

DOWNSVIEW SECONDARY PLAN

DRAFT

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

7. Downsview Secondary Plan

The Downsview Secondary Plan acknowledges that the Plan Area is the traditional territory of many Nations, including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples. This territory is currently covered by Treaty 13 with the Mississaugas of the Credit. In particular, the Downsview area is thought to have played a role for activities such as hunting and potential ceremonial purposes. Toronto, including the Downsview area, is now home to many diverse First Nations, Métis, and Inuit people.

The City of Toronto's first [Reconciliation Action Plan 2022-2023](#) (as amended and updated) will guide the City's actions to advance truth, justice and reconciliation, contributing to the visibility and overall well-being of First Nations, Inuit, and Métis Peoples in Toronto. It is intended that the Downsview Secondary Plan and related documents contribute to furthering the identified actions.

1. INTERPRETATION

- 1.1. The policies of the Downsview Secondary Plan ("this Plan") apply to the area shown as "Plan Area" on Map 7-1: Secondary Plan Area.
- 1.2. The policies of this Plan must be read in their entirety together with the policies of the Official Plan. For any individual policy to be properly understood, the Downsview Secondary Plan must be read as a whole. In the case of conflict between the policies of this Plan and the Official Plan, the policies in this Plan will prevail.
- 1.3. Italicized terms in this Plan are described in Section 13: Definitions or refer to land use designations that are further described in the Official Plan.
- 1.4. Site and Area Specific Policies for lands within the Plan Area are outlined in Section 12: Site and Area Specific Policies and identified on Map 7-7: Site and Area Specific Policies. In the case of a conflict between a Site and Area Specific Policy and the Downsview Secondary Plan policies, the Site and Area Specific Policy will prevail.
- 1.5. Development will be implemented in accordance with the Downsview Master Environmental Servicing Plan (MESP), which identifies the on- and off-site transportation and servicing infrastructure improvements required to support and service the growth anticipated in the Plan Area. The Downsview MESP identifies:

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- 1.5.1. The major streets and *active mobility network*;
 - 1.5.2. The requirements and needs related to future regional and local transit network improvements;
 - 1.5.3. Water and wastewater infrastructure requirements;
 - 1.5.4. Requirements and standards for the design of a decentralized stormwater management system;
 - 1.5.5. The design targets and assumptions to be incorporated in further detailed transportation and servicing reports and plans submitted in support of development applications within the Plan Area; and
 - 1.5.6. The phasing, monitoring, and implementation schedule of infrastructure in support of growth in the Plan Area.
- 1.6. Development will be informed by and have regard for the Downsview Community Development Plan, which identifies equitable social development and economic investment strategies to support communities as they are established and evolve through new development. The Downsview Community Development Plan:
- 1.6.1. Is developed and regularly reviewed by the City through comprehensive engagement with the local community, with a focus on Indigenous, Black and *equity*-deserving groups, including but not limited to seniors, newcomers, persons with disability, 2SLGBTQ+ residents, youth and children, as well as local businesses and non-profit organizations;
 - 1.6.2. Responds to long-standing social and economic *equity* issues through impactful investment, programming, facilities and services;
 - 1.6.3. Identifies community priorities related to *public realm* improvements and provision and programming of *community service facilities*, including arts and culture facilities;
 - 1.6.4. Encourages local and social hiring and the creation of employment, training and apprenticeship opportunities;
 - 1.6.5. Encourages social procurement with a particular emphasis on Indigenous, Black and *equity*-deserving -owned businesses; and
 - 1.6.6. Is implemented together with the community, including but not limited to agencies, non-profit organizations, businesses, local anchor institutions, property owners, developers and others, and the City.

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SIDEBAR: A Community Development Plan is a living document intended to respond to local community needs and priorities as an area evolves. While the Downsview Community Development Plan informs and works with ongoing development, its regular review and renewal occurs outside of the development review process, and is guided by an implementation framework and governing body set up for this purpose.

- 1.7. Development will be informed by and have regard for the Downsview Urban Design Guidelines, which will be used as a tool to evaluate development applications and City investments. The Downsview Urban Design Guidelines:
 - 1.7.1. Provide guidance on built form and massing in support of the vision of the Downsview Secondary Plan;
 - 1.7.2. Outline the extent and key features of the Runway, Taxiway, Green Spine, rail crossings, *greenways* and adjacent development;
 - 1.7.3. Provide guidance on the integration of the natural environment within the built environment to support *City Nature*;
 - 1.7.4. Identify opportunities to improve the quality and connectivity of the *public realm* network; and
 - 1.7.5. Support opportunities for public art and wayfinding.
- 1.8. Where City-wide urban design guidelines differ from the Downsview Urban Design Guidelines, the guidance within the Downsview Urban Design Guidelines will take precedence.
- 1.9. Strong partnerships and communication between the City, residents, agencies, local anchor institutions, property owners, developers and non-profit organizations will provide the basis for implementing this Plan, with a collective understanding of and responsibility for building equitable, sustainable and resilient complete communities.

2. VISION AND OBJECTIVES

2.1. Plan Area

The Plan Area is located on a high point in the City between the Don and Humber River watersheds, and is part of the territory that has been occupied by Indigenous peoples since time immemorial. More recently, the Plan Area was an important site for aerospace and military activity, retaining significant physical links to this heritage.

Facilitated by the closure of the Downsview Airport together with other redevelopment opportunities, it is estimated that the Plan Area will accommodate approximately 110,000 new residents and 47,000 workers over the next 30 years. This represents one of the largest city-building efforts in the history of Toronto and is a transformative opportunity to stitch the Plan Area back into its surroundings, enabling the development of resilient, equitable and connected communities.

Responding to the climate change emergency, this Plan prioritizes climate resilience and environmental sustainability in the design and operation of buildings, infrastructure and the *public realm*. Development will support the reintegration and co-existence of the natural and built environments through *City Nature*, and recognize shared responsibilities to the land and water. Collectively, this will include embedding public access to nature, parks and open spaces, supporting natural systems and reducing greenhouse gas emissions. Underpinning this vision is the recognition that some communities experience disproportionate impacts from climate change, highlighting the need to embed *equity* in this work.

Through this transformation, the Plan Area will emerge as a complete community that prioritizes inclusive social and economic development opportunities, working to remove, reduce and mitigate barriers faced by Indigenous, Black and *equity*-deserving groups. New communities will be supported by a high quality *public realm*, a regionally significant concentration of employment, local services and amenities, arts and culture, and a range and mix of housing options, ensuring everyone has an equal opportunity to thrive.

These new communities will be vibrant, attractive and unique places to live, work, play, visit and gather. Three existing transit stations together with a new *mobility network* will focus on moving people, breaking down existing barriers, and providing attractive choices for getting around by transit and *active modes*. Anchored by Downsview Park, the reimaged Runway and Taxiway, the Green Spine, and new parks and open spaces, the Plan builds connections within and beyond its boundaries while leveraging the area's cultural heritage, and aims to support and be informed by Indigenous perspectives.

2.1.1. The vision for the Downsview Secondary Plan is guided by the overarching goals of climate resilience and environmental sustainability, and achieving equitable outcomes for Indigenous, Black and *equity*-deserving groups.

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2.1.2. To support the vision and goals, development on both public and private lands will be guided by the following objectives:

- a. Create an integrated, attractive and comfortable *public realm* network centred around Downsview Park, the reimagined Runway and Taxiway, the Green Spine and major parks, that enhances and restores connections to nature, supports a robust and sustainable tree canopy, creates a range of recreational opportunities and provides landscapes with native species to support biodiversity;
- b. Improve long-term climate resilience and mitigate the negative impacts of extreme weather by integrating *green infrastructure* and sustainable design to more effectively manage stormwater, restore ecological functions, and reduce heat exposure and impervious surfaces;
- c. Minimize energy demand, implement low-carbon design and energy solutions and pursue net zero greenhouse gas emissions, including from the impacts of embodied carbon;
- d. Consider and meet the needs of Indigenous, Black and *equity*-deserving groups to remove barriers that have impeded equitable outcomes, including access to housing, quality jobs, spaces, training, education, services and other daily needs;
- e. Support a diverse local economy which facilitates meaningful and equitable employment opportunities and social investment;
- f. Acknowledge the Indigenous presence, past, present and future, by integrating Indigenous ways of knowing, *place-keeping*, education, stories, cultures, ceremonial spaces, landscapes and public art, including recognizing the distinct interests of different First Nations, Inuit and Métis peoples;
- g. Achieve an extensive, accessible and integrated transit and *active mobility network* through advancing investment in infrastructure that enhances area connectivity and provides direct, safe and attractive mobility options, such that these modes are the most efficient and attractive way to meet daily mobility needs;
- h. Support a significant shift to transit and *active mobility* through the creation of compact and well-connected neighbourhoods with a broad mix of uses at appropriate densities;
- i. Build on and maintain the area's function as one of the largest employment nodes outside of the downtown by protecting for and

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

providing a broad range of employment and non-residential uses, and accommodating a range of jobs across multiple sectors, to enable long term employment growth;

- j. Provide a range and mix of housing options, including different tenures, unit types and levels of affordability, to serve a variety of households and those in all stages of life;
- k. Provide new and expanded services and amenities, including *community service facilities*, that contribute to social, economic and cultural development and health, supporting a diverse and growing community;
- l. Conserve, interpret and enhance the built heritage resources that represent the aerospace and military history of the area as a foundational component of a unique sense of place; and
- m. Celebrate and support the cultural diversity of the local communities, all of which have helped to shape the Downsview area.

2.2. District Areas

2.2.1. The Plan Area is comprised of 15 districts as identified on Map 7-5 Districts. The distinct characters of each district will be determined through District Plans, and generally guided by the following:

- a. Runway Districts;

Runway North A, Runway North B, Runway Central, Runway South

The Runway Districts are characterized by their central organizing feature – the Runway – supported by major parks which will act as the hearts of these Districts and reflect the focus on *City Nature*. Key mobility corridors will play structuring roles, with portions of the Dufferin Street and Billy Bishop Way extensions emerging as main streets as retail and other non-residential uses takes hold. The Runway Districts will generally be mid-rise residential, with supporting non-residential uses and clusters of taller buildings where they can support a high quality *public realm*.

- b. Transit Districts;

Wilson, Wilson South, Downsview East, Downsview West, Allen East, Allen West

The Transit Districts are characterized by both their proximity to transit stations and their location along the edges of the Plan Area. They will support significant clusters of tall buildings and higher densities, with a

greater concentration of commercial, office, cultural and/or institutional uses, while also transitioning and knitting into the surrounding area. Specifically, the Downsview East and West Districts will be influenced and linked by the multi-modal Northern Crossing of the Barrie GO Rail Line and Depot heritage building, and Wilson South District by the planned bridge over Highway 401 to create a strong southern connection.

c. William Baker;

The William Baker District is characterized by proximity to the naturalized open spaces in Downsview Park and the William Baker Woodlot. This District transitions to, and ensures connectivity with, adjacent existing communities and is generally residential, supported by a mixed use corridor along Keele Street. The built-form character includes a mix of low and mid-rise buildings, with taller buildings and higher densities at the intersection of Keele Street and Sheppard Avenue West and towards the north, closer to Downsview Park station.

d. Taxiway Districts; and

Taxiway East, Taxiway West, Murray

The Taxiway Districts are characterized by their position between the existing Ancaster neighbourhood and the Barrie GO Rail Line. They also contain unique features including the airport hangars and the legacy Taxiway which provides a connection to the Runway. This area will include a significant concentration of employment uses and will have a built form that responds to the adjacent neighbourhood and industrial heritage context, generally at a mid-rise scale. These Districts will also benefit from stronger connectivity to Downsview Park through the Ravine Underpass and an active-only rail crossing, as well as a potential site for a future GO Station.

e. Park Commons District.

The Park Commons District is characterized by its cluster of heritage structures, proximity to parks and open spaces and central location within the Plan Area. This area is intended to accommodate park and low density institutional and park supportive uses, such as museums, galleries and sports facilities, in buildings surrounded by landscaped open space, reflecting *City Nature* and its inclusion within the Downsview National Urban Park (“Downsview Park”).

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3. THE PUBLIC REALM

The *public realm* consists of all public and private spaces accessible to the public. It is a network that includes, but is not limited to, parks, open spaces, privately owned publicly-accessible spaces (“POPS”), streets and lanes. While the *mobility network* is further addressed in Section 4: Mobility, it is also part of the *public realm* and therefore the *public realm* policies apply.

A high quality *public realm* will be the primary organizing element for the Plan Area and the starting point for building a sustainable and equitable community that supports climate resilience, *active mobility*, universal accessibility and public health. In the Plan Area, the *public realm* is anchored by Downsview Park, the reimagined Runway and Taxiway, the Green Spine and new major parks, which function as destinations and support open space connectivity. These key elements, together with a broader network of local parks and other open spaces, aim to create a robust and interconnected system which brings access to nature throughout the Plan Area, encapsulating the concept of *City Nature*.

This Plan further recognizes the importance of an equitable distribution of parks, open spaces, amenities and programming, providing easy access to space for recreation, placemaking, gathering, commemoration, education and celebration.

SIDEBAR: The Runway, Taxiway and Green Spine play important roles in establishing a high quality public realm, a unique identity for the Plan Area and a well-connected active mobility network (see Map 7-2: Public Realm Plan). The Runway is a large pedestrianized space running the length of the former Downsview Airport runway and intersected by a number of parks and major streets. The Taxiway is a smaller-scale pedestrianized space extending along the former taxiway alignment, extending from the Runway to the south-west. The Green Spine is a dedicated green cyclist and pedestrian corridor running to the east of and parallel to the Runway.

3.1. General Policies

- 3.1.1. Establishing, improving and expanding a high quality *public realm* will be guided by Map 7-2: Public Realm Plan and applicable standards and guidelines. Appendix 1: Context Map further illustrates significant connections between the Plan Area and the surrounding green space and *active mobility network*, which should be considered and strengthened as development occurs within the Plan Area.
- 3.1.2. Locations for major *public realm* elements are shown on Map 7-2: Public Realm Plan. The precise size, location and configuration of these *public realm* elements, as well as additions to the *public realm* network not shown on Map 7-2, will be identified and secured through the District Plan and development application review processes. Refinements to the *public realm* elements will not

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require an amendment to this Plan, provided that refinements are minor and are in accordance with the intent of this Plan.

- 3.1.3. The *public realm* network will support long-term sustainability and resilience by:
- a. Including landscape features that enhance ecological health, natural functions and climate resilience, support habitat creation and connectivity, and promote biodiversity, native species and pollinators;
 - b. Supporting long-term, sustainable and mature tree growth, and the expansion of the urban forest by providing sufficient growing space and soil volumes and access to sunlight for trees and vegetation to thrive;
 - c. Supporting a decentralized stormwater management system through the use of *green infrastructure* and nature-based solutions;
 - d. Supporting *active mobility* and transit use as the preferred means of moving around;
 - e. Supporting comfortable microclimates, including access to sunlight during the spring and fall, tree canopy shade during the summer, and wind conditions that support the intended use of the *public realm*, including sitting and standing; and
 - f. Utilizing high quality, sustainable and durable materials that minimize embodied carbon. Consideration should be given to effective maintenance and ability to support the intensity of use by residents, workers and visitors in all seasons.
- 3.1.4. The Indigenous presence will be recognized and celebrated in the *public realm* in collaboration with Indigenous communities and implemented through place making, *place-keeping*, wayfinding, spaces for ceremony, public art, open spaces, medicinal gardens, landscaping, plant species and materiality, and/or other initiatives led by Indigenous communities in partnership with the City and/or other stakeholders.
- 3.1.5. The inclusion of water features should be considered in the design of the *public realm* to support opportunities for ceremony and traditional relationships to water systems.
- 3.1.6. The *public realm* should be designed in a way that respects and celebrates the area's historic aerospace industry, such as through the layout, design and orientation of major *public realm* features. The creation and/or enhancement of views to built heritage resources, as identified on Map 7-10, is encouraged.

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- 3.1.7. Opportunities to utilize the *public realm* for food production, harvesting, sales, education and programming - as a means of supporting climate resilience, encouraging local urban agriculture, improving food security or creating opportunities for economic development - is encouraged.
- 3.1.8. New development, parks, and open spaces will contribute to the overall connectivity of the green space network. District Plans will demonstrate how network connectivity has been considered in the placement of parks, open spaces, POPS, *greenways* and mid-block connections.
- 3.1.9. Active uses will be included along the Runway, Taxiway, major parks and priority retail areas. Frontage requirements for active uses and priority retail areas will be identified and secured through the District Plan process.

SIDEBAR: Active uses are uses that animate the space at grade, such as retail, restaurants, service commercial, arts studios/workshops, publicly accessible institutional, cultural or community uses including community service facilities, live/work units and lobbies.

- 3.1.10. The Downsview Park Boulevard multi-modal rail crossing, the Ravine Underpass, will be a broad underpass that facilitates connections between Keele Street and Allen Road, while extending open space, stormwater management and habitat connections beneath the Barrie GO Rail Line to Downsview Park, Downsview Park Boulevard and beyond.
- 3.1.11. The Northern East West Street multi-modal rail crossing, the Northern Crossing, should be designed to support activation of the Depot building, with consideration for programmable open spaces flanking the new right-of-way connection.

3.2. **The Runway and Taxiway**

The former landing strip and taxiway of the Downsview Airport will be reconceived as the Runway and Taxiway: an approximate combined six hectares of open space. The Runway and Taxiway, shown on Map 7-2: Public Realm Plan, will be the central organizing elements of the *public realm* and the primary connecting features of new and existing communities. The Runway and Taxiway will function similarly, though each will have distinct functions and features to be further refined through the District Plan process. The Runway is illustrated on the maps of this Plan at its minimum width of 20 metres, notwithstanding that it will have greater widths at various points along its length.

- 3.2.1. The Runway and Taxiway will be reimagined and developed as continuous publicly accessible corridors.

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- 3.2.2. The Runway and Taxiway will be designed for *active mobility*, with vehicular access limited to servicing and emergency vehicles. Vehicular access will be designed to minimize impacts to the *public realm* and will be secured as part of the District Plan and development application review processes.
- 3.2.3. The Runway and Taxiway will be designed to:
- a. Maintain their linear legibility as fundamental landmarks in the landscape;
 - b. Incorporate public art, creative interpretations and commemorations to celebrate the past, present and future of the area, including *Indigenous place-keeping*, and their aerospace history and the concept of flight;
 - c. Include appropriate stormwater management and *green infrastructure*;
 - d. Include consistent placemaking and wayfinding elements along their length, such as lighting, street furniture, materiality and graphics; and
 - e. Provide a variety of experiences and character areas along their length.
- 3.2.4. Local street crossings of the Runway and Taxiway should be minimized where feasible, unless it is to divide large site to achieve appropriate adjacent development block sizes.
- 3.2.5. Legible, publicly accessible *active mobility* connections will be created from the Runway to Downsview Park Station and Wilson Station, and from the Taxiway to the existing Hangar Buildings, illustrated on Map 7-2: Public Realm Plan as Public Realm/Mobility Connections. These connections will utilize the consistent materiality, wayfinding elements and/or other design features of the Runway and/or Taxiway to support the continuity of the connections.
- 3.2.6. Where parks, streets or *greenways* intersect with the Runway or Taxiway, they will be designed to maintain the legibility of the Runway and Taxiway, and in the case of streets, prioritize *active mobility* movement across the street.
- 3.2.7. Entrances facing the Runway and Taxiway are strongly encouraged, and development along the Runway and Taxiway will avoid blank-wall conditions.
- 3.2.8. Vehicular, delivery and servicing access for development blocks adjacent to the Runway and Taxiway is prohibited where buildings face the Runway and Taxiway.
- 3.2.9. Small-scale pavilion buildings, kiosks or other structures that support uses that animate the Runway and Taxiway, such as community, arts and culture, entertainment, outdoor cafes/patio seating, recreational and retail uses, may be permitted within the Runway and Taxiway, provided they do not impede safe and accessible travel, or obstruct the legibility of its continuous linear character.

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- 3.2.10. The Runway will maintain a minimum width of 20 metres of publicly accessible space. Greater widths, up to and including its legacy width of generally 60 metres, will be achieved at strategic locations, secured through the District Plan and development application review processes.
- 3.2.11. Development along the eastern edge of the Runway will be located and oriented to create a consistent frontage and distinct edge condition that communicates continuity of the Runway as a significant part of the City's history and a reimagined linear open space. At-grade entrances and/or facades may only have minor set backs from the consistent frontage where building overhangs, or similar designs ensure that the linearity of the eastern edge is maintained.
- 3.2.12. The Runway will have a minimum area of 5.4 hectares. This minimum area may be reduced by the area required to accommodate relevant adjustments to *public realm* elements that intersect with the Runway on the Maps of this Plan, and/or additional street crossings not shown on the Maps of this Plan, in accordance with the policies of this Plan.
- 3.2.13. The Runway will be developed as a privately owned publicly-accessible space (“POPS”), subject to the following:
- a. The Runway is free of significant encumbrances above and below grade, such as cantilevered buildings, pedestrian underpasses or pedestrian bridges;
 - i. Parking is not permitted under the minimum 20 metre width for the entire length of the Runway; and
 - ii. While parking is generally discouraged below the Runway, it may be considered under the areas of greater width where doing so is consistent with the Shared Mobility and Parking policies of this Plan;
 - b. Below grade utilities and essential services are minimized to the extent feasible, and should be clustered where possible, but may support *green infrastructure* and the needs of activities animating the Runway;
 - c. All segments are owned by a single entity; and
 - d. A public access easement(s) is provided for all privately-owned sections of the Runway and maintained in perpetuity.
- 3.2.14. The Runway will be developed in segments, each segment advanced concurrent with its associated District.

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- 3.2.15. To provide access to sunlight and comfortable microclimates year-round, at least 50% of the Runway segment within each District will achieve a minimum of 5 hours of cumulative sun on March 21 and September 21.
- 3.2.16. Development adjacent to the Taxiway will be designed to maximize access to sunlight to support a comfortable microclimate for a range of activities.

3.3. **Parks**

Parks will be healthy, active and green places that meet a range of outdoor and recreational needs for residents, workers and visitors, support sustainability and resilience, and provide valuable spaces for natural habitats and systems. The distribution of larger-scale major parks is intended to deliver equitable access to significant recreational and/or gathering spaces. These will be complemented by the broader park network, including Downsview Park, to provide a variety of green spaces, amenities and activities within easy reach.

Together, parks are intended to be provided at pace with development, so that new residents, workers and visitors are able to enjoy them as the Plan Area builds out. Parks will be comfortable spaces that support physical and mental health and well-being by allowing for active and passive recreation and social gathering, prioritizing safety and promoting a positive user experience.

3.3.1. Parks in the Plan Area will:

- a. Have a functional size, configuration, location and topography that can accommodate a variety of facilities and programming and respond to the recreational needs and priorities identified in City strategies and plans;
- b. Be designed to support the broader stormwater management system across the Plan Area;
- c. Should be clearly identifiable as a park based on sufficient frontage on public street(s), accessible design, and ease of navigation;
- d. Provide opportunities for naturalized wildlife spaces, habitat creation, species diversity and expansion of the City's tree canopy;
- e. Connect and extend to the broader *public realm* network within and beyond the Plan Area, with an emphasis on establishing strong connections to Downsview Park, the Runway and Taxiway, and the Green Spine;
- f. Provide opportunities for integrating public facilities and/or infrastructure that can be used by the local community for arts and culture programming and activities; and

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- g. Contribute to a connected network of green spaces and natural areas between the Don River Valley and Black Creek ravine systems, and the City's overall Natural Heritage System.
- 3.3.2. Development shall prioritize the dedication of land to the City to satisfy parkland dedication requirements. As part of the development application review process, parkland provision will be prioritized in the following order:
 - a. On-site parkland dedication of parks identified on Map 7-2: Public Realm Plan;
 - b. On- or off-site parkland dedication to be provided within the boundary of the Plan Area; and
 - c. Cash-in-lieu of parkland.
- 3.3.3. Base park condition, which may be prescribed in the Downsview Master Environmental Servicing Plan, Downsview Urban Design Guidelines, Municipal Code, as a condition of subdivision approval, or other documents, may include the necessary grading and/or infrastructure for stormwater management in the Plan Area.
- 3.3.4. Applications for development will be encouraged to coordinate with neighbouring development sites to expand the size and function of parkland dedications to create larger, contiguous parks where appropriate.
- 3.3.5. Development adjacent to parks will fulfill the following criteria:
 - a. Achieve appropriate horizontal setbacks and vertical clearance to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Provide for casual overlook, increasing the safety of parks; and
 - c. Avoid locating non-complementary uses adjacent to parks, including but not limited to loading and servicing areas, mechanical equipment, and venting.
- 3.3.6. Development adjacent to major parks (identified on Map 7-2: Public Realm Plan) will be designed to support at least 5 hours of cumulative sun across at least 75% of the major park on March 21 and September 21.
- 3.3.7. Major parks may be sized to meet the cumulative parkland dedication requirements of more than one District and are to be delivered as part of the construction of the first of such districts.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

3.3.8. Major parks must be a minimum of 1.0 hectare in size. Further, a minimum amount of parkland must be dedicated in the form of major parks in specific districts as identified below:

- a. Runway Central: minimum 3.5 hectares;
- b. Runway North B: minimum 2.3 hectares;
- c. Wilson: minimum 1.2 hectares;
- d. Runway South: minimum 1.5 hectares;
- e. Downsview West: minimum 1.0 hectare;
- f. Downsview East: minimum 1.0 hectare;
- g. Taxiway East: minimum 1.0 hectare; and
- h. Runway North A: minimum 1.0 hectare.

3.3.9. In accordance with the City's recreational priorities, at least one major park must be of an appropriate size and shape to accommodate a full-size cricket pitch, including supporting facilities. The major park in Runway North B district is shown conceptually on Map 7-2: Public Realm Plan as having a sufficient size and shape.

3.4. **Green Spine**

The Green Spine will be a signature linear open space that runs the length of the Plan Area, and will perform a variety of functions. With generous *active mobility* infrastructure embedded within a green corridor, it will be an essential component of the *active mobility network*: a car-free alternative to streets and the slower, meandering nature of the Runway. In this role, it will have seamless connections to the broader *active mobility network*, both within and beyond the Plan Area. The Green Spine will be an essential feature of the green space network that improves ecological and habitat connectivity, supports access to nature, recreation and respite, and expands the urban tree canopy. The Green Spine will also play a role in the decentralized stormwater management system, incorporating a variety of *green infrastructure* elements.

3.4.1. The Green Spine will function as a:

- a. Dedicated *active mobility* corridor, providing safe and convenient pedestrian pathways and bikeways with limited intersection interruptions;
- b. Landscaped and naturalized corridor that will support expansion of the urban tree canopy, habitat connectivity and species diversity; and
- c. Stormwater conveyance corridor and component of the decentralized stormwater management strategy.

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 3.4.2. The Green Spine will generally follow the alignment shown on Map 7-4: Mobility Network, with the detailed design and refinements secured during the District Plan or Environmental Assessment approval processes.
- 3.4.3. The Green Spine, including its access points, will be designed to provide direct, legible and continuous public access through the length of the Plan Area, and provide connections to *active mobility* routes beyond the Downsview Secondary Plan boundaries.
- 3.4.4. The Green Spine will generally be 15-18 metres in width to accommodate its intended functions. This width may be reduced where detailed *green infrastructure* design work demonstrates that less space is required to fulfill its role than anticipated, without impacts to its other functions.
- 3.4.5. Where the Green Spine is immediately adjacent to a street, park or other open space:
 - a. The Green Spine will be designed in coordination with the adjacent street, park or open space; and
 - b. Facilities such as *active mobility* infrastructure, street furniture, street trees, and *green infrastructure* may be shared between the Green Spine and the street right-of-way, park or other open space to make efficient use of land, resulting in potential reductions in combined width.
- 3.4.6. Development adjacent to the Green Spine:
 - a. Will achieve appropriate setbacks to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. Is encouraged to avoid blank-wall conditions that front onto the Green Spine and include opportunities for casual overlook to support comfort and perception of safety; and
 - c. Will ensure that any non-complementary uses, including but not limited to loading and servicing areas, mechanical equipment and venting, are appropriately screened and/or adverse impacts are mitigated to maximize the comfort of users of the Green Spine.
- 3.4.7. The Green Spine will be delivered in accordance with the following:
 - a. An Interim Green Spine Connection will create an *active mobility* route generally from Wilson Avenue to Sheppard Avenue West, prior to completion of the final Green Spine;

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- b. The Interim Green Spine Connection is not required to follow the final alignment of the Green Spine, provided a reasonable alternative route is available that creates a similar level of safety, access and direct north-south connectivity;
 - c. The Interim Green Spine Connection from Wilson Avenue to Sheppard Avenue West will be designed, constructed and available for public use prior to or concurrent with the build out of the first of Downsview East, Runway North A, Runway North B, Runway Central, Runway South and Wilson Districts;
 - d. The first of Runway Central, Runway South and Wilson Districts to be developed will further secure the detailed design and construction of the portion of the final Green Spine within its boundaries, and the preliminary design for the final Green Spine from Wilson Avenue to Downsview Park Boulevard;
 - e. The first of Downsview East, Runway North A and Runway North B Districts will secure the detailed design and construction of the portion of the final Green Spine within its boundaries and the preliminary design for the final Green Spine from Sheppard Avenue West to Downsview Park Boulevard;
 - f. All other Districts through which the Green Spine runs will secure the detailed design and construction of the portion of final Green Spine within their respective boundaries; and
 - g. As the final Green Spine is constructed through the build out of respective Districts, appropriate connection to the remaining Interim Green Spine Connection will support ease, comfort and safety for users.
- 3.4.8. The construction of an *active mobility* connection between Wilson Station and the Interim Green Spine is encouraged at the time of the construction of the Interim Green Spine.
- 3.4.9. The design of the interface between the Green Spine and the TTC Wilson Yard Complex and the Department of National Defence lands will be to the satisfaction of the City, in consultation with TTC and the Department of National Defence, respectively.

3.5. **POPS, Mid-block Connections and Greenways**

Privately owned publicly-accessible spaces (POPS), mid-block connections and *greenways* are important elements of the overall *public realm* network. They provide a key role in supporting the connectivity and permeability of the Plan Area and may also

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

provide opportunities for creating a sense of identity or character, integrating additional landscaping and/or *green infrastructure*, and promoting animation through adjacent uses and events/community uses. This Plan further acknowledges the valuable contributions of POPS as supplemental to but not replacing need for parks.

- 3.5.1. POPS, mid-block connections and *greenways* will be located to integrate with the rest of the *public realm* network, including parks, open spaces and streets. They should be coordinated and designed to ensure that they are clearly interpreted as components of the *public realm*.
- 3.5.2. Collectively, POPS, mid-block connections and *greenways* will complement parks, open spaces, streets and lanes, respond to natural pedestrian and cycling desire lines, and support a continuous and safe pedestrian and cycling network, including access to transit stations and stops, and other community amenities.
- 3.5.3. The design of POPS will consider:
 - a. Coordinating with active ground level uses in adjacent buildings;
 - b. Supporting the stormwater management system through *green infrastructure*, without compromising safety, accessibility or functionality;
 - c. Providing opportunities for naturalized wildlife spaces, plantings and local urban agriculture;
 - d. Supporting the recreation and cultural needs of the local community; and/or
 - e. Supporting or enhancing a sense of place related to *Indigenous place-keeping*, aviation or local cultural heritage.
- 3.5.4. The design of POPS will include engagement with City staff to consider addressing facility/programming demands.
- 3.5.5. Mid-block connections and *greenways* provide direct, legible, continuous and connected public access through or along blocks and will be:
 - a. Located at-grade and incorporate high quality materials;
 - b. Publicly accessible in all seasons and secured with access easements;
 - c. Signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety; and
 - d. Landscaped with clearways that are of a sufficient width to allow for comfortable two-way pedestrian passage.

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

3.5.6. *Greenways* will support the integration of the green space network and be designed to include *active mobility*, *green infrastructure* and/or habitat connectivity functions, with a significant proportion of permeable surface and plantings.

3.6. **Views**

3.6.1. Where applicable, development will define and frame views to major *public realm* elements, built heritage resources and other prominent landmarks, to be identified through the District Plan and development application review processes.

3.7. **Public Art**

3.7.1. Public art is encouraged to enhance the quality of the *public realm* and other spaces that are visible from the *public realm*. Public art may take a range of forms and media, such as temporary and permanent art works, street art and murals, or interactive art works.

3.7.2. Public art is encouraged to facilitate the expression of the Plan Area's cultural and natural heritage, including *Indigenous place-keeping* and cultural expression, interpretation of cultural heritage resources related to the historic aerospace industry, and other themes that contribute to community identity and a sense of place.

4. MOBILITY

The Downsview area has historically been impacted by a number of physical barriers, including the Downsview Airport, Barrie GO Rail Line, Department of National Defence lands, TTC Wilson Yard Complex and automobile-oriented arterial streets. These have had a strong influence on the area's *mobility network*, creating significant barriers across the lands - in particular for pedestrians, cyclists and transit users. Prompted in part by the decommissioning of the Downsview Airport, this Plan provides an opportunity to rethink and address many of these features to promote a more equitable and sustainable approach to mobility.

The vision for the Plan Area will establish a complete community with a full range of land uses, supported by a strong multi-modal *mobility network* connected to the surrounding network. This integration between land use and mobility will enable a significant shift in travel behaviour. Paired with a strategy to reduce the focus on cars – including reducing the provision of parking – walking, cycling and transit will become the most convenient and attractive mobility options. This approach will support the development of connected communities, reduce barriers and create a more equitable network that supports access to daily needs and the broader City and region. The Downsview MESP forms the basis of the *mobility network* improvements described in this Plan.

The integrated land use and mobility strategy is only one part of encouraging *active mobility* and transit use. Equally important is recognizing streets as being more than thoroughfares that support movement, but as potential points of origins, as destinations, as places of commerce and as places to spend time in and enjoy. The Plan considers not only how individual elements of streets prioritize active and transit modes, but also how different elements come together to create “people-first” spaces that reflect these varied roles.

4.1. Mobility Network

4.1.1. It is the intent of this Plan to develop a multi-modal *mobility network* that will provide equitable transportation choices, access, comfort and connectivity, supporting a significant modal shift away from vehicular travel for most daily trips. Investments in the *mobility network* will be implemented generally in accordance with the Downsview MESP, as may be updated accordingly.

4.1.2. By 2051, this Plan aspires to achieve a mode share split as follows:

- a. 75% of trips are by transit and *active mobility*; and
- b. No more than 25% are by vehicular travel.

4.1.3. The *mobility network*, as shown on Map 7-4: Mobility Network, will focus on the efficient movement of people within and around the Plan Area by prioritizing *active mobility* and transit through:

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- a. Requiring a mix of land uses to enable access to daily needs within the community;
 - b. Implementing a fine-grain and continuous network of safe, comfortable and direct complete streets, lanes, mid-block connections, *greenways* and other active connections to increase the number of pedestrian and cycling routes to and through the Plan Area and ensure network connectivity;
 - c. Establishing convenient *active mobility* connections to transit stations, transit stops, *community service facilities*, employment areas and other major destinations, and to the surrounding street and *active mobility network*;
 - d. Minimizing parking and the impacts of parking on the *public realm*;
 - e. Introducing a local bus priority network in support of regional transit expansion;
 - f. Ensuring that the design and operation of the *mobility network* prioritizes the safety, comfort and accessibility of people of all ages and abilities, including designing for safe speeds and behaviours;
 - g. Designing and rightsizing streets with consideration for the entirety of the *mobility network*, including off-street *active mobility* infrastructure, and minimizing roadway space for single occupancy vehicles;
 - h. Designing a *mobility network* that supports people, placemaking, prosperity and contributes to *public realm* vibrancy.
- 4.1.4. The *mobility network* will be reviewed, refined and secured through the District Plan and development application review processes, a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City. Resulting refinements to the *mobility network* will not require an amendment to this Plan, provided that refinements are in accordance with the intent of this Plan.
- 4.1.5. All *mobility network* improvements will consider the existing and planned *mobility network* beyond the Plan Area and facilitate connections to the broader City network.
- 4.1.6. Should an opportunity arise, *mobility network* improvements through the northernmost Core Employment Area (see Map 7-3: Land Use Plan) will be assessed and, if determined appropriate, secured for in conjunction with the applicable development application review processes.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

4.2. **Streets**

- 4.2.1. The street network shown on Map 7-4: Mobility Network identifies planned major streets.
- 4.2.2. Map 7-8: Major Street Right-of-Ways outlines the target ranges for right-of-way widths of all major streets. The right-of-way widths are intended to accommodate road, transit, pedestrian and cycling requirements, as well as landscaping and other *public realm* elements. The final right-of-way widths of major streets will be determined through phases 3 and 4 of the Municipal Class Environmental Assessment Process.
- 4.2.3. A fine-grained public street network that complements the planned major street network, will be developed through the District Plan and development application review processes. The rights-of-way of local streets will be evaluated in conjunction with the subdivision planning process.
- 4.2.4. Vehicular turn lanes are generally discouraged. Where vehicular turn lanes are warranted and justified to the satisfaction of the City, additional right-of-way space may be required and secured through the development application review process.
- 4.2.5. A *green streets* approach will be applied to the design and construction of new streets, and where feasible to the reconstruction of existing streets, to support decentralized stormwater management through *green infrastructure* to increase water quality and/or water retention while achieving co-benefits.
- 4.2.6. Normalization of interchanges and major street intersections, such as Transit Road/Allen Road and Allen Road/Wilson Heights Boulevard, will be considered as part of the District Plan, a Municipal Class Environmental Assessment, as required, and/or other implementation mechanisms at the discretion of the City.

4.3. **Regional and Local Transit Network**

- 4.3.1. Regional transit improvements, including the Sheppard Rapid Transit Extension and Potential New GO Transit Station shown on Map 7-4: Mobility Network are strongly encouraged to support the modal share targets in this Plan.
- 4.3.2. The TTC, Metrolinx and other regional bus operators are encouraged to support the role of the Downsview Park, Sheppard West and Wilson Stations, and potential future transit stations, as hubs and major transit interchanges, and to provide improved regional and local transit services between the Plan Area and other areas of the City and the Greater Toronto Area.

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 4.3.3. Development and public infrastructure projects adjacent to transit hub and interchanges should consider new or improvements to bus transit terminals to serve as key connections to the regional transit system.
- 4.3.4. Development will be supported by expanded local and regional transit to provide connections within the Plan Area, and to transit stations and surrounding neighbourhoods.
- 4.3.5. Development and public infrastructure projects adjacent to the Potential New GO Transit Station as identified in Map 7-4: Mobility Network, will recognize and protect for transit system infrastructure and future improvements.
- 4.3.6. Future development is required to recognize and protect for the future implementation, alignment, and design of the Sheppard Rapid Transit Extension, as follows:
 - a. Subject to approval and funding of the Sheppard Rapid Transit Extension, District Plans and development applications will be refined to reflect the infrastructure improvements, protect for such infrastructure improvements and ensure proper integration of development in the area; and
 - b. The future Sheppard Rapid Transit Extension is encouraged to consider extending west of Sheppard West Station, as evaluated as part of the Environmental Assessment process.
- 4.3.7. TTC Wilson Yard Complex, including its uses and operations as a major transit operations facility for the City's public transit network, shall be protected and ensure future expansion is not precluded. Adjacent development to Wilson Complex shall mitigate any negative impacts due to its adjacency to Wilson Complex, to the satisfaction of the TTC and City. Additionally:
 - a. Subject to approval and funding of TTC Wilson Yard Complex, District Plans and development applications will be refined to reflect the infrastructure improvements and ensure proper integration of development in the area.
- 4.4. **Pedestrian and Cycling Network**
 - 4.4.1. Major streets will include separated bikeways or similar separated cycling routes, as illustrated on Map 7-9: Cycling Network.
 - 4.4.2. All street intersections will be designed to prioritize safety, continuity and priority for pedestrians. Intersections will reflect context-appropriate design, which can include but is not limited to:

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- a. Reducing and/or narrowing vehicular travel lanes at intersections to create shorter pedestrian crossings;
 - b. Intersection curbing radius reductions;
 - c. Wider sidewalks; and
 - d. Raised pedestrian crossings.
- 4.4.3. Where appropriate, intersections will be designed to prioritize the safety, continuity and priority for cyclists. The location and design of such intersections will be identified and refined through the District Plan and development application review processes. This design will include bicycle infrastructure and design and operational measures to secure safer turning movements for cyclists such as:
- a. Protected intersections;
 - b. Bicycle boxes;
 - c. Raised corner islands; and
 - d. Signal phasing.
- 4.4.4. Acquiring lands beyond the right-of-way widths identified on Map 7-8 may be required to accommodate necessary pedestrian and cycling infrastructure.
- 4.4.5. The bike share network will be expanded throughout the Plan Area with particular emphasis on areas around parks, key employment nodes, the Green Spine, the Runway and Taxiway, community recreation centres, libraries, schools, and transit stops and stations to facilitate connectivity to and from these locations. The overall need, number, location and design of bike share stations will be identified and refined through the District Plan and/or development application review processes, as applicable. In locations where bike share stations are being provided, applications for development will demonstrate how space for bike share stations, including e-stations, will be accommodated on-site.
- 4.4.6. To ensure minimal impact on planned and existing pedestrian and cycling networks and the operations of streets, development will:
- a. Avoid vehicular crossings of pedestrian and cycling infrastructure, and where not feasible, implement appropriate design interventions to ensure pedestrian and cyclist movement and safety is prioritized; and
 - b. Ensure off-street bicycle parking is directly connected to on-street cycling infrastructure, wherever feasible.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

4.4.7. Direct, publicly accessible pedestrian and cycling routes will provide a connection from the Runway to Wilson Avenue, and south to the future Yorkdale pedestrian bridge identified through the Yorkdale Transportation Master Plan, illustrated on Map 7-4: Mobility Network as Public Realm/Mobility Connections.

4.5. **Rail Crossings**

4.5.1. New grade-separated crossings of the Barrie GO Rail Line will be required to support improve *active mobility*, transit and vehicular connections throughout the Downsview area, including to Downsview Park, the parks and open space network, and surrounding communities.

4.5.2. The general locations of new proposed rail crossings are shown on Map 7-4: Mobility Network. The exact location, alignment and design of new proposed rail crossings will be refined through the District Plan and development application review processes, a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City. Resulting refinements to the proposed rail crossings will not require an amendment to this Plan, provided that refinements are in accordance with the intent of this Plan.

4.5.3. Active-only rail crossings are intended to be above grade pedestrian and cyclist bridges that cross over the Barrie GO Rail Line, supporting a more connected *active mobility network*. Multi-modal rail crossings will be grade-separated connections that include infrastructure for pedestrians and cyclists as part of new public streets.

4.5.4. District Plans and development applications will protect for and integrate the planned active-only rail crossings to ensure coordination with surrounding development.

4.6. **Parking**

4.6.1. *Shared mobility hubs* will be located in each district and will be identified and further refined through the District Plan and development application review processes, including locations, appropriate concentration and mix of multi-modal elements.

4.6.2. Toronto Parking Authority and other private centrally managed parking facilities are encouraged to be *shared mobility hubs*.

- 4.6.3. Where on-street parking is permitted, curbside management strategies will be pursued, where appropriate, to reserve space for car share, ride-share or bike share stations in the public right-of-way.
- 4.6.4. All parking is encouraged to be delivered in a way that minimizes car ownership to reduce overall auto usage, including with respect to parking space volume, ownership, structure and location.
- 4.6.5. Surface parking is strongly discouraged, except where it is being used to fulfill interim parking needs. It should be located and designed to be redeveloped over time.
- 4.6.6. The following objectives will guide the design of parking structures, including in determining whether parking should be above or below grade and integrated or stand-alone:
- a. Achieving the non-auto mode share objective of this Plan;
 - b. Reducing embodied carbon;
 - c. Consolidating/sharing parking spaces;
 - d. Reducing negative impacts on the *public realm*, particularly the creation of a pedestrian-friendly environment; and
 - e. Maximizing the potential for parking to be easily removed or adaptively reused to other, non-auto-related uses in the future.

5. ECONOMIC, CULTURAL AND SOCIAL DEVELOPMENT

This Plan supports the development of complete communities and recognizes the Downsview area as a regional employment node with unique opportunities to accommodate large scale employment uses that can significantly contribute to the local and regional economy. It is intended to encourage, attract and retain investment for a broad range of business and creative industries, across multiple sectors, and to provide opportunities for a wide range of commercial choices that are responsive to local needs. To this end, this section builds on the policies in Section 6: Land Use to support a successful and vibrant employment sector.

This Plan further encourages opportunities that contribute to the economic vitality, liveability and amenity of the Plan Area and support equitable and inclusive economic development, meaningful employment opportunities and social and cultural investment. As such, development within the Plan Area will be encouraged to foster inclusive economic, cultural and social development opportunities. This Plan strives to establish a context where local businesses are welcome, with opportunities for business incubators and small-scale commercial space, while also supporting the infrastructure and space needed to support social development.

The policies of this Plan are intended to be read alongside the Community Development Plan, to address the need for social, cultural and economic development that will enhance the lives of Indigenous, Black and *equity*-deserving communities.

5.1. General Policies

- 5.1.1. Implementation of this Plan, particularly with respect to social, cultural and economic development opportunities, will be informed and guided by the Downsview Community Development Plan.
- 5.1.2. The clustering of businesses supporting major employment uses within the same industry is encouraged. This may include but is not limited to aerospace, film, advanced manufacturing and life science industries, as well as post secondary education.
- 5.1.3. Land intensive major employment uses, traded sector goods/export-oriented businesses and compatible uses that support such industries are encouraged in *General Employment Areas* and *Core Employment Areas* to support the Plan Area's regional significance as an employment node.

5.2. Advanced Manufacturing and Research

- 5.2.1. Retention and expansion of advanced manufacturing and research activities are strongly encouraged in *General Employment Areas*.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 5.2.2. Research and production activities in the following and other similarly innovative sectors are encouraged in the Plan Area:
- a. Biotechnology and pharmaceuticals;
 - b. Green technology;
 - c. Electric vehicle development;
 - d. Agribusiness/food production;
 - e. Robotics and advanced manufacturing; and
 - f. Information technology and artificial intelligence.
- 5.2.3. Relevant skills-training facilities are encouraged in conjunction with employment uses in *General Employment Areas*, to provide local residents with the knowledge and training necessary to successfully compete and thrive in advanced manufacturing research and production.
- 5.3. **Commercial, Office and Retail**
- 5.3.1. Through the District Plan process and implementing Zoning By-laws, requirements for a variety of retail space sizes will be identified to accommodate a full range of business types and local shopping opportunities, including supporting the viability of locally-owned and/or smaller businesses.
- 5.3.2. When buildings with non-residential uses are redeveloped, new development is encouraged to mitigate the displacement of existing businesses and assist in supporting the continuity of small scale, independently owned and locally serving businesses and employment opportunities.
- 5.4. **Creative Industry and Cultural Space**
- 5.4.1. Development in *Mixed Use Areas* is encouraged to foster a thriving arts and culture sector through the retention, expansion, creation and clustering of spaces for arts and culture sector uses including but not limited to the visual arts, film, music, performance, creative technology, arts production, events and festivals. The adaptive reuse of heritage buildings is encouraged for these spaces, where feasible.
- 5.4.2. The clustering of businesses related to the creative/cultural sector is encouraged, supporting the creation of a creative/cultural sector hub in the Plan Area.

5.5. Social Development

- 5.5.1. Clustering and co-location of compatible uses is supported and encouraged to support the creation of concentrations or services, such as institutional uses, affordable housing, arts and culture facilities and/or other *community service facilities*.
- 5.5.2. Development is encouraged to foster inclusive economic, social and cultural development opportunities for local residents and businesses, such as entrepreneurship supports, alternative lease or ownership arrangements, arts and culture sector development, and access to affordable arts and culture spaces, to support community serving businesses and organizations that would otherwise not be able to access space.

6. LAND USE

The Plan Area will be developed as a series of complete, connected communities, combining places to live and work, and where the daily needs of residents and workers can be easily accessible by *active mobility* or public transit. Robust mixing of residential and non-residential uses is necessary to achieve pedestrian-friendly and transit-oriented urban environments. In addition to the focus on delivering a mix of uses, this Plan recognizes the Downsview area as a regional employment node and the need to protect for key employment areas that will provide a critical mass of jobs in the area. Section 5: Economic, Cultural and Social Development provides further direction for supporting the economic role of the Plan Area.

Leveraging existing and future transit investments to encourage office, commercial, retail, institutional, and other employment uses will make the Plan Area attractive for future residents and workers. Legacy assets like the former Bombardier facilities and Depot also offer different opportunities to build a vibrant and economically robust future.

6.1. General Policies

- 6.1.1. Land use designations are shown on Map 7-3: Land Use Plan. The boundaries of land use designations on Map 7-3 are general, and minor adjustments to the boundaries may be made without the need to amend this Plan.
- 6.1.2. Non-residential uses will be provided in each District, prior to or concurrent with residential uses, to ensure a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play.
- 6.1.3. The lands identified on Map 7-3 as subject to an employment area conversion request are pending a decision by the Minister of Municipal Affairs and Housing. These lands are intended to be redesignated to Mixed Use Areas should the conversion request be approved.
- 6.1.4. *Major office* and appropriate major institutional uses are strongly encouraged in areas near transit stations.

6.2. Mixed Use Areas

- 6.2.1. *Mixed Use Areas* identified on Map 7-3: Land Use Plan are intended to develop with a broad mix of residential and non-residential uses, including commercial, office, compatible light industrial, institutional, community service, arts, culture, utility, park, open space and recreation uses.
- 6.2.2. New large scale, stand-alone retail stores and/or “power centres” are not permitted in *Mixed Use Areas*.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

6.3. **General Employment Areas**

6.3.1. Heavy industrial uses are not permitted in *General Employment Areas*.

6.3.2. A child care centre is permitted as an *ancillary use* in *General Employment Areas*.

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7. BUILT FORM

The Plan Area is envisioned as a vibrant and unique complete community that responds to the climate change emergency through advancing resilience and sustainability. By responding to the existing and planned context – which includes existing transit stations – and planning for a strong relationship between built form and the *public realm*, development in the Plan Area will contribute to achieving this Plan’s objectives.

Development within the Plan Area will demonstrate architectural variety with mid-rise buildings encouraged throughout, taller buildings generally clustered in areas that avoid compromising a high quality *public realm*, and the tallest buildings clustered near transit stations. This variety of primarily mid-rise and tall buildings will be experienced both from within, and from beyond the Plan Area as a unique skyline.

7.1. Density

7.1.1. The Plan Area will be developed generally in accordance with the target gross densities identified on Map 7-6: Gross Density.

7.1.2. The 0.35 Floor Space Index allocated to the lands at the south-east corner of Keele Street and Sheppard Avenue West is to accommodate a community recreation centre and related facilities.

7.2. Building Location, Organization and Massing

7.2.1. Buildings are encouraged to be located, massed, oriented and designed to:

- a. Promote the presence and visibility of built heritage resources as defining elements of sense of place; and
- b. Support passive design measures that conserve energy and reduce energy emissions.

7.2.2. Development is encouraged to apply designs, methods and materials that reduce embodied carbon emissions, such as:

- a. Designing buildings to avoid where possible or otherwise minimize transfer slabs and below grade structures;
- b. Using lower-carbon methods and materials such as mass timber, low-carbon concrete and biogenic insulation;
- c. The adaptive reuse of existing buildings; and
- d. Repurposing on-site materials, such as the runway and taxiway pavement.

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

7.2.3. District Plans will demonstrate a high level of block permeability, such that a mid-block connection, *greenway* and/or street, or other *active mobility* route, is generally located every 70 metres.

7.2.4. Development will support the integration of permeable surfaces and on-site water retention throughout and surrounding development sites.

7.3. **Building Types and Heights**

7.3.1. Development will include a mix of building forms, typologies, heights, and block configurations to create varied and interesting built form characters.

7.3.2. Development will be primarily mid-rise with tall buildings permitted throughout the Plan Area where they support a high quality *public realm*. The tallest buildings and most significant clusters of tall buildings will generally be located near transit stations.

7.3.3. Mid-rise building height will generally be equal to the width of the adjacent right-of-way, Runway or Taxiway. Notwithstanding, minor additional height that exceeds the fronting right-of-way, Runway or Taxiway width and flexibility to the front step backs, may be considered, where it is demonstrated that doing so does not compromise the objections of this Plan and the creation of a high quality *public realm*, where one or more of the following is demonstrated to be achieved:

- a. Sustainable design, including energy efficiency and reduced embodied carbon; and/or
- b. More multi-bedroom units beyond minimum requirements and/or more flexible units designs that can adapt as household needs change.

7.3.4. Notwithstanding the above, District Plans will demonstrate how the average height of all mid-rise buildings on a block that faces an adjacent right-of-way, Runway or Taxiway segment will generally equal the width of the adjacent right-of-way or the relevant Runway or Taxiway segment.

7.3.5. The tower portion of tall buildings which are greater than 20 storeys in height will generally have a minimum separation of 30 metres.

7.3.6. Low-rise residential buildings will not be permitted, except where they are used to support an appropriate transition to low-rise residential neighbourhoods existing as of the date of approval of this Plan.

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

7.4. Shared Amenity Space

7.4.1. Indoor shared amenity space will be:

- a. Located at or above grade, unless justified to the satisfaction of the City, with a portion having access to daylight;
- b. Located in visible and accessible locations for all building occupants; and
- c. Designed to provide spaces and elements that respond to a variety of users of all ages and abilities.

7.4.2. Multi-unit residential development is strongly encouraged to include indoor and outdoor pet amenity areas that include facilities for the disposal of pet waste.

8. ENVIRONMENT & INFRASTRUCTURE

On October 2, 2019, City Council voted to declare a climate emergency, and to accelerate ongoing efforts to mitigate and adapt to climate change. The climate emergency creates an imperative to mitigate further changes to the global climate - by reducing and eliminating greenhouse gas (GHG) emissions - and to adapt to a changing climate in the design and construction of urban environments. These efforts can and should take a number of forms, including reducing the use of GHG intensive materials, designs and processes; reducing the carbon footprint of activities; ensuring the efficient use of resources; supporting biodiversity, native species and pollinators; strengthening the connections between city and nature; expanding the tree canopy and contributing to the City's goal of 40 per cent tree canopy cover; and planning for communities to be adaptable to shocks and stresses. All this work should be done through an *equity* lens that recognizes that certain groups are disproportionately impacted by climate change.

Together, climate resilience and environmental sustainability form one of the two goals of this Plan and the supporting Downsview MESP. This Plan endeavors to contribute to the City's efforts to reduce both operation and embodied carbon, and includes a commitment to achieving the higher performance levels of the Toronto Green Standard, in an effort to reduce and eventually eliminate GHG emissions. The Downsview MESP forms the basis of the infrastructure improvements required to service the growth anticipated in this Plan.

The Plan Area has the potential to be a leader in sustainable energy planning and stormwater management. The scale of the anticipated development in Downsview means that emerging energy solutions, such as low carbon district energy systems and distributed energy resources, can play a key role in advancing this as a net-zero GHG emissions community. Further, this Plan introduces an innovative decentralized stormwater management system that leverages *green infrastructure* and nature-based solutions. Given the long-term timeline for development, approaches to sustainability and resilience will also be evaluated against and implement best practices as they continue to evolve, providing opportunities to pilot innovative strategies and incorporate more sustainable interventions.

8.1. General Policies

- 8.1.1. Water, stormwater and sanitary sewer infrastructure that supports development within the Plan Area will be implemented in accordance with the Downsview MESP, as may be updated accordingly.
- 8.1.2. Development will incorporate environmentally sustainable strategies to reduce GHG emissions and adapt, and be resilient to, the impacts of climate change. Best practices in urban systems design, including, but not limited to, in *green infrastructure* and urban heat mitigation, will be detailed and implemented through the District Plan and development application review processes.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

8.1.3. Development is strongly encouraged to achieve the highest performance levels of the Toronto Green Standard in effect at the time of application.

8.2. **Expanding the Urban Forest**

8.2.1. Development will contribute to the equitable expansion of the tree canopy, including providing opportunities for trees throughout development sites.

8.2.2. A two hectare expansion to the existing wooded area in Downsview Park is strongly encouraged to achieve the goals of this Plan, with the process and implementation to be established at the District Plan stage for Downsview West District. Notwithstanding that Downsview Park is outside of the lands identified in Figure 1 of the Downsview Centre Site and Area Specific Policy, this two hectare wooded area expansion may be counted towards the minimum 40 hectares of new publicly accessible parks, open spaces and green connections provided that:

- a. A Forest Management Plan is developed in coordination with the City, First Nations Rights Holders and local urban Indigenous communities;
- b. The wooded area expansion is located and designed to support interior forest habitat;
- c. The wooded area expansion is designed and planted to support increased biodiversity and carbon sequestration; and
- d. Limited access for recreation, gathering and/or ceremonial space may be considered where the impact to the interior forest habitat is minimized.

8.3. **Greenhouse Gas Emissions and Climate Resilience**

8.3.1. Development is strongly encouraged to:

- a. Evaluate and incorporate low carbon thermal energy technologies such as geo-exchange, wastewater energy, and heat recovery from sources such as data centres and industry to reduce GHG emissions;
- b. Evaluate and develop a low carbon thermal energy network (district energy system) and/or provide connections to an existing thermal energy network or the capability to connect to a planned or future thermal energy network;
- c. Integrate decentralized on-site renewable energy generation such as solar photovoltaics (PV) panels and energy storage, such as battery

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

storage, to manage peak electricity demand, reduce emissions, and strengthen energy resilience; and

- d. Provide backup power for protection from area-wide power outages, including in residential buildings as informed by guidelines developed by the City.
- 8.3.2. The City will consider strategies for facilitating low carbon thermal energy technologies, including through zoning to permit the repurposing of mechanical penthouse space to other uses.
- 8.3.3. Opportunities to reduce or eliminate GHG emissions in infrastructure, *public realm* improvements and development will be identified, evaluated and implemented.
- 8.3.4. District Plans and development applications will support achieving Toronto's goal of net zero GHG emissions by 2040.

8.4. **Water**

- 8.4.1. Development is encouraged to promote water conservation and efficiency, including through strategies such as installing rainwater harvesting and re-circulation/reuse systems, using water efficient and drought resistant plant materials where appropriate, supporting other agencies with programs related to water conservation and water demand management, and considering technological and other system improvements.
- 8.4.2. Stormwater within the Plan Area is strongly encouraged to be managed through a decentralized systems approach, leveraging the private and *public realm*, *green infrastructure* and nature-based solutions. The decentralized approach will be implemented with consideration for the following:
- a. The systems approach will be designed to adapt to the impacts of climate change, including the increased probability for more frequent and intense extreme weather events;
 - b. The *public realm* will be designed to manage the quantity and quality of stormwater run-off, and mitigate the potential for downstream erosion during storm events;
 - c. Prioritize the use of *green infrastructure* elements that capture and treat stormwater at-source, reducing the demand for more carbon-intensive underground grey infrastructure;

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- d. Stormwater management or *green infrastructure* elements located in the *public realm* should avoid detracting from the functionality of the *public realm* component; and
 - e. District Plans and applications for development will detail the design of the proposed stormwater management system in the *public realm*, including demonstrating its safety, maintenance and operational requirements, to the satisfaction of the City.
- 8.4.3. Where the City determines that a complete decentralized stormwater management system is not feasible for a District Plan, or where such system cannot be designed to achieve the targets identified in the Downsview MESP, a partial or full traditional stormwater management system will be required to be developed and implemented through the District Plan and development application processes to satisfy the City's stormwater management requirements.
- 8.4.4. Where a decentralized stormwater management system approach is not implemented, the applicable District is strongly encouraged to maximize *green infrastructure* in support of its grey infrastructure to increase the amount of vegetation and trees and support climate resiliency.
- 8.4.5. District Plans will demonstrate how development will incorporate *green infrastructure* by coordinating utility locations to ensure adequate space accommodation for *green infrastructure*.
- 8.4.6. Green roofs will be designed to play a significant role in the management of stormwater.
- 8.4.7. The irrigation of street trees through *green infrastructure* or other passive means may be considered as part of the broader decentralized stormwater management system to improve the resilience of the urban tree canopy.

8.5. **Utilities**

- 8.5.1. Prior to the approval of District Plans, all telecommunication and required utility providers will work with the property owners and City to confirm their plans for services to support the proposed development.
- 8.5.2. Utilities and telecommunication facilities will be grouped/clustered where possible, such as within a joint utility trench, to maximize the use of land and be placed in such a manner as to limit unnecessary disruption on rights-of-way and detract from the design of the streetscapes such as appropriate street tree planting.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

8.5.3. It is anticipated that at least one electrical transformer station will be required to serve the level of anticipated growth in the Plan Area.

8.6. **Municipal Servicing**

8.6.1. Development applications are required to demonstrate that there is adequate servicing supply and capacity available to support the proposed level of density in the context of existing and proposed development across the Plan Area.

8.6.2. Municipal servicing will be co-ordinated with the detailed design of the street network.

8.6.3. Construction of municipal infrastructure will be secured through conditions of approval for development applications to ensure that servicing will be available to support development.

9. HOUSING

The Plan Area is anticipated to be home to approximately 110,000 new residents upon full build-out, and will play an important role in achieving the City's housing targets. This highlights the need to provide a full range and mix of housing options to meet a spectrum of needs, including those of Indigenous, Black and *equity*-deserving communities, and to create a welcoming and inclusive community. The Plan Area will include housing for seniors, multi-generational housing, supportive housing and affordable housing, including rent-geared-to-income where possible. This range of housing will further include a variety of unit types, sizes and tenures, setting the Plan Area up for success in a diverse and evolving City.

9.1. Housing Options

- 9.1.1. Residential development will contribute to a range and mix of housing options by type, affordability, size and tenure to serve a variety of household types and those in all stages of life.
- 9.1.2. To achieve a mix of residential unit types and sizes, a minimum of 40 percent of the total number of new units in developments with residential uses will be a combination of two- and three-bedrooms units, including:
 - a. A minimum of 15 percent of the total number of units as two-bedroom units; and
 - b. A minimum of 10 percent of the total number of units as three or more bedroom units.
- 9.1.3. The City may reduce the above minimum requirements for two- and three-bedroom units where development is providing:
 - a. Social housing or other publicly funded/subsidized housing; or
 - b. Housing to meet identified specialized needs which do not require multi-bedroom units such as for health care institutions or residences owned and operated by a post-secondary institution.
- 9.1.4. Co-location of affordable housing with *community service facilities* and vertically integrated community hubs are encouraged where appropriate.
- 9.1.5. Opportunities for the provision of purpose-built rental housing with mid-range rents and for exceeding the minimum affordable housing requirements identified in Section 12: Site and Area Specific Policies are encouraged and should be considered wherever residential uses are permitted, including through participation in funding programs offered by the City and/or other levels of government. This could include achieving:

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- a. Deeper levels of affordability or rent-geared-to-income;
- b. Longer terms for affordability; and/or
- c. A greater number of affordable units.

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Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

10. COMMUNITY SERVICE FACILITIES

Community service facilities are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or subsidized by the City or other public agencies/organizations. They include community recreation centres, child care centres, libraries, schools, and *community space*, and support people in meeting their social and cultural needs, as well as enhancing well-being, health and quality of life.

This section acknowledges the role that *community service facilities* have in building communities and acting as neighbourhood focal points where people gather, learn, socialize and access services. These facilities and the services they provide are essential components of a complete, resilient and equitable neighbourhood and will contribute to positive outcomes as development unfolds – including opportunities to improve service access for Indigenous, Black and *equity*-deserving groups in the neighbourhoods surrounding the Plan Area and as new residents.

10.1. General Policies

- 10.1.1. New *community service facilities* are required to support and meet the needs of residents and workers in the area, and will be provided in a timely manner commensurate with growth.
- 10.1.2. The following *community service facilities* are City priorities within the Plan Area:
 - a. 2 or more community recreation centres;
 - b. 1 net new district library branch and potential renovations to the existing Downsview branch;
 - c. 11,650 square metres of *community space*; and
 - d. 22-35 child care centres.
- 10.1.3. In addition to the above, it is estimated that 13 elementary schools and 1 secondary school will be required to serve the projected population.
- 10.1.4. The specific *community service facilities* to be delivered for each district will be secured through the District Plan processes.
- 10.1.5. The new district library branch should be located near a transit station.
- 10.1.6. New *community service facilities* and expansions or retrofits of existing *community service facilities* will:
 - a. Be designed to meet the requirements of the City, public agencies/organizations, boards and commissions;

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- b. Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - c. Have prominent pedestrian entrances on the main building façade fronting onto a public street, or onto the Runway or Taxiway where applicable, which are clearly visible and accessible from a sidewalk on a public street or the Runway or Taxiway; and
 - d. Provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 10.1.7. To address their respective requirements, and promote partnership, cost-effectiveness and coordination, property owners, the City and public agencies/organizations are encouraged to:
- a. Support the creation of community hubs and co-located facilities;
 - b. Explore alternative delivery models, such as partnerships with non-profit organizations;
 - c. Co-locate within mixed-use buildings; and
 - d. Integrate and coordinate programs.
- 10.1.8. To support the City’s provision of emergency services, fire, paramedic and police services will be considered as part of future District Plans and/or development applications to serve the local area.
- 10.1.9. *Community service facilities* will generally be delivered in the following 10-year phases, identified in Appendix 2: Population Phasing, to ensure they are coordinated with projected population growth:
- a. Phase 1: Community Recreation Centre at Downsview Park; 7-11 child care centres; 2,800 square metres of *community space*; 4-5 elementary schools
 - b. Phase 2: Community Recreation Centre; new district library branch; 9-14 child care centres; 5,600 square metres of *community space*; 4-5 elementary schools
 - c. Phase 3: 6-10 child care centres; 3,250 square metres of *community space*; 2-3 elementary schools
- 10.1.10. Notwithstanding the above, it is required that:
- a. A minimum of one child care centre will be included in each District;

Questions or Comments? Please contact:
 Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- b. The equivalent of a minimum of 465 square metres of *community space* is provided per District, although the minimum requirements are encouraged to be consolidated to create larger spaces; and
- c. An Indigenous-run child care centre be prioritized for one of the Phase 1 child care centres, subject to Federal funding.

10.2. **Community Recreation Centres**

10.2.1. It is anticipated that at least two new community recreation centres will be required to serve the level of anticipated growth in the Plan Area, generally located:

- a. In Downsview Park, at the intersection of Sheppard Avenue and Keele Street; and
- b. Near Wilson and/or Sheppard West Station.

10.2.2. Notwithstanding the first community recreation centre in Downsview Park, community recreation centres will generally be located in the base of mixed-use buildings adjacent to parks.

10.3. **Schools**

10.3.1. Local School Boards will maximize outdoor play space on school property, including at-grade and/or on building podiums, to ensure students and staff have dedicated access to open space that is designed for their needs. The City and local School Board(s), and property owners where applicable, may collaborate where appropriate to secure shared use of parks, POPS, outdoor play space, schoolyards and school facilities, to pursue greatest utilization for community access and recreational programming.

10.3.2. Any public use of school space outside of school hours and school use of parks during school hours may be considered and accommodated through an appropriate shared use agreement. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park.

10.3.3. Where shared use is being considered:

- a. The school must be located adjacent to the park and/or POPS with maximum consideration for student safety;
- b. The design, location, and programming of parks will be determined by the City in consultation with local School Boards; and

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- c. The design, location, and programming of POPS will be determined by the property owner in consultation with the City and local School Boards.
- 10.3.4. During the District Plan and development application review processes, property owners are required to consult with School Boards and the City to consider how school sites and their design can be integrated into emerging communities.

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11. IMPLEMENTATION

11.1. General Policies

11.1.1. The Plan Area is a community planning permit area. A community planning permit system may be implemented by by-law on a District or area basis in accordance with the City's Official Plan policies.

11.2. District Plans

District Plans will implement the Downsview Secondary Plan and outline area-specific development principles and guidelines at a level of detail not practical within this Plan. These principles and guidelines form the bridge that allows the City to move from Official Plan policies to Zoning By-law provisions, and eventually to Site Plan Control conditions. District Plans are intended to provide a context for coordinated development, a framework within which capital initiatives for the *public realm* may be developed and a tool to evaluate a development's conformity with the Official Plan.

11.2.1. The boundaries of the Districts on Map 7-5: Districts are approximate. Where the general intent of the Downsview Secondary Plan is maintained, minor adjustments to the District boundaries will not require an amendment to this Plan.

11.2.2. District Plans are required for lands identified as being within a District on Map 7-5: Districts, to the satisfaction of the City.

11.2.3. A District Plan must be endorsed by Council prior to or concurrent with the approval of any Draft Plan of Subdivision or Zoning By-law Amendment within a District's boundaries.

SIDEBAR: To appropriately manage the comprehensive planning of Districts, it is intended that:

a. District Plan applications be submitted prior to or concurrently with the first draft Plan of Subdivision application in that District; and,

b. Zoning By-law Amendment applications be submitted to the City at the time of or following Draft Plan of Subdivision.

11.2.4. Notwithstanding the above, subject to the discretion of the City, development may proceed ahead of the endorsement of a District Plan, subject to the following:

a. It conforms with this Plan;

b. It does not impede the logical and coordinated development of the District as a whole, including the establishment of a local street and park network; and

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- c. A Plan of Subdivision and/or a Zoning By-law Amendment is not required.
- 11.2.5. District Plans will:
- a. Demonstrate conformity to the policies of this Plan at a development block level;
 - b. Provide a framework within which to prepare and review development applications; and
 - c. Outline development principles and guidelines for each District, ensuring a coordinated approach to development.
- 11.2.6. Development applications shall have regard for and implement the applicable District Plan.
- 11.2.7. District Plans will be prepared through a comprehensive engagement program both pre- and post-submission. This includes targeted and meaningful engagement with Indigenous, Black and *equity*-deserving groups, the Community Resource Group or its successor, and engagement with other relevant stakeholders as identified in the Downsview Community Development Plan. Documentation of engagement results and how feedback was implemented will be provided as part of the District Plan submission.
- 11.2.8. District Plans will be developed in consultation with all affected property owners but development may occur in phases in accordance with property owners land holdings.
- 11.2.9. District Plans will consider existing City strategies applicable at the time of development to ensure alignment with City objectives.

The City of Toronto has adopted a number of strategies to guide the achievement of important City objectives. These include, but are not limited to:

- › Action Plan to Confront Anti-Black Racism
- › Biodiversity Strategy
- › Community Benefits Framework
- › Complete Streets Implementation
- › ConnectTO
- › Cycling Network Plan
- › Green Streets Strategy
- › Housing Pledge
- › HousingTO 2020-2030 Action Plan
- › Parkland Strategy
- › Parks and Recreation Facilities Master Plan
- › Poverty Reduction Strategy
- › RapidTO
- › Ravine Strategy
- › Reconciliation Action Plan
- › Resilience Strategy
- › SafeTO
- › Strategic Forest Management Plan
- › TO Prosperity
- › Toronto Black Food Sovereignty Plan
- › Toronto Green Standard
- › Toronto Heritage Survey
- › Toronto Public Art Strategy
- › Toronto Seniors Strategy
- › Toronto Strong Neighbourhoods Strategy
- › Toronto Youth Equity Strategy
- › TransformTO
- › Vision Zero 2.0: Road Safety Plan
- › Wet Weather Flow Master Plan

11.2.10. Applications for District Plans will generally include the items identified in Schedule 3 of the Official Plan, where applicable.

11.2.11. In addition to the items listed in Schedule 3 of the Official Plan, the following matters must also be addressed through District Plan submissions, where applicable:

- a. Technical documents (e.g. Servicing and Stormwater Management Reports, Transportation Impact Study) will be based on the recommendations and findings of the Downsview MESP and will further specifically address the requirements for:
 - i. The Green Spine;
 - ii. Preliminary grading; and
 - iii. Where the provision of infrastructure services required to support development in the District Plan necessitates changes to infrastructure external to the Secondary Plan Area.
- b. Description of the intended character and the key elements of the District;
- c. Requirement for the Block Context Plan to address land uses and *public realm* network connectivity;
- d. Public Art Plan, including how public art will contribute to the character of the District and identification of appropriate places;
- e. Travel Demand Management ("TDM") Plan, including:

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- i. A multi-modal assessment of existing conditions including development levels and TDM measures already in place ;
 - ii. The potential impact of the proposed development on the *mobility network*;
 - iii. Site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking;
 - iv. Off-site infrastructure improvements that may include bike share stations, car share spaces, ride share hailing points and multi-modal *shared mobility hubs*;
 - v. A plan for phasing the required transportation improvements and/or TDM measures as development proceeds; and
 - vi. Monitoring and reporting of TDM strategies after each phase of development.
- f. Demonstration of how development will contribute to the City's tree canopy by:
- i. Submitting a District Soil Volume Plan that demonstrates how healthy, mature tree growth will be achieved and sustained throughout the District;
 - ii. Identifying a tree canopy target;
 - iii. Supporting long-term, sustainable and mature tree growth, including large growing shade trees, in the private and *public realm* by providing sufficient growing space and soil volume for every street tree in accordance with or exceeding City standards; and
 - iv. Locating or relocating utilities to ensure unencumbered required soil volumes for street trees, where feasible and in accordance with City standards.
- g. A Housing Plan which addresses the following:
- i. The percentage of units that will have a minimum of two- and three-bedrooms, including a minimum size for each unit type; and
 - ii. The proposed phasing of development within the District, and the identification of how affordable housing requirements outlined in Section 12 are delivered prior to or generally at the same pace as market housing units.

- h. Description of how the District Plan supports achieving Toronto's goal of zero emissions by 2040; and
- i. Demonstration of how the District Plan advances actions identified in the Downsview Community Development Plan.

11.2.12. Where applicable, District Plan applications will summarize how the following requirements and objectives of this Plan have previously progressed in the Plan Area and how the current District Plan will contribute its share:

- a. Parkland and open space quantity and distribution;
- b. The Green Spine;
- c. The Runway;
- d. Minimum non-residential gross floor area requirements; and
- e. *Community service facilities.*

11.2.13. Notwithstanding that Park Commons is identified as a District on Map 7-5 Districts, a District Plan is not required, provided that any development application demonstrates the following:

- a. Development and public infrastructure projects adjacent to the Existing Rail Crossing at Carl Hall Road (identified on Map 7-4: Mobility Network) recognizes and protects for the potential for a future grade-separated crossing at this location, subject to future work completed and/or approved by Metrolinx;
- b. It is planned in a manner that reflects the local context, including consideration for the interface with existing buildings and open spaces; and
- c. It does not preclude the logical and coordinated development of the District as a whole, and the broader Plan Area, in accordance with the policies of this Plan.

11.3. **Monitoring**

11.3.1. A Transportation Monitoring program will be developed as part of each District Plan, in coordination with area stakeholders, to monitor development levels and travel patterns as the transportation network and associated improvements are implemented. Each program shall consider the influence of changing travel behaviour on mobility needs, the impact of new technology, land use and permitted density, and the supporting transportation infrastructure planned for the district. The program shall be coordinated with the Transportation

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

Monitoring programs of other districts, as applicable and incorporate the findings of any previous monitoring activity. Performance of the *mobility network* in earlier Districts will be evaluated to apply or modify the approach in the later District Plans. Transportation Monitoring programs will also include:

- a. A review of relevant and available travel behaviour information, including but not limited to the Transportation Tomorrow Survey, Statistics Canada census information, and building-specific transportation surveys, where appropriate;
 - b. Multi-modal transportation counts of the Downsview *mobility network*;
 - c. An evaluation of parking availability, usage and location in relation to land use; and
 - d. An evaluation of the performance of shared mobility options.
- 11.3.2. A Stormwater Management Monitoring program will be developed at the District Plan stage to measure the performance and efficiency of the decentralized system. The monitoring program shall be developed and implemented in accordance with the Downsview MESP. Performance of the decentralized stormwater management system in earlier Districts will be evaluated to apply or modify to the stormwater management system approach in the later District Plans.
- 11.4. **Phasing**
- 11.4.1. Development will be phased to ensure the orderly and efficient development of complete, connected communities supported by appropriate municipal servicing, *community service facilities*, and mobility infrastructure, with priority for transit and *active mobility*. Phasing should advance with regard to the principles, strategies and conclusions outlined in the Downsview MESP and other relevant strategies.
- 11.4.2. Major infrastructure investment will be developed in phases, to support the intended development of relevant districts. To preserve long-term flexibility, investment in infrastructure and relevant services will be built in time to support forecasted infrastructure demand.
- 11.4.3. Infrastructure phasing is outlined on Map 7-X: Phasing Plan. Minor adjustments to Map 7-X may be permitted through the District Plan process provided that the necessary infrastructure is in place to support the development and development proceeds in accordance with the policies of this Plan. **[Note: Map 7-X is still under development]**

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 11.4.4. Phasing Plans for each District will demonstrate how *community service facilities*, parkland and open spaces, office and other non-residential uses, as well as affordable housing, are secured and appropriately phased through the development of the District.
- 11.4.5. A phasing plan for the Secondary Plan Area shall be prepared and submitted to the City for review and acceptance prior to approval of any development in the Secondary Plan. The phasing plan shall be prepared by the property owners, in consultation with the City. In addition to the matters identified elsewhere in the Official Plan and this Secondary Plan, the phasing plan shall also address:
 - a. the planned distribution of housing by density; and,
 - b. timing of delivery of key internal and external roads, water and wastewater distribution systems, and stormwater management facilities.
- 11.4.6. Where municipal servicing capacity is inadequate to support proposed and/or planned growth, development is required to provide upgrades, improvements and/or new municipal servicing infrastructure, to provide adequate capacity, secured prior to development proceeding.
- 11.4.7. The locations of proposed public infrastructure identified in this Secondary Plan, such as streets and parks, are planned without regard to land ownership. To ensure that all affected property owners contribute equitably towards the provision of public infrastructure, the City shall require that, prior to approval of any development in the Secondary Plan, property owners enter into one or more Developers' Group Agreements to address the sharing of these costs.
- 11.4.8. The upgrades and/or improvements to existing municipal servicing infrastructure, or new municipal servicing infrastructure will be secured in a Core Servicing Agreement entered into between various property owners, where applicable, to identify cost-sharing obligations, coordination on infrastructure construction, cost, implementation and phasing of all new watermain, sanitary and storm sewers and stormwater management facilities, and related matters, including *green infrastructure*. Where appropriate this agreement can be combined with the above-mentioned Developers' Group Agreement(s).
- 11.4.9. A trustee may be appointed to administer the above cost-sharing arrangements, at no cost to the City. Prior to development approval for the applicable lands the City would require confirmation from the trustee that:
 - a. The applicant has executed a cost-sharing agreement(s) including any amendment(s) thereto; and

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- b. The applicant and the proposed development are in compliance with the terms of the applicable cost-sharing agreement(s).

11.4.10. Expansion of the *mobility network* will occur incrementally with development as follows:

- a. If a required network improvement is part of a site that is subject to a development application, that improvement will be secured and/or constructed prior to development proceeding;
- b. If off-site network improvements are not in place or constructed, development proponents must demonstrate to the satisfaction of the City that the *mobility network* will function appropriately until the required improvements have been implemented; and
- c. If the required network improvement is an off-site improvement, and the development has satisfied the provisions above, Council will require a financial contribution towards the costs associated with the future land acquisition and construction of the required *mobility network* improvement as determined through the development application review process.

11.4.11. Streets will be conveyed to the City in stages through the development application process and according to the policies of this Plan.

11.5. **Interim Uses**

It is anticipated that the Plan Area will be developed over a 30-year period. In the "long meanwhile" period before the area is fully developed, interim and semi-permanent uses are envisioned to activate vacant portions of the Plan Area by providing community engagement and placemaking opportunities on lands that have been historically closed off to the community for aviation and military purposes. This may include a variety of local arts and culture activities, as well as retail, community and economic development uses and programs. Interim uses are also intended to provide opportunities to use vacant lands efficiently prior to future development in accordance with the vision of this Plan, including opportunities for renewable energy generation.

Interim and semi-permanent uses are to be provided through temporary or semi-permanent structures, including modular format buildings. Any proposed interim use must consider the long-term development for the Plan Area, and not preclude future development through the District Plan and development application processes.

11.5.1. While the ultimate development of the Plan Area is intended to implement the vision set out in this Plan, new uses may be introduced prior to the permanent development of a particular district, phase or site with the intent that they would

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

fulfill an interim use role. Such interim uses are encouraged in order to activate and make efficient use of the lands.

- 11.5.2. Notwithstanding the policies of this Plan, interim uses may proceed prior to the submission or endorsement of a District Plan, Draft Plan of Subdivision or Zoning By-law Amendment application, and may deviate from the policies of this Plan, provided they conform to the policies of this Section 11.5 Interim Uses.
- 11.5.3. The Zoning By-law for Interim Uses will establish permitted uses for a portion of the Plan Area that fulfill one of the following goals:
 - a. Support interim activation of the lands through temporary or semi permanent uses; and/or
 - b. Make efficient use of vacant lands prior to development proceeding through the District Plan process.
- 11.5.4. Interim uses and associated performance standards will comply with the following criteria:
 - a. Temporary in nature in that the use is appropriate over the short-to medium-term and does not require a permanent location to support the use;
 - b. Does not preclude the long-term development of the Plan Area as envisioned by this Plan;
 - c. Does not preclude the achievement of the *public realm* or street network set out in Map 7-2 Public Realm Plan and Map 7-4: Mobility Network;
 - d. Would not preclude the provision of a local street and/or park network for a district;
 - e. Would not be difficult or undesirable to remove once District Plan development commences;
 - f. Does not include the development of underground structures, except for servicing infrastructure;
 - g. Adequate servicing is available to support the proposed use; and
 - h. Complies with, or does not conflict with the need to ensure appropriate rail safety measures adjacent to the rail corridor.
- 11.5.5. Residential uses are prohibited as an interim use, with the exception of a municipal shelter or crisis care shelter.

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

11.5.6. The following criteria will also be considered in establishing and implementing interim uses, as well as in considering any future proposed changes to the Zoning By-law for Interim Uses:

- a. Provides local amenities, facilities, services or activities;
- b. Supports the achievement of Downsview Community Development Plan actions;
- c. Supports findings and recommendations of the Master Environmental Servicing Plan;
- d. Supports key City priorities;
- e. Provides business incubator or start-up space;
- f. Supports interim mobility connections;
- g. Ensures safety through appropriate site design;
- h. Supports activation throughout all four seasons; and
- i. Contributes to climate resilience.

11.5.7. Any use or structure established through the Zoning By-law for Interim Uses will not be considered as a constraint in the future preparation of a District Plan and subsequent development applications, unless agreed to by the City. It is the intent of this Plan that interim uses cease to operate and/or relocate to maximize opportunity and flexibility at this District Plan stage.

11.6. **Easements**

11.6.1. The City may require an easement to secure public access to the *public realm* components identified in this Plan and shown on Map 7-2: Public Realm Plan, including but not limited to The Runway, Taxiway, Green Spine, mid-block connections, *greenways* and POPS that are privately owned. The *public realm* components will be designed through the development application review process and the easements identified and secured in appropriate agreements and restrictive covenants prior to development approvals. The *public realm* components will be constructed and maintained by the owner when maintained in private ownership, unless otherwise agreed to.

11.7. **Holding Zones**

11.7.1. Zoning By-laws for any of the lands within the Plan Area, including as identified in individual District Plans, may include holding provisions in accordance with the Planning Act. Lands subject to these provisions shall be identified by the

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

holding symbol “H” preceding the zone symbol on the map. The uses of land, buildings or structures that are permitted when the holding symbol is removed shall be specified in the zoning by-law.

- 11.7.2. The Holding (H) Symbol may be removed in phases upon application by the owner to the City.

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12. SITE AND AREA SPECIFIC POLICIES

12.1. Downsview Centre

SIDEBAR: Downsview Centre is a combination of several boundaries identified in documents which contributed to the preparation of this Plan. These documents are no longer in effect, therefore pertinent policies were brought forward through this SASP.

Area A: This boundary reflects the lands that were subject to an Official Plan Amendment application, which identified several unique policies that are not applicable to the remainder of the Plan Area

Area B: This boundary reflects a former SASP that came into force when the relevant lands were first converted from employment areas. Several requirements were part of that conversion, such as minimum affordable housing provisions.

Areas X&Y: these areas are also related to the former SASP, which identified a slightly different area that was subject to the minimum non-residential gross floor area requirements. Subsequently, this area was divided in two (hence areas X and Y), to reflect the two property owners at the time of approval of this Plan.

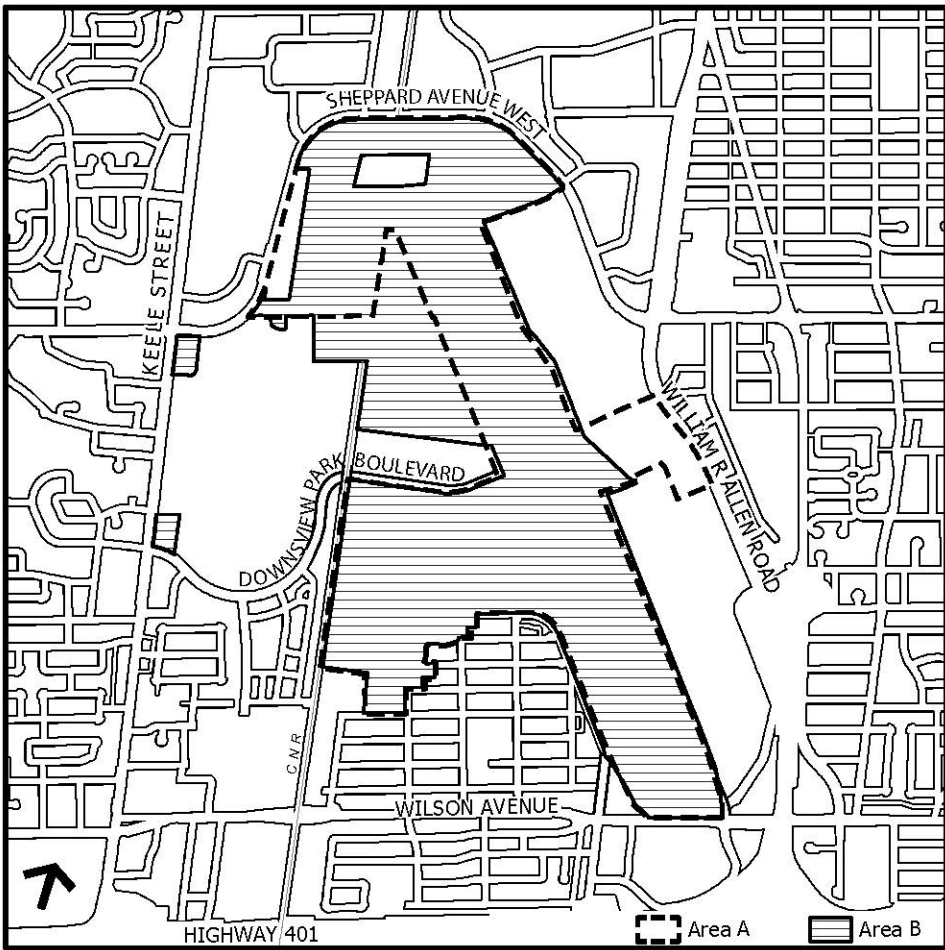


Figure 1: Downsview Centre

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 12.1.1. Within the lands identified as Area A in Figure 1: Downsview Centre, a minimum of 40 hectares of new publicly accessible parks, open spaces and green connections will be achieved, inclusive of parks, open spaces, natural areas, POPS, *greenways*, The Runway, The Taxiway, and the Green Spine. A minimum of 14 hectares of the total required public parkland dedication must be delivered through major parks, generally consistent with the scale and locations illustrated on Map 7-3 Land Use Plan.
- 12.1.2. Affordable housing will be provided by development through one or more of the following, or equivalent, delivery mechanisms, to the satisfaction of the City, for the lands identified as Area B:
 - a. The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
 - b. The provision of 10% of residential gross floor area as purpose built rental units with affordable rents secured for a period of no less than 20 years; and/or
 - c. The conveyance to the City of 5% of the residential gross floor area as purpose built affordable rental or affordable ownership units.
- 12.1.3. The Housing Plan developed as part of each District Plan may include proposals to meet the affordable housing requirements through the conveyance of land to the City, however acceptance of conveyed land to meet the affordable housing requirements will be at the City's discretion.
- 12.1.4. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development in the Plan Area, then the Official Plan Inclusionary Zoning policies and By-law will prevail and the affordable housing requirements identified above will no longer apply, but only provided the applicable Inclusionary Zoning policies and By-law requirements meet or exceed the requirements identified in this Plan.
- 12.1.5. The required affordable housing will be secured through one or more agreements with the City to the satisfaction of the City Solicitor.
- 12.1.6. Prior to Council's passing of bills for any zoning by-law approving residential development on the lands identified as Area B, a shovel-ready design for the community recreation centre in the vicinity of Keele Street and Sheppard Avenue West, and associated recreation and park facilities, will be completed through an agreed upon process between the property owners and the City, including consultation with the local community on the prepared design, at the property owners' expense.

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 12.1.7. Development on the lands identified in Figure 1: Downsview Centre (Areas A and B) will utilize and repurpose existing built heritage resources, where feasible, while conserving their heritage value.
- 12.1.8. Stormwater within the lands identified as Area A in Figure 1: Downsview Centre will be managed through a decentralized systems approach that leverages the private and *public realm*, *green infrastructure* and nature-based solutions – as per the Downsview MESP, unless the City determines that a complete decentralized stormwater management system is not feasible or where such a system cannot be designed to achieve the targets identified in the Downsview MESP.

Non-Residential Requirements

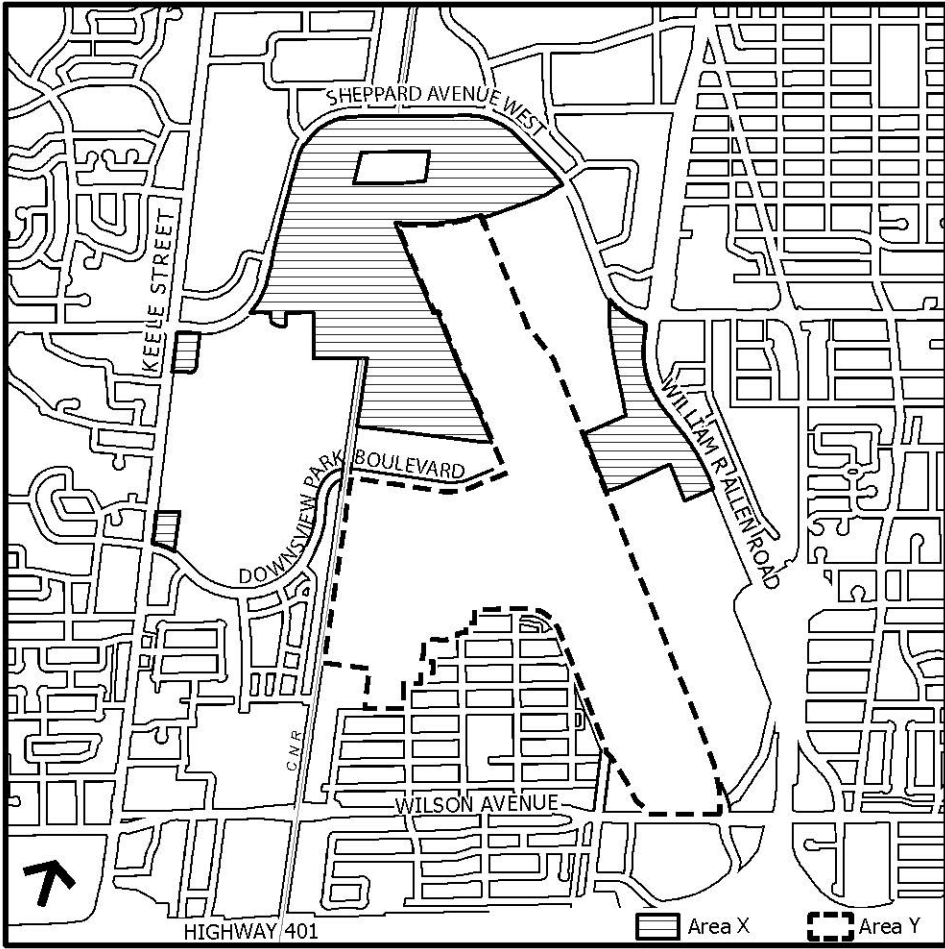


Figure 1b: Downsview Centre Non-Residential Requirements

- 12.1.9. Within the lands identified as Area X in Figure 1b: Downsview Centre Non-Residential Requirements, a minimum non-residential gross floor area of

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 Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

414,000 square metres is required, including through the adaptive reuse of existing buildings.

12.1.10. Within the lands identified as Area Y in Figure 1b: Downsview Centre Non-Residential Requirements, a minimum non-residential gross floor area of 700,000 square metres is required, including through the adaptive reuse of existing buildings.

12.1.11. Development of the minimum non-residential gross floor area in Areas X and Y will be comprised of the uses listed in Schedule 1, such that:

- a. Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
- b. Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area; and
- c. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.

12.1.12. Uses listed in Column 1, as outlined above, will be primarily located within the *General Employment Areas* identified on Map 7-3: Land Use Plan, but can extend to all *Mixed Use Areas*.

12.1.13. The mix of non-residential uses in Areas X and Y may vary from district to district, and as development occurs, provided that the intent of achieving the above mix is maintained.

12.1.14. To provide a balance of employment and residential growth, the minimum non-residential gross floor area required in Areas X and Y will be achieved in accordance with the following:

- a. Until the amount of non-residential gross floor area exceeds 371,500 square metres, non-residential uses will be developed prior to or concurrent with residential uses at a 1:1 ratio, such that the amount of residential gross floor area on the designated lands may not exceed the amount of non-residential gross floor area on the designated lands;
- b. For development of non-residential gross floor area on the designated lands between 371,500 square metres and 743,200 square metres, residential uses may be developed at a ratio of 3.5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
- c. For development of non-residential gross floor area on the designated lands between 743,200 square metres and the total minimum non-

Questions or Comments? Please contact:

Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

residential gross floor area of 1,114,000 square metres, residential uses may be developed at a ratio of 5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;

- d. To encourage the development of affordable housing and institutional housing (including but not limited to student residences, retirement homes and long-term care facilities), residential uses may be developed at ratios exceeding the amounts set out above only where the additional residential gross floor area is used for affordable housing and/or institutional housing;
- e. Should any affordable housing or institutional housing units revert or be converted to market housing units or where the affordability period has lapsed prior to the development of the minimum non-residential gross floor area of 1,114,000 square metres required on the designated lands, such units will then be included in the amount of residential gross floor area for the purposes of achieving the ratios set out above; and
- f. Affordable housing and institutional housing units are considered residential gross floor area.

12.2. Downsview Park

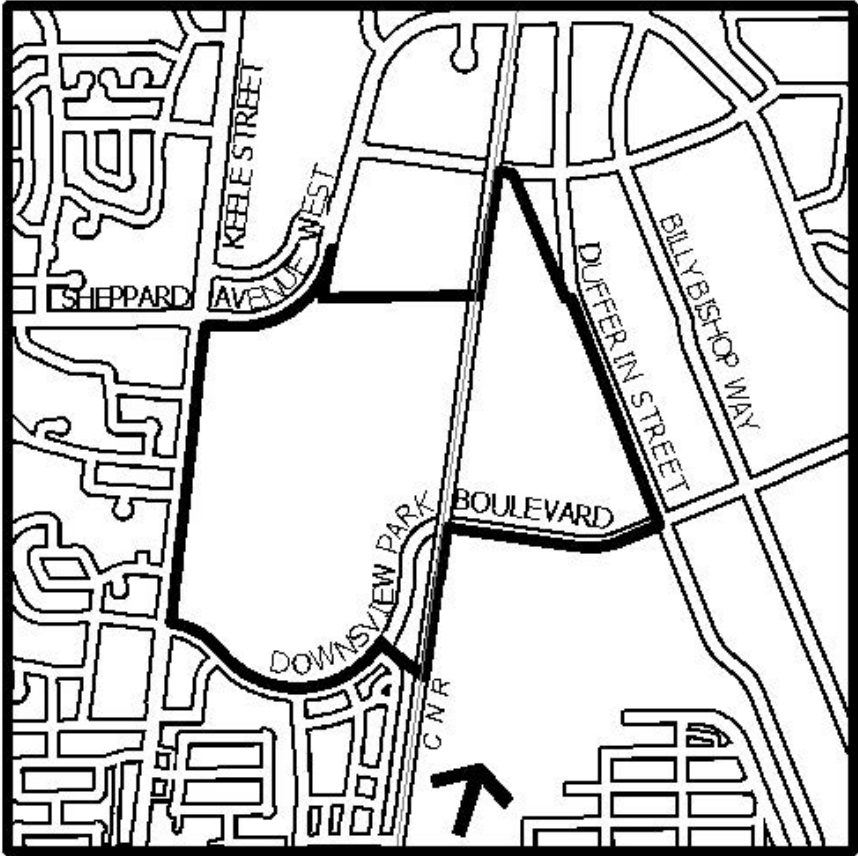


Figure 2: Downsview Park

- 12.2.1. The lands identified in Figure 2 are intended to develop as a park of local, regional and national attraction and significance comprised of large natural and open space areas and areas of park development.
- 12.2.2. Lands identified in Figure 2 and designated as *Parks* will:
 - a. Not be used for the development of new principal buildings. Supportive buildings such as park washrooms, concession areas and park information buildings may be constructed on lands designated *Parks* provided they are of a size and scale that is ancillary to the park and open space function; and,
 - b. Permit agriculture uses.
- 12.2.3. Only the following uses are permitted on lands identified in Figure 2 and designated *General Employment Areas*:
 - a. Museums;

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- b. Art galleries;
 - c. Small craft industries;
 - d. Artist studios;
 - e. Recreation facilities;
 - f. Park and office administration uses;
 - g. Cultural uses;
 - h. Theatres;
 - i. Educational uses;
 - j. Market areas;
 - k. Ancillary retail and restaurant uses; and
 - l. Other non-residential uses that support and relate to the Downsview Park.
- 12.2.4. Uses along Carl Hall Road will primarily be located in existing buildings. Any new development or redevelopment should support the scale, organization and orientation of existing buildings, conserve and enhance the rich inventory of heritage resources, and support the evolution of Carl Hall Road as a pedestrian-oriented public destination and the cultural centre of the Plan Area.

12.3. Allen East

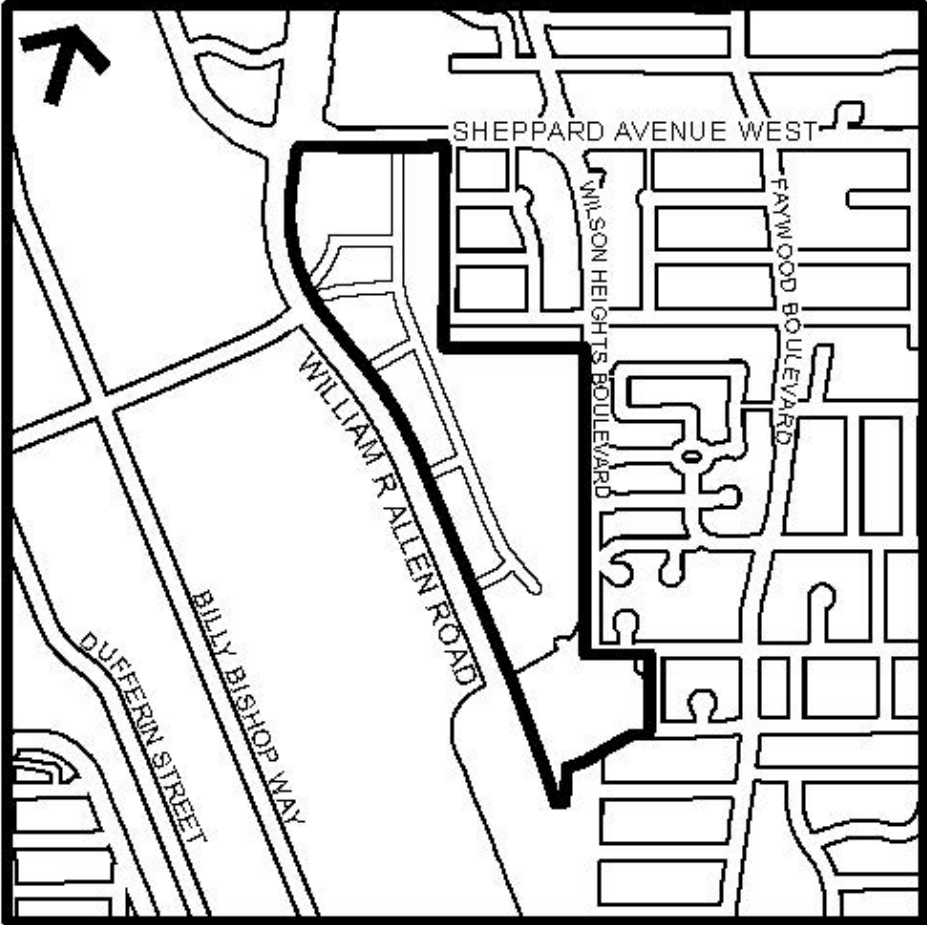


Figure 3: Allen East

- 12.3.1. Notwithstanding the policies of this Plan, the lands identified in Figure 3: Allen East are subject to a Council-endorsed District Plan which will continue to guide development on these lands. However, development in Allen East is encouraged to conform to the policies of this Plan where appropriate and feasible, especially relating to the densities shown on Map 7-6: Gross Density.
- 12.3.2. A *greenway* will connect to the existing Banting Park and a new park at the south end of the District. Notwithstanding the definition for *greenways*, in Allen East this *greenway* will count towards parkland dedication requirements.
- 12.3.3. The predominant use of land at the intersection of Sheppard Avenue West and Allen Road will be for office, retail and service commercial purposes.
- 12.3.4. A minimum of 300 affordable housing units will be located in Allen East.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- 12.3.5. A large format retail store will be permitted in the base of a mixed use building in the area designated as Apartment Neighbourhoods to provide the opportunity for a grocery store.
- 12.3.6. Any proposal for density beyond what is identified on Map 7-6: Gross Density of this Plan is required to demonstrate that sufficient water, wastewater and stormwater management capacity is available to service the proposed land uses and density.

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12.4. Wilson South

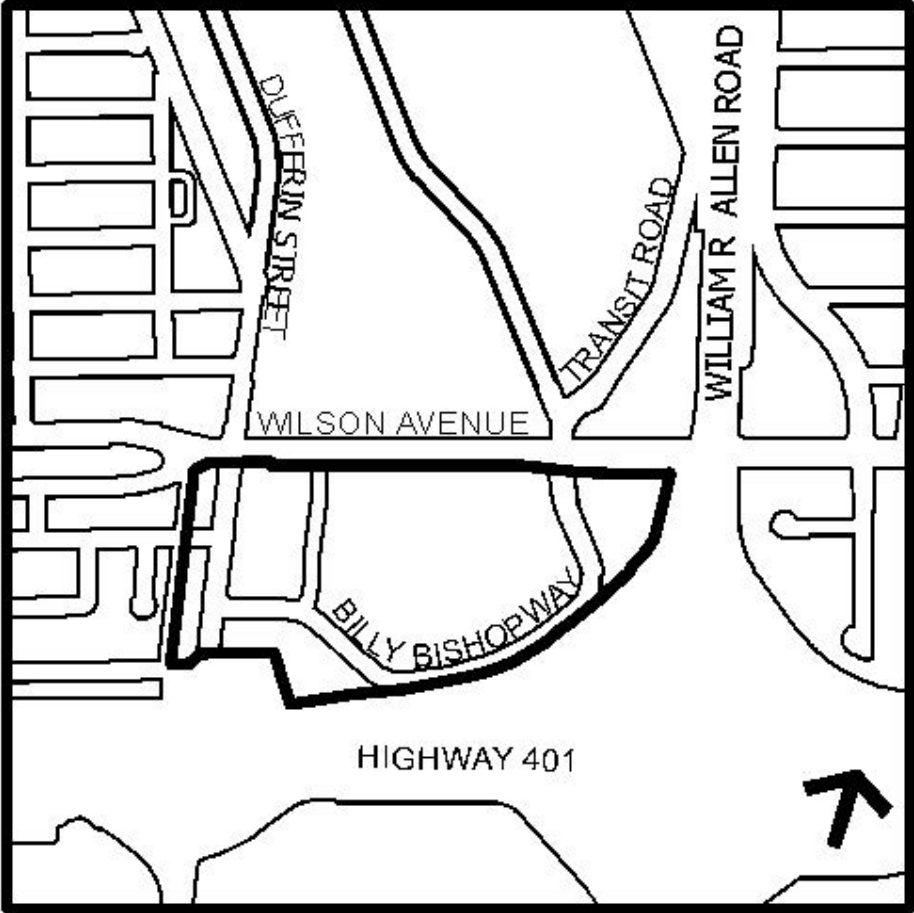


Figure 4: Wilson South

- 12.4.1. Within the lands identified in Figure 4: Wilson South, a minimum of 4 hectares of new publicly accessible parks, open spaces and green connections will be achieved, inclusive of parks, open spaces, natural areas, POPS, greenways, and the Green Spine.
- 12.4.2. Notwithstanding the policies of this Plan, the portion of the Green Spine which is located within Wilson South:
 - a. Is only required to provide stormwater conveyance if a decentralized stormwater management system is implemented for the Wilson South District;
 - i. Where a decentralized stormwater management system is not implemented for the Wilson South District, the Green Spine will generally be 11-14 metres in width, except where there are shared

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

facilities with the adjacent *public realm* as described in the Plan;
and

- b. Will connect to the future Yorkdale pedestrian bridge.

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12.5. Dufferin Wilson Regeneration Area



Figure 5: Dufferin Wilson Regeneration Area

12.5.1. The lands identified in Figure 5, are subject to the Dufferin Wilson Regeneration Area Plan, which was adopted with modifications by Council in February 2021.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

12.6. Wilson and Allen Road

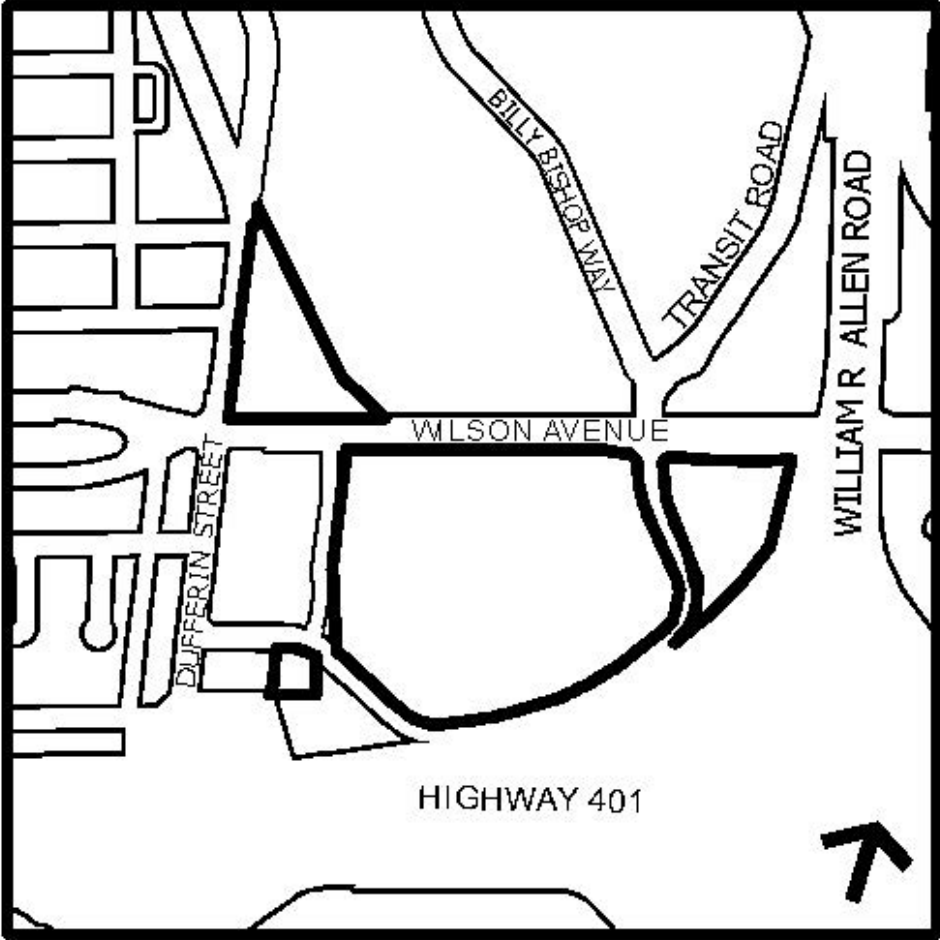


Figure 6: Wilson and Allen Road

12.6.1. The lands identified in Figure 6: Wilson and Allen Road, are subject to an employment area conversion request, which is pending a decision by the Minister of Municipal Affairs and Housing, and until such time that the conversion request is approved, the following is not in effect. Should the conversion request be approved, and the lands be redesignated for development the following will apply:

- a. Development will provide a minimum non-residential gross floor area of 21% of the total gross floor area, which will be comprised of the uses listed in Schedule 1, such that:
 - i. Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
 - ii. Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area; and

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- iii. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.
- b. Complete applications to introduce sensitive land uses will be required to submit a Compatibility/Mitigation Study in accordance with the Compatibility/Mitigation Policies set out in Section 2.2.4 of the Official Plan. In addition to the requirements identified in the Official Plan, the Compatibility/Mitigation Study will also identify potential and/or required mitigation measures for sensitive land uses adjacent to or near Highway 401 and Allen Road.
- c. Where permitted, new development containing residential units will secure a minimum amount of affordable housing as follows:
 - i. If a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing;
 - ii. The affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
 - iii. The unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.
- d. Where a complete application for a Zoning By-law Amendment has not been filed prior to January 1, 2025, the percentage of gross floor area of affordable rental housing required above will increase by 1.5 percent per year. Affordable ownership housing requirements will be set at 1.4 times the affordable rental housing requirements.
- e. The provision of required affordable housing shall be secured through one or more agreements with the City.
- f. The use of holding provisions may be used to ensure the required affordable housing is secured. Conditions to be met prior to the removal of a holding ("H") provision on the lands shall include the following:
 - i. Entering into one or more agreements with the City to the satisfaction of the City Solicitor to secure the provision of affordable housing; and

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

- ii. The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met.
- g. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and By-law will prevail and the affordable housing requirements identified above will no longer apply, but only provided the applicable Inclusionary Zoning policies and By-law requirements meet or exceed the requirements identified above.

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12.7. William Baker

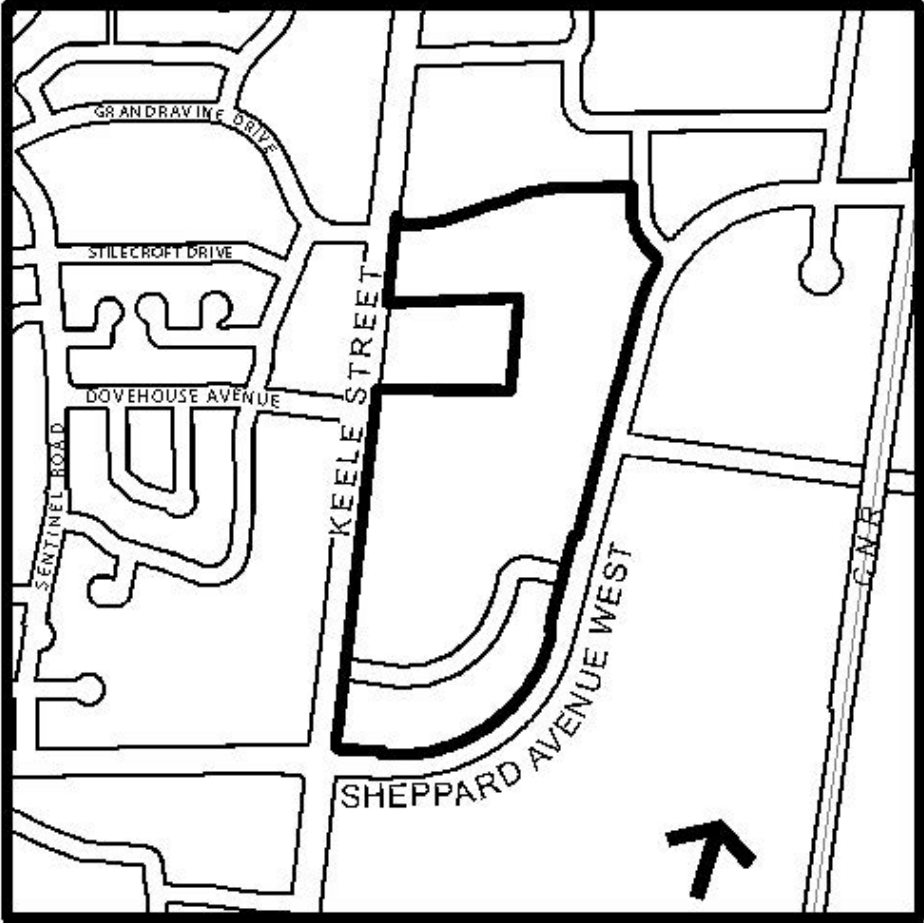


Figure 7: William Baker

- 12.7.1. The lands identified in Figure 7: William Baker will include a minimum of 3 hectares of parkland
- 12.7.2. A multi-use path connecting this William Baker District to Downsview Park via the existing pedestrian bridge is encouraged.
- 12.7.3. Redevelopment of the lands in Figure 7 will result in the removal of the concrete walls along Keele Street and the introduction of local street connections to Keele Street.
- 12.7.4. Development should be planned to limit shadowing on the William Baker Woodlot to support woodlot health.

Questions or Comments? Please contact:
Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

13. DEFINITIONS

Active Mobility or **Active Modes** all refer to human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Ancillary Use means a use of land, buildings or structures that is normally incidental or subordinate to the principal land use, building or structure located on the same lot.

City Nature is development that seeks to integrate nature into neighbourhoods, communities, and cities, leveraging natural systems to address urban challenges and foster sustainable and resilient urban environments. City Nature enables the creation of healthier and more beautiful places, with increased access to nature and comfortable micro-climates. Implementing City Nature involves designing communities to harness natural systems, such as absorbing rainwater where it falls, creating a connected green space system, supporting healthy tree growth and making space for more naturalized environments.

Community Space is City-owned space that may accommodate a range of functions, including public health services, human services, arts and cultural uses and employment services

Community Service Facilities are the buildings and public spaces that accommodate a range of non-profit programs and services provided and/or subsidized by the City or other public agencies/organizations. They include community recreation centres, child care centres, libraries, schools and community space.

Equity involves identifying and removing barriers to full participation by diverse communities to create equitable access to opportunities and benefits, whether to residents, non-residents, visitors or employees. Equity ensures that every person has fair and equitable treatment with respect to services, facilities, and systems without discrimination or harassment.

Greenways are linear green spaces and/or landscaped pedestrian and cycling connections that form important active mobility, stormwater, biodiversity, and/or ecological corridors within the Plan Area, particularly between parks and the Green Spine, though greenways themselves are not parks. Greenways may vary in design depending on their context but should be designed to facilitate connectivity with a focus on pedestrian and cyclist safety and comfort. Greenways may be located along the edge of the street or through the interior of a block. The general location of important greenways are shown on Map 7-2: Public Realm 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, natural channels, permeable

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Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

surfaces, and green roofs. For the purposes of this Plan, green infrastructure does not include a stormwater management pond.

Green Streets are street rights-of-way that incorporate green infrastructure to complement or replace grey infrastructure. The green infrastructure can be natural and/or human-made, and captures rainwater and directs it to plants and trees, acting as a natural filter that cleans the water before it makes its way into local waterways.

(Indigenous) Place-Keeping as an approach to design is based on land stewardship that is centred around recognizing the rights of landscape as a living being first and considering our collective responsibilities to a place now and into the future. Indigenous place-keeping thinks beyond our immediate benefits and defines a relationship of reciprocity to all living things and systems and how they work together.

Major Office means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

(Active) Mobility Network refers to the combined street, cycling, pedestrian, and transit infrastructure and facilities within the Downsview area and supports the development of a complete and connected community that seamlessly integrates with the surrounding area. Similarly, active mobility network refers to the above elements that support active mobility within the Downsview area.

Public Realm means all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into. However, most of the public realm policies of this Plan are focused on outdoor public realm elements.

Shared Mobility Hubs are locations that include a mix of elements such as bike share stations, car share spaces, high-occupancy vehicle parking and ride share hailing points, which will be incorporated within development and which will be available for public use.

SCHEDULE 1

Non-Residential Uses referred to under Policy 5		
Column 1 (51%)	Column 2 (49%)	Column 3
Office	Ancillary Retail	Community Recreation Centres
Creative Industries *	Services (including Restaurants, Fitness Centres, Day Cares)	Libraries
Scientific Research and Development	Hotels	Public Schools
Light Manufacturing (including High Tech Industrial)	Medical/Health Facilities (including Hospitals, Clinics, Hospices, Medical Offices)	Transit Stations
Processing	Warehousing, Wholesaling, Distribution	Places of Worship
	Public Utility/Renewable Energy	Ambulance/Fire Stations
	Artist's Galleries/Studios	
	National Urban Park District Employment Uses **	
	Post-Secondary Institutions, Business and Industrial Trade Schools	

* Creative industries have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property, including: arts and crafts; broadcasting; design; film, video and photography; music and the visual performing arts; publishing; software, computer games and electronic publishing; film studio and all pre-production and post-production as well as other services which directly or indirectly support film production.

** Uses permitted by Policy 8(1)(c)(ii) of the existing 2011 Downsview Area Secondary Plan

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Questions or Comments? Please contact:
 Jessica Krushnisky, Planner: jessica.krushnisky@toronto.ca (416-392-7215)

PROPOSED UPDATE TO OP SCHEDULE 3

Boundary Survey – showing and quantifying the area(s) of all land parcel(s) relevant to the development proposal.

Appropriate Plans and Drawings

Planning Rationale – containing a description of pre-application consultation, including any community outreach, public meeting(s) and interested persons contact list created by the applicant in accordance with City standards.

Air Quality Study

Archaeological Assessment – for properties in the City’s database of lands containing archaeological potential.

Block Context Plan – for all properties. Written and drawn plans that demonstrate how the proposed development will be designed and planned to fit in the existing and/or planned public realm and built form context.

Building Mass Model – physical or computer generated.

Community Services/Facilities Study – for large development proposals.

Compatibility/Mitigation Study – a technical report that provides a written description of the land use compatibility of sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to Employment Areas or within the influence area of major facilities.

Contaminated Site Assessment

Heritage Impact Assessment/Conservation Strategy – for properties in the City’s Heritage Register, whether listed or designated, or adjacent properties where new development could have an impact on a heritage property.

Housing Issues Report – for applications that seek to demolish existing rental properties, intensify existing rental sites, convert existing rental housing to condominiums or that propose residential development in excess of five hectares.

Natural Heritage Impact Study – if the proposed development is likely to have impacts on the Natural Heritage System shown on Map 9.

Noise Impact Study

Odour Study

Parking Study – when proposal does not comply with City by-law standards.

Pedestrian Level Wind Study – for buildings over six storeys/20 metres in height.

Servicing and Stormwater Management Report(s)

Soil Volume Plan – for all properties. Plan and section drawings with information such as below grade slab elevations and building setbacks, demonstrating that adequate soil volume suitable to support plant growth is being provided on site, and is being accommodated in the building structure.

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Sun/Shadow Study – for buildings over six storeys/20 metres in height.

Topographical Survey – showing the area(s) of all land parcel(s) relevant to the development proposal.

Transportation Impact Study

Urban Design Guidelines – when warranted by the scale or nature of the proposed development.

Vibration Study

DRAFT

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