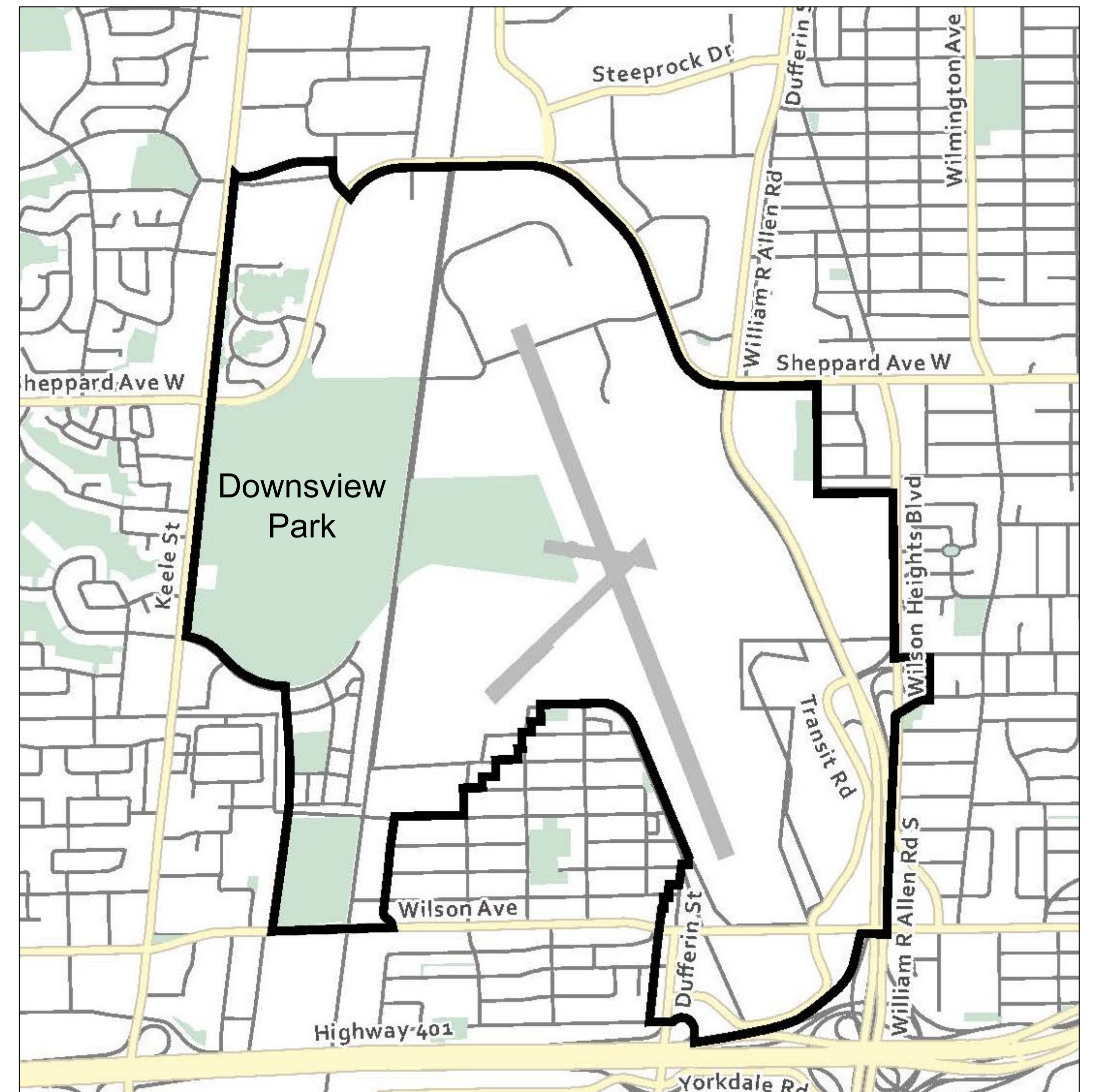


City of Sarnia
Population: 97,592*
Jobs: 39,035*

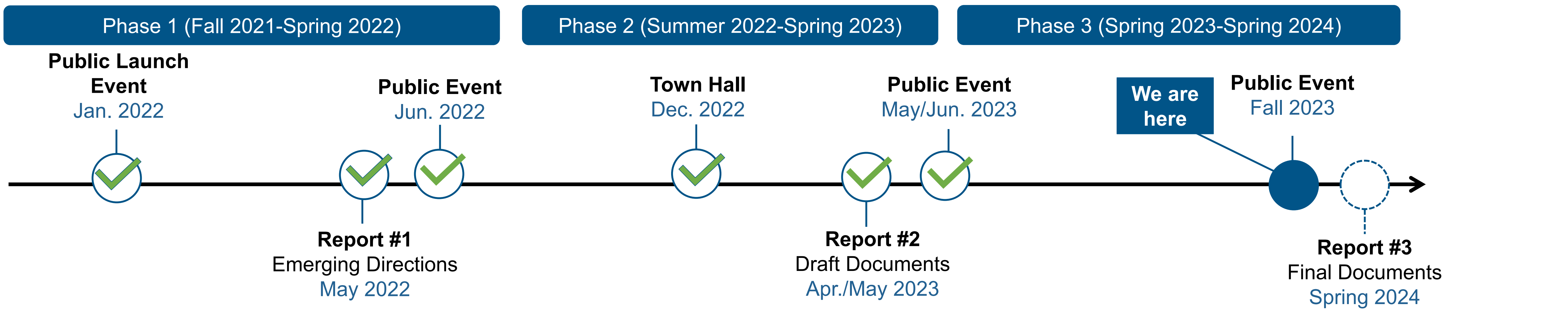


City of Niagara Falls
Population: 94,415*
Jobs: 52,840*

* Source: 2021 Census.



— Draft Revised Secondary Plan Boundary Parks and Open Spaces



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?

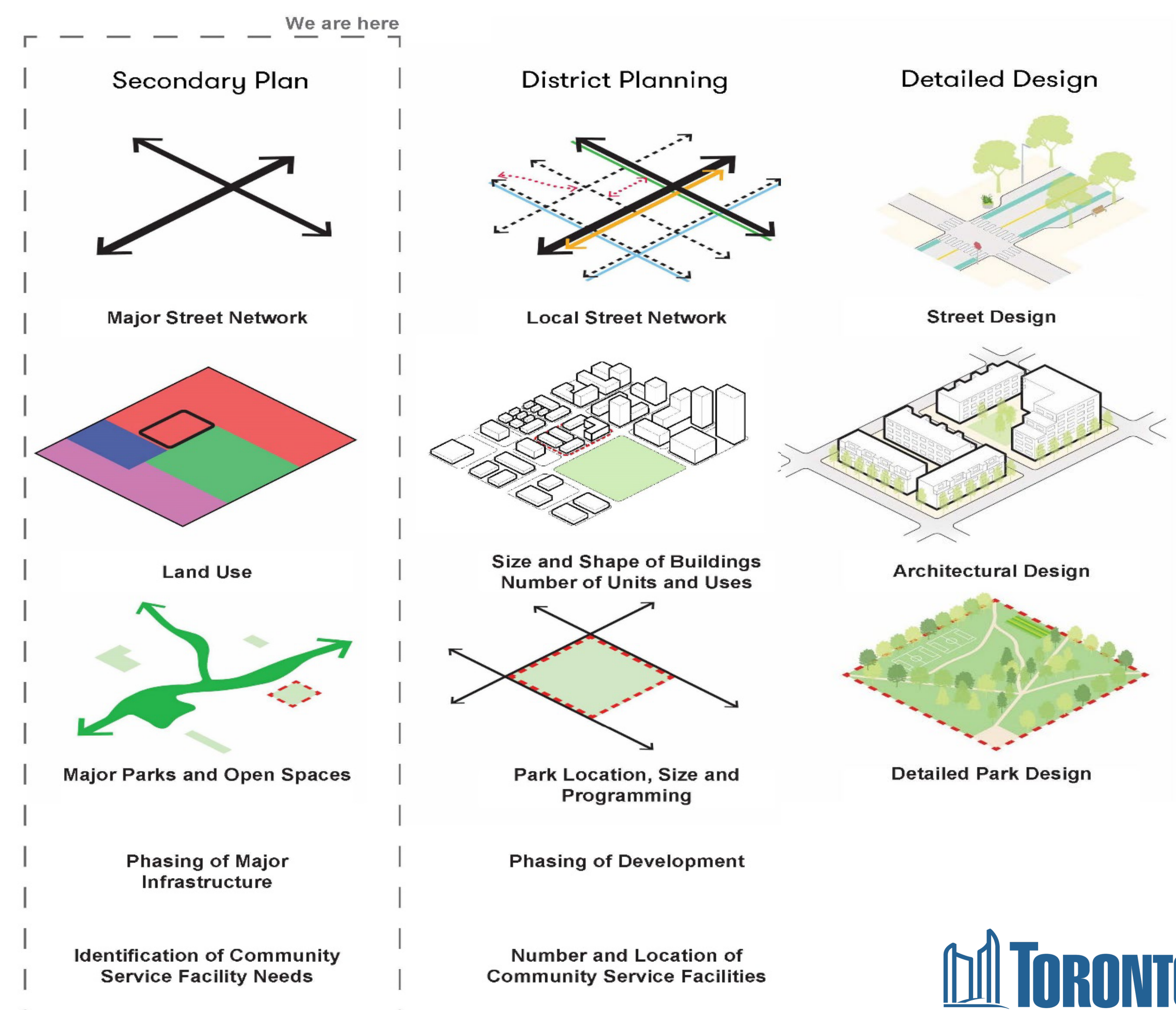
1. Downsview Secondary Plan
2. Community Development Plan
3. Master Environmental Servicing Plan
4. Urban Design Guidelines
5. Zoning By-Law for Interim Uses

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, is informing changes to the five 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



Learn more at the virtual public meeting on Nov. 21! Register on the Study webpage.

1 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.

The draft Secondary Plan is guided by 2 goals:



Climate resilience & sustainability



Achieving equitable outcomes

These goals are supported by 13 objectives generally captured by the four topics below:

Reduce barriers to success

Liveable communities

Climate resilience

Recognize uniqueness of Downsview

2 WHAT IS A COMMUNITY DEVELOPMENT PLAN?

A Community Development Plan (CDP) is a plan that enhances typical land use planning by engaging a variety of groups, identifying priorities and subsequent actions that can advance equity and build stronger communities. It builds on the development in the area by requiring different levels of government, the private sector and the non-profit to work together, and secure resources that address core needs of a community.



3 WHAT IS A MASTER ENVIRONMENTAL SERVICING PLAN?

The Master Environmental Servicing Plan (MESP) will identify the transportation, water, sanitary and stormwater infrastructure required to support the Downsview area. The MESP will also provide the overall plan for how the Downsview Area can be serviced as it is built out.

4 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.

5 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 bringing forward a Zoning By-law to permit interim and temporary uses on the Official Plan Amendment (OPA) lands. These uses are intended to provide activities and programs for community engagement in the years leading up to full build-out of the Downsview lands (e.g. concerts, recreation, markets). Certain uses could transition to permanent locations in the future (e.g. artist studios, production studios), while other uses could help make efficient use of the lands prior to development (e.g. public parking, open storage). The Zoning By-law will also include appropriate development standards (e.g. size, location, heights, separation distances).

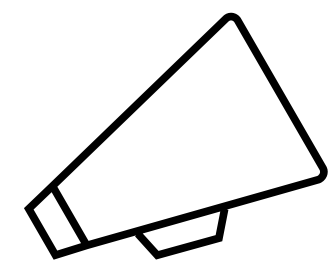
More detailed Zoning By-laws to implement residential and a full mix of uses in line with the Secondary Plan will happen through future district applications, and will include public consultation.

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

LET US KNOW!

DRAFT Priorities and Actions of the Community Development Plan

Priorities



We want to hear from you! Place a sticker beside the most important action in the orange boxes listed below and let us know of any potential partners.



1) Access to Healthy and Affordable Food

Potential partners that could help with an action?

Actions

- 1 Host cultural/ethnic festivals, fairs, markets and events
- 2 Incorporate community gardens and food producing landscapes
- 3 Provide year-round community space and food literacy programming (i.e. community kitchen and foodbanks)
- 4 Improve access to healthy, affordable, traditional and culturally specific food options

Examples: Ontario Trillium Foundation, National Forest Foundation...agencies, organizations, etc.



2) Access to Housing

Potential partners that could help with an action?

Actions

- 1 Organize housing education and financial literacy program
- 2 Provide a variety of diverse housing unit sizes to accommodate larger households, including multi-generational households and senior's housing
- 3 Where possible, secure a range of housing options including deeply affordable housing



3) Access to Employment Opportunities

Potential partners that could help with an action?

Actions

- 1 Develop equity-based community benefits targets for local and social hiring that includes access to training programs and hiring pathways
- 2 Where possible, prioritize social procurement targets that award contracts or sub-contracts to diverse suppliers from Indigenous, Black and equity-deserving groups
- 3 Establish grants and other funding mechanisms for local artists with priority for Indigenous, Black and other equity-deserving artists
- 4 Include cultural competence, awareness and safety training in design and construction opportunities to support success of local and social hiring



4) Arts, Heritage and Education

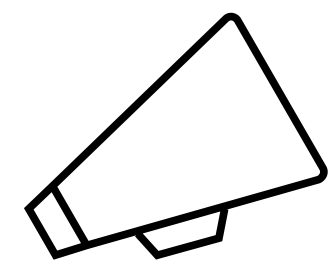
Potential partners that could help with an action?

Actions

- 1 Organize a market (indoor or outdoor) for art vendors
- 2 Establish temporary and permanent cultural landmarks, monuments and exhibits
- 3 Support ongoing opportunities for local artists and community to build relationships and access art-based opportunities
- 4 Incorporate Indigenous design approaches through hiring Indigenous designers and architects
- 5 Establish an 'Ancestor Walk' in the area that provides education, opportunities to experience history, and share knowledge
- 6 Engage with the Indigenous community in the naming of proposed streets, buildings and public art to commemorate Indigenous heritage where possible
- 7 Establish a Black cultural center as a hub for celebrating the history and heritage of the Black community, which includes resources and educational programs

DRAFT Priorities and Actions of the Community Development Plan

Priorities



We want to hear from you! Place a sticker beside the most important action in the orange boxes listed below and let us know of any potential partners.



5) Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

Actions

- 1 Provide appropriate space (size and related facilities) for service delivery and arts and culture organizations
- 2 Establish an Indigenous services and resource hub which improves access to services and supports
- 3 Create a community centre and sports complex with accessible & barrier-free recreation spaces and programming
- 4 Support the establishment of multi-faith centres
- 5 Provide a range of dog parks
- 6 Explore opportunities for youth hubs within libraries

Potential partners that could help with an action?



6) Establishing an Inclusive Economy

Actions

- 1 Establish a small business incubator which offers a full range of supports and space, including incubator, co-working, mentorship, warehouse, and flexible spaces for small businesses
- 2 Support the establishment of innovation hubs (such as clean tech, CNC machines, 3D printers, kilns)
- 3 Support and prioritize micro-retail, social enterprises, and small independent businesses through a variety of mechanisms including affordable commercial rent (special focus on Indigenous community)
- 4 Encourage and support the modernization of market uses in and around the Downsview area

Potential partners that could help with an action?



7) Community Safety, Health and Wellbeing

Actions

- 1 Explore opportunities to improve wayfinding and legibility
- 2 Accommodate people with disabilities in public spaces and buildings
- 3 Establish sacred medicine gardens (could include tobacco, cedar, sweetgrass and sage) in partnership with institutions, local agencies, and organizations

Potential partners that could help with an action?



8) Environment

Actions

- 1 Create naturalized spaces for recreation and leisure
- 2 Support biodiversity efforts within the community (i.e. beekeeping, increasing milkweed for monarchs)
- 3 Include artificial water features to support passive recreation and ceremony

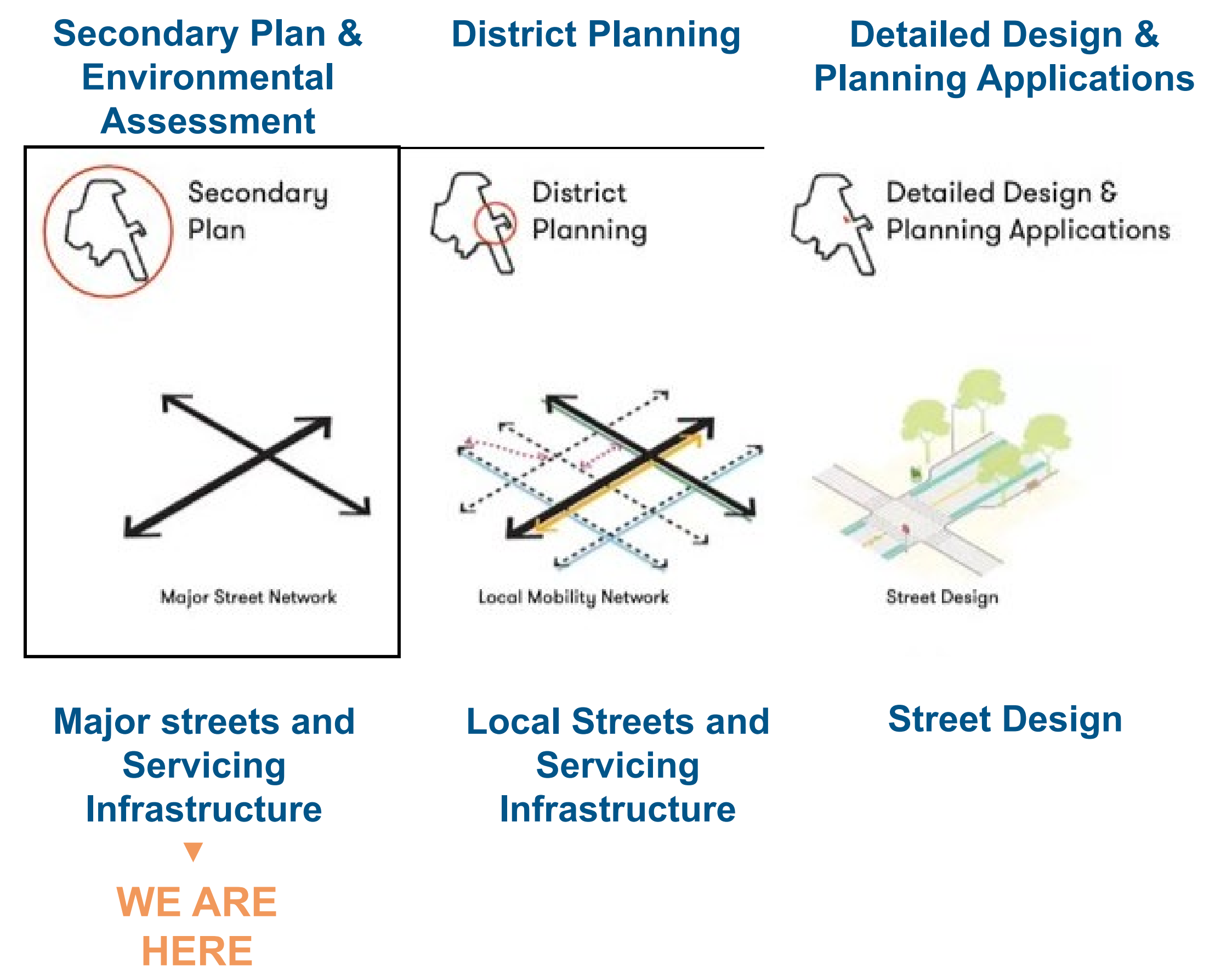
Potential partners that could help with an action?

Environmental Assessment Process Overview

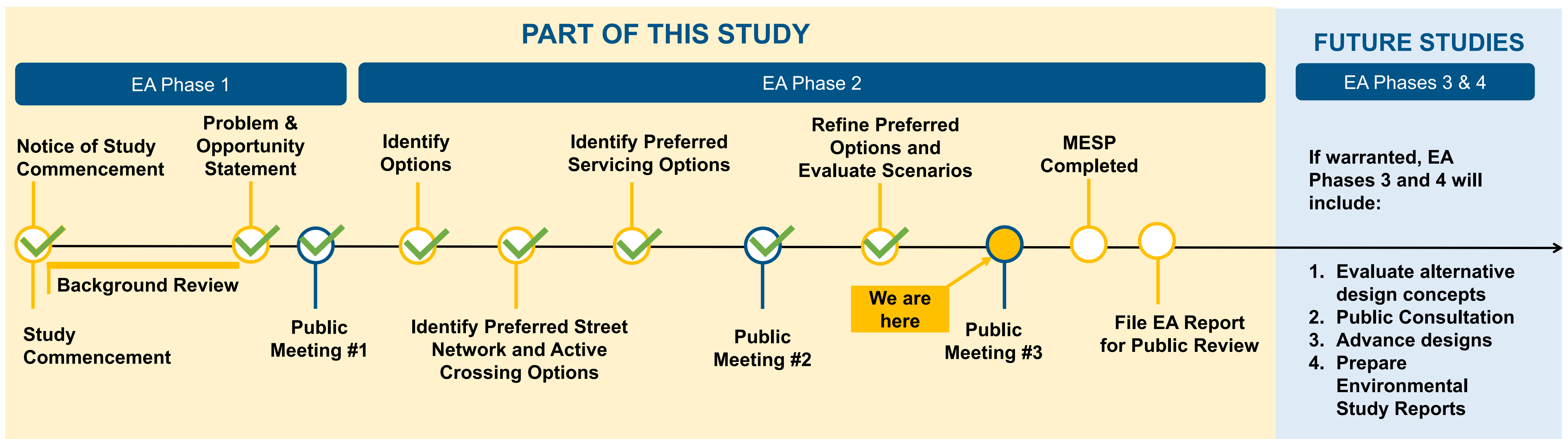
WHAT IS AN ENVIRONMENTAL ASSESSMENT?

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. It follows the Master Planning process with the intention of satisfying Phase 1 and 2 of the EA once completed. 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 ‘major streets’ and ‘servicing infrastructure’. Phase 3 and 4 of identified Schedule C projects will be carried out as part of the next steps, as applicable.



WHERE ARE WE NOW?



PUBLIC PROCESS AT A GLANCE

At Public Meeting #1

In the Summer of 2022, we presented and received comments on Phase 1 of the EA. This includes:

- ✓ Problem-Opportunity Statement that governs our work

At Public Meeting #2

In the Spring of 2023, we presented and received comments on Phase 2 of the EA. This includes:

- ✓ Evaluation criteria
- ✓ Long-List evaluation:
 - Major 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 Major Streets (including two multi-modal crossings of the GO Barrie Line)
 - Two separate active-only (cycling and pedestrian) bridges over the GO Barrie Line
 - A new drinking water and sanitary sewer network
 - A decentralized stormwater management solution

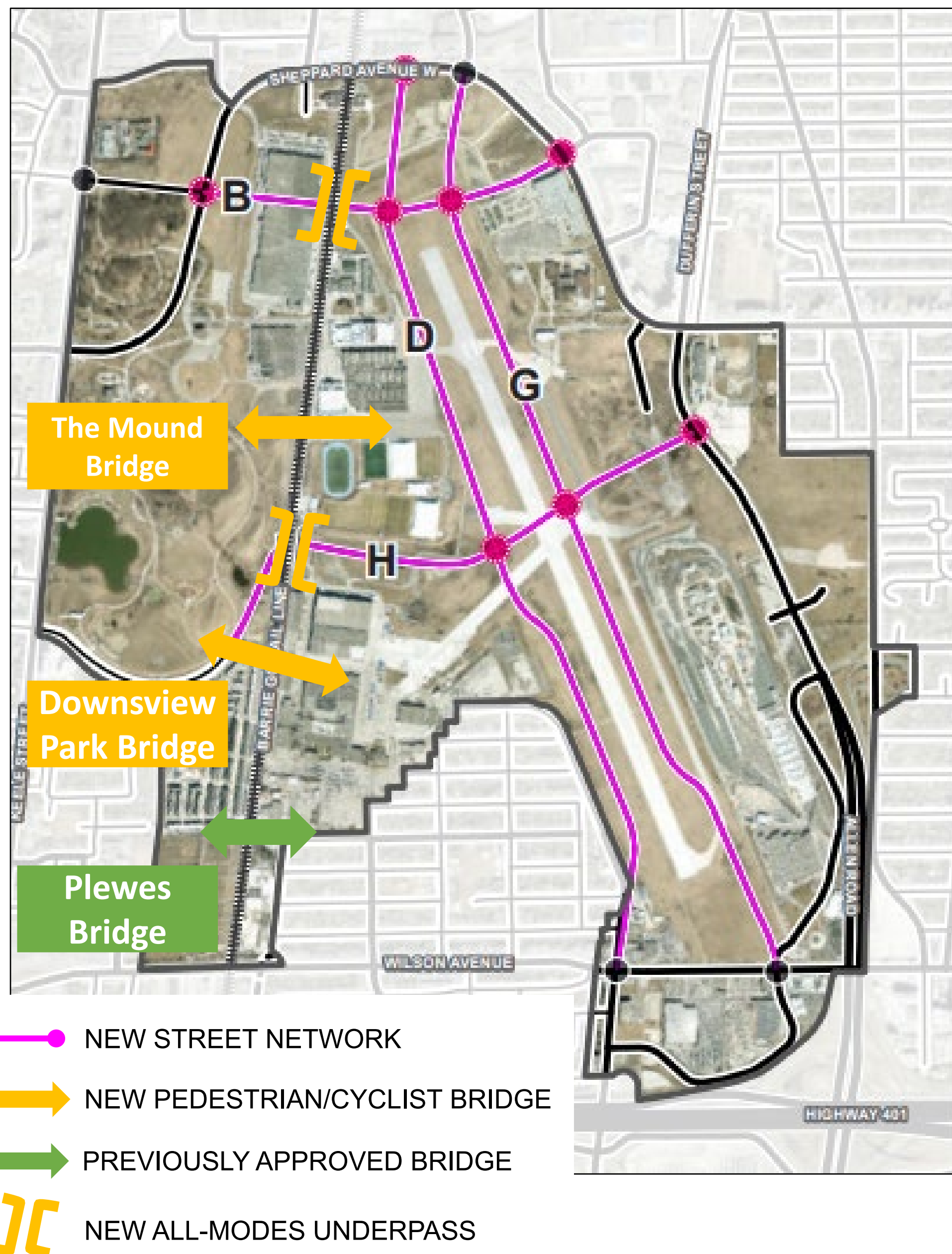
Today, at Public Meeting #3

We are presenting three components of our work:

- Two Class EA Infrastructure evaluations: Potential Dufferin Street Widening and Water Pump #7 upgrade
- Master Environmental Servicing Plan (MESP) Analysis, including:
 - Transportation Scenario Evaluation
 - Additional infrastructure recommended for further study and refinement

Preferred Options Presented at Public Meeting #2

Preferred Transportation Network within the Secondary Plan Area



Summary of the Evaluation Process

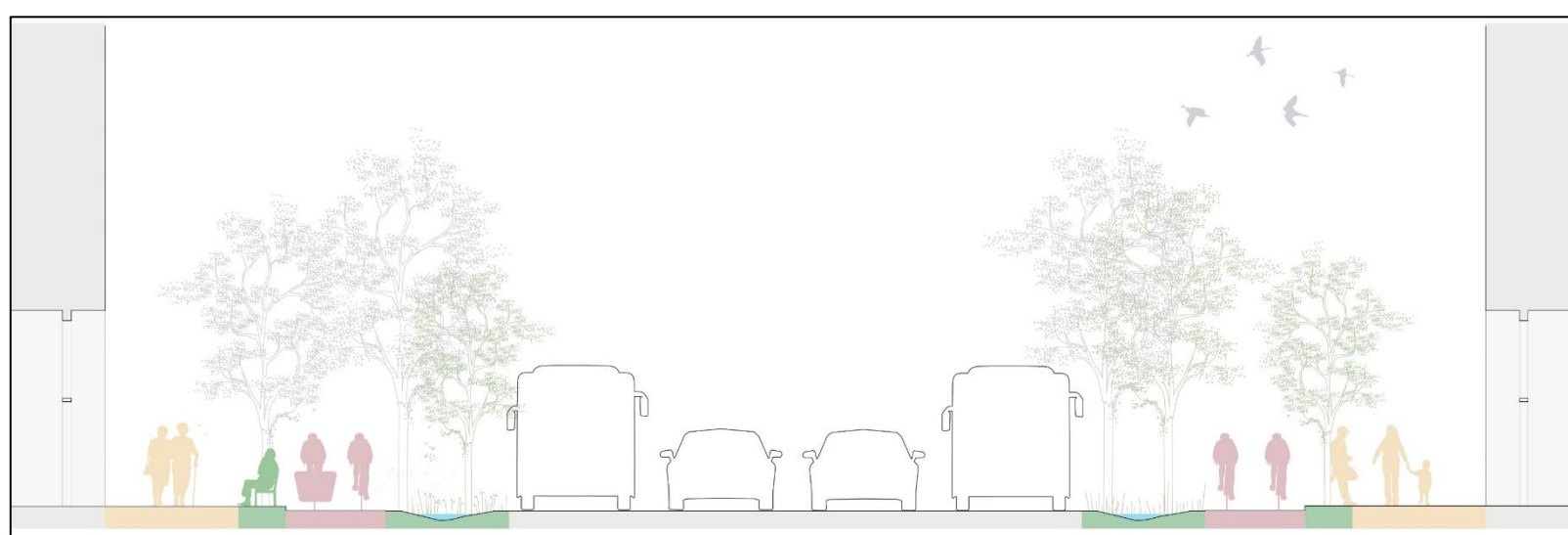
15 long-list options for east-west streets, 17 long-list options for north-south streets, and 3 locations for a new bridge over the GO Barrie Line were evaluated.

Through the evaluation process presented at Public Meeting #2, the Preferred Transportation Network was identified (shown on the plan to the left) and includes:

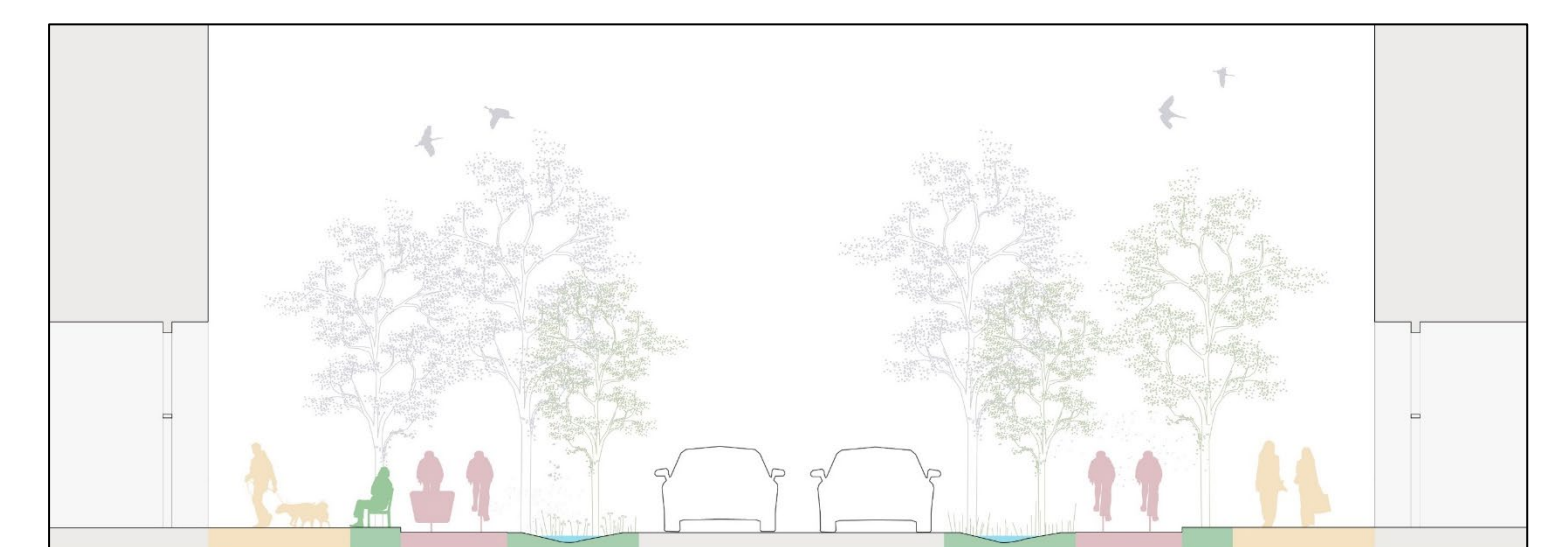
- Two east-west streets to connect Keele Street and Sheppard Avenue West/Allan Road
- Two north-south streets to connect Wilson Avenue and Sheppard Avenue West
- Two new bridges for pedestrian/cyclist only access across the GO Barrie Rail Line

What will these streets look like?

The Downsview vision is to create great public spaces that are green and beautiful where people feel comfortable and safe, not to create thoroughfares. The street designs will be evaluated and finalized through Phase 3 and 4 of the EA.



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

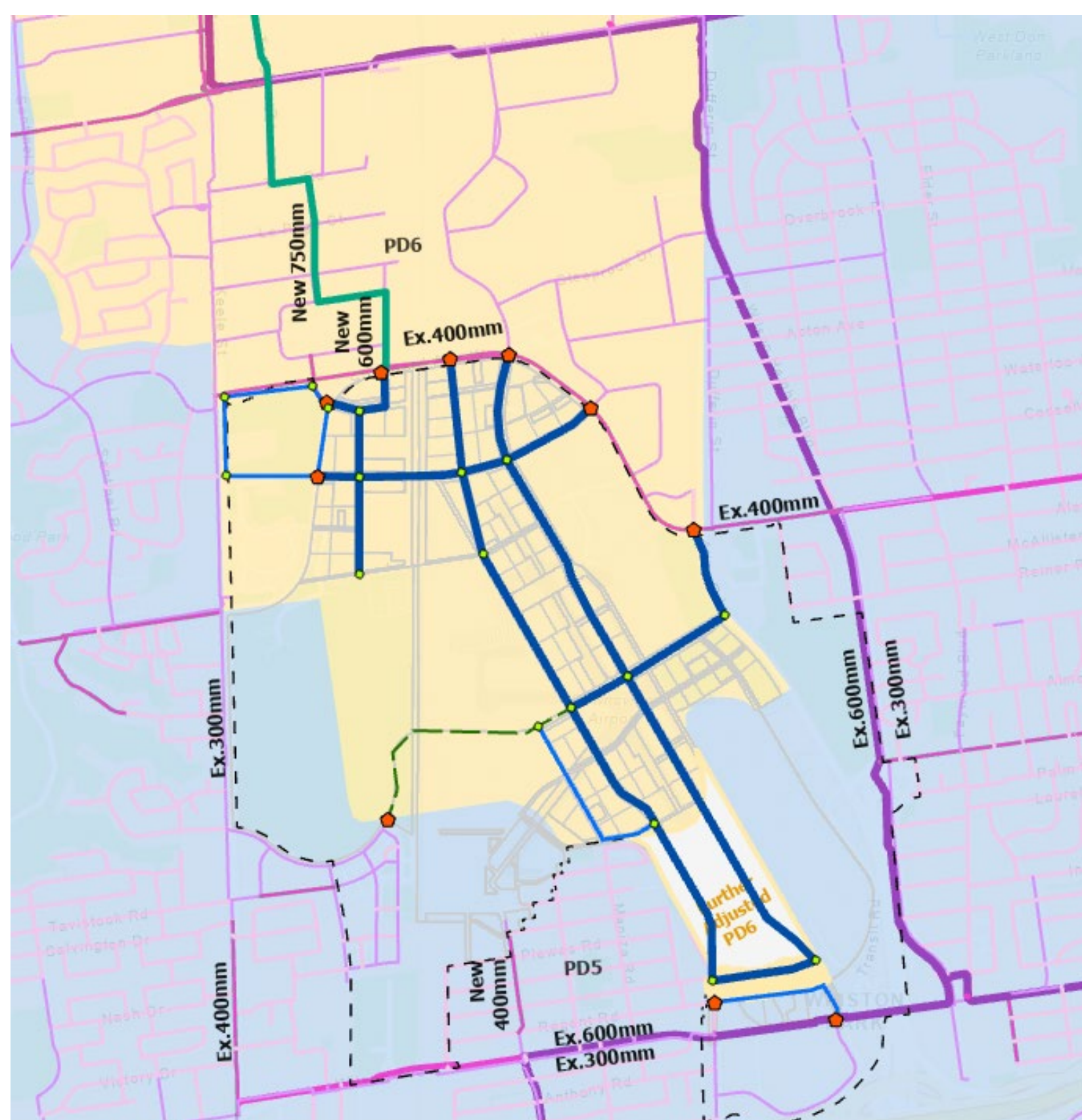


Example Street: Two vehicular lanes with generous pedestrian, cycling, and green spaces.

Preferred Municipal Servicing Solutions within the Secondary Plan Area

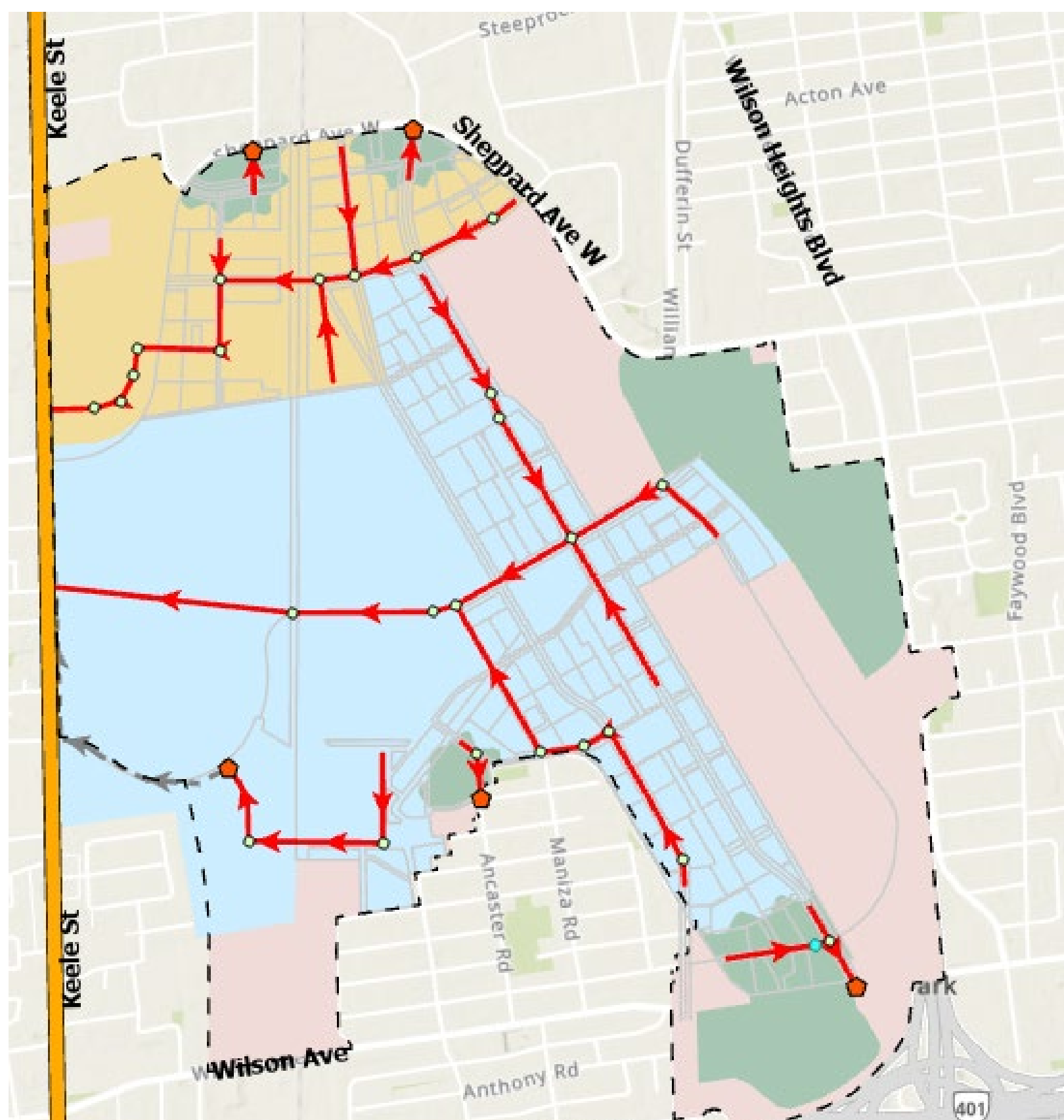
Drinking Water System

Evaluated 5 options for drinking water in Downsview and selected a parallel piped network as the preferred option. This was presented at Public Meeting #2 (see below).



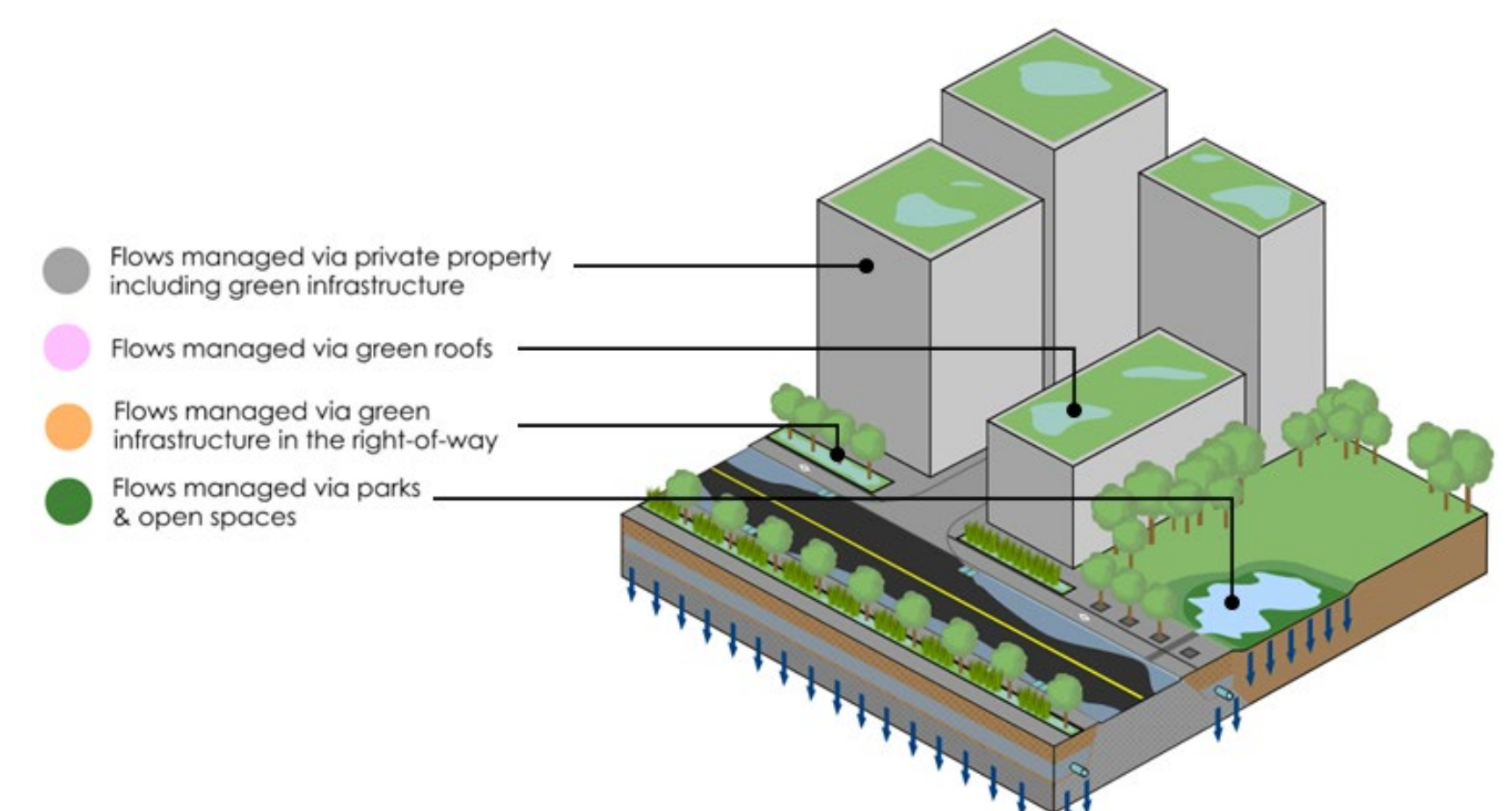
Sanitary Sewer System

Evaluated 7 options for how the Secondary Plan Area drains and connects to the future Keele Sanitary Trunk Sewer. The network below was selected as the preferred option, as presented at Public Meeting #2.



Stormwater Management System

Evaluated 5 options for how to manage stormwater in Downsview. A fully integrated and decentralized system was selected as the preferred option, as presented at Public Meeting #2.



Conceptual rendering of a decentralized stormwater management system

Additional Class EA Infrastructure

The following boards present two additional pieces of Class EA Infrastructure that have been identified and evaluated, which are outside of the Secondary Plan Area:

1. Potential Dufferin Street Widening
2. Keele Reservoir Water Pump #7 Upgrade

A Reminder: The Environmental Assessment (EA) Process

PHASE 1: IDENTIFY A NEED

Phase 1 of the EA process is about identifying a need within the existing infrastructure system or transportation network.



PHASE 2: EVALUATE ALTERNATIVE SOLUTIONS

Phase 2 of the EA process identified and evaluated solutions using the evaluation criteria that was presented at Public Meeting #2.



FUTURE STUDY: PHASE 3 AND 4

As part of the next steps, this infrastructure will proceed to Phase 3 and 4 in a future study. In this step, alternative design options are evaluated, and Environmental Study Reports are written.



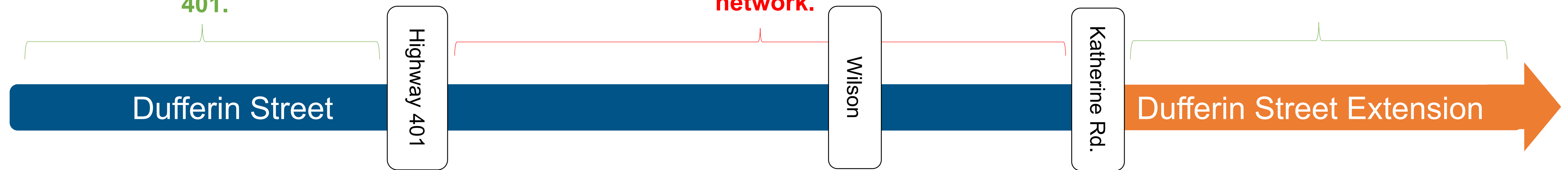
Additional Class EA Infrastructure: Potential Widening of Dufferin Street

1 Identified a Need: Connecting the Cycling Network on Dufferin Street

✓ The Yorkdale Transportation Master Plan has proposed dedicated cycle lanes on Dufferin Street up to HWY 401.

✗ This section of Dufferin Street has been identified as a gap in the cycling network. There is a need to connect the cycling network.

✓ This extension is proposed within the Downsview Area. It will have dedicated cycle lanes on the street.



2 Identified and Evaluated Alternative Solutions

Option 1: Do Nothing	Option 2: Add dedicated cycling facilities on Dufferin Street between HWY401 and Katherine Road.
This option contemplates no change to Dufferin Street, leaving a gap in dedicated cycling facilities on the street between Highway 401 and Katherine Road.	This option adds dedicated cycling facilities to close the gap on Dufferin Street. The type of facilities, transit incorporation, and how it all incorporates into the Right-of-Way will be the focus of the next phase of the Environmental Assessment.
SCREENED OUT	PREFERRED: CARRIED TO EA PHASE 3/4

3 Next Steps and Potential Widening of Dufferin Street

Update Downsview and Class EA Phase 2 (this process):

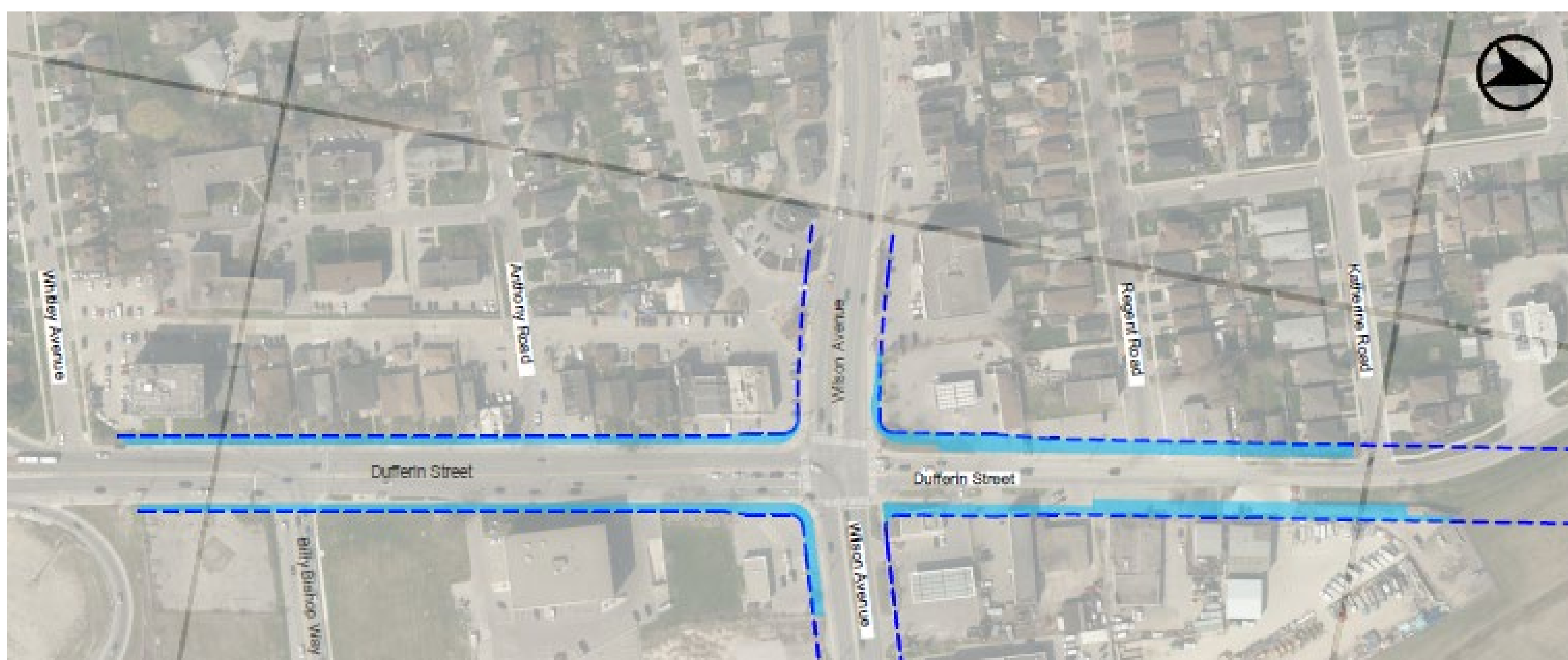
✓ Evaluated options and determined that adding some form of dedicated cycling facilities on Dufferin Street between Highway 401 and Katherine Road is the preferred option. The design considers adding cycling facilities, bus lanes and complete street elements. A meeting has been held with affected landowners to discuss potential impacts.

Next Steps and Class EA Phase 3 and 4:

- Through the next phase of the EA and through detailed design, different design options will be identified and evaluated, and a preferred option will be selected. Any widening of Dufferin Street will be further studied and explored through that stage. There is no final decision made at this time.

Share your thoughts on the evaluation and preferred option!

LET US KNOW!



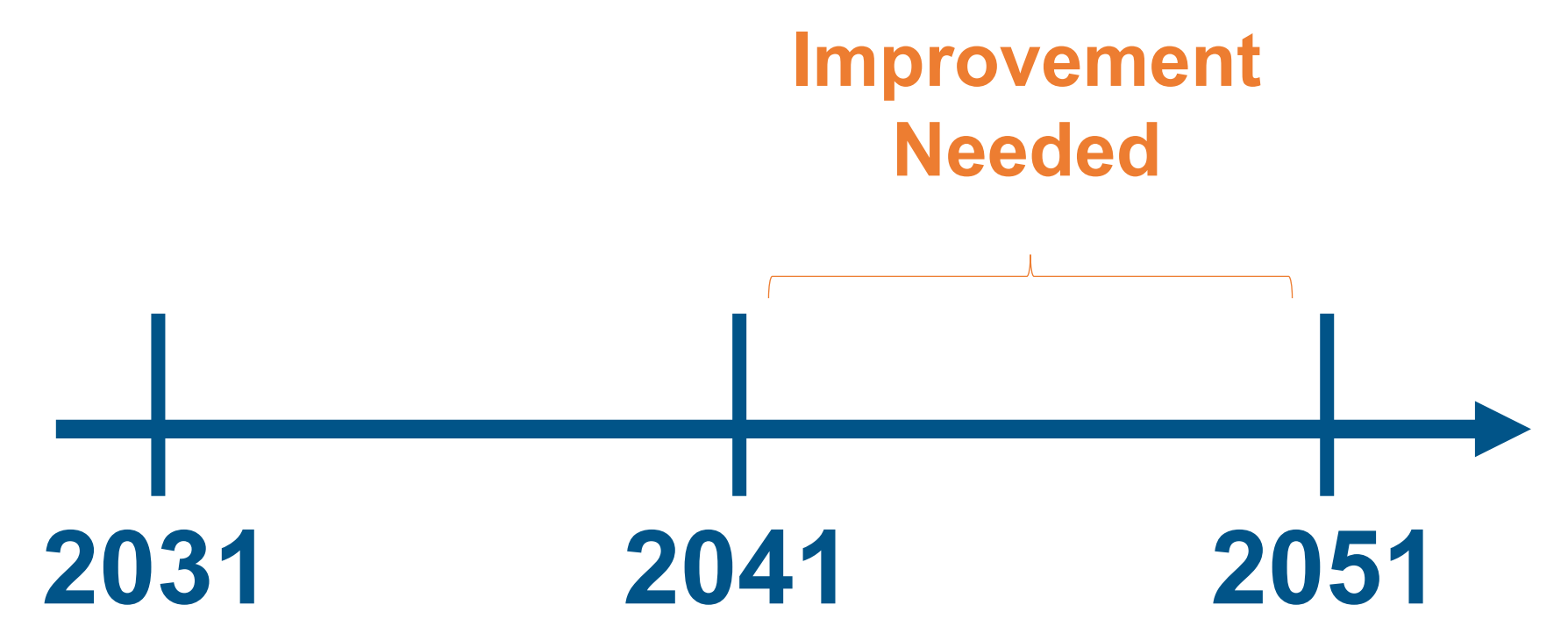
Conceptual Widening of Dufferin Street

Additional Class EA Infrastructure: Keele Pumping Station Water Pump #7

1 Identified a Need: Upgrade Required to the Drinking Water System post-2041

Through technical analysis, it has been identified that the existing drinking water system in the Downsview area requires improvement between 2041 and 2051 to accommodate growth in Downsview.

This infrastructure is part of the Municipal Class EA.



2 Identified and Evaluated Alternative Solutions

Option 1: Do Nothing	Option 2: Upgrading the Keele Pumping Station Water Pump #7 after 2041
No change. This is screened out as it means the drinking water system cannot sufficiently meet the later (2041+) stages of Downsview.	This option proposes upgrading an existing Water Pump to a larger, more powerful size after 2041.
SCREENED OUT	PREFERRED: CARRIED TO EA PHASE 3/4

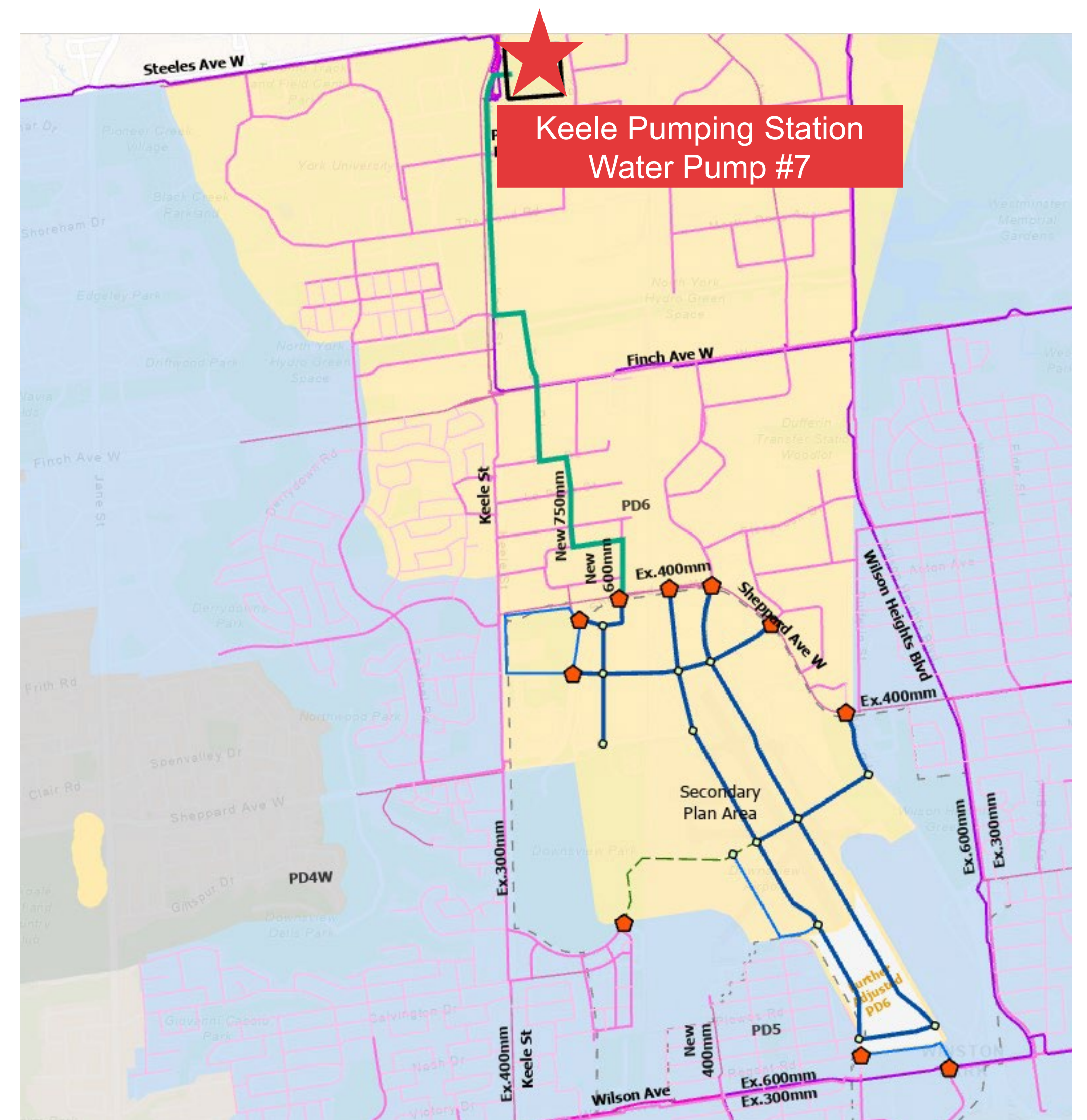
3 Next Steps

Update Downsview and Class EA Phase 2 (this process):

- Evaluated the need for an improvement between 2041 and 2051 to meet the expected demand. We have also evaluated an upgrade to a water pump as the preferred option as part of Phase 2.

Next Steps and Class EA Phase 3 and 4:

- In the next phase of the EA and through detailed design, alternative design options will be identified and evaluated.



Share your thoughts on the evaluation and preferred option!



Additional Infrastructure Considerations

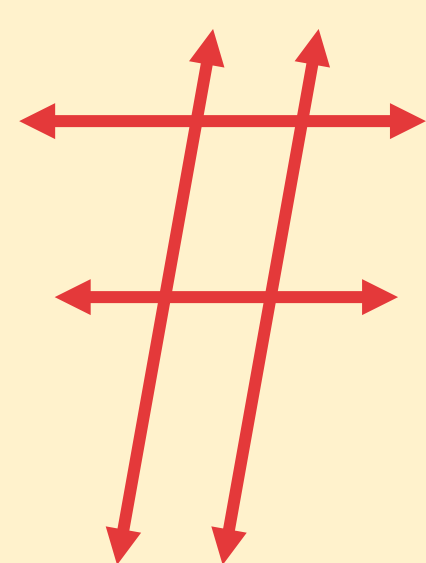
Further to the work presented at Public Meeting #2, additional evaluation of infrastructure within the MESP Study Area was undertaken and is presented in the following boards.

SNAPSHOT: The MESP Process

Transportation

Step 1: Preferred Major Street Network

As presented at Public Meeting #2, and on the previous boards, a major street network and active rail crossings were evaluated as part the Municipal Class EA.



Step 2: Transportation Scenario Evaluation

Beyond the major street network, the MESP evaluated three transportation scenarios to better understand regional multi-modal opportunities in the Study Area. This is presented on the following boards.



Step 3: Additional Infrastructure within the MESP Study Area

Once the scenarios are evaluated, the MESP studies the broader MESP Study Area and recommends infrastructure projects for further work. This is presented on the following boards.



Servicing (Water, Stormwater, Sanitary)

Step 1: Preferred Options for Servicing within the Secondary Plan Area

As presented at Public Meeting #2, preferred options were selected for water, sanitary, and stormwater management services. The summary is presented in a previous board under 'Preferred Municipal Servicing Solutions within the Secondary Plan Area'.










Step 2: Additional Infrastructure within the MESP Study Area

Beyond the preferred option, the MESP evaluated an additional local sewer under Keele to better connect into the updated design of the Keele Sanitary Trunk Sewer.



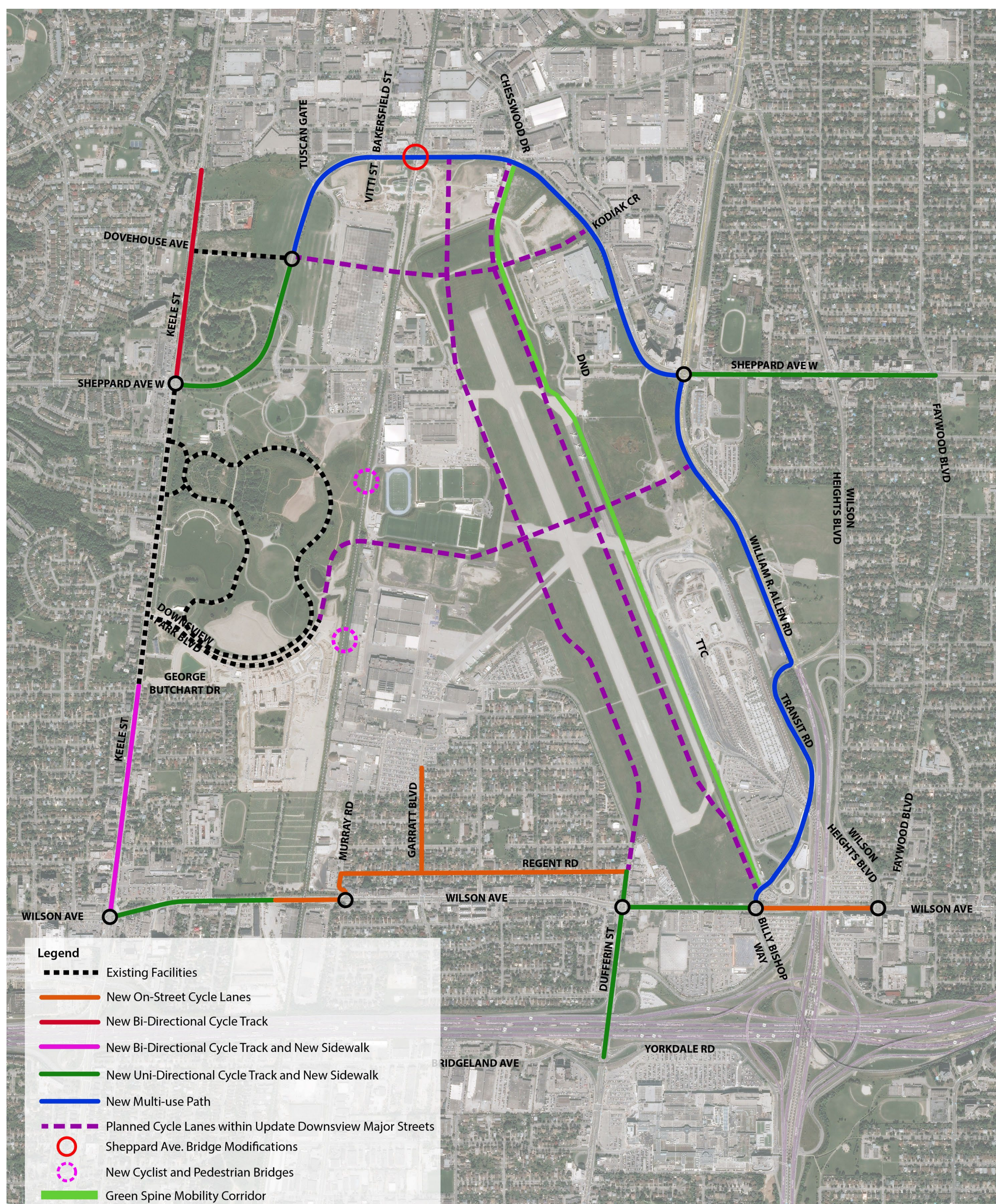
Three Transportation Scenarios were Evaluated

<p>Scenario 1: Do Nothing</p>  <p>The 2011 Downsview Area Secondary Plan Street Network, including basic improvements to active mobility and surface transit networks.</p>	<p>Scenario Description</p> <p>Applying the network from the 2011 Downsview Area Secondary Plan with no enhancements to the new Downsview Secondary Plan.</p>
<p>Scenario 2: Complete Connected Community</p>  <p>A new rationalized street network with 4 new major streets and 4 new rail crossings (as presented at Public Meeting #2).</p>  <p>Enhanced active mobility network with Green Spine, active greenways, active rail crossings, and micro-mobility.</p>  <p>Enhanced surface transit network, including RapidTO extension.</p>	<p>Implementation of the enhanced complete street network and dedicated active mobility network as presented at Public Meeting #2, designed to prioritize cycling and walking. This also includes an enhanced surface transit network potential expansion of RapidTO through Downsview Centre.</p>
<p>Scenario 3: Complete Connected Community + Higher Order Transit</p>  <p>Same as Scenario 2 above.</p>  <p>Same as Scenario 2 above.</p>  <p>Scenario 2 + new Regional Rapid Transit Improvements.</p>	<p>Further enhancing the complete connected community (Scenario 2) with:</p> <ol style="list-style-type: none"> 1. Addition of RapidTO on Wilson, Sheppard, Keele, and Allen Rd. 2. The Sheppard Subway Extension. 3. Potential Wilson GO Station.

Evaluation Results: Scenario 2 and 3 as Preferred

Criteria	Scenario 1: Do Nothing	Scenario 2: Complete Connected Community	Scenario 3: Complete Connected Community + Higher Order Transit
Category 1: Connectivity and Technical Viability	Scenario 1 does not appropriately accommodate all multi-modal travel as part of Update Downsview and is screened out.		
Category 2: Social Environment			
Category 3: Natural Environment		Comparable across options	Comparable across options
Category 4: Cultural Environment		Comparable across options	Comparable across options
Category 5: Environmental Sustainability and Resilience		Comparable across options	Comparable across options
Category 6: Economic Sustainability			
OVERALL	SCREENED OUT	<p>PREFERRED</p> <ul style="list-style-type: none"> ✓ Appropriately accommodates multi-modal travel demand for Downsview. × Optimizes development potential near transit, but has less higher order transit compared to Scenario 3. × Lower higher order transit infrastructure compared to Scenario 3. ✓ Creates a finer street plan that enables logical connections to active mobility network. 	<p>PREFERRED</p> <ul style="list-style-type: none"> ✓ Appropriately accommodates multi-modal travel demand for Downsview. × Higher cost and maintenance requirements than Scenario 2. ✓ Optimizes development potential near transit and enhanced higher order transit infrastructure compared to Scenario 2. ✓ Creates a finer street network that enables logical connections to active mobility network.

Additional Cycling Infrastructure within the MESP Study Area



ARE THERE OTHER POTENTIAL CYCLING IMPROVEMENTS?

The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, will be undertaking a separate **Downsview Area Cycling Study** outside of the Downsview Secondary Plan process. This will further identify cycling gaps in the area and produce options to improve the broader City Cycling Network.

Timeline:

This study is expected to be completed in Q3 of 2024.

Additional Servicing Infrastructure: New Sewer

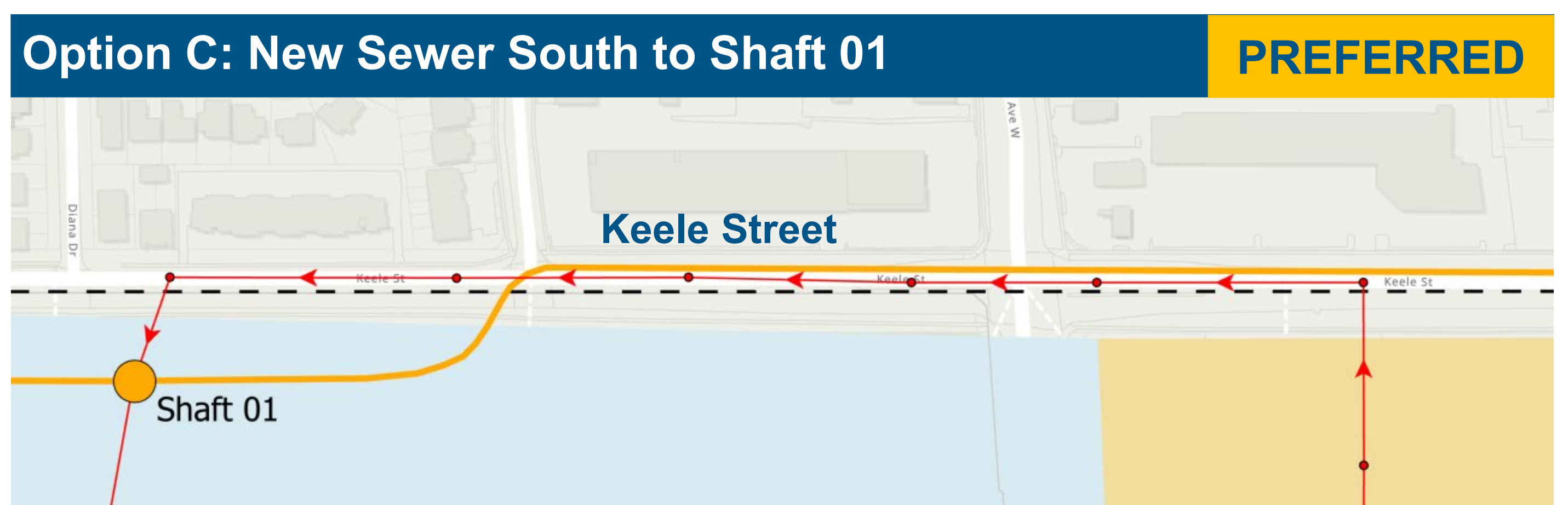
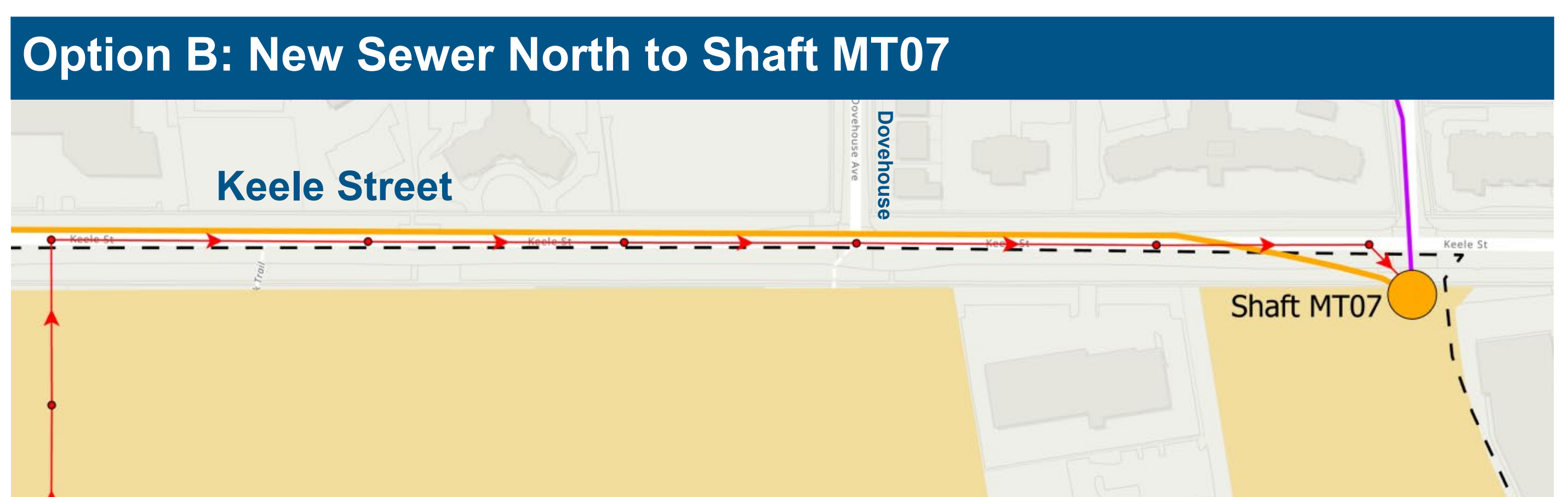
Additional Sewer on Keele Street

As the Keele Sanitary Trunk Sewer project has advanced, a shaft that was originally planned has been removed from the Plan. As such, Update Downsview has analyzed a set of options to connect the north-west area of the Secondary Plan Area to the Keele Sanitary Trunk Sewer.

- Option A: Do Nothing (**Not Feasible**)
- Option B: New Sewer North to Shaft MT07
- Option C: New Sewer South to Shaft 01

Option C was evaluated and selected as the preferred option as it is a shorter and shallower option, meaning it is lower cost, lower disruption, and more easily constructable.

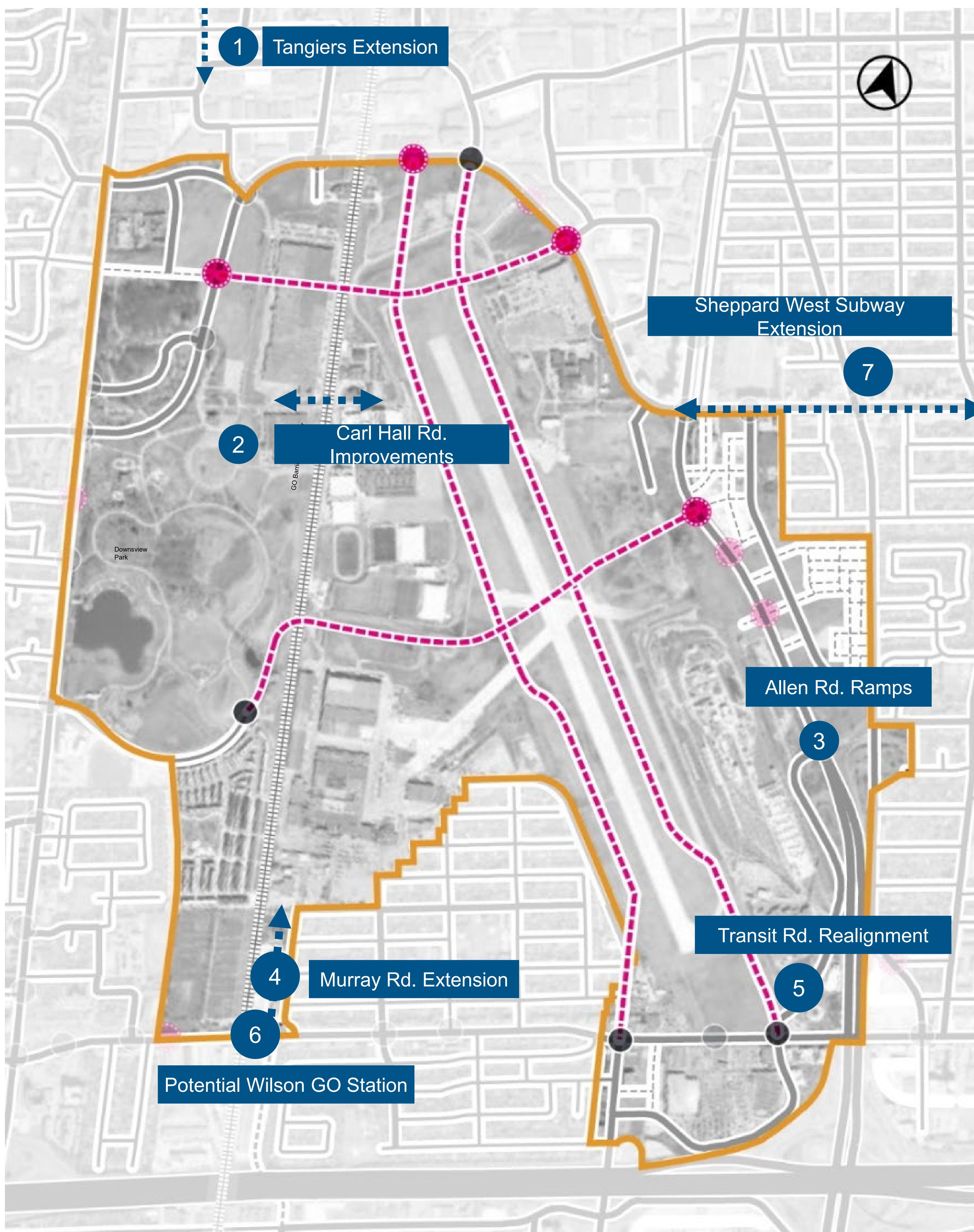
Option C occurs within the existing Keele Street right-of-way and no additional property is required, as such, this project is exempt under the Municipal Class EA process.



LEGEND

- Drop Shaft
- Proposed Sanitary Manhole
- Keele Relief Sewer – 1500mm
- Keele Relief Sewer – 3000mm
- Proposed Sanitary Sewer
- North Subcatchment
- South Subcatchment

Other Future Infrastructure Considerations in the Downsview Area



1 Tangiers Rd. Extension

Extending Tangiers Rd. south may provide benefit to the surrounding network but needs to be studied in the context of existing land use in the area.

2 Carl Hall Rd. Improvements

Today, Carl Hall Rd. is a privately owned at-grade crossing of the GO Barrie Line. There have been recent improvements by Metrolinx and Canada Lands Company.

A new major street in the location of the existing Carl Hall Rd. was screened out through evaluations for the Major Streets.

Next Steps: The City will require that Carl Hall Road be assessed as part of the District Planning work for Downsview West District.

3 Allen Rd. Ramps

The ramps could be improved to include complete street elements to help enhance the local transit and active network.

Next Steps: This should be further considered either through a future District Plan or as part of a separate capital project.

4 Murray Rd. Extension

Extending Murray Rd. to the new Taxiway West District may be beneficial if there is a change to the City's Works Yard as well as the currently approved Caledonia Extension.

Next Steps: To be further considered as part of the future planning of the City's Works Yard as well as study of a new potential Wilson GO station.

5 Transit Rd. Realignment

As Billy Bishop Way extension is advanced, and the local street network within Wilson District takes shape, Transit Rd. may require adjustments to accommodate Billy Bishop Way as a new major street.

Next Steps: To be further considered through Phase 3 and 4 of the EA as well as through the District Plan.

6 Potential Wilson GO Station

The addition of a new GO Station on the GO Barrie Line could be greatly beneficial to the local community and enable a Transit Oriented Community near Wilson Street.

Next Steps: City to include secondary plan policy direction that firmly supports a proposed GO station in this location for future study in coordination with regional transit priorities.

7 Potential Sheppard West Subway Extension

The planned Sheppard West Subway Extension could provide northwestern Toronto an additional East-West connection on frequent rapid transit, enabling both a shift towards the use of transit and helping make more of the City accessible.

Next Steps: To be further considered by Metrolinx as part of the ongoing Rapid Transit Expansion efforts in the City of Toronto.