Update Downsview - Integrated Planning Act and Municipal Class Environmental Assessment Study

Master Environmental Servicing Plan -

Environmental Assessment Summary Report

City of Toronto
Canada Lands Company
Northcrest Developments

May 2024

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1 Introduction and Background

1.1 Study Purpose

The City of Toronto, Canada Lands Company, and Northcrest Developments, as co-proponents, have undertaken an *Integrated Planning Act and Municipal Class Environmental Assessment Study* ("EA Study") to identify the location and requirements for transportation and servicing infrastructure to support the Downsview Study.

The Downsview Study is a City-led Study initiated in Fall 2021. It establishes a new long-term vision to guide development in the Downsview area over the next 30 years. This includes the creation of a complete community centered on places for people to live, work, shop, play, learn and relax, with an estimated 115,000 new residents and 52,000 workers.

This EA Study informs the Master Environmental Servicing Plan (MESP), which is one of the key deliverables of the Downsview Study. This MESP supports the Downsview Secondary Plan (DSP) in conjunction with an Official Plan Amendment (OPA) Application submitted by Northcrest Developments (Northcrest) and Canada Lands Company (CLC) in Fall 2021 for a portion of lands within the Secondary Plan Area. The MESP also provides the framework for the preparation of further, more detailed technical studies that will be submitted in support of development applications within the Secondary Plan Area.

This EA Study was carried out following the requirements of Master Plan Approach #2 for the Municipal Class Environmental Assessment (MCEA) process, following Phase 1 and Phase 2 requirements for municipal approval. This MESP EA Summary Report documents the process undertaken for Phases 1 and 2 as follows:

- Phase 1 – the EA Study reviewed the existing conditions and background information to develop the Problem and Opportunity Statement.
- Phase 2 – the EA Study developed alternative solutions to address the problem and opportunity, and evaluated the alternatives to select the preferred transportation and servicing infrastructure to support Downsview.

This MESP addresses Phases 1 and 2 of the MCEA for Schedule B projects. Schedule C projects identified by this EA Study will require further study through either subsequent phases of the MCEA process or through *Planning Act* approvals.

1.2 Secondary Plan and Study Area

The Secondary Plan Area is approximately 540 hectares (1,334 acres) in size located in the north end of the City of Toronto, in the former municipality of North York. The Secondary Plan Area is located on a high point, between the Don River and Humber watersheds, and is situated in 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. Toronto, including the Downsview area, is now home to many diverse First Nations, Metis, and Inuit people.

A map illustrating the boundaries of the Secondary Plan Area and OPA Lands is provided in **Figure 1-1**. The Secondary Plan Area is generally bounded by Sheppard Avenue West to the north, Wilson Heights Boulevard to the east, Wilson Avenue to the south, and Keele Street to the west. A brief overview of the Secondary Plan Area is provided in the introduction of Chapter 4: Existing conditions.

The OPA Lands are located centrally within the Secondary Plan Area. The OPA Lands are approximately 210 hectares (520 acres) in size and are generally bounded by Wilson Avenue between the Barrie GO Line and Allen Road, and south of Sheppard Avenue West. The OPA Lands are owned by the Public Sector Pension Investment Board (“PSP”) and Parc Downsview Park Inc. (PDP). Northcrest is a subsidiary company of PSP. PDP is a subsidiary company of Canada Lands Company Limited (CLCL); however, PDP’s subject lands are administered by CLCL’s real estate subsidiary, CLC. Together, Northcrest and CLC are responsible for leading the redevelopment of the OPA Lands. Remaining properties within the Secondary Plan Area are owned by various other property owners including CreateTO, Toronto Transit Commissions (TTC) and other private entities.

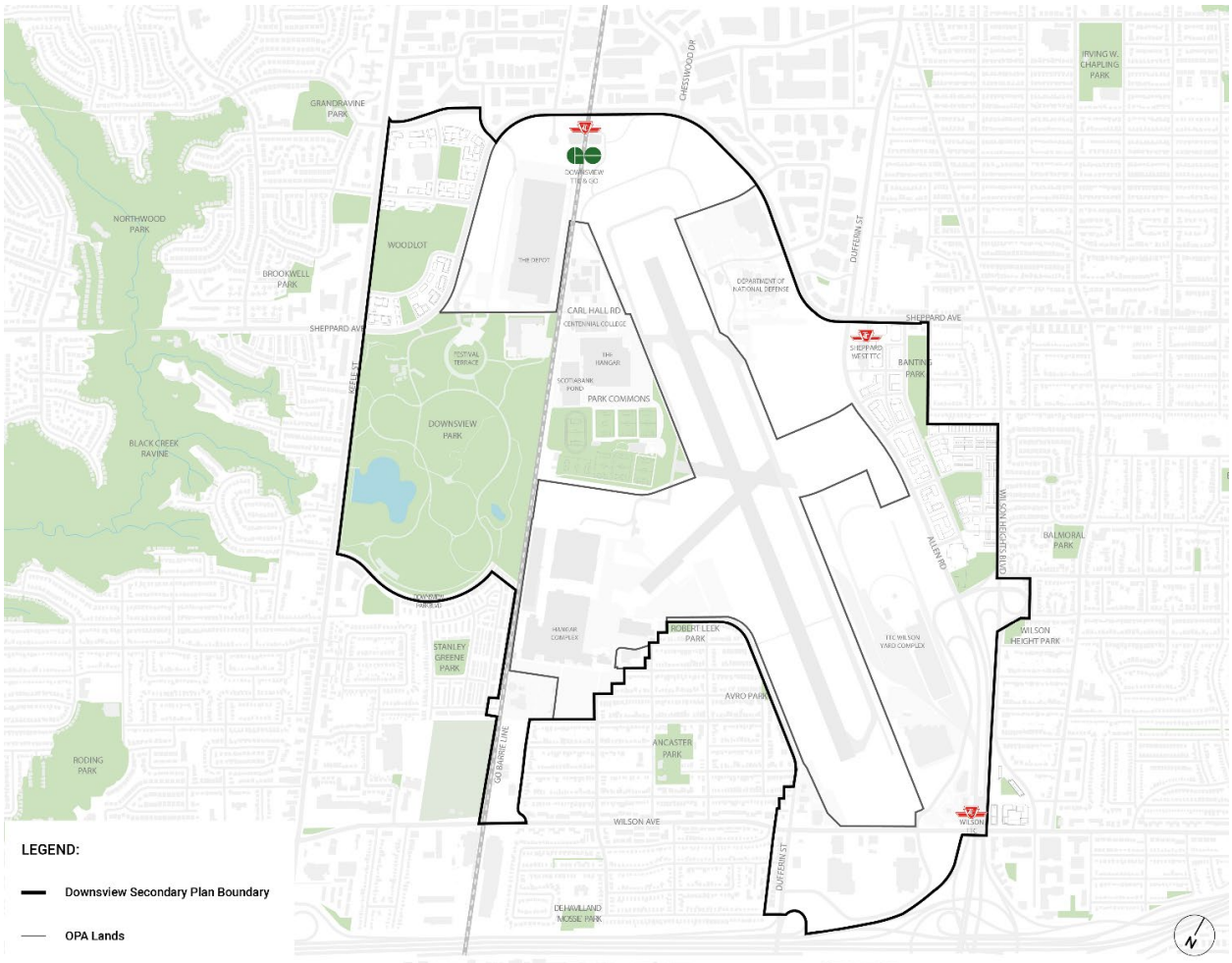


Figure 1-1: Boundaries for the OPA Lands and the Secondary Plan Area

The MESP provides analysis to support both the DSP and the revised OPA Application, and future development applications within the Secondary Plan Area. The boundaries of the MESP Study Area are described in **Table 1-1**.

Table 1-1: Boundaries

Boundary	Description
1. Secondary Plan Boundary	This boundary is described in the DSP. This boundary includes the OPA Lands, Downsview Park, the Park Commons, the Department of National Defence Lands, the TTC Wilson Yard Complex and other surrounding lands.
2. OPA Lands	This boundary includes the extents of the lands currently owned by Northcrest and CLC, that are intended for redevelopment. This excludes Downsview Park, the Park Commons, the Department of National Defence Lands and the TTC Wilson Yard Complex, among other lands.
3. Discipline Specific Study Areas	These Study Areas will be discipline-specific and include areas of interest within and beyond the Secondary Plan Area boundary, as necessary for the analysis of impacts to surrounding infrastructure networks.

1.3 Study Team

A multi-disciplinary team was established to develop the MESP. The parties and associated roles and responsibilities include the following:

Co-Proponents:

- City of Toronto
- Canada Lands Company (CLC)
- Northcrest Developments

Technical / Support Team:

- Arup Canada Inc.: MESP lead coordinator, water, sanitary, stormwater, energy, and grading.
- BA Group: Transportation.
- WSP: Geotechnical, hydrogeological, and environmental.
- HDR Inc.: Class EA advisor and facilitator.
- Urban Strategies Inc.: Policy and planning.
- Nbisiing Consulting Inc.: Indigenous engagement.
- Third Party Public: Public consultation and facilitator.

2 Integrated Planning Act and Municipal Class Environment Assessment Report Process

2.1 Planning Act

The *Planning Act*, R.S.O. 1990, c.P.13 provides the basis for considering matters of provincial interest in provincial and municipal planning decisions and requires that all decisions be consistent with the Provincial Policy Statement and conform / not conflict with provincial plans. Decision makers, including the City of Toronto, shall have regard to the following relevant matters of provincial interest, which include those relevant to the MESP, such as:

a) The protection of ecological systems, including natural areas, features and functions.

b) The supply, efficient use and conservation of energy and water.

c) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.

d) The minimization of waste.

e) The orderly development of safe and healthy communities.

f) The co-ordination of planning activities of public bodies.

g) The protection of public health and safety.

h) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

i) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The MESP is consistent with the relevant matters of provincial interest provided in the *Planning Act*, including recent amendments through the *More Homes for Everyone Act*, 2022, *More Homes Built Faster Act*, 2022, and the *Helping Homeowners, Protecting Tenants Act*, 2023.

2.2 Municipal Class Environmental Assessment Process

The *Environmental Assessment Act*, R.S.O. 1990, c.E.18 governs Environmental Assessments for major municipal infrastructure projects. The development of the Final MESP is intended to meet the requirements of the Municipal Class Environmental Assessment (Phases 1 and 2) process for infrastructure assessment, including consultation and engagement requirements.

2.3 Section 16 Orders

MCEA 2023 provides an opportunity to request a higher level of study for Schedule B and C projects through a Section 16 order request to the Minister of the Environment, Conservation and Parks (MECP) on the grounds that the order may prevent, mitigate or remedy adverse impacts on the existing Aboriginal and treaty rights of the Aboriginal peoples of Canada as recognized and affirmed in section 35 of the Constitution Act, 1982. The opportunity for a Section 16 Order will be included on the Notice of Study Completion.

2.4 Canadian Environmental Assessment Act

The federal EA process may apply to projects that are subject to the *Ontario Environmental Assessment Act.* The *Impact Assessment Act* (IAA) is administered and enforced by the Impact Assessment Agency of Canada and applies to projects that are designated by the Physical Activities Regulations (SOR/2019-285), or projects that have been specifically designated by the Minister of Environment and Climate Change Canada. Based on the review of projects designated by the Physical Activities Regulations, the IAA does not apply to Downsview.

2.5 Study Process

The EA Study's overall planning process and key tasks are illustrated in **Figure 2-1**.

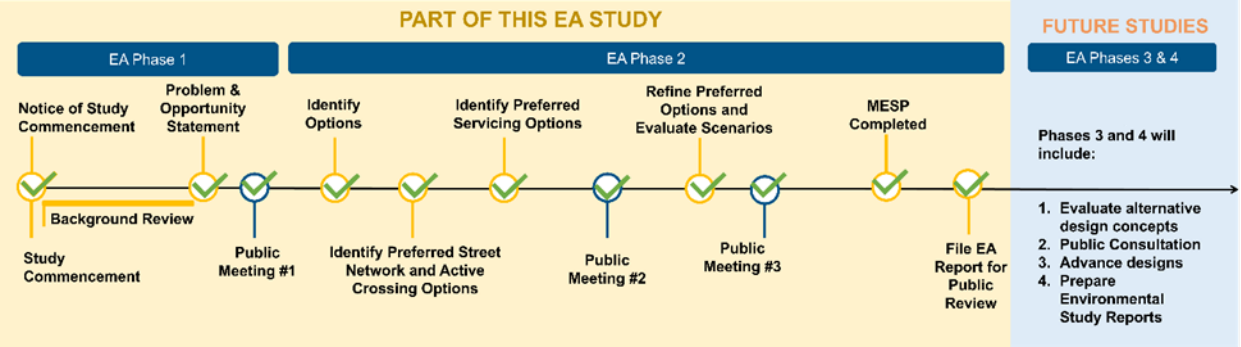


Figure 2-1: Study Planning Process

The EA Study process was intended to provide periods of public and external review at key stages, as well as for continuous, evolutionary approach to the technical work involved. The process has been flexible, and could readily accommodate unforeseen circumstances, yet remained focused on the goals or defining an approach solution to the identified problem and opportunities.

Beginning from the initial context (defined needs / opportunities), the EA Study process intended to identify a range of reasonable alternatives solutions. Those alternative solutions for the major transportation infrastructure and servicing strategy were assessed based on the requirements of the EA Act. These alternative solutions were developed and analyzed to select the preferred transportation and servicing network to support Downsview. The process was iterative and was influenced by the input of all those with an interest in the EA Study – local residents, interest groups, affected agencies, Indigenous communities and others.

3 Problem and Opportunity Statement

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

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

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

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

- Provide an integrated land use and mobility strategy to **reduce auto dependency**.
- Implement a **complete multi-modal mobility network** to improve safety and connections for all travel modes and reconnect with the surrounding street network.
- Build **dedicated facilities for pedestrians and cyclists** within a connected network that optimizes the connectivity and access to transit stations / stops and local services / destinations.
- Improve **access to GO and TTC Subway Stations** and introduce a robust local bus network in support of regional transit expansion.

- Improve **connections to / from the surrounding mobility network** and enhance safety at intersections and interchanges.
- Integrate green infrastructure (GI) with the mobility network, including the provision of **green streets and an enhanced tree canopy**.
- Increase **interconnectivity** of the municipal water and wastewater network.
- Integrate stormwater management through the **use of open spaces** to manage overland flows and alleviate flooding.

4 Existing Environmental Conditions

4.1 Socio-Economic Environment

4.1.1 Existing Socio-Economic Features

Demographics

The following information describing the socio-economic environment and community service facility provision is based on the material contained within the Downsview Community Services and Facilities (CSF) report published by Urban Strategies Inc under a separate cover in support of the 2021 Official Plan Amendment application for the OPA Lands. The City of Toronto has recently completed a CSF strategy which is consistent with this report and supports the MESP.

According to analyses derived using the 2016 Census Data obtained from Statistics Canada, the population growth of the Planning Study Area (see **Figure 4-1**) was determined to be consistent with the overall City of Toronto at 4.5%. Clanton Park; however, was observed to experience significant population growth at a rate of 12.7%, attributed to its new development. The average and median age in the Planning Study Area is generally higher than the overall City due to the older population in both Bathurst Manor and Downsview-Roding-CFB; however, Clanton Park exhibited a lower average age than the City.

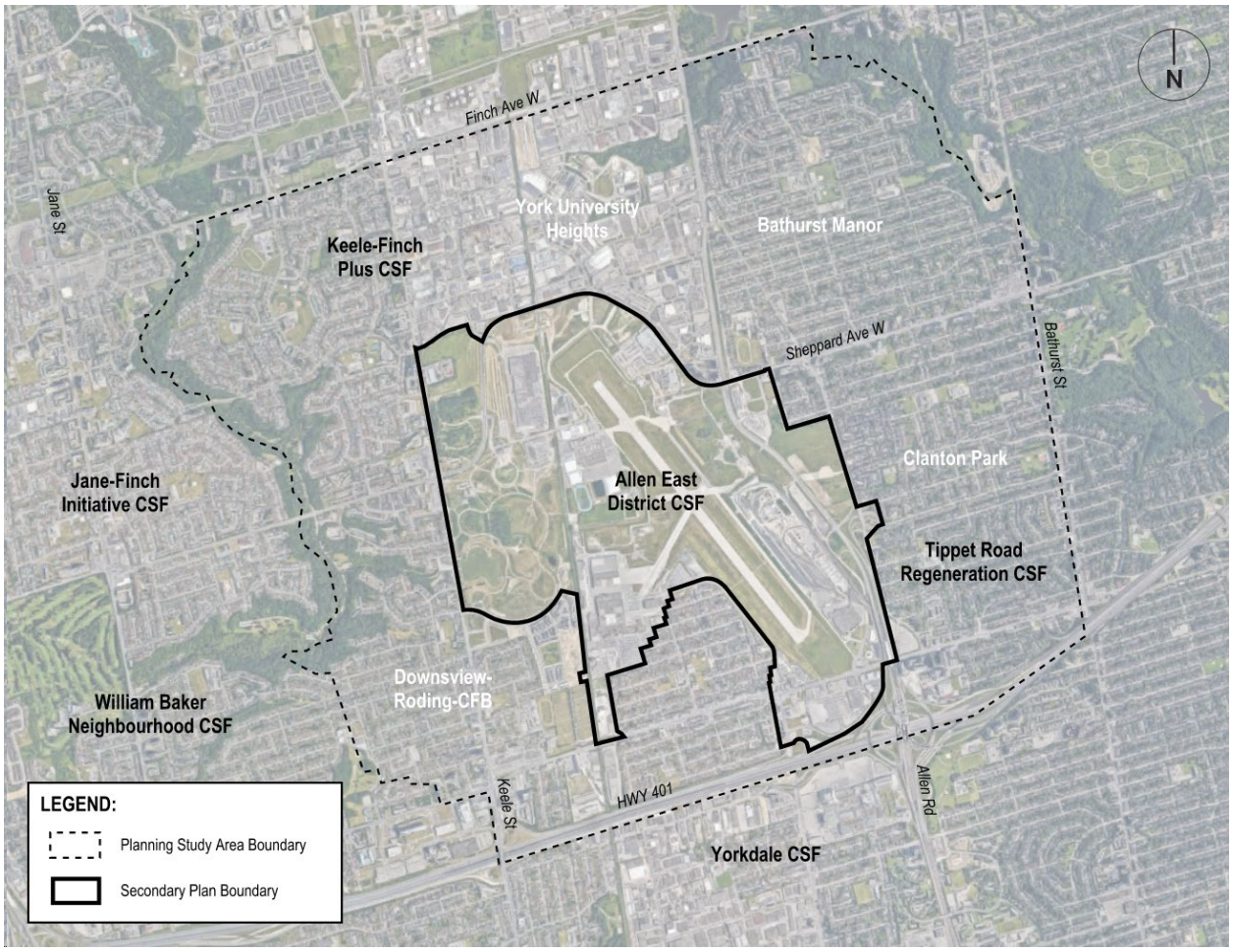


Figure 4-1: Planning Study Area in Relation to the Secondary Plan Area

The character of the Planning Study Area is defined by low-rise detached housing, with the majority built prior to 1980. The development occurring in Clanton Park has increased the mid- and high-rise condominiums and apartments. The neighbourhoods within the Planning Study Area generally have a higher average household size of 2.6 compared to the City average of 2.4. The renter to owner ratio across most of the Planning Study Area is consistent with the broader City, with just under 50% renting, and just over 50% owning. However, it is noted that with 68% being homeowners within Bathurst Manor, this higher share skews the overall average of the Study Area.

Regarding cultural affiliation, Downsview-Roding-CFB and York University Heights are both associated with significant levels of ethno-cultural diversity; however, the Planning Study Area has a lower share of individuals who identify as racialized or a member of the global majority due to the lower levels of cultural diversity within Bathurst Manor and Clanton Park.

The Planning Study Area also exhibits higher levels of manufacturing or industrial employment, lower management-related employment, lower levels of educational attainment, and lower average incomes than the overall City.

Service & Facilities

The following section lists and describes the existing community services and facilities identified within the Planning Study Area. Associated future considerations and recommendations are also included.

Libraries

- There are four Toronto Public Library (TPL) branches operating within or serving portions of the Planning Study Area. These include the York Woods District Branch, Downsview Neighbourhood Branch, Centennial Neighbourhood Branch, and Barbara Frum District Branch. The TPL is the largest public library system in Canada and together, these libraries play a critical role in providing programs, services, and public safe spaces to residents and visitors.
- Due to the forecasted increase in population within the Secondary Plan Area and that areas within the Secondary Plan Area are currently beyond the typical service area boundaries of the existing facilities, an additional TPL facility may be considered.

Community Recreation Centres

- Within the Planning Study Area, there are three existing City-owned and operated Community Recreation Centres (CRCs): Grandravine, the Irving W. Chapley, and the Ancaster Community Centres.
- The Hangar Sports Centre operates within Downsview Park and is a private facility home to a wide range of indoor and outdoor recreation programs.
- A new CRC is planned at Downsview Park adjacent to the William Baker Neighbourhood.

Schools

- There are 17 schools operated by the Toronto District School Board (TDSB) and eight schools operated by the Toronto Catholic District School Board (TCDSB) that are either located in or have catchment areas which include portions of the Planning Study Area. In addition to these public schools, there are 12 private schools located within the Planning Study Area, but which serve a much wider catchment area of students from across the City. There are no schools operated by either of the French school boards located in the Planning Study Area.
- Residential development within the Secondary Plan Area will result in additional demand for TDSB and TCDSB facilities. Furthermore, the facilities that do exist are located within communities within the Planning Boundary Area. Additional elementary and secondary schools will be required to meet the growing demand, as indicated through early engagement with TDSB and TCDSB. There is an opportunity to locate these new facilities within complete communities, within walking distance of residential and employment centres, thereby limiting the need for automobile use.

Childcare

- There are 27 licensed childcare centres either located in or adjacent to the Planning Study Area. These facilities are distributed across the Planning Study Area, imbedded within existing communities.
- The 2016 Census Data indicated that the Planning Study Area is currently sufficiently served by licensed childcare.
- Residential development within the Secondary Plan Area will result in additional demand for childcare spaces, and childcare centres will be located within emerging communities in order to serve those residents in the immediate surroundings.
- As childcare centres are less land consumptive and are local serving, and as childcare is delivered by a range of both private and public providers, the provision of childcare spaces will be a focus of future, District Planning exercises.

Other Services & Facilities

- The Planning Study Area is served by a diverse range of existing parks and open spaces offering recreational opportunities and access to nature.

- There are 29 community agency organizations operating within the Planning Study Area according to City directories and online searches. These agencies and providers support the area by providing counselling services, specialized health services, settlement services, apprenticeships, and training programs. Of these Human Service organization, four are long-term care or retirement homes providing senior-serving housing options.
- Three fire stations operated by Toronto Fire Services are located within or near the Planning Boundary Area. An additional fire station is in development within the Stanley Greene neighbourhood.
- Five stations operated by Toronto Paramedic Services are located within the Planning Boundary Area, in addition to district offices, a headquarter and a multifunctional station.
- There are two Toronto Police Service divisions which serve the Planning Boundary Area: 32 Division and 31 Division. 32 Division is currently undergoing significant renovations and modernization.
- There are two major health facilities operating within the Planning Boundary Area: the Humber River Hospital and the SickKids Centre for Community Mental Health. There are no Community Health Centres location within the Planning Boundary Area.
- There are 51 places of worship within the Planning Boundary Area as noted in the City's directory.

Human, health, emergency, and other services will be included as the Secondary Plan Area develops. Continual engagement with the surrounding community will help inform the provisions of space to accommodate future needs.

4.1.2 Future Development

Secondary Plan Area

The Secondary Plan Area is shown in the map provided in **Figure 4-2**.

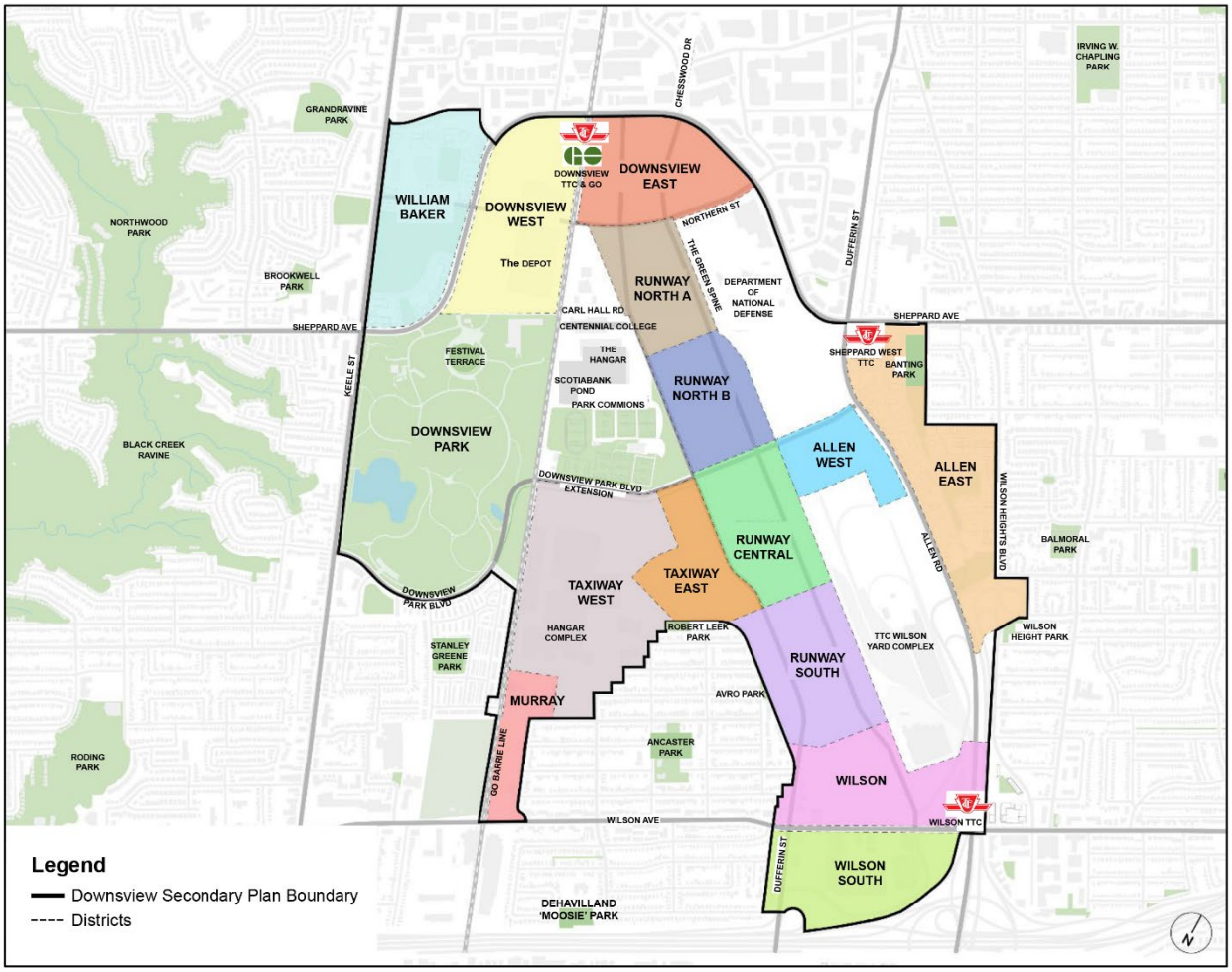


Figure 4-2: Secondary Plan Boundary and Context

Site Description

The Secondary Plan Area is centrally located in the City of Toronto, Ontario and situated on a natural highpoint between the divide of the Don River and Humber River watersheds. Its elevated geographic positioning has also led to the establishment of the Downsview Airport, which continues to hold cultural significance in the area due to a legacy of aviation innovation and military heritage. There are several heritage resources that reflect this history including a variety of repurposed and renewed industrial buildings. The Centennial College Bombardier Centre for Aerospace and Aviation located at Downsview Campus is amongst one of these buildings, employing an adaptive reuse of one of the former hangar buildings to accommodate the college's aerospace program.

The Secondary Plan Area is comprised of commercial, industrial, office, and institutional and residential uses, as well as parks and open spaces. The most distinguishable feature of the area is the 2.1-kilometre-long runway at Downsview Airport, which currently serves primarily as an aircraft testing facility for Bombardier Aerospace (Bombardier). The runway is accompanied by Bombardier's hangar facilities consisting of various buildings used for airplane manufacturing, assembly, and office space. Through its various forms, configurations, and alterations since the 1920s, the airfield has significantly shaped the evolution and urban fabric development of the surrounding areas. To accommodate the operations of the airfield and to protect flight paths, the majority of the Secondary Plan Area has remained undeveloped. The approximately 129-hectare (320-acre) runway footprint is relatively vacant.

The 2011 Downsview Area Secondary Plan (DASP) identifies most of the Secondary Plan Area as *Employment Areas* with several *Mixed Use Areas* or *Apartment Neighbourhoods* at the periphery, within larger areas known as Districts. Several of these Districts are currently either built out or in various stages of district planning (William Baker and Allen East). In general, the densities in the 2011 DASP allowed for low- or mid-scale development due to the height limit constraints of the operating runway and related lack of transportation connectivity in the area. Densities ranged from 0.35 on the employment lands to 3.0 times near the subways.

In February 2021, City Council adopted a settlement to Official Plan Amendment 231 ("OPA 231"), which was then approved in March 2021 by the Local Planning Appeal Tribunal. The settlement resulted in Site and Area-Specific Policy ("SASP") 596. SASP 596 re-designated over 180 acres (73 hectares) of these lands to *Regeneration Areas* and designated the remaining 50 hectares as *General Employment Areas*. SASP 596 sets out conditions and requirements for an updated Secondary Plan such as a minimum amount of non-residential floor area and affordable housing provision, and requirements related to planning and phasing infrastructure. It also directs several further studies to be undertaken on the Secondary Plan Area, including this MESP. The land use designations for the Secondary Plan Area and the surrounding context are illustrated in **Figure 4-3**.

On either side of the lands re-designated under SASP 596, the majority of the Secondary Plan Area are designated *Neighbourhoods*, with *Apartment Neighbourhoods* and *Mixed-Use Areas* lining key arterials: Sheppard Avenue West, Bathurst Street, Wilson Avenue, and Keele Street. The Don River and Humber River ravine systems are designated Natural Areas, and there are several *Parks* and *Other Open Spaces* scattered across the Secondary Plan Area – including Downsview Park.

In general, the Secondary Plan Area and the surrounding context are characterized by low-density development. Though the area has a mix of employment, residential, and other commercial uses, these land uses are segregated, resulting in an area that is largely auto dependent. Despite the presence of higher-order transit, the presence of the largely vacant runway has impacted the potential to appropriately respond to transit access from a land-use and density perspective.

The decommissioning of the runway and Bombardier's imminent departure represents an opportunity to plan for complete communities, achieve transit-supportive densities, and ultimately develop in accordance with the Downsview Secondary Plan.

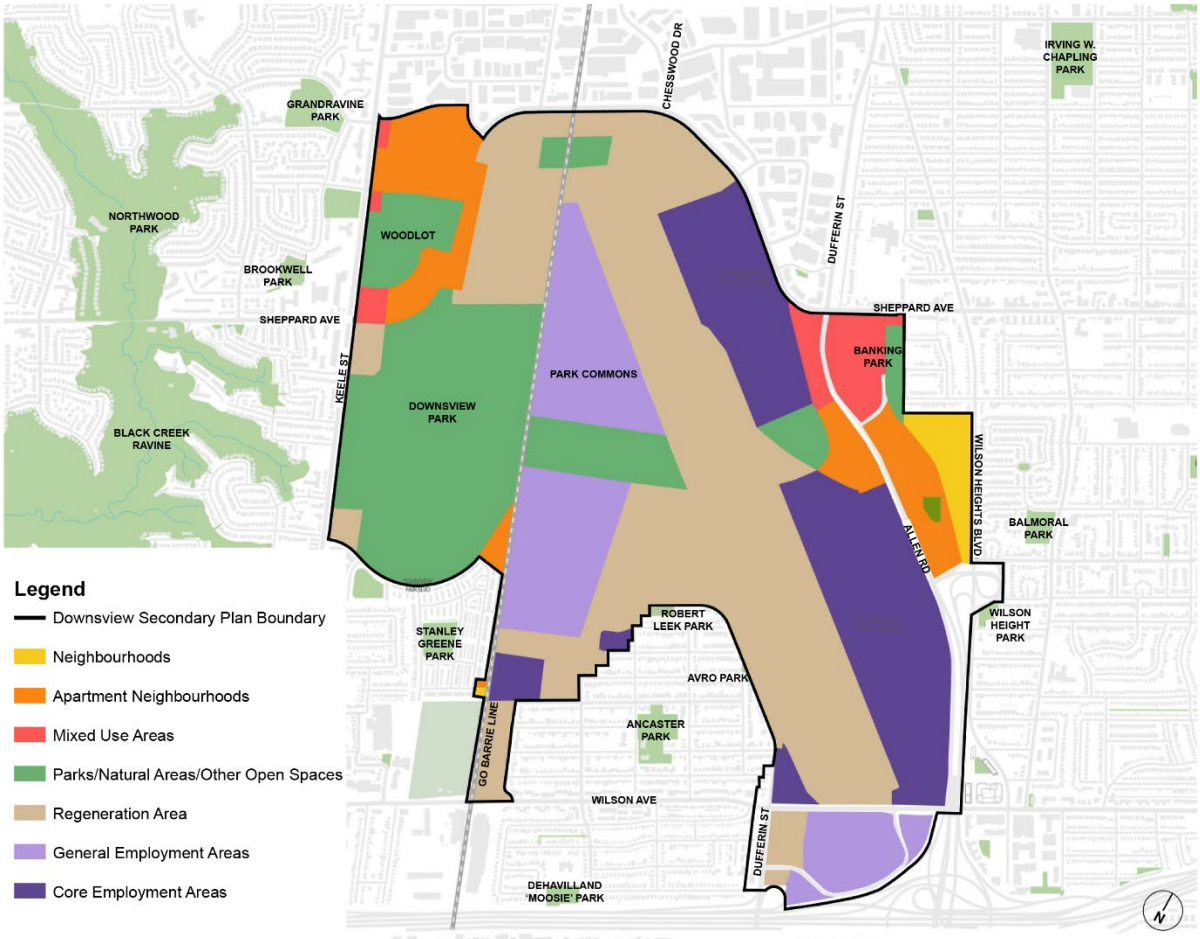


Figure 4-3: Existing Land Use Designations

Built Form

The neighbourhoods located within and around the Secondary Plan Area are illustrated in **Figure 4-4** and are described in this section.

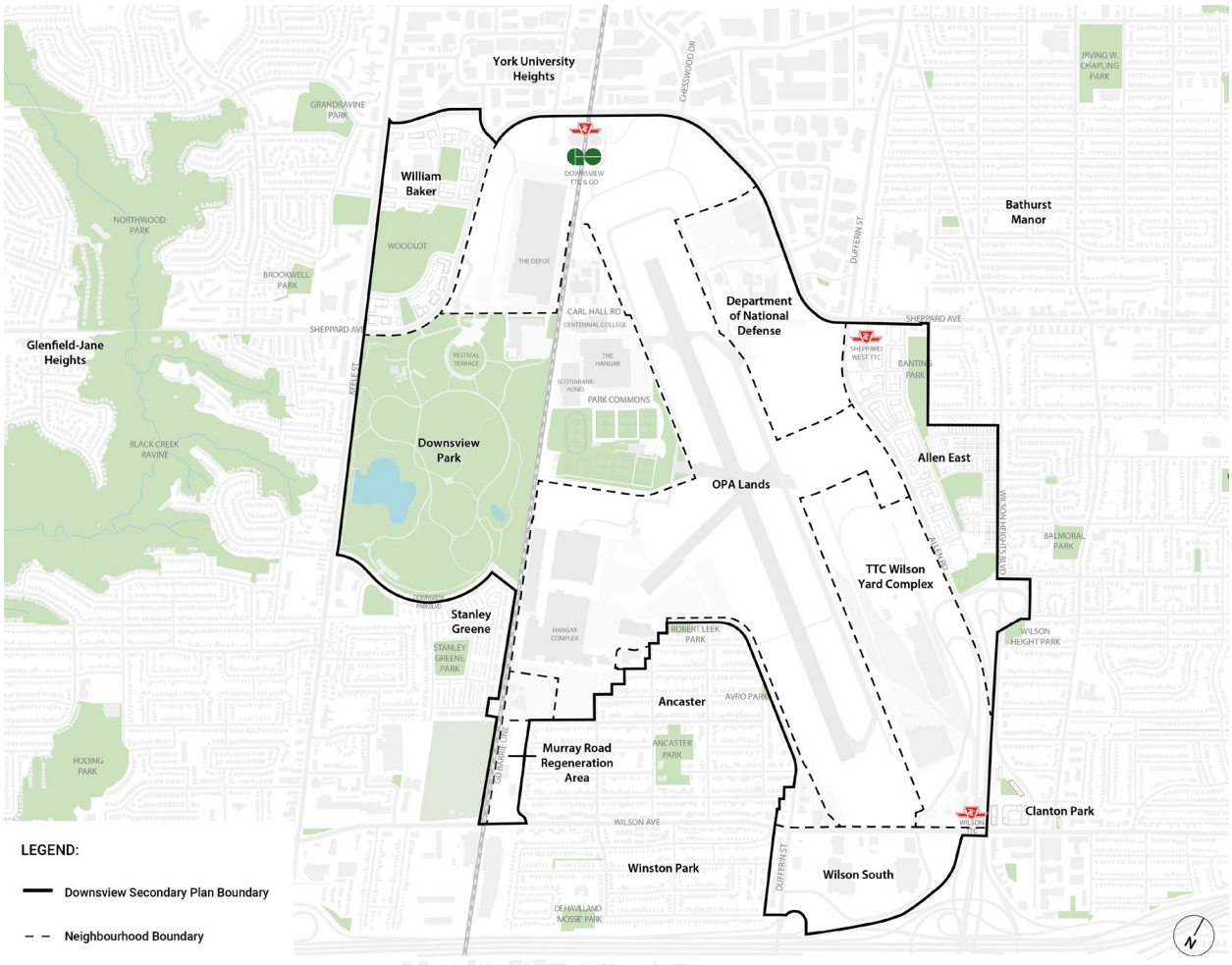


Figure 4-4: Existing Neighbourhoods Within and Surrounding the Secondary Plan Area

- **William Baker:** An application to amend the Zoning By-law and a Draft Subdivision Plan was submitted by CLC in February 2021 for the first phase of development at William Baker. A revised application was submitted in April 2022, and the Draft Subdivision Plan and implementing Zoning By-law was approved in July 2022. The vision and densities are consistent with the 2011 DASP: the first phase will include 1,400 residential units. The William Baker District Plan includes three new east-west public streets, one new north-south public street, a network of private local streets, and a network of pedestrian and cyclist infrastructure throughout the entire District.

- **OPA Lands:** An Official Plan Amendment application was filed in October 2021 for these 210 hectares (520 acres) which reimagines the existing Bombardier facilities and adjacent lands as a series of complete, connected communities where education, shopping, work, social and recreational activities, and higher-order transit can all be found within a safe and comfortable walk from work or home. These communities are expected to host approximately 85,000 residents and 41,500 jobs.
- **Department of National Defense (DND) Lands:** An 11-hectare (29-acre) portion of the Secondary Plan Area that contains the Denison Armoury, the Toronto Military Family Resource Centre, and the Defense Research and Development Canada facilities. There are no current plans to change the land uses or development of these lands.
- **Allen East:** A 29.1-hectare (72-acre) portion of the Secondary Plan Area owned by the City of Toronto, for which a District Plan has been developed by CreateTO. The District Plan was approved and endorsed by Council in October 2021 based on the 2011 DASP. The Allen East District Plan includes a major north-south street and several east-west minor / local connections and active transportation infrastructure, as well as local parks and an Ontario Tennis Association facility. The Downsview Secondary Plan permits increased densities for Allen East.
- **Wilson Yard:** The 24-hectare (60-acre) Toronto Transit Commission (TTC) Wilson Yard has been in operation since 1977 and is the TTC's largest subway yard and bus garage facility. Wilson Yard is considered under the Line 1 Capacity Enhancement Program for potential upgrades and enhancements as detailed in the TTC 15-Year Capital Investment Plan, Real Estate Investment Plan and 2022 – 2031 Capital Budget & Plan. See Toronto Transit Commission 15-Year Capital Investment Plan, Real Estate Investment Plan and 2022 – 2031 Capital Budget and Plan.
- **Wilson South:** A big-box retail area, west of Allen Road between Wilson Avenue and Highway 401. In July 2023, City Council adopted Official Plan Amendment 591 which converted a significant portion of the lands designated for employment uses, for non-employment uses. OPA 591 is not yet in full force and effect and is pending approval by the Minister of Municipal Affairs and Housing.

- **Murray Road Regeneration Area:** A mixed use area currently under study by the City of Toronto, identified based on its potential for alternative uses that are more compatible with the surrounding residential character.
- **Downsview Park and Park Commons:** At the heart of the Secondary Plan Area is the 117-hectare (291-acre) Downsview Park managed by Parc Downsview Park (PDP) / Canada Lands Company (CLC). Approximately 78 hectares (192.5 acres) of the park includes a mix of forests, ponds, trails, play areas, sports fields, gardens, urban farming, and other uses. Within the remaining Park Commons, former military and aviation hangars have been repurposed and occupied by large-format sports and recreational organizations, and institutional / employment uses consistent with the 2011 DASP.

Surrounding Development Area

The following provide a description of the communities surrounding the Secondary Plan Area, and an overview of proposed or approved development taking place in these neighbourhoods:

North

North of the Secondary Plan Area is the *Employment Area* of York University Heights and the Duke Heights Commercial / Industrial Area. The Duke Heights Business Improvement Area (BIA) is the largest BIA association in North America and the agglomeration of employment lands continues into York Region. Buildings in this area are generally low-rise one- to two-storey industrial and employment buildings. There are some development applications in the surrounding areas north of the Secondary Plan Area, mostly in the form of infill developments with a mix of low-, mid-, and high-rise residential and mixed-use buildings. Located to the northeast of the Secondary Plan Area is Bathurst Manor, a low-rise residential neighbourhood.

South

The Ancaster and Winston Park residential neighbourhoods, predominately characterized by single detached dwellings, are located south of the Secondary Plan Area. Wilson Avenue in this area is lined with a mix of two- to three-storey townhouses and mixed-use plazas with retail at-grade, residential units above, and parking in front. To the southeast of the Ancaster neighbourhood, surrounding the Allen Road and Wilson Avenue underpass, are retail plazas and a recent tall building intensification site located in close proximity to the Wilson Subway Station and Highway 401. This area is referred to as the Tippett Road Regeneration Area and is discussed in the following section on the surrounding development area to the east.

The Wilson Village BIA is in the heart of the Downsview community, stretching just west of Dufferin Street to just east of Keele Street along Wilson Avenue. Planned developments in this area include a 28-storey residential building and a nine-storey mixed-use building in the area southeast of Dufferin Street and Wilson Avenue. Located further from the Secondary Plan Area and south of Highway 401 is the Yorkdale Shopping Centre and the neighbourhoods of Lawrence Heights, Lawrence Manor, and North Park. Lawrence Manor and North Park are low-rise residential neighbourhoods, and Lawrence Heights is an apartment neighbourhood currently undergoing redevelopment to introduce mid-rise and high-rise buildings.

In October 2023, the Ontario Land Tribunal approved an Official Plan Amendment related to a development application for a long-term, mixed-use plan for the entire Yorkdale Shopping Centre located at 3401 Dufferin Street. The application proposes a range of retail, office, hotel, and residential uses, and includes parks and public spaces and an internal public and private street network. The proposed Yorkdale development is intended to occur in a phased manner over the next 20+ years. The Ontario Land Tribunal also modified and approved OPA 294 (the Dufferin Street Secondary Plan) for most of the lands that it includes, including the area of the development application.

East

Located to the east of the Secondary Plan Area is Clanton Park, a low-rise residential neighbourhood. To the south of Clanton Park and located immediately east of Allen Road and Wilson Avenue is the Tippett Road Regeneration Area, which is undergoing redevelopment to create an infill mixed-use community. It includes residential, retail, community amenities and park uses, with a combined 4,166 units. These developments will incorporate new streets and cycling and pedestrian connections and increase the permeability and accessibility within the area and to / from Wilson Station.

Additional development will occur at Dufferin Street and Sheppard Avenue West comprising of a Federal Office and two mixed-use buildings. Sheppard Avenue West to the east of Allen Road has lately experienced steady transformation to mid-rise forms.

West

The Stanley Greene neighbourhood is located immediately west of the GO Barrie Line and south of Downsview Park. Stanley Greene is a 23.8-hectare (59 acre) residential community that has developed consistent with the 2011 DASP. The build-out of this neighbourhood, which contains primarily townhouse forms, is almost complete.

Located to the west of the Secondary Plan Area is Keele Street, characterized by a mix of low-rise walk-up apartments and taller apartment buildings, as well as low-rise retail plazas. These plazas typically have parking in front. There are some development applications on the west side of Keele Street, proposing mixed-use and residential buildings. Further to the west of the Secondary Plan Area is the existing low-rise residential neighbourhood of Roding.

4.1.3 Site Contamination

A review of available information on soil and groundwater quality does not indicate any significant constraints or risks which would impede infrastructure development. Preliminary investigation indicate that some localized constraints may apply. Also, this review does not indicate the presence of any current or historical waste disposal sites. While some evidence of environmental conditions has been identified, further assessment and management in accordance with the Brownfield Regulation (O. Reg. 153/04) is planned, and these environmental conditions should be understood as part of background review in Phases 3-4 EA to better inform cost implications of design options that will be evaluated and determine the extent of any lands to be conveyed to the City. Implementation of remedial measures to address soil or groundwater impacts identified in the Downsview Lands Boundary is typically completed in conjunction with infrastructure construction and will be determined in the subsequent design phases for the future projects. Development of a preferred approach for remedial measures will also be completed to address the applicable regulatory requirements and to satisfy the City's conveyance requirements, leading to filing of a Record of Site Condition (RSC), where this is required.

4.2 Natural Environment

4.2.1 Physiography & Topography

The Secondary Plan Area is situated in an area known as Downsview which is positioned at the general intersection between the South Slope and Peel Plain physiographic regions. Its ground surface elevation ranges from approximately 200 metres above sea level (masl) to 180 masl from east to west.

The South Slope region (Chapman & Putnam 1984)[1] is considered part of the southern portion of the Oak Ridges Moraine. It meets the moraine at an elevation of approximately 300 masl and descends southwards towards Lake Ontario. In some areas, the South Slope terminates at elevations lower than 150 masl. The South Slope is characterized with deep-cut valleys in the till carved from the numerous streams that descend the region. The area of the South Slope; however, situated in the Secondary Plan Area is smoothed and faintly drumlinized, with the major relief provided by deeply scored river valleys. The Peel Plain is centrally located across the regional municipalities of York, Peel, and Halton. The surface of the plain consists of level to gently rolling topography, with a consistent, gradual slope towards Lake Ontario.

4.2.2 Geology

The surficial geology mapping indicates that the Secondary Plan Area is primarily characterized by young till, specifically clayey silt till of the Halton Formation. Bedrock mapping has indicated the drift thickness ranges from approximately 90 to 50 m from the northeast to southwest. The bedrock surface elevation varies from approximately 110 masl to 140 masl northeast to southwest.

Previous geotechnical investigations have indicated that the subsurface conditions of the Secondary Plan Area consist of near surface fill overlaying a clayey silt till deposit underlain by sandy silt till or silty sand to sandy silt deposits. Deeper deposits of silty clay or sand were also identified. Wet granular silty sand to sandy silt deposits were generally encountered at depths greater than 5 m.

The Peel Plain consists of deep deposits of dense limestone and shale-imbued till which are typically covered by a veneer of lacustrine clay sediment.

[1] Chapman, L.J., Putnam, D. F.. 1984. Physiography of Southern Ontario. Toronto, Ontario. Ontario Ministry of Natural Resources.

4.2.3 Hydrogeology

The Secondary Plan Area is located on the tablelands of the Downsview Heights area which forms the divide between the Humber and Don River watersheds. Black Creek, the primary tributary of the Humber River, is located approximately 750 m west of the Secondary Plan Area; however, several of its own tributaries reach within approximately 200 m of the Secondary Plan Area. To the east, the west branch of the Don River is situated approximately 2.5 km east of the Secondary Plan Area. Although the clay soils of the plain limits the permeability within the inter-stream areas, no large swamps or bogs exists in the region.

Groundwater levels measured in monitoring wells installed within the Secondary Plan Area at varying depths indicated that groundwater levels range from approximately one to 10 metres below the ground surface. Groundwater level contours of the Secondary Plan Area have indicated that the groundwater table level generally ranges from approximately 197 masl to 190 masl from north to south across the Secondary Plan Area. Shallow groundwater flow is expected to mimic the topography of the Secondary Plan Area, while deeper groundwater flow is anticipated to follow regional horizontal groundwater flow directions. Based on the watershed boundaries, the regional groundwater flow directions are likely to flow easterly to south-easterly towards Don River in the eastern portion of the Secondary Plan Area, and south-westerly toward Humber River in the western portion of the Secondary Plan Area. Local deviation from the regional groundwater flow pattern may occur in response to changes in topography and/or soils, as well as the presence of surface water features and/or existing subsurface infrastructure.

It is noted that deforestation within the region has primarily attributed to larger volumes of water in the form of surface run-off into the rivers and their respective tributaries. The reduced forest cover has permitted solar radiation to increase the temperature of the watercourses in association with the increase in sediment content. Other modern alterations to the land have also contributed to higher flow rates of the water in addition to the erosion and degradation of the water table. It is probable that stream levels prior to any land clearance within the region may have been both higher and slower.

4.2.4 Natural Heritage & Terrestrial Resources

The largest concentration of natural heritage features occurs at Downsview Park in the southwest portion of the environmental study area outside the OPA Lands but within the Secondary Plan Area, which contains deciduous forests (FOD), woodlands (CUW), and meadows (CUM, CUM1-1), including a tallgrass prairie restoration project area. There is also a watercourse flowing from east to west through Downsview Park. This combination of habitats provides a variety of habitat types in a protected space that may support several different life stages for wildlife (e.g. breeding, overwintering, foraging). As such, it is expected that a wider variety of wildlife species may use Downsview Park, including birds, reptiles, arthropods, and mammals. In particular, habitat enhancement efforts in the tallgrass prairie restoration project area may attract a variety of grassland breeding bird species that may not typically be found in an urban setting.

Outside of Downsview Park, there is a deciduous forest (FOD) in the northwest corner of the environmental study area (William Baker) and several small meadows (CUM, CUM1-1) along the outer portions of the environmental study area. The remaining vegetated areas in the environmental study area are limited to blocks of mowed/manicured lawn which generally has poor value as wildlife habitat due to low cover, low habitat complexity, and poor foraging habitat quality.

According to the City of Toronto Official Plan (Toronto 2019)[2], Downsview Park and the deciduous forest in the northwest corner of the environmental study area (William Baker) are mapped as part of the City's Natural Heritage System. Both of these areas, while in the environmental study area and the Secondary Plan Area, are outside of the OPA Lands. City mapping also indicates that an area immediately east of Downsview Park, commonly referred to as the Park Commons, is designated as part of the City's Natural Heritage System. However, this area is characterized by recreational facilities, sports fields, and disturbed open land, and does not constitute naturally occurring habitat or plant communities.

Listed in **Table 4-1**, three types of Significant Wildlife Habitat (SWH) were identified as having potential to occur within the environmental area.

[2] Toronto, City of. 2019. Toronto Official Plan. URL: https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA_Compiled-3.0.pdf

Table 4-1: Candidate Significant Wildlife Habitat Within the Environmental Area

Candidate SWH type	Description
Bat maternity colonies	Outside of the OPA Lands but within the Secondary Plan Area, mature deciduous trees in deciduous forests (FOD) in Downsview Park and in the northwest corner of the environmental area may contain suitable cavities to support maternity roosting.
Rare Vegetation Community	Outside of the OPA Lands but within the Secondary Plan Area, a tallgrass prairie restoration project in the large old field meadow (CUM1-1) in the middle of Downsview Park. Tallgrass prairies are considered rare in southern Ontario and do not need to meet any minimum size criterion to be considered significant. Restored sites are considered to be SWH.
Habitat for Special Concern and Rare Wildlife Species	Potential suitable habitat for seven species designated special concern under the provincial Endangered Species Act (ESA) or threatened or endangered under the federal Species at Risk Act (SARA) was identified within the environmental area (Appendix C.3). This SWH type excludes species also designated threatened or endangered under the ESA.

There are no provincially significant wetlands, municipally designated Environmentally Significant Areas, Areas of Natural and Scientific Interest, significant valleylands, or significant woodlands in the environmental area.

Birds

Breeding bird point count surveys were conducted at nine stations throughout the environmental area on June 2, 2021 and June 17, 2021. A total of 44 bird species were observed throughout the environmental area, the majority of which are common, widespread, and abundant in Ontario and globally. Four bird species observed are designated under the provincial *Endangered Species Act* (ESA) and/or federal *Species at Risk Act* (SARA): barn swallow, chimney swift, eastern meadowlark, and eastern wood-pewee. The habitats in which these four species were observed are described in **Table 4-2**.

Species at Risk

Based on a desktop Species at Risk (SAR) screening, a habitat assessment completed during the site reconnaissance conducted on November 27, 2020, and bird breeding surveys on June 2, 2021 and June 17, 2021, 16 species designated special concern, threatened or endangered under the provincial ESA and/or federal SARA were assessed to have moderate or high potential to occur within the environmental area (**Table 4-2**). The SAR screening may be further refined through completion of targeted species-specific surveys conducted during the appropriate timing windows to confirm presence/absence of species and verify habitat use.

Table 4-2: Species at Risk Habitat Assessment Results

Species	ESA [3]	SARA [4]	Habitat Assessment Based on Site Visit
Monarch	SC	SC	Milkweed, a critical host plant for monarch, was observed in the cultural meadows (CUM1-1) and along the edges of woodlands (CUW) and forests (FOD) outside of the OPA Lands, within the environmental area. There are numerous occurrence records of monarch throughout the environmental area.
Barn swallow	SC	THR	Large culverts were observed in Downsview Park that may provide suitable nesting habitat, in addition to many other structures through the environmental area, including within the OPA Lands and Plan Area. Open areas throughout the environmental area, including within the OPA Lands, may be suitable for foraging habitat. During breeding bird surveys, barn swallows were observed in suitable open foraging habitat (e.g., CUM, CUM1-1) in Downsview Park and in open areas to the north, east, and west of the airport runway lands within the OPA Lands and Plan Area.

[3] *Endangered Species Act* (ESA), 2007. General (O.Reg 242/08 last amended 1 April 2021 as O. Reg 228/21). Species at Risk in Ontario List (O.Reg 230/08 last amended 25 January 2023 asO. Reg. 9/23)); Schedule 1 (Extirpated - EXP), Schedule 2 (Endangered - END), Schedule 3 (Threatened - THR), Schedule 4 (Special Concern - SC)

[4] *Species at Risk Act* (SARA), 2002. Schedule 1 (Last amended03 February 2023); Part 1 (Extirpated), Part 2 (Endangered), Part 3 (Threatened), Part 4 (Special Concern)

Species	ESA [3]	SARA [4]	Habitat Assessment Based on Site Visit
Chimney swift	THR	THR	Outside of the OPA Lands but within the Plan Area, buildings within the environmental area could have chimneys or other appropriate structures to provide habitat for breeding and roosting. A single individual was observed during breeding bird surveys in Downsview Park, outside of the OPA Lands but within the Plan Area, where it was likely foraging.
Common nighthawk	SC	SC	There are adequate large open areas for foraging throughout the environmental area, including within the OPA Lands and Plan Area.
Eastern meadowlark	THR	THR	Although large old-field meadows (CUM1-1) in Downsview Park, outside of the OPA Lands but within the Plan Area, may provide suitable breeding habitat, no individuals were observed in this area during breeding bird surveys. The tall grass prairie restoration area at Downsview Park is also intended to improve the suitability of habitat for grassland species. Three eastern meadowlark individuals were observed in the grassed areas of the airport runway lands within the OPA Lands and Plan Area during breeding bird surveys. There is potential for eastern meadowlark to use the grassed areas along the runway for breeding. However, the regular mowing of this area may lead to nest abandonment and low probability of successful reproduction.
Eastern whip-poor-will	THR	THR	Outside of the OPA Lands but within the Plan Area, the forests (FOD) in Downsview Park and in the northwest corner of the environmental area may provide suitable habitat.

Species	ESA [3]	SARA [4]	Habitat Assessment Based on Site Visit
Eastern wood-pewee	SC	SC	Outside of the OPA Lands but within the Plan Area, the forests (FOD) and woodlands (CUW) in Downsview Park and in the northwest corner of the environmental area may provide suitable habitat. Eastern wood-pewee was observed in the forest (FOD) at Downsview Park during breeding bird surveys.
Golden eagle	END	—	There is no suitable nesting habitat within the environmental area. However, open meadows (CUM, CUM1-1) in Downsview Park, outside of the OPA Lands but within the Plan Area, may attract Golden Eagles as a foraging location during migration.
Little brown myotis	END	END	There is potential for roosting in anthropogenic structures throughout the environmental area, including within the Subject Lands. Outside of the OPA Lands but within the Secondary Plan Area, forests (FOD) in Downsview Park and in the northwest corner of the environmental area have mature trees that may have cavities suitable for roosting.
Northern myotis	END	END	Outside of the OPA Lands but within the Secondary Plan Area, forests (FOD) in Downsview Park and in the northwest corner of the environmental area have mature trees that may have cavities suitable for roosting.
Tri-colored bat	END	END	Outside of the OPA Lands but within the Secondary Plan Area, forests (FOD) in Downsview Park and in the northwest corner of the environmental area have mature trees that may be suitable for roosting.
Milksnake	NAR	SC	The forests (FOD) and woodlands (CUW) in Downsview Park, and in the northwest corner of the environmental area, as well as open meadows (CUM, CUM1-1) in Downsview Park and throughout the environmental area, including within the OPA Lands and Secondary Plan Area, may provide suitable habitat.

Species	ESA [3]	SARA [4]	Habitat Assessment Based on Site Visit
Snapping turtle	SC	SC	Outside of the OPA Lands but within the Secondary Plan Area, ponds in Downsview Park may provide suitable aquatic habitat.
Butternut	END	END	Outside of the OPA Lands but within the Secondary Plan Area, the forests (FOD) and woodlands (CUW) in Downsview Park, and in the northwest corner of the environmental area, may provide suitable growing habitat.
Kentucky coffee-tree	THR	THR	May grow throughout the environmental area, including within the OPA Lands and Secondary Plan Area.
White wood aster	THR	THR	Outside of the OPA Lands but within the Secondary Plan Area, the forests (FOD) and woodlands (CUW) in Downsview Park, and in the northwest corner of the environmental area, may provide suitable growing habitat.

Fish and Fish Habitat

There are no fish and fish habitats within the Study Area.

4.3 Cultural Environment

4.3.1 Cultural Heritage Resources

This section provides a brief description of the cultural heritage context of the Secondary Plan Area. The information has been summarized from the 2021 Cultural Heritage Resource Assessment (CHRA) report submitted by ERA Architects Inc. (ERA) under separate cover in support of the Official Plan Amendment application for the OPA Lands within Downsview. Reference can be made to this report for additional information regarding this topic. An official version of the report has been submitted to the City.

It is believed that there was activity by early hunters in the area now known as Toronto approximately 11,000 years ago. Following the arrival of Europeans in the seventeenth century and surrender of land in the nineteenth century, the Secondary Plan Area developed in a traditional manner similar to the surrounding regions, as well as with the majority of Southern Ontario. This included surveying and the construction of streets through natural landscapes, followed by the clearing of forests to allow for agriculture and the emergence of a strong agricultural community. However, the natural topography of the Secondary Plan Area was recognized to be the highest and flattest point in the Toronto area, presenting opportunities of a clear vantage point for airfields and aviation activity. In 1929, de Havilland, a British aircraft manufacturer, relocated its factory within the OPA Land area to capitalize on the natural topography, large expanses of flat land, and proximity to the Northern Railway. The new manufacturing plant and airfield provided the means to build and test aircraft within the predominantly agricultural area. This migration initiated the area's deviation from traditional development and resulted in a progressive evolution evident in the numerous structures and landscapes emerging from former farm fields. The rail corridor, portions of the arterial streets, and segments of the evolved airfield that were established at earlier times remain as key structural elements of the existing urban morphology today. The airfield was modified multiple times during the decades and additional aviation facilities owned and used by de Havilland were built.

The airfield was later expanded during World War II. In 1947, the federal government acquired and consolidated 270 properties within and surrounding the Secondary Plan Area to accommodate Royal Canadian Air Force (RCAF) squadrons and for a new Air Materials Base, named RCAF Station Downsview. The RCAF base was later renamed in 1968 to the Canadian Forces Base (CFB) Toronto.

Based on the existing built form located within the area, the physical development of Downsview can be understood to have occurred in the following five overlapping stages of growth:

1. De Havilland Canada (DHC) Arrival (1929 – 1939).
2. Response to War (1940 – 1949).
3. Military Presence (1950 – 1968).
4. Military Reorganization (1968 – 1996).
5. Downsview Park and Redevelopment (1996 – Present).

Each of the stages have left a physical legacy within the Secondary Plan Area that is discernible today in aspects of the architecture, function, and groups of buildings. The extended time period between the de Havilland relocation into the area and the establishment of the CFB Toronto has left a variety of building design languages and evolutions in its wake. Several military and industrial buildings constructed during and soon after World War II also share a similar industrial aesthetic. In the 1950s and 1960s, suburban neighborhoods were built around the airfield and suburban expansion of Toronto began from south of the Secondary Plan Area and eventually extended north.

A survey for potential Cultural Heritage Landscapes was performed by ERA utilizing a more general means of identifying themes, sub-areas, and elements that relate to the identified sub-areas. The themes identified in the Secondary Plan Area include Indigenous History and Living Culture, Early Colonial Settlement History, Topography and Large-Scale Open Space, and Aviation and Military History. The six sub-areas within the Secondary Plan Area of the survey each relate to one or more of the identified themes and include: the Rail Corridor, Carl Hall Road, Built-form Cluster: de Havilland's Original Site, the Runway, Built-form Cluster: Bombardier Aerospace Facility, and Downsview Park.

4.3.2 Archaeological Resources

This section provides a brief description of the archaeological potential of the Plan Area. The information has been summarized from the 2020 Stage 1 Archaeological Assessment submitted by Archaeological Services Inc. (ASI) under separate cover in support of the Official Plan Amendment application for the OPA Lands. A Stage 2 Archeological Assessment followed in 2021 to evaluate Parcel A8 within the Downsview Airport Lands, an area identified during Stage 1 as retaining archeological potential. The conclusions of the Stage 2 Assessment are also summarized in this section. Official versions of the Stage 1 and Stage 2 reports updated by ASI in May 2022 and April 2023 respectively have been accepted into the Province's Public Register of Archaeological Reports. Additional investigations can be undertaken if required based on the updated Plan Area boundary.

Stage 1 Archaeological Assessment

ASI conducted a Stage 1 Archaeological Assessment which investigated the lands within the 2011 DASP Area. The assessment considered the proximity of the previously registered archaeological sites, the original environmental setting of the property, its nineteenth- and twentieth-century development history, and the results of previous archaeological assessments within general 2011 DASP Area, which included the following:

- Stage 1-2 Archaeological Assessment of OPA Lands – Block H, Part of Lot 10, Concession 2 WYS (ASI, 1999).
- Stage 1 Archaeological Assessment of the Spadina Subway Extension (ASI, 2005).
- Stage 1 Archaeological Assessment for the Downsview Area Secondary Plan Review Study (ASI, 2009).
- Stage 2 Property Assessment: Toronto-York Spadina Subway Extension—Parc Downsview Park (ASI, 2009).
- Stage 2 Archaeological Resource Assessments of the Stanley Greene Neighbourhood (ASI, 2011).
- Stage 1 Archaeological Assessment: Barrie Rail Corridor Expansion TPAP (ASI, 2017).
- Stage 1-2 Archaeological Assessment for the Downsview Area Major Roads Class EA (AECOM, 2015).
- Stage 1 Archaeological Assessment Downsview Federal Building (WSP, 2018).
- Stage 2-3 Archaeological Assessments of William Baker Neighbourhood (ASI, 2016-2019).

In addition, other studies were conducted, including large-scale assessments related to municipal infrastructure projects which did not result in alterations to previous characterizations of archaeological potential within the Secondary Plan Boundary.

The research conducted as part of the Stage 1 Archaeological Assessment led to the conclusion that there is potential for the presence of significant precontact or Euro-Canadian archaeological resources within circumscribed portions of the 2011 DASP Area. Given the findings of the Stage 1 Archaeological Assessment research, the following recommendations are made:

- Any future developments within the updated Downsview SP that are located in the areas of identified archaeological potential must precede a Stage 2 Archaeological Assessment. Such assessment(s) must be conducted in accordance with the Ministry of Citizenship and Multiculturalism (MCM), formerly known as the Ministry of Heritage, Tourism, Sport and Culture (MHTSC)'s 2011 Standards and Guidelines for Consultant Archaeologists. All active or formerly worked agricultural lands must be assessed through pedestrian survey. Wood lots and other non-arable lands must be assessed by means of test pit survey. Areas deemed to be disturbed or of no potential due to factors of slope or drainage during the Stage 2 assessment process must be appropriately documented.
- During any further archaeological assessments, meaningful engagement with Indigenous communities should be conducted, as outlined in Section 3.5 of the Standards and Guidelines for Consultant Archaeologists and MCM's Engaging Aboriginal Communities in Archaeology Technical Bulletin.

Stage 2 Archaeological Assessment

Based on the recommendations of the 2020 Stage 1 Assessment, a Stage 2 Archeological Assessment was conducted by ASI on July 19 and 20, 2021 to evaluate Parcel A8, an area located in the southeastern portion of the OPA Lands owned by the Public Sector Pension Investment Board (PSP) (Northcrest Developments is a subsidiary company of PSP). The 1.2-hectare (3 acres) area represents the last remaining area of archeological potential within the OPA Lands which has been extracted from the Stage 2 Assessment.

The assessment consisted of test pit surveys conducted at intervals of 10 m and to a minimum depth of 1 m across the entire Parcel A8 area. No intact soil profiles were encountered during the assessment and no archaeological material was found.

Given the findings of the 2021 Stage 2 Archeological Assessment, ASI recommends no further archeological assessment of the parcel be required. In addition, as this parcel represents the final outstanding area of archeological potential within the larger PSP Lands, it is recommended and confirmed by the Ministry that no further archeological assessment of the PSP Lands be required. Additional Stage 2 Assessments may be required for other areas identified in the Stage 1 Assessment to contain archaeological potential which are outside of the OPA boundary but within the 2011 DASP Plan Area.

4.4 Transportation / Mobility Network

4.4.1 Street Network

The existing street network is illustrated in **Figure 4-5** and includes expressways, major arterial streets, minor arterial streets, collector streets, and local and private streets.

Under current conditions, there is a lack of connectivity throughout the Plan Area street network due to the physical barriers posed by the GO Barrie Line Rail Corridor, Bombardier runway, and the TTC Wilson Yard. Additionally, arterial streets and expressways surrounding the Plan Area including Allen Road and Highway 401 reduce the permeability of the area. Limited crossings of these physical constraints prohibit the generation of a fine-grain street network that supports a multi-modal environment, and limits route diversity, contributing to vehicular congestion.

The existing conditions section of Chapter 5 in the Downsview MESP Report provides an overview of existing travel patterns, traffic conditions, and a two-level street network analysis (corridor and intersection) to assess existing transportation conditions.

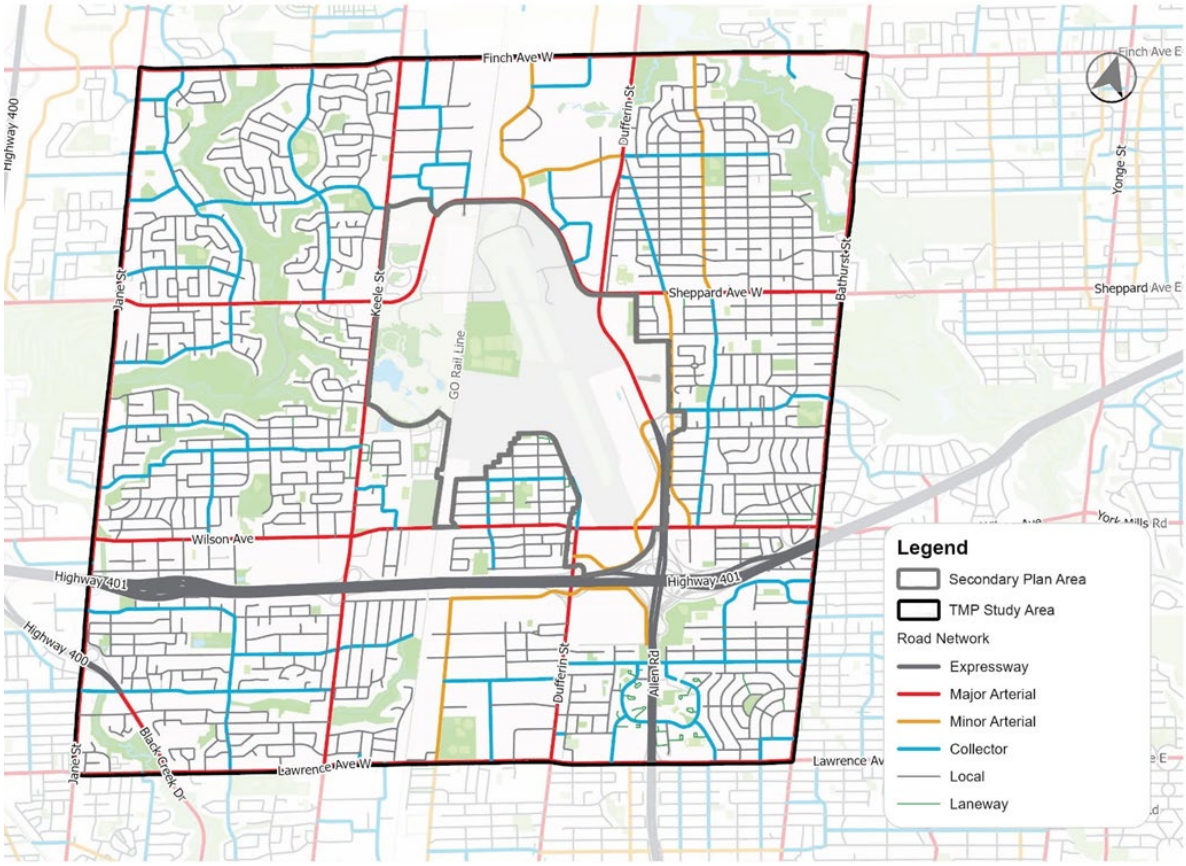


Figure 4-5: Existing Street Network

4.4.2 Active Network

The Secondary Plan Area is near several cycling facilities and multi-use trails, including Downsview Park, Black Creek Trail, as well as on-street bike lanes along Sentinel Road and Finch Avenue West. **Figure 4-6** illustrates the existing cycling network in and around the Secondary Plan Area. Analyses for cycling volumes and bicycle level of service can be referenced in the existing conditions section of Chapter 5 in the Downsview MESP Report.

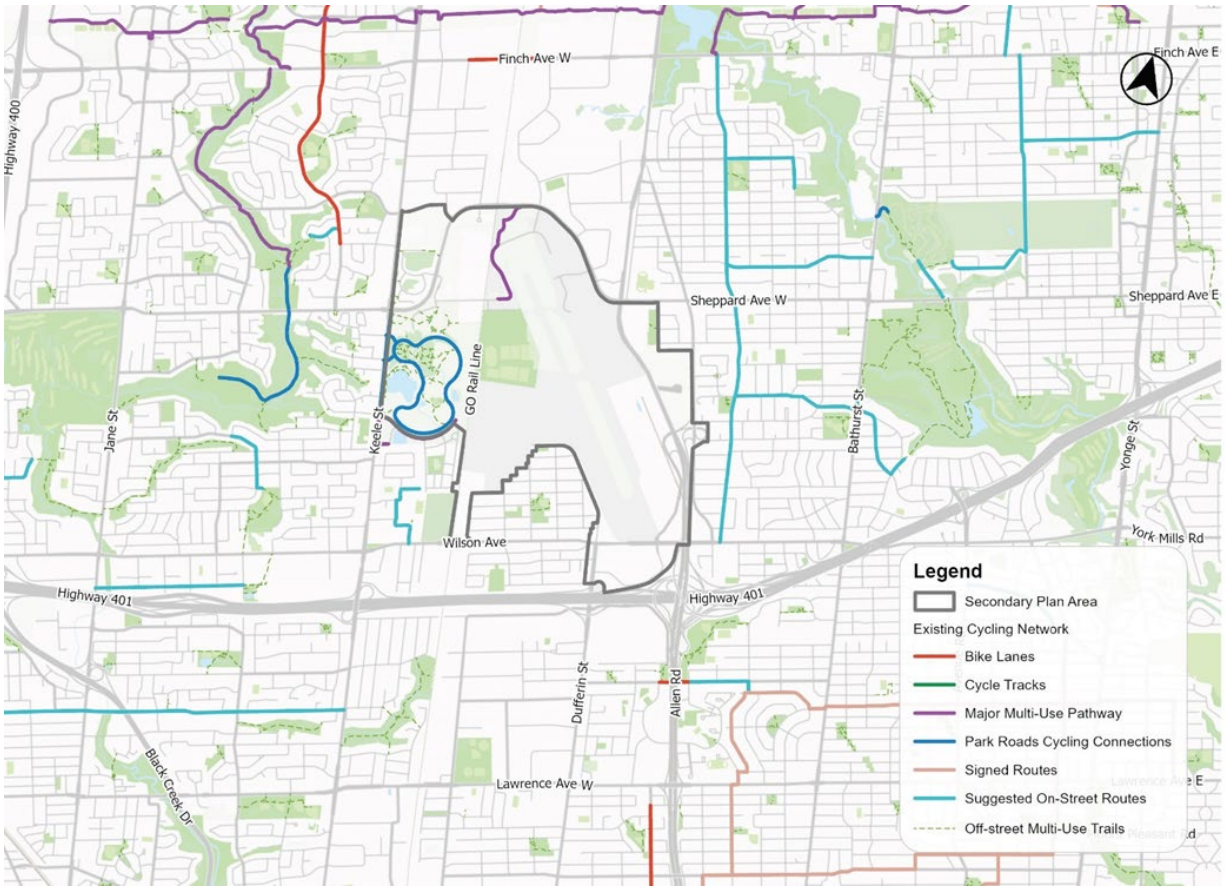


Figure 4-6: Existing Area Cycling Context

The major street network surrounding the Secondary Plan Area, along Sheppard Avenue West, Wilson Avenue, and Keele Street, generally includes sidewalks on both sides of the street and intersection crossings complete with zebra crossings, tactile paving, and depressed curbs. Notably, sidewalks are not present on the section of the Allen Road Corridor directly adjacent to the Secondary Plan Area – limiting pedestrian connectivity east of the Secondary Plan Area. Sidewalks are also not present on one or both sides of much of the local and collector street network surrounding the Secondary Plan Area. The existing pedestrian network is illustrated on **Figure 4-7**.

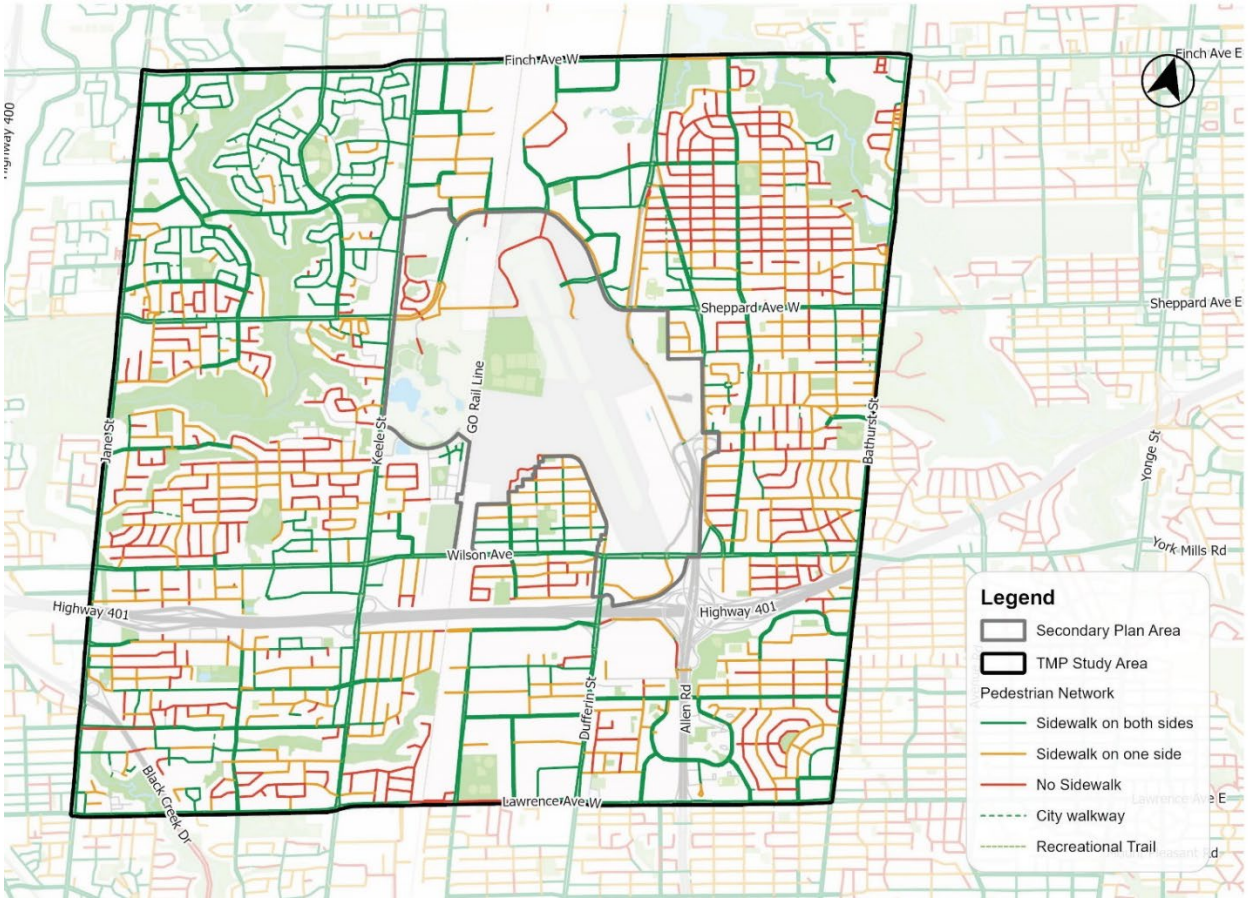


Figure 4-7: Existing Area Pedestrian Context

4.4.3 Network Connectivity

Existing Street Network Connectivity

The presence of the airport runway has led to a fragmented and disconnected mobility network around the Secondary Plan Area, including the severing of Dufferin Street and the diversion of Sheppard Avenue West around the runway. The presence of Highway 401 to the south and Allen Road to the east, as well as the bisecting north-south GO Barrie Line Rail Corridor, further exacerbate the lack of connectivity from the Secondary Plan Area to the rest of the street network. The presence of the TTC Wilson Yard at the southeast corner of the Secondary Plan Area also presents a significant barrier between the Secondary Plan Area and Allen Road as well as the neighbourhoods to the east. As a result, there are limited connections to surrounding neighbourhoods, limited active connections, and difficulties accessing the area's higher-order public transit services (i.e. Line 1 Yonge-University and the GO Barrie Line).

The constraints posed by the runway, GO Barrie Line Rail Corridor, Highway 401, Allen Road and the TTC Wilson Yard result in a disconnected mobility network including:

- A disconnected Dufferin Street between Sheppard Avenue West and Wilson Avenue, due to the presence of the runway. The presence of Allen Road, which connects to the northerly section of Dufferin Street, would present significant challenges to reconnecting the two sections of Dufferin Street following the removal of the runway.
- A significant jog in Sheppard Avenue West between Keele Street and Allen Road, due to the presence of the runway. The jog and the presence of heritage buildings along Carl Hall Road, a private road that is located near the old (straight east-west) alignment of Sheppard Avenue West, would present significant challenges to realigning Sheppard Avenue West following the removal of the runway.
- No east-west connections across Allen Road between Sheppard Avenue West and Wilson Avenue, resulting in a disconnect between the Secondary Plan Area and the neighbourhoods to the east of Allen Road.
- No continuous north-south connections across Highway 401 between Keele Street and Allen Road (with the exception of Dufferin Street, which is discontinuous at Wilson Avenue, just north of Highway 401).
- No east-west connections across the GO Barrie Line Rail Corridor between Sheppard Avenue West and Finch Avenue West, to the north of the Secondary Plan Area.
- No east-west connections across the GO Barrie Line Rail Corridor between Wilson Avenue and Lawrence Avenue West, to the south of the Secondary Plan Area.
- No east-west public street connections across the GO Barrie Line Rail Corridor within the Secondary Plan Area. The only existing east-west street connection is at Carl Hall Road, a private street with a level crossing across the GO Barrie Line Rail Corridor. This results in a disconnect between the Stanley Greene and Ancaster neighbourhoods on the west and east side of the GO Barrie Line Rail Corridor, respectively.
- No east-west connections between the neighbourhoods to the west of the Secondary Plan Area, and the easterly portion of the Secondary Plan Area, due to the presence of the GO Barrie Line Rail Corridor.

Existing Street & Railway Crossings

Currently, large block sizes generate an environment that reduces pedestrian comfort and discourages walking as a viable mode of travel to/from the Secondary Plan Area. The distances between the signalized intersections with pedestrian crossings on the Sheppard Avenue West, Keele Street, Wilson Avenue, and Allen Road Corridors range from an average of 325 m to 1.2 km.

The largest distance between signalized intersections with pedestrian crossings (approximately 1.2 km) is located on the Allen Road Corridor between Sheppard Avenue West and Transit Road. Although two signalized intersections are located on the Allen Road Corridor between Sheppard Avenue West and Transit Road, under existing conditions, neither intersection provides pedestrians with an east-west crosswalk across Allen Road – limiting pedestrian connectivity east of the Secondary Plan Area.

Additionally, a large distance between signalized intersections with pedestrian crossings (approximately 710 m) exists on the Sheppard Avenue West Corridor between Kodiak Crescent/Yukon Lane and Chesswood Drive.

There are currently only three locations where the area active network crosses the GO Barrie Line Rail Corridor within the vicinity of the Secondary Plan Area:

1. Wilson Avenue (underpass).
2. Carl Hall Road (at-grade crossing).
3. Sheppard Avenue West (underpass).

The distance between the GO Barrie Line crossings ranges between 800 m (~10-minute walk) and 2 km (~25 minute walk). This has significant impacts on the area's accessibility and creates significant travel times and distances for pedestrians or cyclists looking to travel east/west over the GO Barrie Line Rail Corridor.

Existing Active Network Connectivity

Today, pedestrian and cyclist connectivity across and within the Secondary Plan Area is constrained by the following:

1. The barrier posed by the GO Barrie Line Rail Corridor. There are only three locations where the active network crosses the rail (east-west), and the existing crossings are located approximately 800 m to 2 km apart with no dedicated cycling infrastructure, forcing cyclists to travel in mixed traffic.

2. The lack of active infrastructure to allow cyclists and pedestrians to cross either Allen Road to the east or Highway 401 to the south of the Secondary Plan Area.
3. The lack of active infrastructure and connectivity across the Secondary Plan Area due to the existing runway. This forces cyclists and pedestrians to travel around the edges of the Secondary Plan Area, leading to longer travel times and reduced comfort.

The above conditions generate an environment that minimizes pedestrian and cyclist comfort and decreases connections to area amenities (including existing transit stations) thereby limiting active transportation and transit as a viable mode of travel to / from the Secondary Plan Area.

4.4.4 Transit Network

The Downsview area is well-served by existing train, subway and bus services operated by the TTC, Metrolinx, and York Region Transit (YRT) in the vicinity of the Secondary Plan Area. There are three subway stations (Downsview Park, Sheppard West, and Wilson Stations) around the edges of the Secondary Plan Area which connect to the Yonge-University Subway Line and provide access to approximately 24 bus routes as well as Downsview GO Station.

The GO Rail Barrie Line is a regional train service that operates between Downtown Toronto and Barrie. Services operate in the southbound direction during the AM peak hour and in the northbound direction during the PM peak hour with headways between 30 to 45 minutes. Metrolinx is currently implementing the Regional Express Rail (RER) project across the system, working to improve service through the addition of new stations, line extensions, track twinning, electric trains, and increased service frequency.

Line 1 Yonge-University is a “U-shaped” route that operates from Yonge Street / Finch Avenue East in North York, south to Union Station in Downtown Toronto and then north again to Highway 7 / Jane Street in Vaughan. Line 1 Yonge-University operates with a headway of 2 to 3 minutes during peak periods.

The Toronto-York Spadina Subway Extension, which extended Line 1 Yonge-University north from the existing Sheppard West Station to the City of Vaughan, recently became operational in 2017. Today, three higher-order transit expansion projects are currently under construction within the City of Toronto: (1) the Eglinton Crosstown Light Rail Transit (LRT); (2) the Finch West LRT; and, (3) Ontario Line (scheduled to open in 2027).

Notably, two other high-order transit projects within the City of Toronto are currently undergoing project planning and design: (1) Scarborough Subway Extension (scheduled to open in 2029-2030) and, (2) Yonge North Subway Extension (scheduled to open in 2029-2030).

An overview of the existing greater area and local area transit network is illustrated in **Figure 4-8** and **Figure 4-9** respectively.

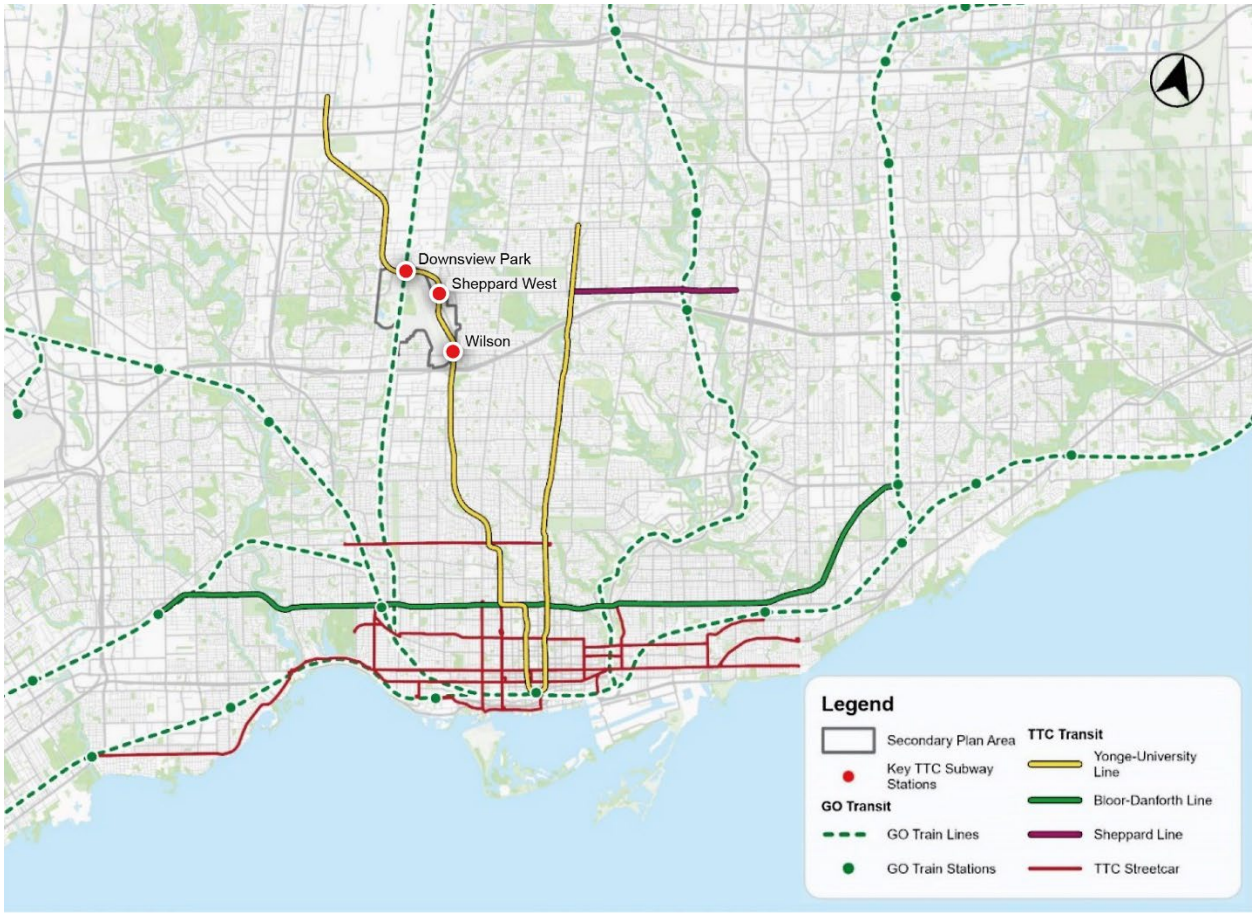


Figure 4-8: Existing Greater Area Transit Network

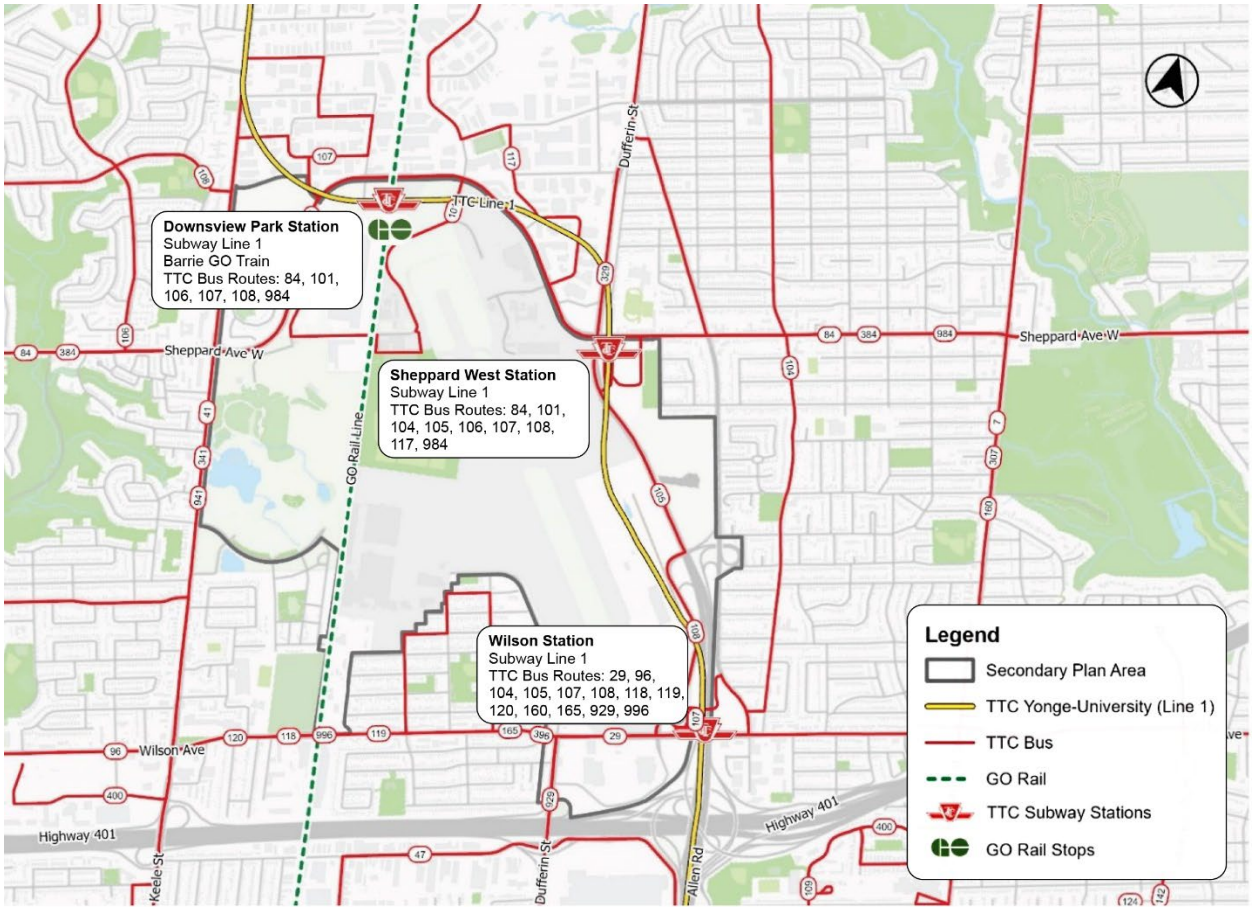


Figure 4-9: Existing Area Surface Transit Network

Numerous surface transit routes run along the edges of the Secondary Plan Area and connect to the three subway stations bordering the Secondary Plan Area. The existing surface transit routes that operate on the corridors directly surrounding the Secondary Plan Area including the Sheppard Avenue West, Wilson Avenue, Keele Street, Dufferin Street and Allen Road Corridors.

4.5 Servicing / Utilities Infrastructure

4.5.1 Stormwater

The Secondary Plan Area is situated in both the Humber River and West Don River Toronto and Region Conservation Authority (TRCA) regulated watersheds. Located at a high point between these two catchments, the Secondary Plan Area was historically drained by a network of small streams which have since been paved over as a result of development, captured via formalized sewerage networks, and ‘lost’ from the natural system.

Currently, the Secondary Plan Area drainage is served by a combination of drainage swales and storm sewers. The future development of the OPA Lands intends to connect and discharge stormwater through select existing connections. Details regarding existing stormwater is provided in Chapter 6 in the MESP.

Existing Downsview Lakes & Ponds

Downsview Park has an existing stormwater management system that collectively handles drainage from 173 hectares (427.5 acres) of land, including 48 ha of land east of the GO Barrie Line Rail Corridor where the existing Bombardier facilities and hangars are located. The system includes a collection of grading works, bioswales, filtration beds/ponds and the 3.6 hectares (8.9 acres)

Existing Downsview flooding Issues

Based on a review of background documents, stormwater infrastructure capacity of the surrounding network is not anticipated to be a constraint on the development. Most known flooding issues have been acknowledged to occur outside of the Secondary Plan Area, namely within the Jane and Wilson area, caused by other factors unrelated to flows from the future development within the Secondary Plan Area. At the detailed design/district planning stage, there is potential through hydraulic modelling and design optimization within the Secondary Plan Area for some of these existing issues to be mitigated as a result of the new development. At a minimum, the proposed new development will prevent detriment and maintain existing flow routes while meeting relevant City and TRCA requirements.

4.5.2 Water

The Secondary Plan Area is within City of Toronto's Pressure District 5 (PD 5) and close to Pressure District 6 (PD 6). It has been documented in the MESP report that the water infrastructure in the Secondary Plan Area experiences pressure towards lower end of the City's acceptable pressure range under Maximum Day Demand conditions. These low-pressure zones are mainly associated with high elevations in the system, particularly near the PD 5/6 boundary. The Secondary Plan Area is serviced by the City of Toronto watermains. The existing pressure conditions and services are further explained in the section below.

Existing City Watermains on the Perimeter of the Secondary Plan Area

The Secondary Plan Area is serviced by the existing watermains running along Keele Street to the west, Sheppard Ave West to the north, Wilson Heights Boulevard to the east and Wilson Avenue to the south. Details of the existing municipal water systems surrounding the Secondary Plan Area is discussed in Chapter 7 in the Downsview MESP Report.

Existing Private Water Systems

There are two private watermains within the Secondary Plan Area boundary that service PDP existing structures and extend into the DND Lands to the east side of the Secondary Plan Area. There is very little existing water infrastructure within the Secondary Plan Area with the current majority being privately owned and servicing PDP and Bombardier's existing structures. The existing private water systems will be removed and replaced with new systems to serve the proposed development.

Existing Pressure Condition and Demand Assessment

The Secondary Plan Area currently serviced by PD 5 as shown in **Figure 4-10**. The area to the south (Stanley Greene) and north of the Secondary Plan Area, and the Bombardier Aerospace Facilities within the Secondary Plan Area are currently experiencing low pressure conditions. The City proposed improvements to the existing water systems are summarized in the section below.

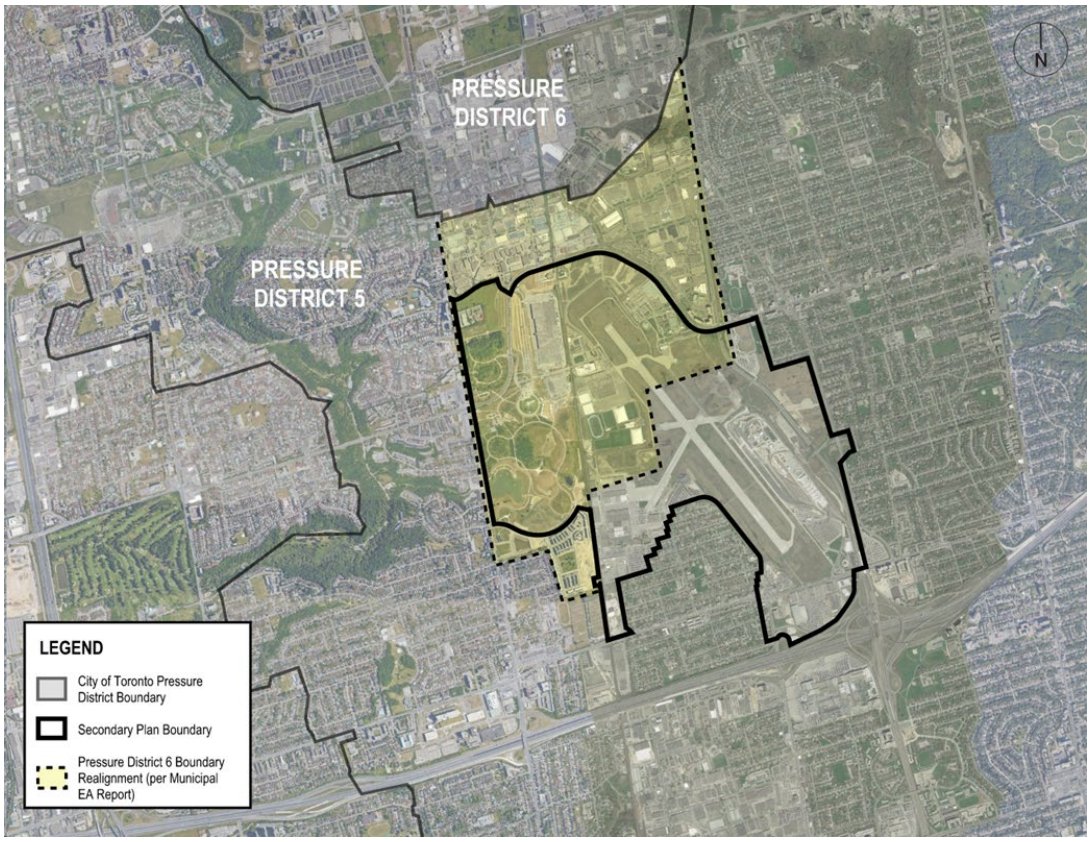


Figure 4-10: City of Toronto Pressure District Existing Boundary and Proposed Pressure District 6 Boundary Realignment (Pressure District Boundary Source: The 2017 Municipal Class EA Report)

City Proposed Infrastructure Improvements

There are several improvements and changes to the water system that have been proposed to address low water pressure problems and future servicing needs within the Secondary Plan Area.

These upgrade projects include:

- A new 900mm transmission main from the Keele Pumping Station to Murray Ross Parkway and Tangiers Road Intersection. Beyond this location, a 750mm diameter transmission main is proposed up to Bakersfield Street and Sheppard Avenue West, north side. The construction of this transmission main is currently underway. Once constructed, this new transmission main is expected to support the proposed development at the Secondary Plan Area.

- A 400mm watermain was proposed to replace an existing 300mm diameter watermain on Garratt Boulevard. This new watermain is anticipated to improve pressure and flow conditions within the Bombardier Aerospace Facilities. Construction of this new watermain was completed in 2022.
- Realignment of Pressure District 5 and 6 are proposed to improve low pressure issues in PD 5. This pressure district realignment will be made by opening and closing selective existing isolation valves on the existing watermains.

These improvements were proposed based on a future population of 41,604 with a residential population of 19,575 and an employment population of 22,029 at the Secondary Plan Area as per the population projection at the time of the 2011 DASP. Future capacity / population will be built in within the new systems associated with the proposed development.

The anticipated construction completion of the system is 2025.

4.5.3 Sanitary

The Secondary Plan Area is currently serviced by two sewersheds: Humber-Black Creek to the west and West Don to the east. There is limited sanitary infrastructure within the Secondary Plan Area, most of which is privately owned and services Downsview Park and Bombardier's existing structures. Sanitary sewers are absent from the runway, taxiway, and apron areas.

The western portion of the Secondary Plan Area is serviced through the Humber-Black Creek sewershed, with approximately 378 ha of contributing area within the Sanitary Study Area. Flows are directed to the Black Creek Sanitary Trunk Sewer (STS), which connects to the Humber STS downstream. This includes Downsview Park, the Downsview Airport Lands, the Stanley Greene Neighborhood, and the planned William Baker neighborhood, as well as smaller portions of residential and commercial lands along the southern edges of the Sanitary Study Area. The remaining 829 ha of the Sanitary Study Area contributes to the West Don STS in the West Don sewershed. The sewershed catchments can be referenced in Chapter 7 in the Downsview MESP Report.

Existing Sanitary Infrastructure

The existing sanitary infrastructure within the Secondary Plan Area is largely privately owned. The following section describes the publicly owned infrastructure both at and downstream of the Secondary Plan Area boundary.

Humber-Black Creek Sewershed

The majority of the Secondary Plan Area is serviced via an internal private network of gravity sanitary sewers through Downsview Park, discharging to the Maryport Avenue sewer located on Keele Street, south of Maryport Avenue. The Maryport sewer, as well as the other municipal infrastructure west of the Secondary Plan Area ultimately leads to the Black Creek STS.

The Black Creek STS is 15 km long stretching from Finch Avenue West to Scarlett Road, servicing a drainage area of approximate 5,500 ha. The sewers within the Humber-Black Creek sewershed adjacent to the Secondary Plan Area are separated; however, south of Eglinton Avenue West, the Hillary Combined Trunk Sewer (CTS), Mt. Dennis CTS, St. Clair CTS and Rockcliffe CTS connect with the Black Creek STS and eventually with the Humber STS. The Black Creek STS experiences surcharging during major storms, which causes overloading on the system and the resulting tailwater conditions have led to a release of combined sewage into Black Creek. The current preferred solution is for the Keele Relief Sewer to be built to alleviate the flooding. The Keele Relief Sewer is the only major capital infrastructure project that is currently ongoing in the area within the Humber-Black Creek sewershed.

West Don Sewershed

The Secondary Plan Area contributes flows to the West Don Sewershed at multiple outlets, ultimately discharging to the West Don STS. To the north, flows from Downsview Park GO Station and Defense Research and Development Canada are conveyed through municipal, gravity driven sewers to the Dufferin STS which meet the West Don STS at the G. Ross Lord Reservoir at Dufferin Street and Finch Avenue West. Otherwise, flows from the eastern portion of the Secondary Plan Area are conveyed to the east directly to the West Don STS, which is a 1500mm gravity trunk sewer.

4.5.4 Energy & Electrical

Toronto Hydro Electric Systems Limited (THESL) currently supplies most of its electricity from Hydro One through a series of Transmission Stations. THESL ownership typically begins at the low voltage substation breaker. In the case of the Secondary Plan Area, all supply feeders are expected to operate at 27,600 volts.

Currently, the Secondary Plan Area is supplied through primarily private electrical infrastructure. The existing Bombardier facilities are supplied through a pair of feeds to a private substation. This is then distributed as a private network to serve their existing facilities.

The existing facilities on the CLC lands have both a private high voltage network that connects some buildings and some direct connections to THESL for other buildings. It is expected that these legacy systems will be decommissioned during any redevelopment of the lands.

5 Identification and Evaluation of Alternative Solutions

5.1 Evaluation Methodology

5.1.1 Evaluation Criteria / Weighting of Criteria

The detailed evaluation criteria are grouped into 6 categories:

- Category 1: Connectivity and Technical Viability;
- Category 2: Social Environment;
- Category 3: Natural Environment;
- Category 4: Cultural Environment;
- Category 5: Environmental Sustainability and Resilience; and
- Category 6: Economic Sustainability.

Each category contains specific objectives, which are further broken down into a total of 43 evaluation criteria. Each evaluation criteria has specific 'considerations' – i.e. metrics – by which to evaluate that criteria.

The detailed evaluation criteria are summarized in **Table 5-1** to **Table 5-6**.

In order to clearly and effectively evaluate and compare each of the network alternatives in the Short List, a 5-level rating system was adopted. An empty circle rating means that the alternative does not meet the criteria, while a full circle rating means that the alternative fully meets the criteria. A graphic representation of the rating system is illustrated on **Figure 5-1**.

Figure 5-1: Evaluation Criteria Rating System

For each alternative in the Short List, a rating was assigned for each criteria based on the ability of that alternative to meet the criteria. The individual criteria ratings were then used to determine a rating for each objective, and each category, to arrive at a final alternatives comparison.

Table 5-1: Category 1 – Connectivity and Technical Viability

Objective	Criteria	Considerations
(1.1) Supports planned area development	Considers the performance of the mobility infrastructure network	• Supports multi-modal travel demand • Geometric design: ability to create logical street networks and intersections • Supports public transit accessibility and demand • Supports surface transit routing & connectivity • Prioritizes non-auto travel modes
	Considers the performance of the servicing infrastructure network	• Ability to mitigate known issues / system deficiencies • Capacity and performance of the existing infrastructure (e.g. water, wastewater and storm drainage, utility networks) • New infrastructure systems are sized to support planned development • System efficiency is improved (water, wastewater) • Impacts are minimized or improved to receivers • Combined sewer discharges
	Considers the ability to overcome barriers within the existing context	• Number / Spacing of rail crossings • Number / spacing of crossings on of the Allen and Highway 401 • Number / spacing of crossings along arterial roads
	Considers the extent to which solution can be easily phased to align with population growth and land use development	• Phasing opportunities / impacts • Phasing timelines
	Overall feasibility and constructability	• Property ownership • Sufficient right of way

Objective	Criteria	Considerations
(1.2) Compatible with existing infrastructure and surrounding communities	Connects to existing and planned mobility infrastructure	• AT network connectivity & continuity • Street network connectivity & continuity • Transit network connectivity & continuity
	Connects to existing and planned servicing infrastructure	• Optimization of utility and other service connections (storm water management, green infrastructure (GI), utility)
	Considers the traffic impacts of network connections on Adjacent neighbourhoods	• Increased traffic in adjacent neighborhoods • Widening of existing roads may have potential traffic and property impacts to existing land uses in adjacent neighborhoods
	Considers property impacts with servicing connections in adjacent neighbourhoods	• Servicing expansions may have potential property impacts in adjacent neighbourhoods

Table 5-2: Category 2 – Socio-Economic Environment

Objective	Criteria	Considerations
(2.1) Supports transit-oriented development	Considers the performance of the mobility infrastructure network	• Appropriate development parcels in greatest proximity to higher-order transit
(2.2) Delivers equitable access to complete, dynamic communities	Prioritizes convenient access to higher-order transit by walking, cycling, rolling	• AT network connectivity • Supports / creates logical surface transit routes & advances connectivity surface transit routing & connectivity
	Promotes access to parks, open	• Total land area attributed to parkland, open space, and / or naturalized area

Objective	Criteria	Considerations
	spaces and nature	• Improves connectivity to and between parks, open spaces and nature
	Improves access to active transportation and public transit	• Accommodates all modes of travel • AT network connectivity • Supports / creates logical surface transit routes & advances connectivity surface transit routing & connectivity
(2.3) Promotes a safe and healthy environment	Supports a reduction in personal auto use	• Active Transportation network connectivity & continuity
	Aligns with current best practices in active transportation design	• Aligns with the principles of the Complete / Green Streets guidelines; AODA and City accessibility requirements and Vison Zero Strategies; and the principles of OTM Books 15 & 18
	Considers noise impacts	• Potential impacts to existing and future noise sensitive areas
	Considers air quality impacts	• Potential impacts to existing and future air quality sensitive areas
(2.4) Supports employment growth and sustainable, long-term economic prosperity for all	Accommodates innovative and growing industries and office development	• Appropriate development parcels in greatest proximity to transit • Public transit coverage • Active transportation coverage
	Supports the movement of goods and services	• Facilitates goods movement between Major highways and employment areas to and from existing employment areas • Facilitates goods movement using AT network • Consistent with City goods movement principles
	Minimizes impacts on existing	• Minimal displacement of businesses and industry in employment areas

Objective	Criteria	Considerations
	business and industry	
	Improves access to employment for equity deserving groups	• Improves transit access and reach for residents in Neighbourhood Improvement Areas (NIAs)
(2.5) Value-add	Increases the development potential of adjacent land	• Considers the increased development potential and the equivalent increase in community benefits (housing, affordable housing, etc.)
(2.6) Consistent with Existing Policy Framework	Creates a community amenity	• Considers the potential community benefit generated
	Aligns with the policy directions included in the PPS, Growth Plan, City of Toronto Official Plan	• Considers alignment with existing planning policy directions

Table 5-3: Category 3 – Natural Environment

Objective	Criteria	Considerations
(3.1) Improves environmental health, habitat health, biodiversity and area ecology	Impacts to existing wildlife and habitat	• Nature and extent of potential impacts • Supports biodiversity and ecological integration by maintaining the extent / continuity of natural areas
	Impacts to existing terrestrial resources	• Nature and extent of potential impacts
	Impacts to Species at Risk	• Nature and extent of potential impacts

Objective	Criteria	Considerations
	Impacts to existing fish and fish habitat	• Nature and extent of potential impacts
	Impacts to existing water resources	• Manages or improves water quality • Provides detention, retention and conveyance of stormwater to minimize flood impacts downstream
	Impacts to existing groundwater resources	• Nature and extent of potential impacts • Source protection criteria are followed • Maintain or enhance water balance
	Creation / extent of natural areas	• Opportunities for diverse and connected natural areas
(3.2) Consideration of Indigenous Traditional Knowledge	Inclusion of environmental input from Indigenous perspectives	• Number of specific Indigenous measures identified for implementation

Table 5-4: Category 4 – Cultural Environment

Objective	Criteria	Considerations
(4.1) Delivers an appropriate response to heritage elements	Minimizes / Mitigates impacts to and minimizes alteration of heritage resources	• Avoid resource – retain whole buildings • Modify resource avoiding heritage attributes – retain whole or substantial portions of buildings • Modify resource altering heritage attributes – retain whole or substantial portions of buildings • Relocate resource - retain whole or substantial portions of buildings in new location • Demolish and commemorate resource – document and convey heritage values of the property • Achieves the heritage objectives of the Official Plan

Objective	Criteria	Considerations
	Minimizes / Mitigates impacts to landscapes with cultural heritage values / features / attributes	• Avoid landscape – maintain existing landscape • Modify landscape avoiding heritage attributes – modify and maintain cluster or grouping of buildings and landscape features, where possible • Modify landscape altering heritage attributes – modify and maintain cluster or grouping of buildings and landscape features, where possible • Replace and interpret landscape – maintain pattern of functional arrangement while providing new landscape • Reconfigure landscape – provide new landscape to suit new development • Achieves the heritage objectives of the Official Plan
	Impacts to potential archaeological resources	• Areas and extent of impacts • Opportunities to avoid potential archaeological resources
(4.2) Embeds Indigenous values and respects Indigenous interests and rights	Impacts on Aboriginal and Treaty Rights and use of land / resources for traditional purposes	• Indigenous interests identified, and considered collaboratively • Impacts identified can be mitigated or accommodated • Mitigation and accommodation measures can be developed collaboratively
	Enables and supports a culture of environmental stewardship and cultural uses of the land	• Provides opportunities to accommodate Indigenous values • Indigenous values included in environmental considerations • Rights-holders involved in collaborative environmental processes

Table 5-5: Category 5 – Environmental Sustainability and Resilience

Objective	Criteria	Considerations
(5.1) Reduces contribution to climate change	Reduce greenhouse gas emissions associated with operational carbon	• Opportunities to implement innovative green energy measures (e.g. District Heating)
	Reduce embodied carbon	• Greatest opportunities to reduce embodied carbon in infrastructure solutions
(5.2) Advances climate resilience	Resilience to shocks and stresses associated with a changing climate	• Aligns with the principles of the Green Streets guidelines and City's TransformTO Strategies • Manages stormwater sustainably (i.e., GI) • Resilient Infrastructure

Table 5-6: Category 6 – Cost

Objective	Criteria	Considerations
(6.1) Costs	Considers the order of magnitude costs	• Capital costs • Operational costs
	Considers required land impacts	• Land acquisition costs • Lost development area
	Considers the challenges and barriers associated with maintenance / level of maintenance requirements	• Impact on operating costs • Adaptability for future upgrades / repurposing • Degree of maintenance requirements • Training requirements • Life of infrastructure and long-term replacement reserve fund costs

As part of the evaluation process, weighting was assigned to the evaluation criteria to more clearly differentiate between the benefits of the alternatives being considered.

Each category of the detailed evaluation criteria was assigned a weight (Low / Medium / High), based on their ability to meet City objectives and the Problem and Opportunity (P&O) Statement. The most important criteria in each category were also identified, based on their alignment with these objectives.

It is noteworthy that the Natural Environment and Cultural Environment categories were assigned Medium weighting due to there being few natural and cultural features present in the area.

The adopted weighting of the detailed evaluation criteria, as well as the rationale for the adopted weighting, are summarized in **Table 5-7**.

Table 5-7: Detailed Evaluation Criteria – Weighting

Category	Adopted Weighting	Rationale For Weighting	Most Significant Criteria Within the Category
Category 1: Connectivity and Technical Viability	High	• Key component of problem and opportunity statement • Public interest / concern • Lack of connectivity is a key issue in existing Secondary Plan Area	• Considers the performance of the mobility infrastructure network • Considers the ability to overcome barriers within the existing context • Connects to existing and planned mobility infrastructure

Category	Adopted Weighting	Rationale For Weighting	Most Significant Criteria Within the Category
Category 2: Socio-Economic Environment	High	• Public realm is key to the plan • Focus on quality of life considerations • P&O Statement	• Considers the ability to optimize density by pairing development with transit as per City policies. • Improves access to active transportation and public transit • Creates a community amenity
Category 3: Natural Environment	Medium	• Not a significant amount of natural features	• Creation / extent of natural/open areas
Category 4: Cultural Environment	Medium	• From an infrastructure perspective, this category is less important than several others	• Minimizes/mitigates impacts to cultural heritage values and attributes and minimizes alteration of heritage resources • Minimizes / Mitigates impacts to landscapes with cultural heritage values / features / attributes

Category	Adopted Weighting	Rationale For Weighting	Most Significant Criteria Within the Category
Category 5: Environmental Sustainability and Resilience	High	• Environmental sustainability and resilience are central to the Secondary Plan	• Reduce greenhouse gas emissions associated with operational carbon • Reduce embodied carbon • Resilience to shocks and stresses associated with a changing climate
Category 6: Cost	Medium	• In order to deliver high quality network connectivity, public realm and GI network, this category is less important than several others	• *(All criteria are comparable)*

5.2 Mobility Solutions

Mobility network alternatives were developed for the major multi-modal street network and for separate active only (i.e. pedestrian / cyclist only) rail crossings to achieve the overarching vision and guiding principles of the Secondary Plan Area, the Problem and Opportunity Statement, other City objectives, and Indigenous engagement, and stakeholder consultation (the City, the public, existing Downsview tenants, neighbours, the property owners, etc.).

The mobility networks have been developed as a complete system considering the needs of all modes of travel, with a priority on both active and transit connectivity across the Secondary Plan Area and within the surrounding neighbourhoods:

5.2.1 Development of Alternative Solutions – Major Street Network

Key objectives of the major street network include the following:

- Make as many practical street connections as feasible; key connections considered essential to incorporate into the street network include:
    - Two new east-west rail crossings; and
    - Two new north-south connections east of the GO Barrie Line Rail Corridor.
- Integrate the location and design of new streets with other urban structure objectives;
- Establish streets that are multi-modal in character;
- Establish a street network that is optimized to accommodate surface transit routing;
- Develop a street and block structure that provides the flexibility for development over time; and
- Establish efficient mobility infrastructure with logical signal spacing to facilitate pedestrian and active travel.

Street network alternatives have been identified for the east-west and north-south major streets, taking into account the needs of all modes of travel and ensuring development of a complete network. Opportunities to address and overcome existing physical site constraints and connectivity issues, such as rail crossings and external street network connections, have been incorporated into the development of street network alternatives.

Major East-West Streets

A long list of major east-west streets was reviewed and included 15 different options, which 10 of these options were screened out since they are not technically feasible or do not provide the needed connectivity. **Figure 5-2** presents the long list of major east-west streets and the screening of the long-list. Options A and B were carried forward for detailed evaluation for a northerly east-west street to connect Keele Street and Sheppard Avenue West north of the airport at the north end of the site and Options G and H were carried forward for detail evaluation for a southerly east-west street to connect Keele Street and Allen Road.

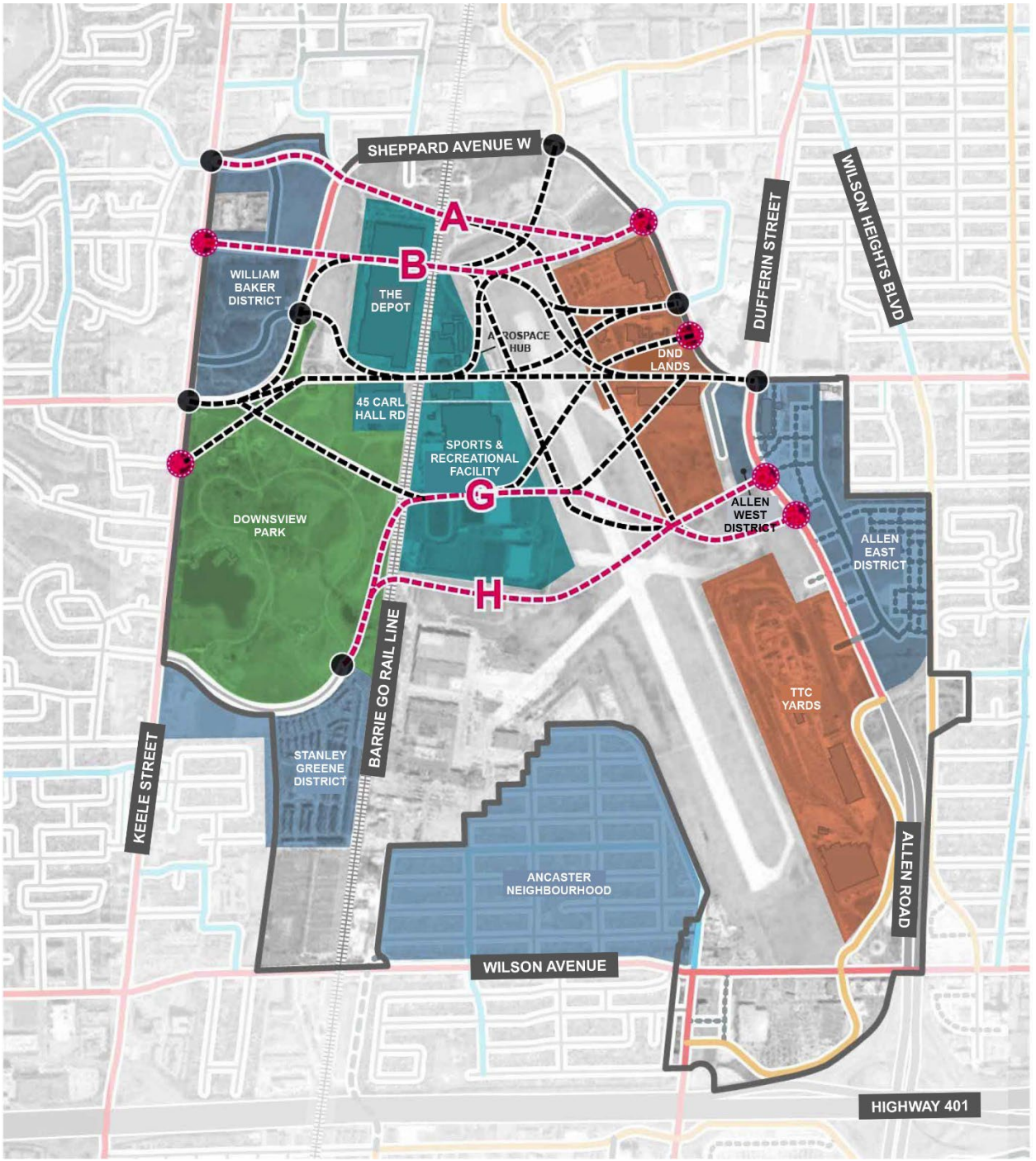


Figure 5-2: Screening of Long-List of Major East-West Network Options

Evaluation of Northerly East-West Streets

Figure 5-3 illustrates the short list of the northerly east-west street options

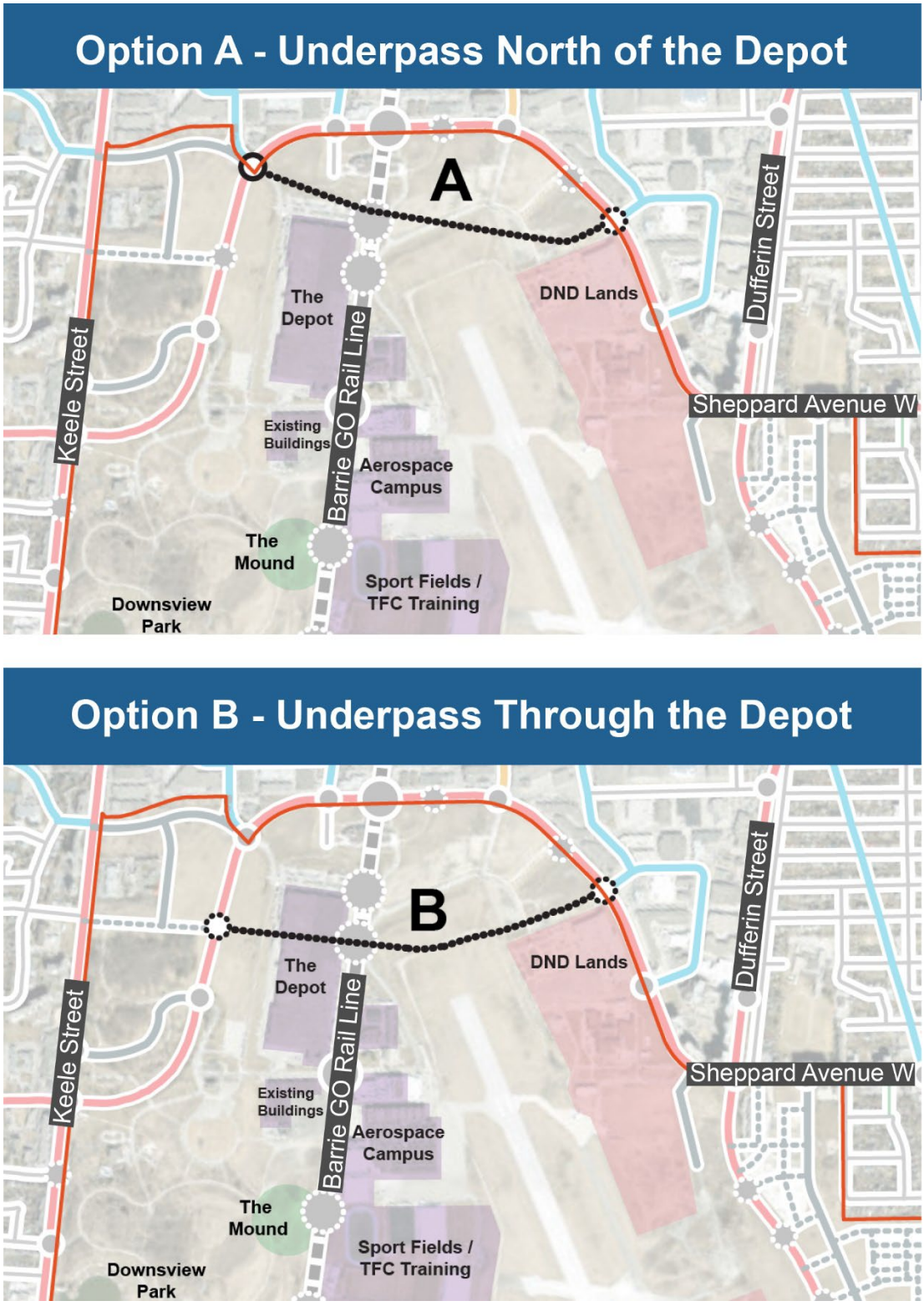


Figure 5-3: Northerly East-West Streets Alternatives

The results of the Short List evaluation for the Northerly East-West Street options are summarized in **Table 5-8**.

Table 5-8: Northerly East-West Street – Evaluation of Short List of Alternatives

Category	Weighting	Option A1 (Underpass North of Depot)	Option B1 (Underpass Through Depot)
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall			**Preferred**

Option B1 (Underpass Through the Depot) is the preferred alternative, for the following reasons:

- Provides a street and block structure that optimizes development potential near transit – i.e. more development density within immediate proximity to transit, and more regular development parcels.

- There is ability to maintain the integrity of the cultural heritage value and attributes of the Depot Building, and adaptively reuse the building. However, requires removal of a portion of the Depot Building which will have a significant impact on the existing structure.
- Provides more even spacing of rail crossings – approximately 430m from Sheppard and 370m from Carl Hall Road.
- Optimizes the potential for a logical street network and intersection spacing.
- Provides an opportunity to create a key natural connection to the existing William Baker Woodlot.

Evaluation of Southerly East-West Streets

Figure 5-4 displays the short list of the southerly east-west street options.

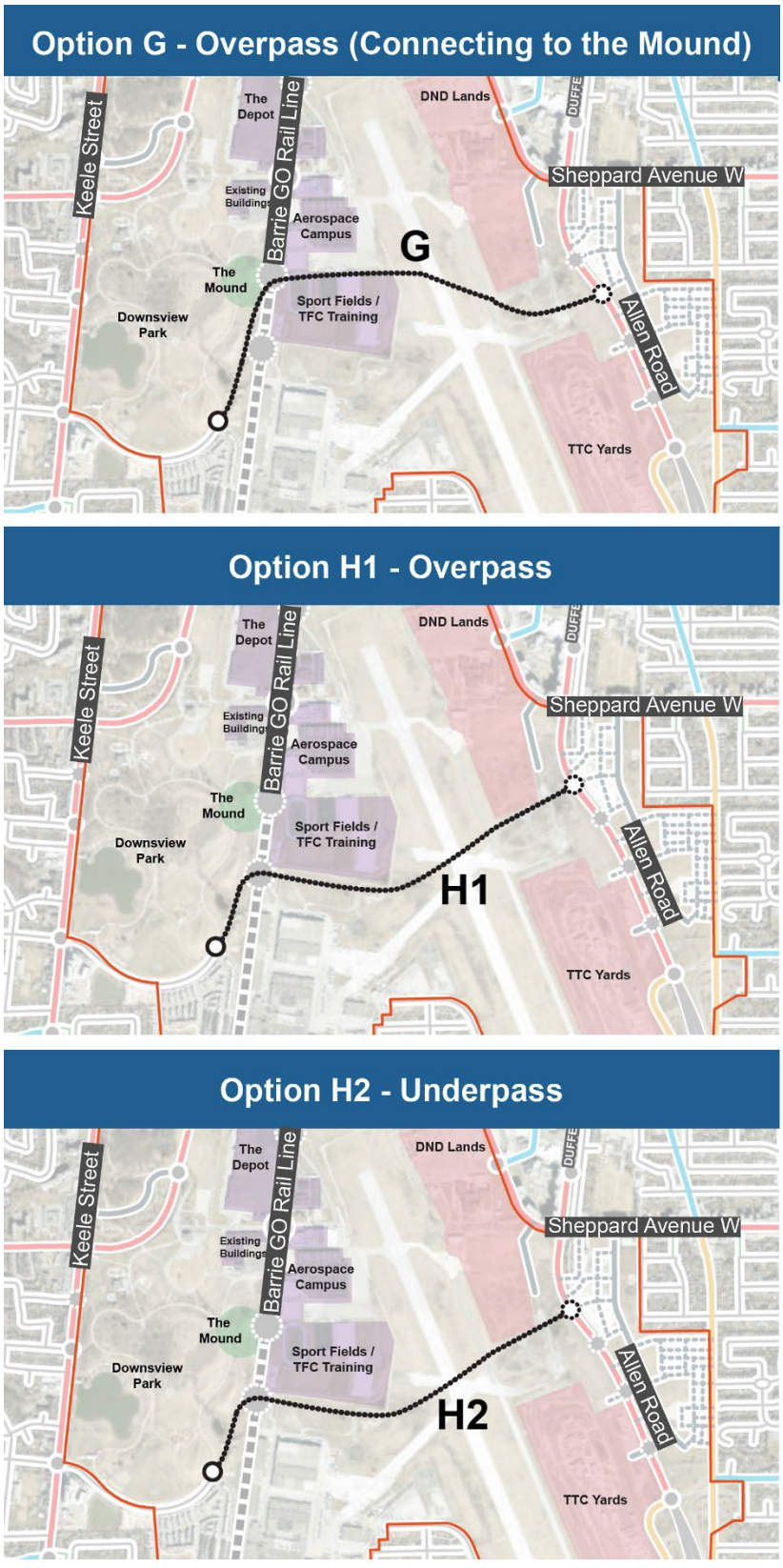


Figure 5-4: Southerly East-West Street Options

An overpass over the Depot was not feasible and was not considered as part of the short list.

The results of the Short List evaluation for the Northerly East-West Street are summarized in **Table 5-9**.

Table 5-9: Southerly East-West Street – Evaluation of Short List of Options

Category	Weighting	Option G – Overpass Connecting to the Mound	Option H1 – Overpass South of Sports Fields	Option H2 – Underpass South of Sports Fields
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium			
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall				**Preferred**

Although this option has a higher cost, Alternative H2 (Underpass South of Sports Field) is the preferred alternative, for the following reasons:

- Provides better active connections to Downsview Park due to lower underpass clearance requirements.

- Offers the opportunity for seamless connectivity between parks, open spaces and naturalized assets east and west of the rail corridor.
- Accommodates stormwater conveyance and GI.

Major North-South Streets

Two groupings of major north-south major street options have been identified, namely:

- Dufferin Street Extension; and
- Billy Bishop Way Extension.

The broad groupings of the major north-south street options are illustrated on **Figure 5-5.**

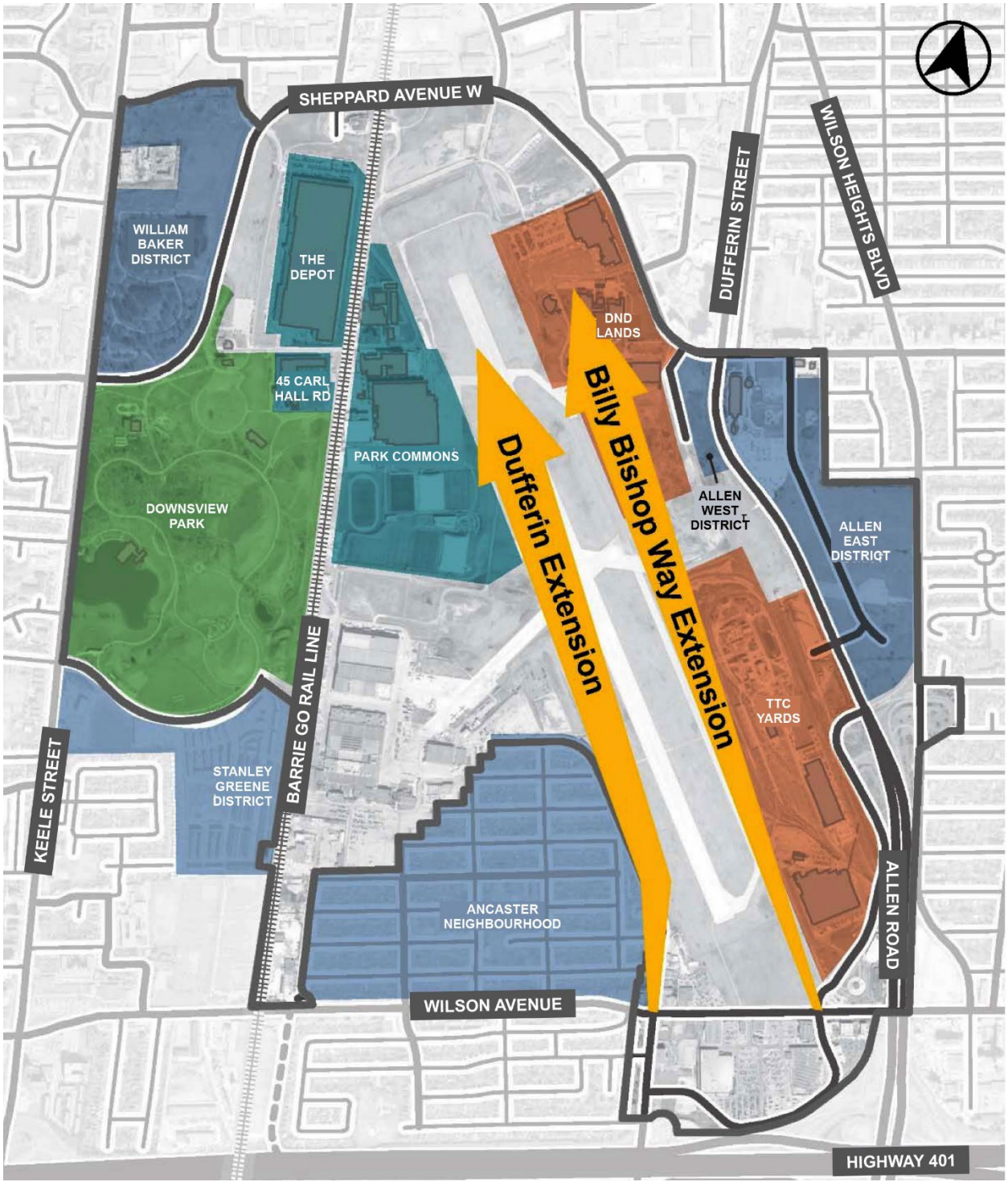


Figure 5-5: Broad Groupings of the Major North-South Streets

The Dufferin Street Extension and Billy Bishop Way Extension need to be evaluated together as a pair, given that the Short List of alternatives for these two streets share the same two northern connection points at Sheppard Avenue West. Thus, some of their alternatives are mutually exclusive (i.e., if both alternatives connect to the same location at Sheppard Avenue West).

A long list of major north-south streets from the Dufferin Street Extension and Billy Bishop Way Extension was reviewed and were screened out based on their technical feasibility and connectivity. The following combinations of technically feasible Dufferin Street Extension and Billy Bishop Way Extension alternatives have been evaluated to demonstrate their compatibility:

- Options C + F – Runway crossing south of Downsview Park Boulevard;
- Options D + G – Parallel streets (no Runway crossing).

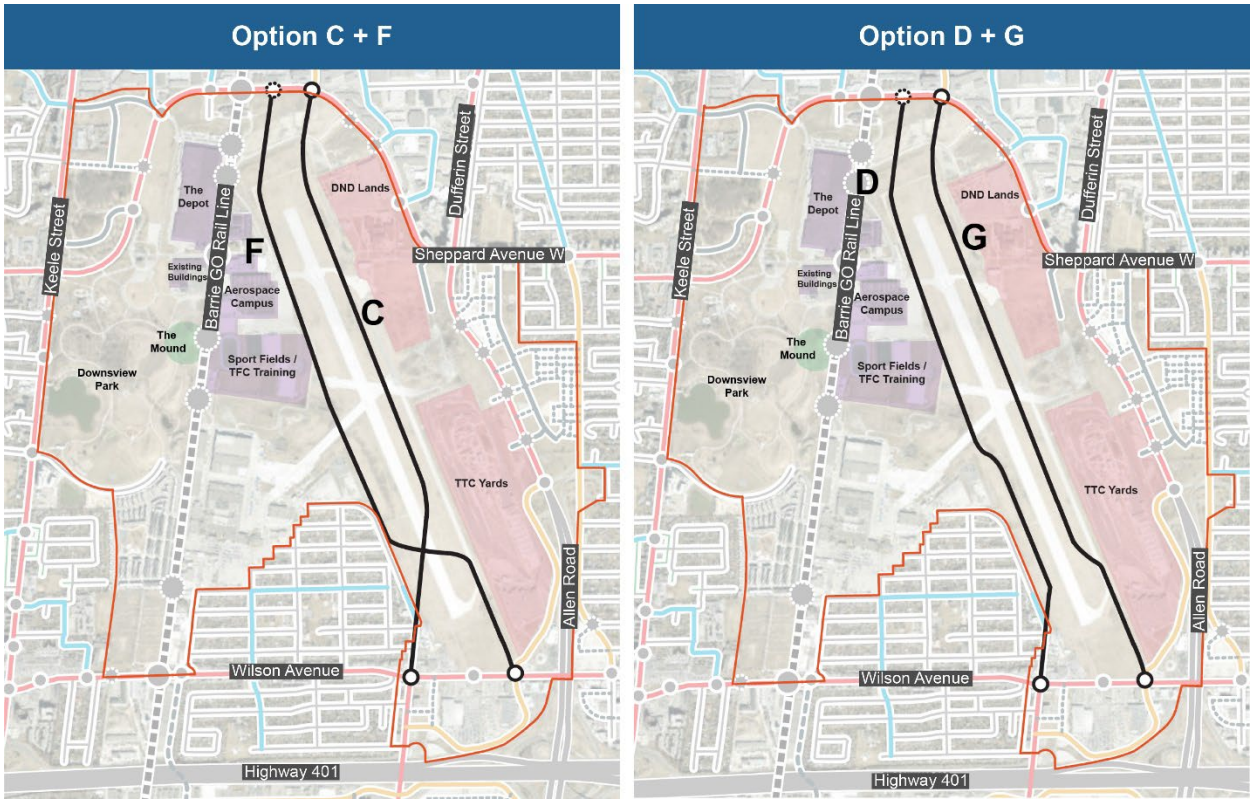


Figure 5-6: Dufferin Street Extension / Billy Bishop Way Extension – Compatible Groupings

Evaluation of Major North-South Streets

The results of the Short List evaluation for the Major North-South Street are summarized in **Table 5-10**.

Table 5-10: Major North-South Street – Evaluation of Short List of Options

Category	Weighting	Options C + F1 – Runway Crossing South of Downsview Park Boulevard	Options D + G – Parallel Streets (No Runway Crossing)
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall			**Preferred**

Options D + G (Parallel Streets, no Runway crossing) is the preferred alternative, for the following reasons:

- Support logical street and block layout throughout, and result in more regular shaped development parcels.
- Avoids crossing the Runway, which maintains the quality and pedestrian priority performance of the Runway and the overall impact of this defining feature of the plan.
- Promotes balanced access to parks, open spaces and nature.
- Results in lower capital and operating costs.
- Requires less soil movement.

- Meets the transportation network objectives.
- Has fewer crossings of the major street network.

Preferred Major Street Network

Based on the evaluation, as demonstrated above, the preferred base major street network is on **Figure 5-7**, and includes:

- Northerly East-West Street (“Northern Street): Option B1 – Underpass through the Depot;
- Southerly East-West Street (“Downsview Park Boulevard Extension): Option H2 (Underpass south of sports field); and
- Dufferin Street Extension & Billy Bishop Way Extension: Options D + G (Parallel streets, no Runway crossing).

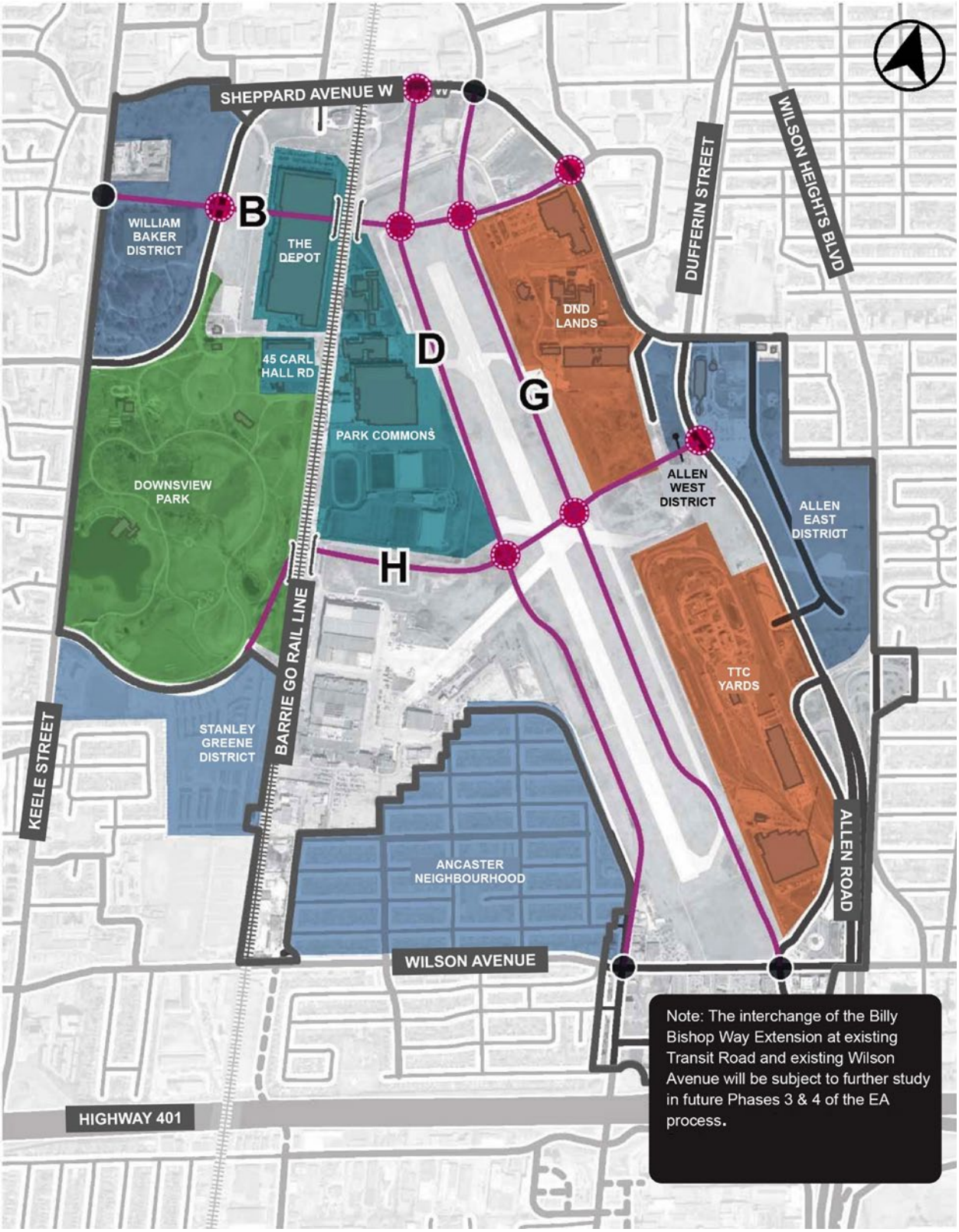


Figure 5-7: Preferred Base Major Street Network

5.2.2 Development of Alternative Solutions – Active-Only Rail Crossings

The development of the active network builds upon the preferred major street network and considers the existing and planned area context including parks, trail networks, on-street cycling facilities, existing services and amenities, access to / from neighbouring communities, and access to / from higher order transit.

The active and street network will generate an environment with varying characters / streetscapes throughout the mobility network that will promote pedestrian and cyclist comfort and help meet the active mode share targets of the Secondary Plan Area.

The active network will include the following key components:

1. **Multi-Modal Facilities**

   The multi-modal infrastructure will include dedicated active (i.e. walking and rolling) facilities provided within the street rights-of-way. The preferred major street network will include two new multi-modal rail (underpass) crossings of the GO Barrie Line Rail Corridor for all modes of travel.

2. **Active-Only Facilities**

   In addition to the multi-modal network and the crossings provided within the street rights-of-way, active-only facilities will also be provided in conjunction with the green and open space network. The active-only network will include active-only rail crossings of the GO Barrie Line Rail Corridor.

Evaluation of Alternative Solutions – Active-Only Rail Crossings

The Study screened three separate crossing locations of the Barrie GO Line to prioritize cyclists and pedestrians- as well as enhance the public realm to meet the vision if the Study (Locations of each Long-list is illustrated in **Figure 5-8**):

1. Plewes Road Overpass: Approved through the 2011 Downsview Area SP;
2. North of Depot: Screened out due to proximity to the existing pedestrian crossing at Downsview Park Station and the Northern Street;
3. The Mound: Carried forward to review crossing over or under as part of the Short-List; and
4. Downsview Park Bridge: Carried forward to review crossing over or under part of the Short-List.

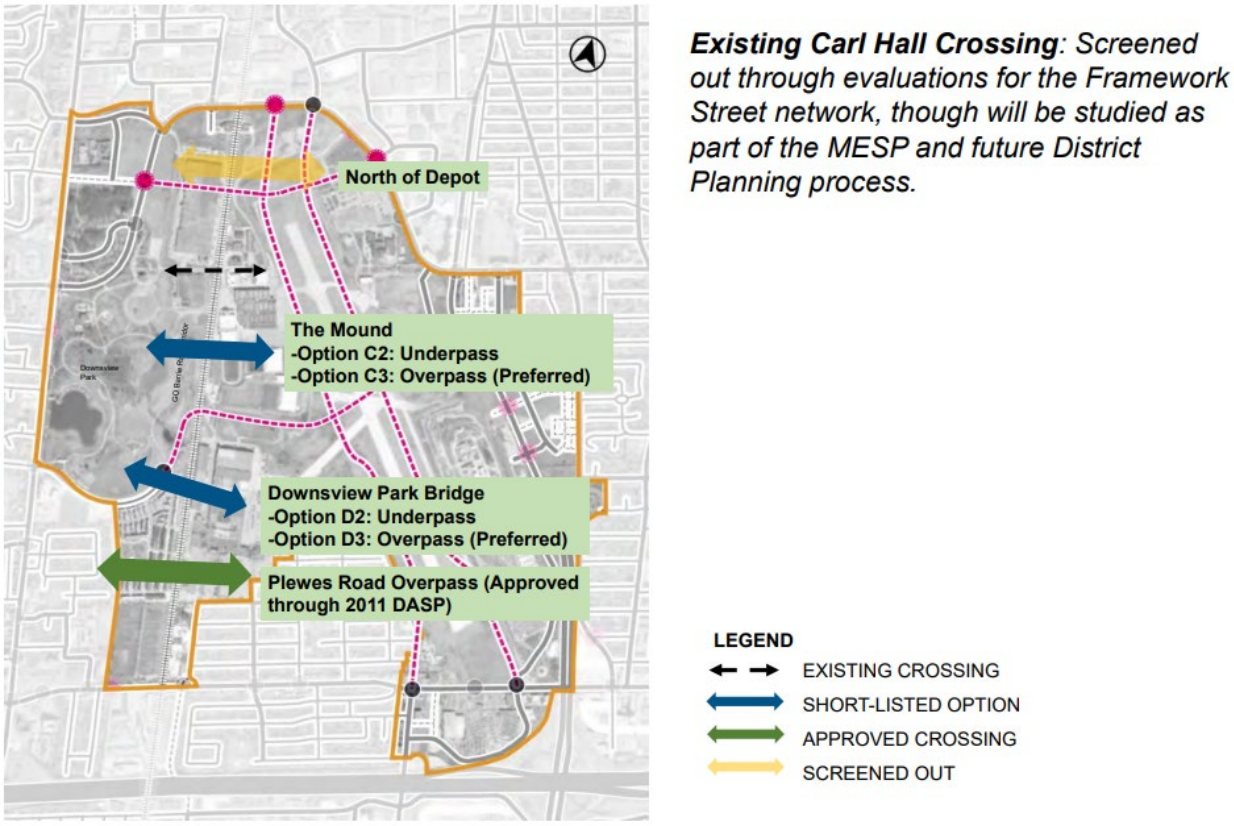


Figure 5-8: Long-List of Active-Only Rail Crossings

The result of the detailed evaluation for the active-only rail crossing at The Mound and Downsview Park Bridge are summarized in **Table 5-11** and **Table 5-12**.

Table 5-11: Evaluation – Crossing at the Mound (Option C)

Category	Weighting	Option C1 – Do Nothing	Option C2 – Underpass (Crosses Under the Railway)	Option C3 – Overpass (Crosses Over the Railway)
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium	N/A	N/A	N/A
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall				**Preferred**

Option C3: Overpass (Crosses Over the Railway) is the preferred alternative for the following reasons:

- This option provides additional active mobility connections east-west across the GO Barrie Line Rail Corridor;
- This option leverages the grade change at the Mound (i.e. existing elevated area west of the GO Barrie Line Rail Corridor) for technical feasibility and access;
- By leveraging the existing height of the Mound, this option reduces the total amount of earthworks required to create the overpass; and
- This option leverages the Mound's high point to create a lookout point and view.

Table 5-12: Evaluation - Downsview Park Bridge Crossing (Option D)

Category	Weighting	Option D1 – Do Nothing	Option D2 – Underpass (Crosses Under the Railway)	Option D3 – Overpass (Crosses Over the Railway)
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium	N/A	N/A	N/A
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall				**Preferred**

Option D3: Overpass (Crosses over the railway) is the preferred alternative and will be carried forward to future design phases for the following reasons:

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

5.2.3 Preferred Major Mobility Network

The preferred base major street network is illustrated on **Figure 5-9**.

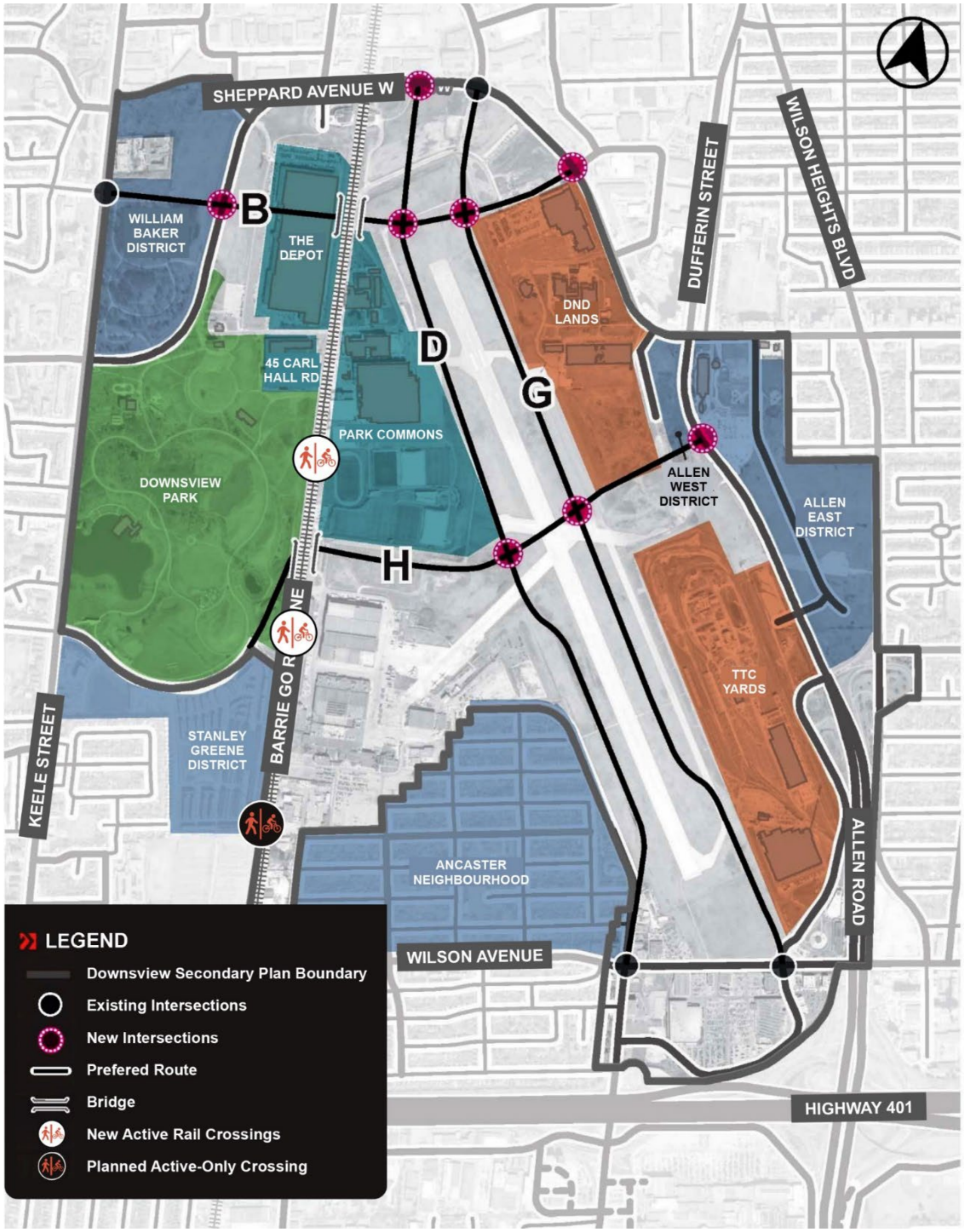


Figure 5-9: Preferred Major Mobility Network

5.3 Servicing Infrastructure

5.3.1 Water

The Study Area for the water analysis (referred to from here on as the Water Study Area) is illustrated in **Figure 5-10**. This 3,640 ha Water Study Area was established based on the Secondary Plan Area boundary as well as the location of the transmission mains and pumping stations (PSs) servicing the Secondary Plan Area, and surrounding areas.

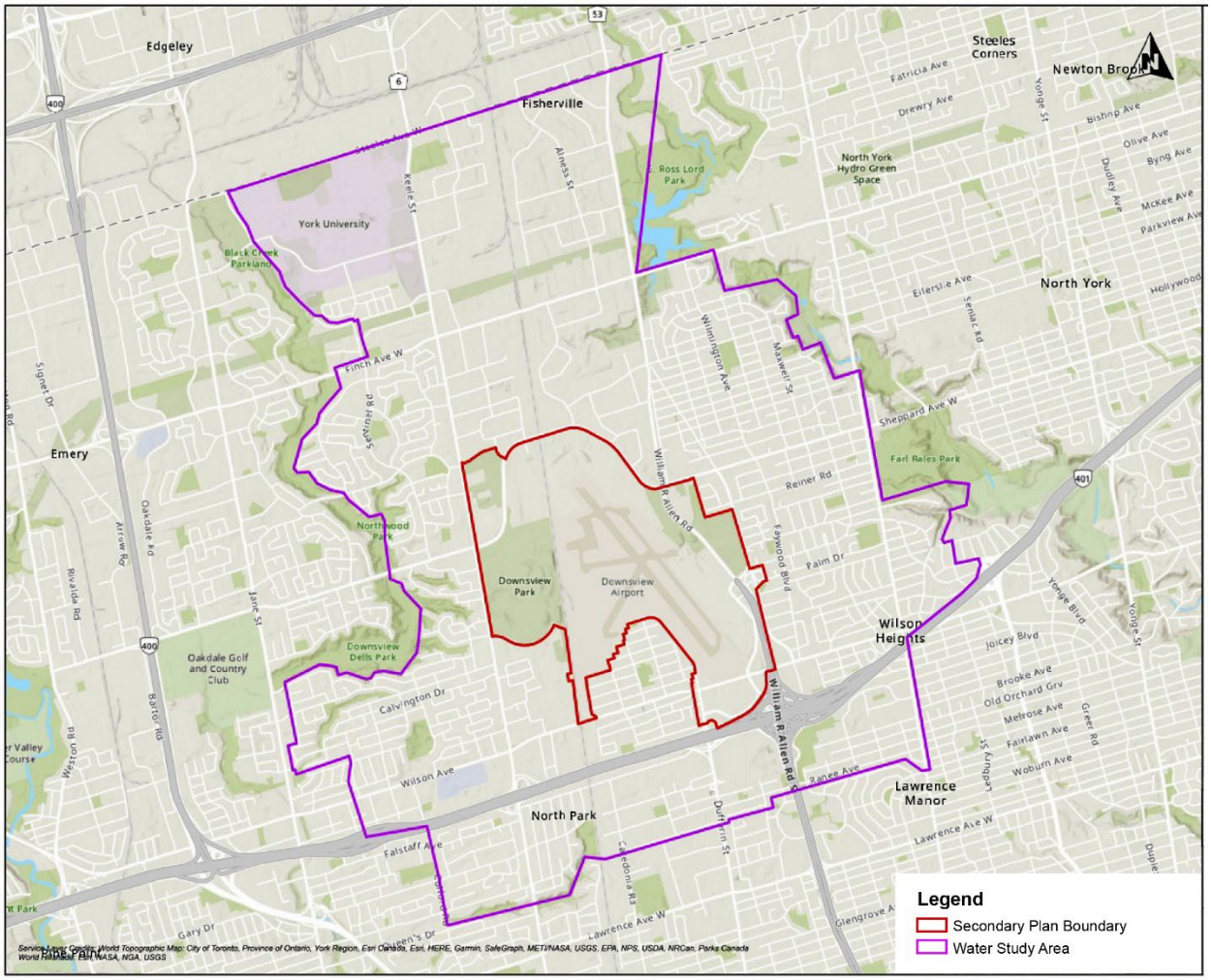


Figure 5-10: Water Study Area

The northern part of the Water Study Area covers Keele Reservoir and Pumping Station, which services a substantial portion of the North York area including the Secondary Plan Area. The eastern and western sides of the Water Study Area extend up to the Don River West Branch and Black Creek respectively as well as a small portion of North Park and Lawrence Manor immediately south of Hwy 401.

The water servicing vision for the Secondary Plan Area is to integrate sustainable water use strategies with the City of Toronto's existing and proposed infrastructure to complement one another.

Screening of Long List of Water Servicing Strategies

To service future development while minimizing environmental impacts, a range of long list alternative servicing strategies were developed and screened. The following strategies were considered to screen the long list solutions for water servicing:

- **WS#1: Do Nothing**

  "Do Nothing" means that no improvements or enhancements would be made to the existing water system beyond planned capital improvements being carried out by the City to improve conditions within the Secondary Plan Area. The improvements being carried out by the City; however, did not consider future development. As a result, this solution would not allow future development to occur without providing servicing and does not address the Problem & Opportunity Statement. "Do Nothing" was not carried forward as a feasible strategy.

- **WS#2: Enhance / Expand Existing Systems**

  This strategy involves identifying appropriate enhancements and/or expansions to existing water systems that will support the projected growth. The "Enhance/Expand Existing Systems" strategy provides the most appropriate solution to accommodate future long-term growth. As such, this solution was carried forward.

- **WS#3: Implement Water Demand Reduction Measures**

  This strategy relies on reductions in potable water demands through the various demand reduction strategies. It is noted by City of Toronto staff through the Water workshops that the development's commitment to meeting the TGS requirement of reducing potable water demand by 40% would not be considered in the sizing of new watermains and analyzing the capacity of the existing water systems to support the projected growth. The TGS reductions in potable water demand does not include reduction to the fire demand. The fire flow demands are significantly higher than the drinking water demand which governs the design of proposed system and analysis of the existing system. Thus, the proposed demand for the development in and of itself cannot be met by the existing system by "Implement Water Demand Reduction Measures" alone and so it is not carried forward as a standalone strategy. It is, however, considered as a general recommendation to achieve TGS and other sustainability objectives of the development.

- **WS#4: Limit Community Growth**

  This strategy involves limiting the proposed growth in the community to not exceed the residual capacity of water infrastructure identified through baseline modelling. As such, the Proponents, would have to limit the extent and locations of future development. For the same reasons as the "Do Nothing" strategy, limiting growth was not carried forward as a feasible alternative. It does not address the Problem Statement and does not support the overall objectives of the project.

Solutions WS#2 and WS#3 were selected to be carried forward for further development in the short list process.

Evaluation of Short List of Water Servicing Alternative Solutions

The alternative WS#3 was carried forward from the long list alternative and will be explored during the detailed design stage as implementation of the water reduction strategies is considered to be an alternative which should be incorporated in the future design given the City's efforts towards mitigating climate change and introducing climate resilient infrastructure.

A short list of alternative solutions was developed based on the WS#2 which was carried forward from the long list screening. The alternatives were categorized into two broad categories:

1. Further adjustments to pressure districts PD5 and PD6 boundaries:
    a. WS#2A - No further adjustment to PD 5/6 boundary: The existing PD 5/6 boundary is proposed to be adjusted as part of the 2017 Water Servicing Study, as shown in **Figure 5-11,** to address low pressure conditions within PD5 district. This adjustment targeted an elevation contour of 194.5m. Under this option, it is proposed to maintain this alignment.
    b. WS#2B - Extend PD 5/6 boundary further south: The 2017 Water Servicing Study did not account for the development within the Secondary Plan Area. The proposed option is to extend the PD6 boundary further south within the Secondary Plan Area to mitigate potential low-pressure conditions. Option WS#2B is shown in **Figure 5-11**.

Further adjustments to pressure districts PD5 and PD6 boundaries

Figure 5-11: Short List Alternative Solutions WS#2A and WS#2B

2. Water servicing network strategy (see **Figure 5-12**)
    c. WS#2C - Two parallel main feeds: Proposed water distribution network with increased number of interconnections and limited dead ends achieved through looping the watermains.
    d. WS#2D - One main feed: Proposed water distribution network with limited interconnections and loops in the network. The recommended preferred solution is a combination of options WS#2B & WS#2C.

Water servicing network strategy

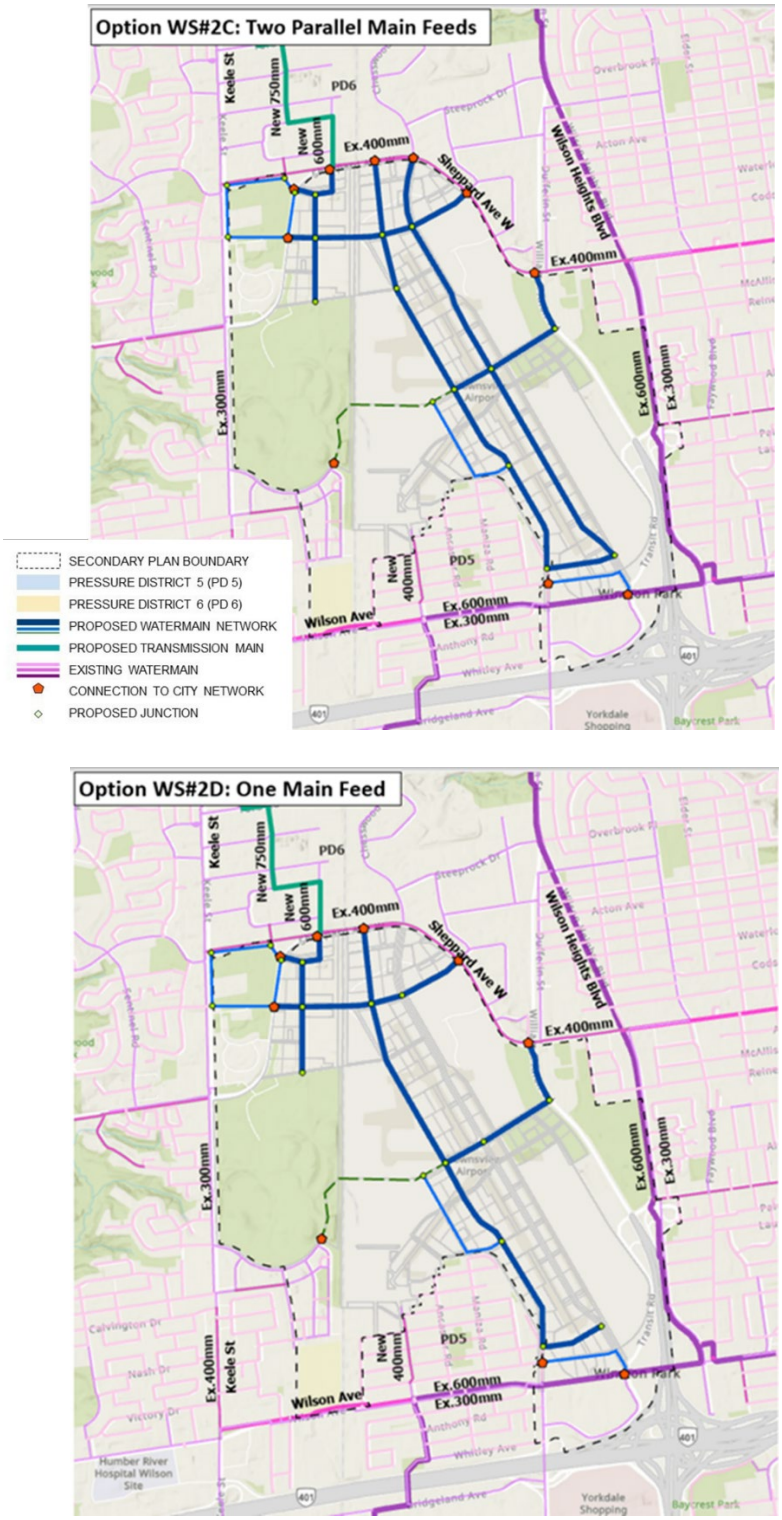


Figure 5-12: Short List Alternative Option WS#2C and WS#2D

Table 5-13 and **Table 5-14** show the summary of the evaluation criteria for the preferred servicing alternative along with the rationale for selection.

Table 5-13: Summary of Evaluation Criteria for Options WS#2A and WS#2B

Category	Weighting	Option WS#2A - No Further Adjustments to PD5/6 Boundary	Option WS#2B - Extend PD 5/6 Further South
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall			**Preferred**

Option WS#2B was selected based on the following rationale:

- This option accounts for the future growth within the Plan Area and thus proposes further refinement to consider the latest development proposals.
- Improved pressure conditions within the Plan Area.
- Marginal increase in operational and capital costs.

Table 5-14: Summary Evaluation Criteria for Options WS#2C and WS#2D

Category	Weighting	Option WS#2C - Two Parallel Main Feeds	Option WS#2D - One Main Feed
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall		**Preferred**	

Option WS#2C was selected based on the following rationale:

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

Preferred Water Alternative Solution

Figure 5-13 shows the preferred alternatives Option WS#2B and WS#2C.

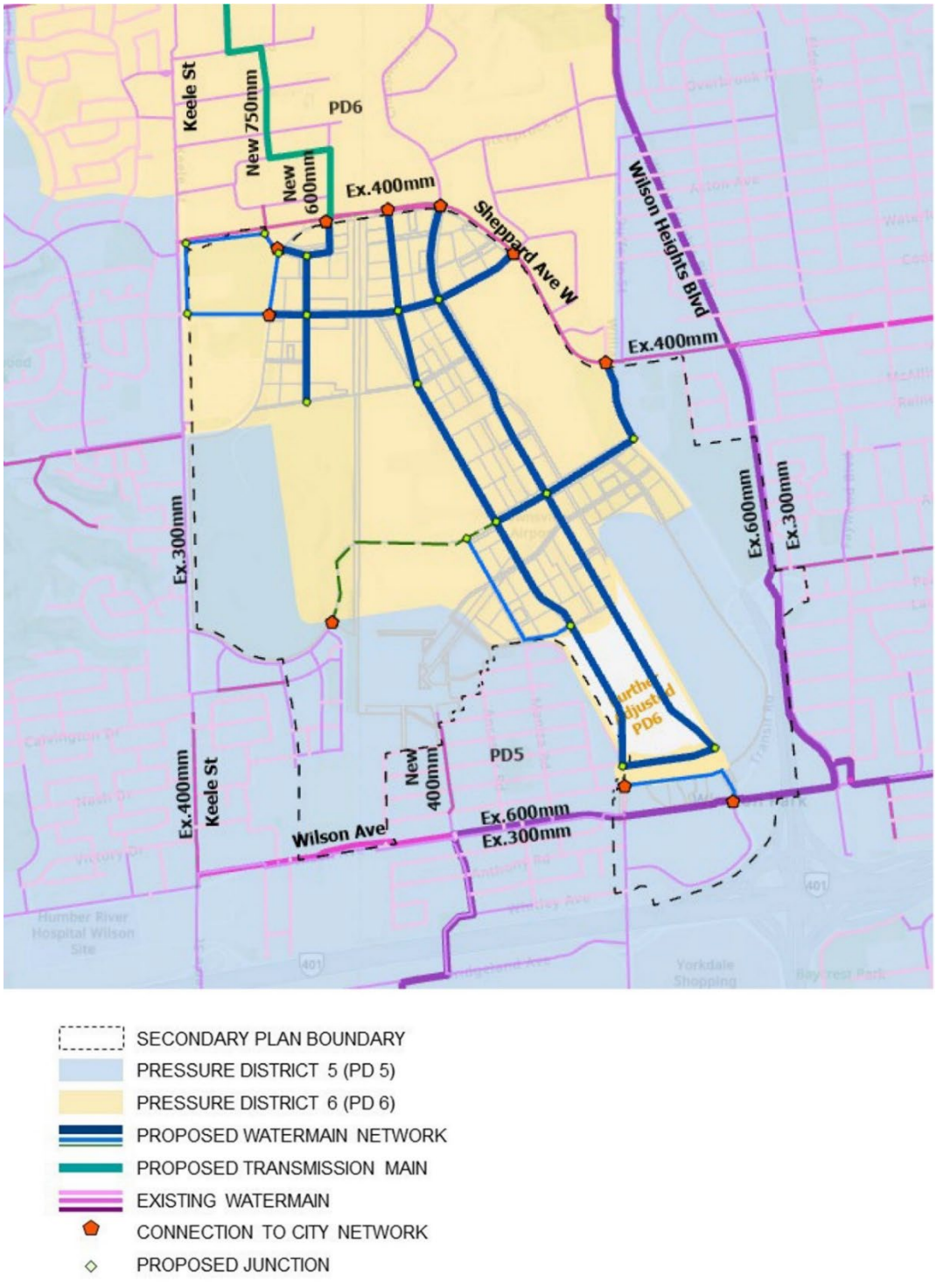


Figure 5-13: Preferred Water Alternative Solution

5.3.2 Sanitary

The Study Area for the sanitary analysis (**Figure 5-14**) extends well beyond the boundary of the Secondary Plan Area. The Sanitary Study Area is approximately 1,600 ha in size and was developed based on detailed review of the existing municipal and private sanitary infrastructure and the associated sewersheds. It was delineated to understand the interface between proposed development within the Secondary Plan Area and the impact it may have on downstream infrastructure. The sanitary servicing vision for the Secondary Plan Area will combine city and site scale initiatives to provide adequate servicing for the Secondary Plan Area as a whole, and to mitigate negative impacts on the municipal infrastructure. The goal is to minimize sanitary discharge and explore using sanitary flows as a potential resource. The servicing strategy for the Secondary Plan aims to align with the City's existing and planned infrastructure in the surrounding area.

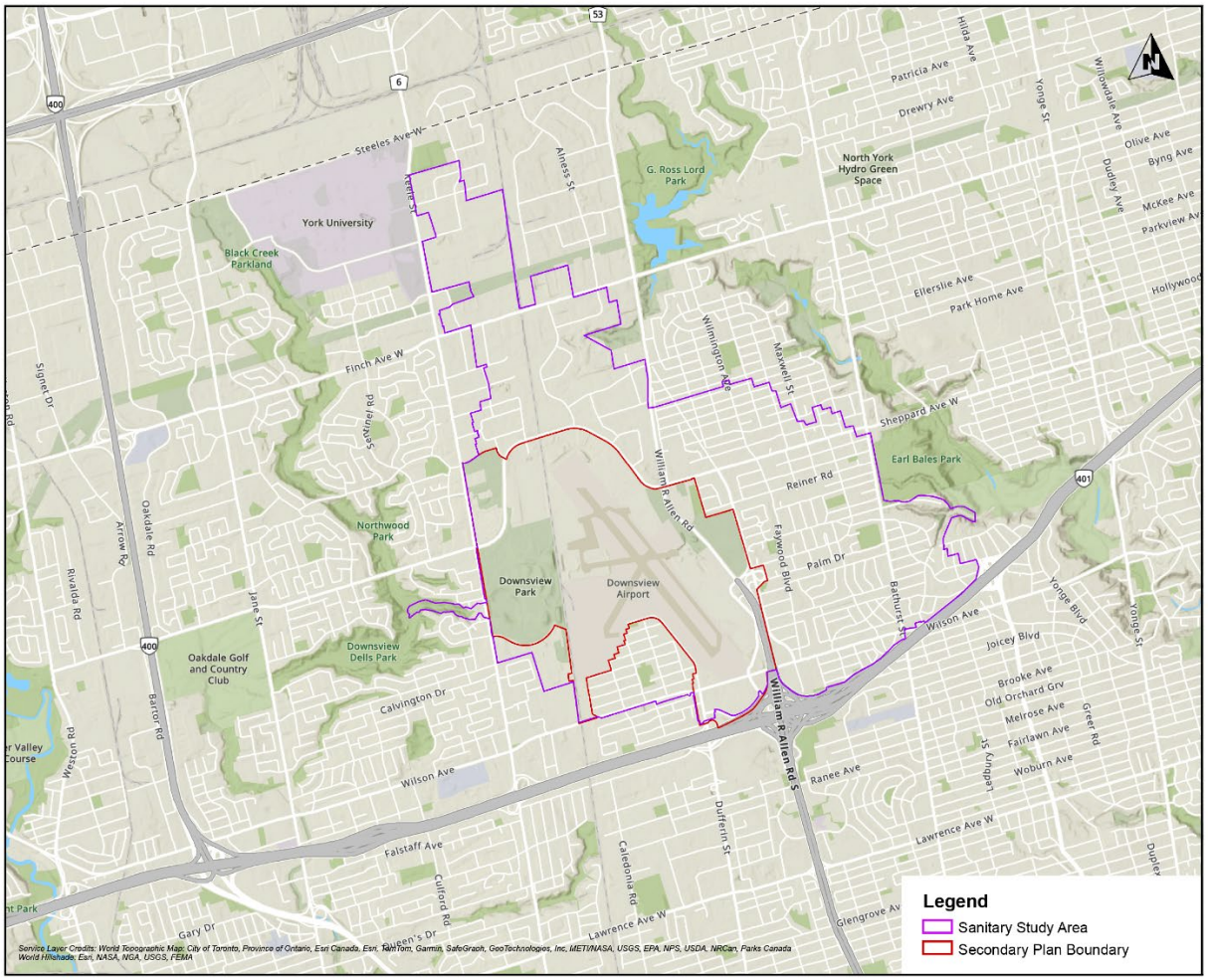


Figure 5-14: Sanitary Study Area

Screening of Long List of Sanitary Servicing Strategies

To service future development while minimizing environmental impacts, a range of long list alternative servicing strategies were developed and screened.

The following alternative solutions were considered to screen the long list solutions for sanitary servicing:

- **WW#1: Do Nothing**

  "Do Nothing" means that no improvements or enhancements would be made to the existing wastewater system beyond planned capital improvements being carried out by the City to improve conditions within the Secondary Plan Area. While the implementation of the Keele Relief Sewer will provide significant additional sanitary capacity, majority of the developable area within the Secondary Plan was not contemplated to connect to the Keele Relief Sewer during the study phase of the Black Creek Drainage Improvement Study. As a result, this solution does not support the overall objectives of the project and does not address the Problem Statement. "Do Nothing" was not carried forward as a feasible strategy.

- **WW#2: Enhance / Expand Existing Systems**

  This solution involves identifying appropriate enhancements and/or expansions to existing sanitary systems that will support the projected growth. The "Enhance/Expand Existing Systems" strategy provides the most appropriate solution to accommodate future long-term growth. As such, this solution was carried forward.

- **WW#3: Implement Wastewater Reduction Measures**

  This solution relies on reductions in wastewater production through the reduction of potable water demand and/or reduction of extraneous flows into the sanitary system. It is noted by City of Toronto staff through both the water and the sanitary servicing workshops that the developments commitment to meeting the Toronto Green Standard (TGS) requirement of reducing potable water demand by 40%, and therefore wastewater production by the same quantity, would not be considered in the sizing of new sewers or in the downstream capacity analysis of existing sewers.

Infiltration reduction measures such as sewer rehabilitation, the removal of any indirect and direct cross-connections with stormwater infrastructure, and good maintenance practices can be expected to reduce infiltration. Applying such measures could increase capacities in the existing network which could be re-allocated to the proposed development. However, based on the expected demands of the development, significant increases in wastewater generation are expected which likely could not be met through wastewater reduction measures alone. Consequently, “Implement Wastewater Reduction Measures” in and of itself is not a feasible solution and is not being carried forward as a standalone strategy. However, it could contribute to the overall sanitary servicing solution and will be carried forward as an implementation measure.

- **WW#4: Limit Community Growth**

  This solution involves limiting the proposed growth in the community to match the residual sanitary infrastructure capacities identified through baseline modelling. As such, the Co-Proponents would have to limit the extent and locations of future development. For the same reasons as the “Do Nothing” strategy, limiting growth was not carried forward as a feasible solution. It does not address the Problem Statement and does not support the overall objectives of the project.

In summary, alternative solutions WW#2 and WW#3 were selected to be carried forward for further study in the short list process.

Evaluation of Short List of Sanitary Servicing Alternative Solutions

A short list of alternative solutions was developed based on WW#2 which was carried forward form the long list screening. The alternative solutions were categorized into three broad decisions:

1. Overall Sewershed Divide
2. Internal Subcatchment Divide
3. Internal Infrastructure Routing

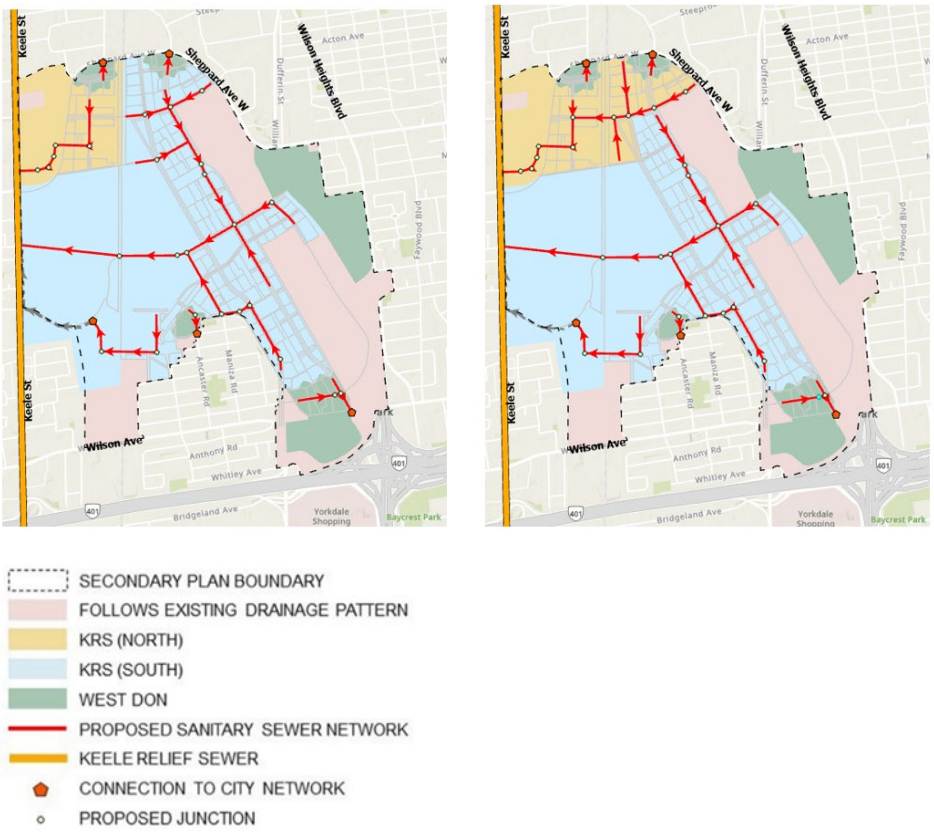
Overall Sewershed Divide

Solution WW#2A **Solution WW#2B** **Solution WW#2C**

Figure 5-15: Short List Solutions for the Overall Sewershed Divide

- WW#2A: Direct flows from all proposed development lands within the Secondary Plan Area boundary to the Keele Relief Sewer to the west. All existing lands to follow existing drainage patterns.
- WW#2B: Direct flows from all proposed development lands within the Secondary Plan Area boundary as per the existing submitted development applications and implement any required off-site improvements to support this sewershed divide. All existing lands to follow existing drainage patterns.
- WW#2C: Optimize the sewershed divide by modifying drainage patters for proposed developments where appropriate. Utilize the existing capacities off-site where available and limit off-site improvements. All existing lands to follow existing drainage patterns.

Internal Subcatchment Divide

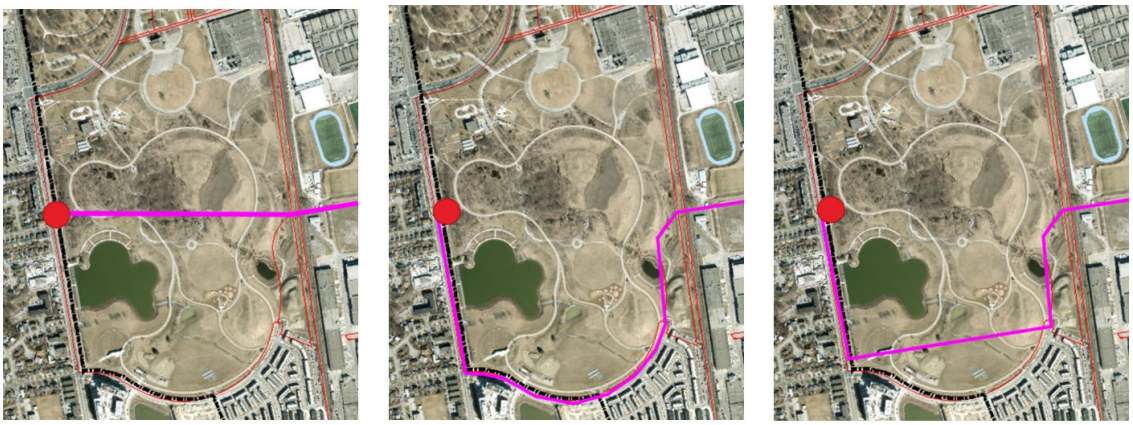


Solution WW#2D **Solution WW#2E**

Figure 5-16: Short List Solutions for the Internal Subcatchment Divide

- WW#2D: Minimize contribution to Shaft MT08 through proposed infrastructure in William Baker. Limit drainage to the north to available capacity of sewers in Bakersfield Street and Chesswood Drive.
- WW#2E: Optimize the contribution to Shaft MT08 through proposed infrastructure in William Baker and propose infrastructure at the Northern Crossing. Limit drainage to the north to available capacity of sewers in Bakersfield Street and Chesswood Drive.

Internal Infrastructure Routing



Solution WW#2F **Solution WW#2G** **Solution WW#2H**

Figure 5-17: Short List Solutions for the Internal Infrastructure Routing

- WW#2F: Align sewers directly across Downsview Park from Underpass Ravine to location of Shaft 01. Existing sewers along Downsview Park Blvd and Keele Street/Downsview Park boundary to be addressed by Keele Relief Sewer team.
- WW#2G: Align sewers such that they follow the Downsview Park Blvd extension from the Ravine Underpass and along Keele Street. Existing sewers along Downsview Park Blvd and Keele Street/Downsview Park boundary to be addressed by Keele Relief Sewer team.
- WW#2H: Align sewers such that they follow from the Ravine Underpass up to the existing termination of Downsview Park Blvd. Tunnel directly across the park to Keele Street before re-aligning north to Shaft 01. Existing sewers along Downsview Park Blvd and Keele Street/Downsview Park boundary to be addressed by the Keele Relief Sewer team.

The preferred alternative solution for sanitary servicing is a combination of WW#2C, WW#2E, and WW#2F. **Table 5-15** to **Table 5-18** show the summary of the evaluation criteria for the preferred servicing alternative along with the rationale for selection.

Table 5-15: Summary Evaluation Criteria for Option WW#2A, B and C (Overall Sewershed Divide)

Category	Weighting	Option WW#2A - Maximize to KRS	Option WW#2B - Maintain Existing Plan	Option WW#2C - Optimize to KRS
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium			
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall				**Preferred**
Key Findings		• Requires no off-site improvements as flows directed to planned KRS • Maximizes length / depth of new infrastructure required to direct flows towards KRS. May require	• Requires extensive off-site improvements to support connections to existing infrastructure • Has minimal impact to natural environment	• Utilizes available residual capacities in existing network • Uses already planned upgrades to existing network • Limits off-site improvements

Category	Weighting	Option WW#2A - Maximize to KRS	Option WW#2B - Maintain Existing Plan	Option WW#2C - Optimize to KRS
		additional infrastructure (i.e. pumping) to accommodate grading / depth • Has minimal impacts to natural environment • Avoids impact to archaeological and heritage resources • Has higher upfront costs to support phasing	• Avoids impacts to archaeological and heritage resources • Has higher upfront costs to support phasing through extensive off-site improvements .	• Optimizes tributary area / length of require infrastructure to direct proposed flows towards KRS • Has minimal impacts to the natural environment • Avoid impacts to archaeological and heritage resources • Optimizes upfront costs to support phasing

With respect to the overall sewershed divide, WW#2C was found to best utilize residual capacities in the existing network as well as already planned capital upgrades, while limiting the need for off-site improvements. The selected sewershed divide optimizes the tributary area and length of required infrastructure to direct proposed flows to the Keele Relief Sewer and optimizes upfront costs to support phasing of development. This option also has minimal impact to the natural environmental and avoids impacts to archaeological and heritage resources.

Table 5-16: Summary Evaluation Criteria for Option WW#2D and E (Internal Sewershed Divide)

Category	Weighting	Option WW#2D - Minimize to Shaft MT08	Option WW#2E - Optimize to Shaft MT08
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall			**Preferred**
Key Findings		• Supports planned development • Has limited flexibility to support phasing • Minimizes impacts to existing neighbourhoods • Has minimal impacts to the natural environment • Avoids impacts to archaeological and heritage resources • Has higher capital costs	• Balances construction between north and south areas and supports planned development • Has greater flexibility to support phasing • Minimizes impacts to existing neighbourhoods • Has minimal impacts to natural environment • Avoids impacts to archaeological and heritage resources • Has lower capital costs

With respect to the internal subcatchment divide to the Keele Relief Sewer, WW#2E was found to offer the best balance of construction between the north and south areas, while still offering enough flexibility to support development phasing. The selected subcatchment divide minimizes impacts to existing neighborhoods, has minimal impacts to the natural environment, and avoids impacts to archaeological and heritage resources. This solution also has lower capital costs.

Table 5-17: Summary Evaluation Criteria for Option WW#2F, G and H (Internal Infrastructure Routing)

Category	Weighting	Option WW#2F - Direct Through Park	Option WW#2G - Follow Downsview Park Blvd	Option WW#2H - Hybrid
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium			
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall		**Preferred**		
Key Findings		• Supports planned development • Has shortest infrastructure	• Supports planned development • Has longest infrastructure	• Supports planned development • Has greater infrastructure

Category	Weighting	Option WW#2F - Direct Through Park	Option WW#2G - Follow Downsview Park Blvd	Option WW#2H - Hybrid
		length and shallowest depth • Avoid impacts to uses within Downsview Park • Has minimal impacts to existing Stanley Greene neighbourhood • Has least construction complexity (only requires 2 drop shafts) • Requires an easement through Downsview Park • Has minimal impacts to the natural environment • Avoids impacts to archaeological and heritage resources • Has lower capital costs • Requires less maintenance	length and deepest depth • Avoids impacts to uses within Downsview Park • Has significant impacts to existing Stanley Greene neighbourhood • Has highest construction complexity (due to radius of Downsview Park Boulevard) • Avoids the need for an easement • Has minimal impacts to natural environment • Avoids impacts to archaeological and heritage resources • Has highest capital costs • Has highest maintenance requirements	length and depth • Has potential conflicts with use in Downsview Park • Has some impacts to Stanley Greene neighbourhood • Has greater construction complexity complare to Option WW#2F • Requires an easement through the park • Avoids impacts to archaeological and heritage resources • Has higher maintenance requirements compared to Option WW#2F

With respect to the routing of infrastructure, WW#2F offers the shortest length and shallowest depth of infrastructure, while still supporting the planned development and minimizing impacts to Downsview Park and existing neighborhoods. This solution was the least complex in terms of constructability; however, it does require a municipal servicing easement through Downsview Park. This solution has minimal impact to the natural environmental and avoids impacts to archaeological and heritage resources. This solution also has lower capital costs and requires less long-term maintenance.

Table 5-18: Summary Evaluation Criteria for Option WW#3A and B (Wastewater Reduction Measures)

Category	Weighting	Option WW#3A - Implement Wastewater Reduction	Option WW#3B - Do Not Implement Wastewater Reduction
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Cost	Medium		
Overall		**Preferred**	
Key Findings		• Aligned with proposed approach to water distribution. Commitment to reduction of water consumption through TGS is likely to result	• Misaligned with proposed approach to water distribution • No additional capacity feed up in existing system. Additional pressures on

Category	Weighting	Option WW#3A - Implement Wastewater Reduction	Option WW#3B - Do Not Implement Wastewater Reduction
		in reduced wastewater production • Opportunity to increase capacity in existing systems without major off-site improvements • Reduction of I/I to be studied at the District Plan level to determine specific projects required for flow offsetting	proposed infrastructure to be built • Potential for further increases in I/I as existing infrastructure continues to age and degrade

The preferred alternative also recommends that wastewater reduction measures be implemented where feasible.

Preferred Sanitary Alternative Solution

The preferred sanitary alternative solution is illustrated on **Figure 5-18**.

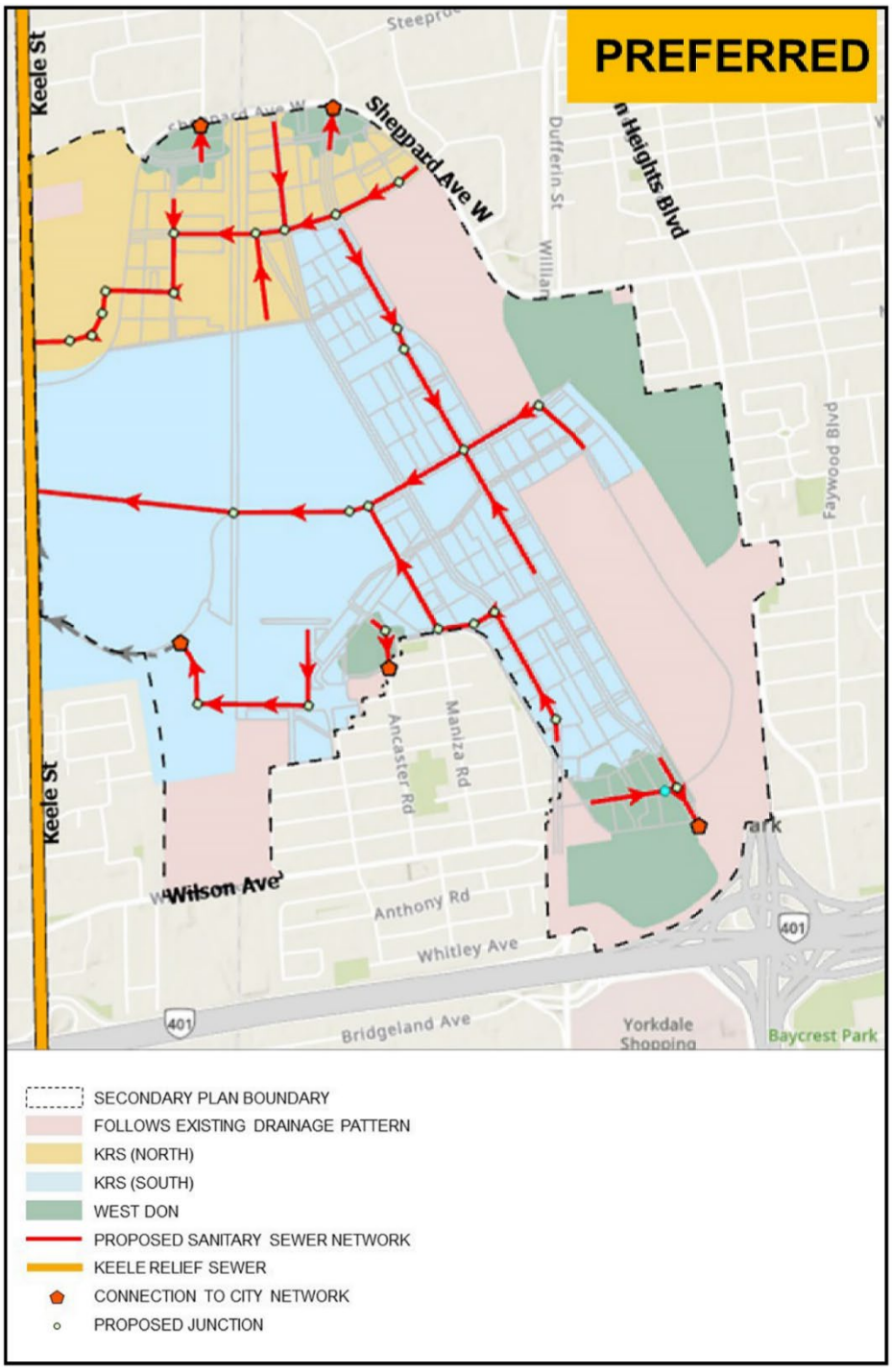


Figure 5-18: Preferred Sanitary Alternative Solution

5.3.3 Stormwater

The Study Area for the stormwater analysis (referred to from here on as the Stormwater Study Area) is defined in **Figure 5-19** and was determined based on a review of the existing municipal and private stormwater infrastructure. The Stormwater Study Area extends farther than the boundary of the Secondary Plan Area so that the interface between the development and the downstream infrastructure can be assessed and understood.

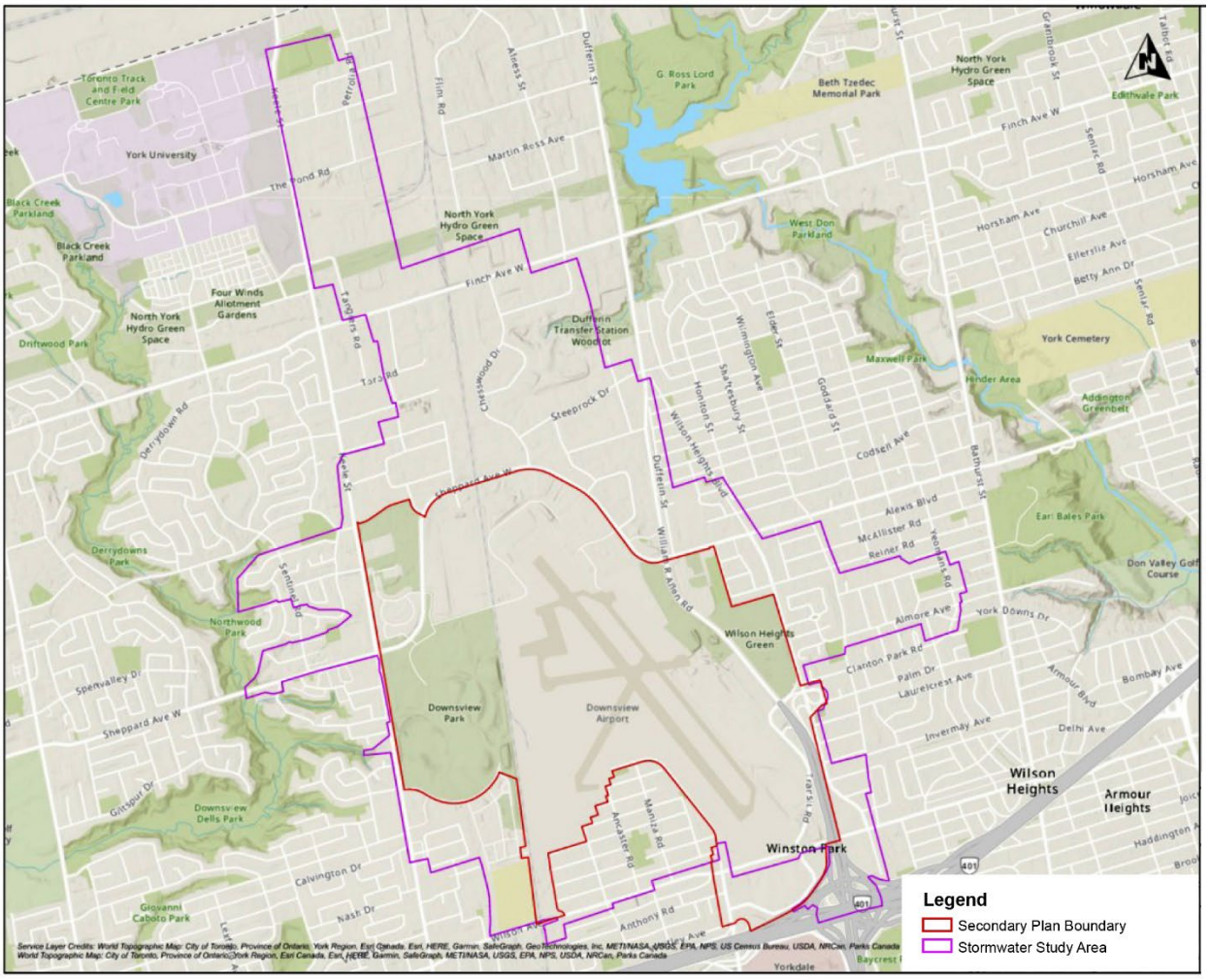


Figure 5-19: Stormwater Study Area

GI is at the centre of the Secondary Plan's Stormwater Management (SWM) vision to provide multiple environmental, social, and economic benefits. According to the CoT's Official Plan, GI is described as follows:

"Natural and human-made elements that provide ecological and hydrological functions and processes. GI may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs."

GI implementation aligns with the Downsview Secondary Plan (DSP) policy direction. The stormwater policies require a decentralized approach, leveraging the public realm, GI, and nature-based solutions to support water quantity and quality requirements. The Toronto Green Standard Version 4 (TGS V4) can also be met, and the vision is to exceed the minimum requirements in these guidelines.

Screening of Long List of Stormwater Management Strategies

To service future development while minimizing environmental impacts, a range of long list alternative servicing strategies were developed and comparatively evaluated. A subset of objectives and criteria were selected as screening criteria from the overall evaluation criteria for the MESP. The screening assessment prioritized technical feasibility and a total of seven tests in the format of yes/no questions were developed to compare servicing strategies. The screening criteria are summarized in .

The following alternative solutions were considered to screen the long list solutions for stormwater servicing:

- **Solution 1: Do Nothing**

  "Do Nothing" means that no improvements or enhancements would be made to the existing stormwater system beyond planned capital improvements being carried out by the City to improve conditions within the Secondary Plan Area. Although recommendations from the CoT's Basement Flooding Protection Program (BFPP) could be implemented, there are no significant storm sewer network upgrades/expansion currently planned. As a result, this strategy does not support the overall objectives of the project and does not address the Problem Statement. "Do Nothing" was not carried forward as a feasible strategy.

- **Solution 2: Implement a Grey Infrastructure Only Stormwater Network**

  This strategy involves identifying appropriate enhancements and/or expansions to existing stormwater systems that will support the projected growth but with a focus on grey infrastructure. This includes expanding existing piped networks, adding more sewer connections, and building new SWM ponds to support the projected growth. Grey infrastructure (i.e., piped networks and new SWM ponds) alone would be relied upon to meet the water quality and quantity control requirement stipulated in the WWFMG. This strategy includes the proposed implementation of GI on private streets and development parcels to support achieving the minimum requirements of the WWFMG and TGS, at the developer's discretion. In this scenario, GI would not meaningfully contribute to water quantity and quality control. This strategy does not meet the requirements in TGS v4 to implement GI in rights-of-way and on private parcels but is a technically feasible solution. As such, this strategy was carried forward as a baseline.

- **Solution 3: Implement Both Grey and GI in a Parallel and Redundant System**

  This strategy involves identifying appropriate enhancements and/or expansions to existing stormwater systems that will support the projected growth, making use of both traditional grey and GI. Both grey and GI independently will be relied upon to meet the water quality and quantity control requirements stipulated in the WWFMG. This is likely to lead to a 'doubling up' of stormwater infrastructure, resulting in half the system being redundant. This is a technically feasible solution and reflects a case where GI is not relied upon to meet the requirements stipulated in the WWFMP. As such this strategy was carried forward.

- **Solution 4: Implement a Fully Integrated and Decentralized Stormwater Management System**

  This strategy involves identifying appropriate enhancements and/or expansions to existing stormwater systems that will support the projected growth, while prioritizing GI. This includes maintaining the existing storm system and taking advantage of the reserve capacity in the existing downstream infrastructure but limiting expansions of existing facilities or new construction for new grey storm infrastructure. This strategy also includes the implementation of all aspects of GI including floodable open spaces. GI beyond the minimum criteria will be a requirement on private streets and development parcels and will be fully integrated into rights-of-way with the CoT Green Streets Guidelines, including the maximum implementation of CoT GI Standards. Opportunities for floodable open spaces will be identified on a catchment-by-catchment basis depending on specific constraints and opportunities. The candidates for floodable spaces include POPS, parks, and open spaces and allocating storage/conveyance areas within the proposed Green Spine. GI will be relied upon as the primary measures (to the maximum extent practical, where technically feasible) to achieve the water quality and quantity control requirements stipulated in the WWFMG, with reliance on existing and proposed grey infrastructure being minimized where possible. Solution 4 is an aspirational solution to set a new benchmark in the approach to SWM. This strategy proposes to implement GI first to the maximum extent practicable and achieving any remaining design criteria using traditional grey SWM infrastructure only where necessary. As such this strategy was carried forward.

- **Solution 5: Limit Community Growth**

  This strategy involves limiting the proposed growth in the community to match the residual stormwater infrastructure capacities identified through baseline modelling. As such, the Proponents would have to limit the extent and locations of future development. For the same reasons as the “Do Nothing” solution, limiting growth was not carried forward as a feasible alternative. It does not address the Problem Statement and does not support the overall objectives of the project.

Evaluation of Short List of Stormwater Management Alternative Solutions

Table 5-19 show the summary of the evaluation criteria for the preferred servicing alternative along with the rationale for selection.

Table 5-19: Summary Evaluation Criteria for Option SW#2, 3 and 4

Category	Weighting	Option WW#2 - 1 Layer of Green + Grey Infrastructure	Option WW#3 - 2 Layer of Green + Grey Infrastructure	Option WW#3 - 3 Layer of GI
Category 1: Connectivity and Technical Viability	High			
Category 2: Socio-Economic Environment	High			
Category 3: Natural Environment	Medium			
Category 4: Cultural Environment	Medium			
Category 5: Environmental Sustainability and Resilience	High			
Category 6: Cost	Medium			
Overall				**Preferred**
Key Findings		• Supports planned development • Requires End-of-Pipe facilities in early phases to support	• Supports planned development • Requires End-of-Pipe facilities in early phases to support	• Supports planned development • Prioritizes managing stormwater at source • Provides greater

Category	Weighting	Option WW#2 - 1 Layer of Green + Grey Infrastructure	Option WW#3 - 2 Layer of Green + Grey Infrastructure	Option WW#3 - 3 Layer of GI
		future development • Has moderate flexibility in achieving the WWFMG & DCSWM requirements • Has moderate potential to provide additional wildlife habitat and promote biodiversity • Has minimal flexibility in continuing to achieve the WWFMG's under climate change • Requires no offsite improvements • Has no impacts to archaeological or heritage resources	future development • Has moderate flexibility in achieving the WWFMG & DCSWM requirements • Has moderate potential to provide additional wildlife habitat and promote biodiversity • Has minimal flexibility in continuing to achieve the WWFMG's under climate change • Requires no offsite improvements • Has no impacts to archaeological or heritage resources	flexibility phasing • Has greater flexibility in achieving the WWFMG & DCSWM requirements through GI • Provides greatest potential to provide additional wildlife habitat and promote biodiversity • Provides greatest flexibility in continuing to achieve the WWFMG's under climate change • Requires no offsite improvements • Has no impacts to archaeological or heritage resources

Solution 4 demonstrated the greatest number of "most" preferred Harvey balls against the evaluation criteria and was therefore selected as the preferred solution by the co-proponents through a series of evaluation workshops.

Preferred Stormwater Management Alternative Solution

The proposed catchments and contour map associated with the grading strategy are shown in **Figure 5-20**.

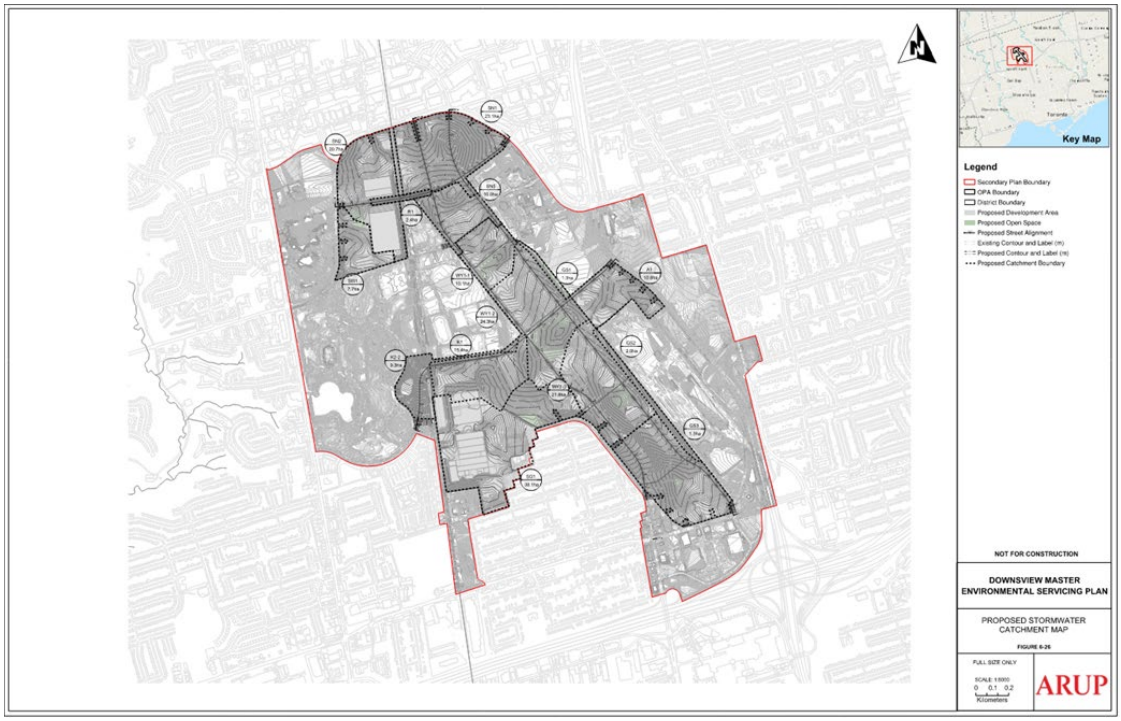


Figure 5-20: Proposed Grading and Catchment Map

6 Consultation

Consultation and engagement were an integral component of the Study, as it provided opportunities for two-way communication with interested stakeholders. Consultation activities provide a forum to identify potentially significant environmental issues early and throughout the decision-making process and ensure that they are given appropriate consideration.

An extensive consultation program was undertaken to aid in the planning and impact assessment for the EA Study supporting the Downsview project work. The purpose of this section is to outline the consultation activities undertaken, identify the key issues raised, and how they were resolved.

6.1 Consultation with Property Owners and the Public

6.1.1 Notice of Study Commencement

On June 3 to 7, 2022, approximately 54,000 notification letters announcing Study Commencement and Public Meeting #1 were distributed by direct mail via Canada Post to addresses in the Study Area, including businesses and residents. In addition, the Notice of Study Commencement and Public Meeting #1 was published in the Toronto Star, North York Mirror, and Lo Specchio newspapers on June 2 and 3, 2022.

6.1.2 Update Downsview Study Webpage

The City of Toronto website included a webpage for Update Downsview at Toronto.ca/updatedownsview.

The Updated Downsview webpage was launched in January 2022 and has remained active and regularly updated throughout the course of the Study.

The Update Downsview webpage provided an opportunity for the public, Indigenous communities and stakeholders to review up-to-date Study information and content, download Study materials and reports, and contact the Project Team directly via email or phone. The webpage also provided an opportunity for the public and stakeholders to subscribe for e-mail e-updates related to the City's work on Update Downsview, including project milestones and opportunities to participate in the process through meetings and events.

6.1.3 Public Meetings / Events

January 25, 2022 – Virtual Public Launch Event

Prior to commencement of the EA Study for Downsview, the City of Toronto hosted a Virtual Public Launch Event on Tuesday, January 25, 2022, to share information with the public on the Downsview Study, answer questions, and receive comments. The meeting introduced the EA Study deliverables, including the MESP, and was also the first City-led public meeting on the OPA application. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the event was held online and phone-in only via WebEx Events. The event was promoted by sending 53,700 flyers to the addresses within the Study Area, through the City of Toronto's social media channels (Twitter, Facebook, Instagram), on the Downsview webpage and City Planning Consultations webpage, and in the North York Mirror newspaper.

June 20, 2022 – EA Public Meeting #1

On Monday, June 20, 2022, the City hosted a Virtual Public Meeting to provide an update to the public on Downsview, development applications in the area and initiate Phase 1 of the EA Study. All of the Co-Proponents were available to answer questions and receive comments. This meeting served as the first Public Meeting for the EA Study. The event was advertised through the following:

- The City of Toronto's social media channels (Twitter, Facebook, Instagram);
- The Downsview webpage;
- e-updates to subscribers;
- The Toronto Star, North York Mirror, and Lo Specchio newspapers;
- The applicant's id8 Downsview distribution list and social media;
- Posted signage at the Toronto Public Library (Downsview Branch);
- E-mail invitation to Indigenous communities; and
- Flyer mailed to approximately 64,000 addresses within the Secondary Plan area.

The Virtual Public Meeting was held over WebEx video conferencing software from 6:30 – 8:30 p.m. Over 110 people participated live, including public attendees, the property owners' project team members, local Councilor and City of Toronto staff from City Planning, Transportation Services, Engineering and Construction Services, Toronto Water, Social Development, Finance and Administration, as well as Parks, Forestry and Recreation.

On behalf of the Downsview Study's City Team, the City Planning division provided a presentation to update the public on the Downsview Study as well as the EA Study, including key boundaries, emerging policy directions, process, priorities, deliverables, timelines, and next steps. Northcrest Developments provided a presentation that outlined the developers' vision for the recently submitted Taxiway West District (Northcrest 1st District). Presentations were posted on the Downsview webpage in July 2022.

The purpose of the portion of the Public Meeting for the EA Study was to introduce the EA process and provide the public and stakeholders an opportunity to review and comment on the EA process, existing conditions, the draft Problem and Opportunity Statement, and the next steps in EA process. In particular, the following presentation slides for the EA Study included:

- Environmental Assessment Overview / Process;
- Existing Conditions – Environment;
- Existing Conditions – Transportation;
- Draft Problem and Opportunity Statement;
- Problem & Opportunities – Integrating the Lands;
- Problems & Opportunities – Major Street Network;
- Problems & Opportunities – Active Transportation;
- Problems & Opportunities – Transit & Connectivity;
- Problems & Opportunities – Servicing Infrastructure; and
- Next Steps in the Study

Participants had an opportunity to ask questions of the panel and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx.

December 8, 2022 – Town Hall

The City of Toronto, Northcrest Developments, and Canada Lands Company hosted a virtual Town Hall on December 8, 2022 to provide an update and seek feedback on the work that has happened since the last Downsview Town Hall in June 2022. While this was not a formal Public Meeting as part of the Study process, the Town Hall also provided an opportunity to provide an update to the Study and to receive feedback on the street network and servicing options prior to the evaluation. Approximately 64,000 meeting notices (in postcard format) were sent out in a 2 km radius around the Downsview lands with over 100 people participating in the Town Hall. The meeting was held virtually over Zoom video conferencing software.

As part of the Town Hall, the EA team presented an update and the proposed key east-west and north-south street network options and the proposed evaluation criteria for review. The presentation slides for the EA Study included:

- Environmental Assessment Overview / Process;
- Development of Street Network Options;
- Screening of Long List of Street Network Options;
- Long List and Short List of East-West Street Network Options;
- Long List and Short List of North-South Street Network Options;
- Draft Evaluation Criteria; and
- Next Steps in the Study.

Following the EA Study presentation, participants were divided into four break-out rooms to share their thoughts on the presented alternatives and evaluation criteria.

May 29, 2023 – EA Public Meeting #2

The City of Toronto hosted a virtual public meeting on Monday, May 29, 2023 from 6:30 to 8:30 p.m. to share information with the public, answer questions and receive comments on the Downsview Study, including the EA Study, draft Secondary Plan, Community Development Plan priorities, and Urban Design Guidelines outline. This meeting served as the second Public Meeting for the EA Study. A drop-in open house was also held at the Downsview Library from May 29, 2023 to June 2, 2023. These events were promoted by sending 58,500 flyers to addresses closest to the Downsview area, through the Downsview and id8 Downsview e-update subscriber lists, City of Toronto's social media channels (Twitter, Instagram), on the Downsview webpage as well as in the Toronto Star, North York Mirror, and Lo Specchio newspapers. The meeting was held virtually over WebEx video conferencing software.

Over 125 participants attended the virtual public meeting and over 110 participants attended the drop-in open house. Both events were also supported by the attendance of project team members, local Councilor and City of Toronto staff from City Planning, Engineering & Construction Services, Transportation Services, Social Development, Finance and Administration and Parks, Forestry and Recreation and Toronto Water. Representatives of Northcrest Developments and Canada Lands Company, the Official Plan Amendment (OPA) applicants, were also in attendance and available to respond to questions.

The purpose of the Public Meeting for the Integrated Planning Act and Municipal Class Study component was to introduce the Study and provide the public and stakeholders an opportunity to review and comment on the update on the EA process, including the preferred options for streets, sanitary, servicing and stormwater management. In particular, the following presentation slides for the EA Study included:

- Environmental Assessment Overview / Process
- Evaluation Criteria
- Evaluation of Street Network Options
- Preferred Framework Streeet Network
- Preferred Separate Active Rail Crossings
- Evaluation of Servicing Options
- Preferred Servicing Options
- Next Steps in the Study

Participants had an opportunity to ask questions of the panel and share their thoughts after the presentations. Feedback was accepted in writing through the Q&A function on WebEx.

October 16, 2023 – EA Public Meeting #3

The City of Toronto hosted an Environmental Assessment Open House on October 16, 2023 from 11:00 a.m. to 7:00 p.m. to share information with the public, answer questions and receive comments on the additional Class EA infrastructure evaluations, transportation evaluation scenarios and additional non-EA infrastructure considerations. Updates were also provided for overall Downsview Study. This meeting served as the third Public Meeting for the EA Study. The Open House was promoted by sending 58,600 flyers to addresses closest to the Downsview area, through the Downsview Study and id8 Downsview e-update subscriber lists, City of Toronto's social media channels (Twitter, Instagram), on the Update Downsview webpage as well as in the Toronto Star and Lo Specchio newspapers.

The Downsview Environmental Assessment Open House had approximately 80 attendees, including interested community residents from surrounding areas (e.g. Ancaster, Keele/Finch, Wilson Heights, Stanley Greene, etc.). Participants stated they heard about the event through the project website/other advocacy groups and/or participated previously in the Downsview or id8 Downsview process. Generally, participants were looking for more information on the overall project and asked questions of clarification on the timelines for development/construction, the major street network, district planning processes and the potential Dufferin Street expansion.

6.1.4 Community Resource Group Meetings

Northcrest Developments and Canada Lands Company created and convened an id8 Downsview Community Resource Group (CRG) to support a transparent, accountable, and meaningful process informed by multi-way communication between multiple interests, including community members, the City of Toronto, Northcrest Developments and Canada Lands Company. The CRG provides a forum for sharing perspectives and advice on the planning and development of Downsview with Northcrest Developments and Canada Lands Company, as well as working with convenors to support the City-led Downsview processes including the Downsview Community Development Plan, the EA Study, updated Secondary Plan policy, Urban Design Guidelines and other City-led initiatives. The CRG included a diverse mix of organizations and resident / community members representing local and city-wide interests, a diverse mix of socio-economic backgrounds, with a good understanding of the Downsview area, covering a range of sectors, interests, communities of common bond, and geographies.

While the CRG was convened to gather input and share perspectives on a wide variety of project initiatives and deliverables, this report summarizes only the meetings where EA Study material was specifically presented and discussed, as follows. Meetings were held in a hybrid – in-person and virtual format.

The comments and/or concerns from the community research group meetings are provided in Chapter 12 of the MESP Report.

November 22, 2022 – CRG Meeting

The EA Study was presented at the CRG on Tuesday, November 22, 2022 from 6:00 to 8:00 p.m.to present the long list and short list of the east-west and north-south street network alternatives, as well as the proposed evaluation criteria. The meeting also provided an opportunity for the CRG to provide meaningful feedback in the materials that would be presented at the Town Hall scheduled for December 8, 2022.

April 4, 2023 – CRG Meeting

The EA Study was presented at the CRG meeting held on Tuesday, April 4, 2023 from 6:00 to 8:00 p.m. to present:

- EA process recap + updates;
- Evaluation of East-West Street Network Options;
- Evaluation of North-South Street Network Options;

- Short List of Active Mode Rail Crossing Locations; and
- Short List of Servicing Solutions (Drinking Water, Sewage, and Stormwater).

The meeting also provided an opportunity for the CRG to provide meaningful feedback in the materials that would be presented at Public Meeting #2 for the EA Study scheduled for May / June 2023.

September 26, 2023 – CRG Meeting

The EA Study was presented at the CRG meeting held on Tuesday, September, 2023 from 6:00 to 8:00 p.m. The EA consultant team presented a brief overview of the EA Evaluation, previous CRG inputs and Public Meeting #2 feedback and outcomes. The team has also presented and opened for discussion additional Class EA infrastructure evaluations, transportation evaluation scenarios and additional non-EA infrastructure considerations. The meeting also provided an opportunity for the CRG to provide meaningful feedback in the materials that would be presented at Public Meeting #3 for the EA Study scheduled for October 2023.

6.2 External Agencies Consultation

Input received from external agencies and interest groups was an integral part of the Study and assisted the Project Team with understanding and incorporating municipal, provincial, and federal perspectives.

The following agencies and interest groups were included on the project communications list and received regular updates regarding project progress and public meeting events during the project:

External Agencies, Utilities, and Organizations

- Metrolinx
- Toronto Transit Commission
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Community Safety & Correctional Services
- Ministry of Economic Development and Trade
- Ministry of Education
- Ministry of Environment, Conservation and Parks
- Ministry of Municipal Affairs and Housing
- Bell Canada
- Canada Lands Corporation
- Canada Post Delivery
- Cogeco Data Services Inc./Aptum Technologies (Canada) Inc.
- Enbridge Gas Distribution (Utility)
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Imperial Oil
- National Defence Canada
- Ontario Power Generation

- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Citizenship and Multiculturalism
- Ministry of Transportation
- Infrastructure Ontario
- Ontario Power Generation
- Toronto & Region Conservation Authority
- Toronto Catholic District School Board
- Toronto District School Board
- Prestige Telecom
- Rogers Cable Systems
- Sun-Canadian Pipeline Company Ltd.
- TELUS
- TeraSpan
- Toronto Hydro
- Trans Northern Pipeline
- Zayo (formerly Allstream)
- CN Rail
- CP Rail

Ratepayers

- Downsview Lands Community Voice Association
- Downsview Residents Association
- Wenderly Park Community Association
- Old Orchard Grove Ratepayers Association

African, Caribbean, and Black Serving Organizations

- African Canadian Social Development Council (ACSDC)
- AfriCanada Commerce Exchange Inc.
- Afro-Canadian Chamber of Commerce
- Afro-Canadian Contractors Association
- Black Artist Community Support at Toronto Arts Council
- Black Businesses and Professionals Association
- Black Farmers Collective Toronto
- Black Health Alliance
- Black Legal Action Centre
- Black North Project
- Black Urbanism
- Canadian Association of Urban Financial Professionals
- Canadian Black Chamber of Commerce
- City of Toronto Confronting Anti-Black Racism Unit
- Dream Maker Inc.
- Ellis Don
- Federation of Black Canadians
- Friends In Toronto (F.I.T) Community Service
- Ontario Black History Society
- SOCA | Studio of Contemporary Architecture
- TAIBU Community Health Centre
- Urban Alliance on Race
- Wellesley Institute
- Black Creek Community Farm

City Building

- Artscape
- Canadian Urban Institute
- Ryerson City Building Institute
- Social Planning Toronto
- Consulate General of Sweden
- TTCriders
- University of Toronto - School of Cities
- Urban Land Institute
- 8-80 Cities

Aging in Place/Health

- Across Boundaries - An Ethnoracial Mental Health Centre
- Alliance for Healthier Communities
- Association of Spanish Speaking Seniors of the Greater Toronto Area
- Centre for Addiction and Mental Health
- Downsview Long Term Care Facility
- Humber River Hospital
- Lumacare
- Meta Centre
- North York General Hospital
- Ontario Public Health
- Primacare Living Solutions
- Sunnybrook Health Sciences Centre
- Toronto Public Health
- Toronto Central LHIN
- Vibrant Healthcare Alliance
- York Centre Seniors Steering Committee

Arts

- Academy of Realist Art
- Al & Malka Green Artists' Health Centre at Toronto Western Hospital
- Akimbo
- Airsa
- Akin Projects
- Alexander Showcase Theatre
- Art Starts - Yorkdale Community Arts Centre
- ArtSpin
- ArtworxTO – Year of Public Art
- Canada Film Day
- Casa Maiz
- Cinematoscape
- City Choir
- Columbus Centre
- CARFAC Ontario
- MuseArts
- Myseum Toronto
- Native Earth Performing Arts
- Native Women in the Arts (NWIA)
- Neighbourhood Arts Network at Toronto Arts Foundation
- North York Arts
- PACE Independent Living
- Red Pepper Spectacles Arts
- Red Sky Performance
- Russian House Toronto
- Sketch Working Arts
- STEPS Public Art
- Tangled Art + Disability
- The Centre for Spanish-Speaking Peoples
- The Morris and Sally Justein Heritage Museum

- Dusk Dances Inc.
- Inside Out Film Festival
- Imagine Arts Academy of Toronto
- Indigenous Performing Arts Alliance
- Indigenous Routes Collective
- Inner City Angels
- Jewish Russian Community Centre of Ontario
- JNY - Jewish North York Centre
- Jumblies Theatre
- Just B Graphic
- Kurdish Community Centre
- Mural Routes
- Toronto Animation Image Society
- Toronto Bengali Drama Group
- Toronto Biennial of Arts
- Toronto School of Circus Arts
- OCAD gallery
- Toronto Latin American Film Festival
- Toronto School of Circus Arts
- U For Change
- VibeArts
- York Region Arts Council
- YYZ Artists Outlet
- WorkInCulture

Business and Commercial Interests

- Downsview Aerospace Innovation and Research (DAIR) Hub
- DUKE Heights BIA
- Wilson Village BIA
- FlightSafety International
- Retail Council of Canada
- Toronto Region Board of Trade
- Lawrence Allen Centre

Child Care

- ACEPO
- Air-O-Down Child Care Centre
- Arpi Nursery School
- Baycrest Child-Care Centre
- Beyond 3:30
- Blaydon Community Day Care Centre
- Branson Pre-School Ltd.
- Carousel Child Care Development Centre
- Toronto Military Family Resource Centre
- Delisle Youth Services
- Downsview Child Care Centre
- Downsview Derrydown YMCA
- Friendly Times Child Care
- Esther Exton Child Care Centre at George Brown
- Finch Business Park Child Care
- Highview Wilson Child Care
- JVS Toronto
- JVS Toronto
- Ontario Ministry of Children, Community and Social Services
- March of Dimes Canada - York University Supportive Housing Program
- Dane Avenue Child Care
- Network Child Care Services
- Africentric Alternative School
- The Kinder Connection
- Tot World Daycare Center
- Garderie Du Soleil Levant

Community Services and Facilities & Accessibility

- Canadian Hearing Services
- Northwood Community Centre
- Grandravine Community Centre
- Roding Community Centre
- Lawrence Heights Community Centre
- Ancaster Community Centre
- Delta Family Resource Centre
- Downsview Community Legal Services
- Elspeth Heyworth Centre for Women
- Fred Victor
- Jewish Family & Child Services
- LOFT Community Services
- Manantial Neighbourhood Services
- Midaynta Community Services Head Office
- North York Community House - Central Program Office
- North York Women's Shelter
- Northwood Neighbourhood Services
- Ontario Community Support Association
- Ontario Council of Agencies Serving Immigrants
- Ontario Para Network
- Society for the Living Food Bank
- St Clare Inn
- St Stephen's Community House
- Holiday Inn
- Success Beyond Limits
- The Neighbourhood Organization
- Toronto Public Library - Downsview Branch
- Barbara Frum Library
- Unison Health and Community Services
- University Settlement – North York Office
- YMCA GTA
- Villa Colombo

Faith Based Groups

- Adath Israel Congregation
- Beth Emeth Bais Yehuda Synagogue
- Beth Joseph Chabad
- Bnei Akiva Of Toronto
- Borochov Cultural Centre and Kol Yisroel Congregation
- Church of St. Stephen Downsview
- Daru-Al-Ullum Education Community Center
- Downsview Baptist Church
- Downsview Church Of God Of Prophecy
- Lodzer Centre
- Mennonite New Life Centre of Toronto
- Metropolitan Bible Baptist Church
- Mount Zion Filipino Seventh-day Adventist Church
- North York Church of Christ
- Pride of Israel
- Revivaltime Tabernacle, Downsview
- Rhema Christian Ministries
- Sheep Gate Fellowship Church
- Toronto Spanish Seventh-day Adventist Church

- Downsview Presbyterian Church 다운스뷰장로교회
- Downsview Seventh-day Adventist
- Downsview United Church
- Faith Lutheran Day Care Centre Of Downsview
- Ghana Calvary Methodist United Church
- Imdadul Islamic Centre
- Jane Finch Community Ministry
- St Philip Neri Catholic Church
- St. John's Anglican Church Willowdale
- Temple Sinai Congregation of Toronto
- The Toronto Cheder
- Toronto Buddhist Church
- Uptown Chabad
- West Toronto Church Of God

Foundations

- Atkinson Foundation
- Canadian Foundation For Physically Disabled Persons
- Jewish Foundation of Greater Toronto
- United Way Greater Toronto
- Ontario Learning Development Foundation Inc.
- Salvation Army - Territorial Headquarters for Canada and Bermuda

Education

- Centennial College
- Children Are People Education
- Conseil Scolaire Viamonde
- Montessori Jewish Day School
- The Sterling Hall School
- Flemington Public School
- Baycrest Public School
- Associated Hebrew Schools - Posluns Education Centre
- Northview Advent Child Care
- Ontario Ministry of Education
- People for Education
- Associated Hebrew Schools - Posluns Education Centre
- The Toronto Heschel School
- Toronto Catholic District School Board
- Toronto District School Board
- Toronto Lands Corporation
- University of Toronto – School of Cities
- Yorkdale Adult Learning Centre
- Yorkdale Secondary School
- Bais Chomesh High School
- Bais Yaakov-Pre-School Div.
- John Polyani Collegiate

Heritage

- North York Historical Society
- Ontario Jewish Archives

Housing

- Habitat For Humanity GTA Toronto Office
- Options for Homes
- Toronto Community Housing

Mobility

- Cycle York Regenesis Ward 5 Pedestrian and Cycling Safety Committee
- TCAT
- Walk Toronto
- Transport Action Ontario
- TTC Riders
- CodeRedTO
- Cycle Toronto Ward 6
- Cycle Toronto Ward 8

Parks, Nature & Environment

- Birds Canada
- Black Creek Conservation Project
- Our Greenway Conservancy
- Park People
- Toronto Wildlife Centre
- Toronto and Region Conservation Authority
- Toronto Environmental Alliance
- Toronto Ornithological Club

Recreation

- Blyth Academy Downsview Park - School for Elite Athletes
- Hoop Dome
- Urban Squash Toronto
- Baycrest Arena
- Ontario Ministry of Heritage, Sport, Tourism and Culture

Residents and Tenants

- Balmoral Homeowners Association
- Sheppard West Neighbourhood Association
- Federation of North Toronto Residents' Association (FoNTRA)

Urban Agriculture & Food

- Afri-Can FoodBasket
- Black Creek Community Farm
- FoodShare Toronto
- North York Harvest Food Bank
- Second Harvest Toronto
- Sundance Harvest
- Toronto Urban Growers

Workforce Development, Unions & Employment

- ATU Transit Union Local 113
- Carpenters District Council of Ontario
- LiUNA Local 183
- LiUNA Local 506
- Ontario Ministry of Labour, Training and Skills Development
- Toronto & York Region Labour Council
- Toronto Community Benefit Network

- Ontario Ministry of Economic Development, Job Creation and Trade
- Oxford Properties Yorkdale
- Toronto Workforce Innovation Group
- Unifor Local 673

Youth

- Neighbourhood Action Youth Employment Committee
- Toronto Youth Cabinet
- Youth Assisting Youth
- Youth Association for Academics, Athletics & Character Education

Throughout this EA Study, the Project Team attempted to address all comments and requests for additional information from external agencies, Indigenous communities and stakeholders.

6.3 External Meetings

The Project Team met with various external agencies to provide information and updates throughout the EA Study, as well as to respond to questions and comments.

6.3.1 Ministry of the Environment, Conservation, and Parks

The City of Toronto, Northcrest Developments and Canada Lands Company met with the MECP on June 16, 2022 to introduce the EA Study for Downsview and to obtain initial comments on the proposed EA process. In the meeting, the Co-Proponent team noted that the development of the MESP is following the MCEA Master Planning process – Approach #4 to integrate with the Secondary Plan update work the City is doing under the Planning Act. MECP recommended that the EA Study should follow MCEA Master Planning process - Approach #2, as the EA Study is preparing the MESP at the conclusion of Phases 1 and 2 of the MCEA process to document the level of investigation, consultation, and documentation to fulfill the requirements for Schedule B projects. In addition, MECP noted that the MESP is identifying the need for future Schedule C projects, which is also consistent with MCEA Master Planning process - Approach #2.

- Given this recommendation, the EA Study was continued under MCEA Master Planning process – Approach #2 as advised by MECP.
- As a follow-up to the June 16, 2022 meeting, MECP provided a letter to the City of Toronto on June 22, 2022, which included:
    - An “Areas of Interest” document providing guidance regarding the MECP interests with respect to the Class EA process; and

- Guidance with engaging Aboriginal communities, including the involvement with the Mississaugas of the Credit First Nation and Huron-Wendat.

The Co-Proponent team provided a response letter on February 13, 2023 that noted the appreciation with the guidance provided by MECP. A Class EA tracker for the Integrated Planning and MCEA process was included in the response letter, which identified how the Class EA requirements were being met as part of this EA Study and identified the Class EA requirements that will be address in subsequent EA and design phases.

The Co-Proponent team also met with MECP on March 30, 2023 to review and discuss:

- EA Study Process (Recap / Update)
- Review of MECP Comments to Date
- Amendments to the Municipal Class Environmental Assessment – March 2023
- Next Steps in the Study

The Co-Proponent Team sent a follow-up letter on August 23, 2023 to MECP requesting guidance. MECP provided a response on October 12, 2023 and met with Co-Proponents on October 20, 2023 to discuss the above inquires. The following guidance was provided by MECP:

- Since the project started before MCEA 2023 and the project is following Master Planning Process – Approach #2 based on MCEA 2023, MECP is recommending that notification is required to transition to MCEA 2023 as per A.1.4 in the amended MCEA document.
- In regards to notifying the transition, a Transition Notice and the current MECP Project Information Form needs to be sent to the appropriate MECP regional notification email account. In addition, a Transition Notice should be sent to the Indigenous Communities to clearly identify the project to be transitioned. The Transition Notice must also provide a 60-day period for Indigenous Communities to review the Transition Notice.

- It was discussed if the public and external agencies should be sent a Transition Notice, however, it was noted that the Co-Proponents have not indicated to the public a breakdown of the various projects being identified as part of this EA Study and to which EA Schedule applies to each of these projects. The Co-Proponents have only recently been identifying an implementation strategy, which identifies the EA Schedule for each project. Given this, MECP agreed that a Notice of Completion is only required as per MCEA 2023. The Notice of Study Completion will clearly identify that the project has been completed under MCEA 2023 and will identify which Schedule B projects that will obtain EA approval at the conclusion of this EA Study.

6.3.2 Mobility Working Group

The City of Toronto hosted a series of transportation-specific technical and advisory group meetings over the course of the project that included representatives from related City divisions and agencies as well as external transportation agencies with overlapping transportation interest in the Downsview area. This meeting series was titled the Mobility Working Group (MWG) for the duration of the project and took the form of a technical advisory group, sometimes referred to as a Technical Advisory Committee (TAC). The agencies who were on the MWG were:

- Ministry of Transportation (MTO)
- Metrolinx (MX)
- CreateTO (CTO)
- Toronto Parking Authority (TPA) and Bike Share Toronto
- Toronto Transit Commission (TTC)

The purpose of these meetings was to share with technical stakeholders the progress and direction of this significant development project and to provide transportation and mobility specific technical input to the ongoing project work.

A summary discussion follows outlining the highlights of discussion from the Mobility Working Group is included in Chapter 12 of the MESP.

6.4 Integration with External Consultation

The intent of the consultation program for this project was to ensure that the public, stakeholders, and external agencies had an opportunity to identify their concerns and contribution to the preferred Alternative Solutions while addressing the consultation principles identified in the Municipal Class EA document. One of the consultation principles relates to showing how the input received in earlier stages affected the project.

Table 6-1 highlights the key concerns and comments provided by the public and agencies and how they were addressed throughout the EA Study.

Table 6-1: Integration of External Consultation

Summary of Key Comments Received	Co-Proponents Review / Response
Integrating the Lands	
Prioritize protecting greenspaces. Participants were interested in understanding how the various alternatives impact greenspaces, and how the green spaces will be prioritized while selecting the preferred alternative.	The concept of City Nature is a top priority for Downsview. Addition of green spaces was a key consideration during the evaluation of options and will continue to be throughout the development of Downsview.
Active Transportation	
Pedestrian crossings should be a high priority to improve walkability within the Downsview lands. Crossings should be accessible.	Street alternatives have been developed to prioritize cycling and pedestrians through the site and to shift to non-auto travel. This shift involves establishing complete streets that accommodates vehicles, transit, bikes, pedestrians, and trees/landscaping to ensure streets are green, beautiful, and safe for all users. Local streets and detailed servicing infrastructure will be further reviewed and determined in the District Planning process. Street Designs will be further determined during Planning Applications and Detailed Design phases.
Ensure pedestrian safety and connectivity, such as with highly visible crosswalks, wide and continuous sidewalks, separate spaces for pedestrians vs. cyclists, and traffic calming such as street trees.	
Every street should be a complete street, which services all users and can include bike lanes, street trees, seating, sidewalks, etc.	

Summary of Key Comments Received	Co-Proponents Review / Response
Given the new development on the north side of Sheppard and Allen, it would be nice to have pedestrian and cycle access along Yukon Lane.	Yukon Lane is a private street through DND property. There are no plans to use it to provide access to other properties. However, the MESP is planning for new cycling infrastructure on both Sheppard Avenue West (between Keele Street and Faywood Boulevard), Allen Road (between Sheppard Avenue West and Transit Road) and Transit Road (between Allen Road and Wilson Avenue).
Active transportation is not desirable during the winter months.	Comment noted. The preferred street network involves establishing complete streets that will provide facilities for active transportation for all year. Street designs to accommodate winter maintenance operations will be further reviewed in subsequent design phases.
Providing local access should be prioritized. Concern that end-to-end service will create more opportunities for cars to cut through local areas, generating local traffic resulting in dangerous streets for cyclists and pedestrians.	Comment noted. Local street designs will be further reviewed and determined in the District Planning process.

Summary of Key Comments Received	Co-Proponents Review / Response
Concerns about the safety for vehicles and pedestrian with the existing railway crossing at Carl Hall Road remaining as existing with the preferred street network plan.	Ensuring safe operation of the existing rail crossing of Carl Hall Road is a priority for all parties. As the owners of the lands on either side of the rail corridor, Canada Lands Company (CLC) is in close dialogue with Metrolinx, the owner of the rail corridor. The Carl Hall Road crossing has been included In the MCEA Study work to date. The option to utilize Carl Hall Road as a future major street was considered as a long list option but was not carried forward to the short list. The future of the Carl Hall Road crossing will be determined through continued consultation between CLC, Metrolinx and the City through future planning and evaluation processes. Both CLC and Metrolinx will continue to closely monitor this crossing to ensure that safety is maintained.
Need better cycling and transit inter-operability, including secure bike parking at stations and connected bike routes (TTC and GO stations)	The Mobility Choice Strategy in the MESP calls for mobility hubs throughout the Secondary Plan Area, which will integrate cycling and transit infrastructure, including at TTC and GO stations. Cycling infrastructure will include secure bike parking, Bike Share stations, bike repair stations, and dedicated, connected bike routes throughout the Secondary Plan Area.
Need improved pedestrian and cyclist connections in, and across the rail line at, Downsview Park Station (currently underground crossing only).	In addition to the underground crossing at the Downsview Park Station, the preferred northern east-west street will provide pedestrian and cyclist crossing south of the Downsview Park Station.

Summary of Key Comments Received	Co-Proponents Review / Response
Strong support and appreciation for the additional cycling infrastructure outside of the Downsview site. Design and build cycling infrastructure appropriate for the Downsview context. The cycling infrastructure is currently limited and disconnected. People are cycling through industrial areas and are scared to ride on roads. Safety and accessibility are major concerns.	Comment noted. The cycling infrastructure will be reviewed in future and separate phases.
Clarify the reason for the widening of Dufferin Street. If the reason for the potential widening is for active transportation, including public realm and protected pedestrian/cycling infrastructure, then there is strong support.	There is a section of Dufferin Street between Highway 401 and Katherine Road that currently has no plans for dedicated cycling infrastructure. Dufferin Street would require widening to add cycle lanes to close this gap to maximize cycling in the Downsview Area.
Transit & Connectivity	
Need for improved pedestrian access to TTC Stations from all directions.	Pedestrian connectivity throughout the Secondary Plan Area and to / from TTC and GO stations / bus stops is a central part of the mobility strategy. Pedestrian connections will be developed in more detail through future District Plans.

Summary of Key Comments Received	Co-Proponents Review / Response
Increase transit service/frequency in area, consider physically separated bus lanes, and reorganize local bus routes, including better connecting Downsview Park station.	The MESP contemplates the potential introduction of dedicated bus lanes on one of the new north-south major streets running through the Secondary Plan Area. The preliminary design of the major streets contained in the MESP accounts for this. The detailed design of the major streets will be completed through future Phases 3 and 4 of the EA process. As well, the TTC has provided preliminary input on potential future bus routing on the future street network. That routing plan includes some re-organization of local bus routes and better connections to stations.
Transit is not very accessible during the long winters.	Noted. The MESP plans for improved transit accessibility year-round, including bus routes on all major streets through the Secondary Plan Area that connect to the stations, convenient pedestrian facilities throughout the Secondary Plan Area, and safe, accessible Complete Streets design.
Major Street Network	
Consideration should be given for street design, including the integration of narrow streets that discourage speeding.	The preferred major street network involves establishing complete streets to prioritize cycling and pedestrians through the site and to discourage throughfares for vehicles. Street designs, including establishing posted speeds, will be further reviewed in the detailed design phases.

Summary of Key Comments Received	Co-Proponents Review / Response
Impacts to the Depot could result in pollution and negatively impact the community, especially if construction results in asbestos spreading in the surrounding area.	The preferred northern east-west street partially removes a section of the Depot building. Additional studies will be undertaken in the subsequent design phases to identify how any designated substances and hazardous materials will be managed during construction to ensure compliance with all applicable health and safety regulations.
The preferred street network impacts the heritage value of the Depot.	The Co-Proponents, with inputs from the City of Toronto Heritage Planning Services, are considering matters of heritage preservation throughout the MCEA Study. There is an explicit criterion for potential cultural heritage impacts in the evaluation of the street network alternatives. This includes evaluating all potential impacts to the Depot building. Consideration of how to both preserve and enhance cultural heritage elements will continue to inform the MCEA process.

Summary of Key Comments Received	Co-Proponents Review / Response
The Depot should not be impacted and the viability as a commercial distribution centre should be considered.	It is recognized that the preferred northern east-west street requires removal of a portion of the Depot Building, this option was preferred for the following reasons: • Provides better street and block structure; • Optimizes development potential near transit; • Provides an opportunity to reuse and maintain Depot Building attributes; • Provides more even spacing of rail crossings; • Optimizes potential for a logical street network and intersections; • Minimizes impacts to terrestrial and wildlife resources; and • Creates natural connection to existing William Baker Woodlot
Consider the environmental impact new streets and connections will create on the natural habitat and residents in general, including the impact on the stormwater management.	A key priority of Downsview and this EA Study is City Nature. Creating natural spaces is included in the natural environment criteria. The Co-Proponents will continue to ensure City Nature is delivered appropriately in the subsequent design phases.
Vehicles will be using the area, and this should be reflected in the Downsview Plan.	The preferred, major framework street network for Downsview involves establishing complete streets that will also include travel lanes for vehicles in addition to accommodate transit, cyclists, and pedestrians.

Summary of Key Comments Received	Co-Proponents Review / Response
The preferred street network does not provide direct access to the Downsview Go Station.	The MESP is determining the major street network to support the Secondary Plan. Local streets, including providing direct access to the Downsview Go Station, will be further reviewed in the District Planning process.
The preferred street network does not connect the existing residents and workers of Downsview East and West.	The preferred framework street network includes two major east-west streets that connect Keele Street on the west side of the site and Sheppard Avenue West / Allen Road on the east side of the site. Nonetheless, the preferred framework street network involves establishing complete streets to discourage through traffic through the site.
Encourage less driving, including through bus/taxi-only streets, car-free streets, and streets restricted to service vehicles/residents.	Street alternatives have been developed to prioritize cycling and pedestrians through the site and to shift to non-auto travel. This shift involves establishing complete streets that accommodates vehicles, transit, bikes, pedestrians, and trees/landscaping to ensure streets are green, beautiful, and safe for all users.

Summary of Key Comments Received	Co-Proponents Review / Response
Inquiry if transportation studies have considered how this plan, with 110,000 additional residents, will likely affect people commuting (on road and transit) from the local area and areas further north/north-west of the GTA that must pass through the area to get to their jobs in downtown Toronto and elsewhere. All roadways in these lands seem to open out to Wilson Ave., Keele St., Sheppard Ave., and Allen Rd, though traffic is already congested.	As part of the work being undertaken for the Downsview Study and associated Environmental Assessment Study, a traffic model is under development to help understand how traffic will move through the area and what infrastructure is required to support future growth. A major focus of this work is to provide new cycling and pedestrian facilities while enhancing existing transportation route with new or improved cycling and pedestrian opportunities. These opportunities are also tied to improved access to transit. In addition, there will be reduced parking rates for development, like what is used in the downtown setting, to reduce the use of cars and encourage more active travel modes. The framework streets planned for the Downsview area will also support increased walking, cycling and transit use will also help to alleviate automobile traffic in the area. This transportation work is supported by policy directing the development of mixed-use communities, where it is easy to access daily needs (e.g. housing, jobs, shopping, entertainment etc.) within the local community, without the need to drive. Currently, the three subway stations and the existing GO station in the Downsview area operate significantly under capacity which can help accommodate the proposed population growth.

Summary of Key Comments Received	Co-Proponents Review / Response
A pedestrian/cyclist only overpass or bridge above Allen Road that connects Allen East to Downsview Park would provide a safer crossing option.	A pedestrian/cyclist overpass is not currently planned to be built above Allen Road, however, there are four new active-only and multi-modal crossings proposed over the Barrie GO line which would provide more direct East/West connections to Downsview Park. Through the Downsview Study, major street connections within the Downsview area will be identified and recommended, with deliberate connections to the lands and existing streets east of Allen Road. These major street connections will consider what is needed at these new intersections to support improved pedestrian and cycling crossing of Allen Road in conjunction with planned growth in the Downsview area.
Inquiry about the construction timing and phasing for the proposed street network.	The major street network will be built over the next 30 years and will be phased with the advancement of the District Plans.
Inquiry if the east-west street passing through the “Depot" building would go under, over, or through the building and if the building would remain.	There is a major framework street currently proposed to pass through the building, as there are technical constraints associated with a street being located above or below the building. Most of the building will be retained, which creates opportunities to open up the building for greater public access and integration with the new communities. Phase 3 of Environmental Assessment will further assess alignment and grading of new streets, as well as review impacts and opportunities to the existing buildings. In addition, consideration of how to both preserve and enhance cultural heritage elements of the building will be further reviewed in Phase 3 of the Environmental Assessment.

Summary of Key Comments Received	Co-Proponents Review / Response
Inquiry about the future status of the Carl Hall Road bridge crossing over Sheppard Avenue.	This question relates to the existing pedestrian bridge crossing Sheppard Avenue, east of Keele Street, towards the Arbo District (formerly William Baker) across from Downsview Park. This bridge is owned by Canada Lands Company (CLC). As part of the Arbo District and CLC's commitment to the neighbourhood, CLC will be removing the existing bridge and replacing it with a new bridge purposely designed for pedestrians. That work is planned to occur over the next several years, with timing for the demolition and replacement not yet confirmed. It should be noted that this upcoming work is associated with the approved Arbo Neighbourhood Plan, under the previous Secondary Plan, and is separate from the EA Study
Connect with Duke Heights BIA regarding the Chesswood Road Extension. It is important to connect with local businesses in a meaningful way regarding the extensions of Chesswood Road and the possibility of connecting Downsview Lands to Champagne Drive. There are safety concerns, in addition to workers needing access.	Comment noted.
Servicing Infrastructure	
Inquiry how municipal infrastructure will maintain water pressure with the proposed increase in density. Concern is potential impacts to water pressure in the surrounding neighbourhoods, including the Stanley Green neighourhood and Garret Park area.	A study into water pressure and how it will be managed, maintained and where required improved has been undertaken as part of this MESP.

Summary of Key Comments Received	Co-Proponents Review / Response
Surrounding area is prone to flooding. Groundwater flow and stormwater management needs to be reviewed as part of the plan.	A study has been undertaken as part of this MESP. This has included understanding further the existing drainage system and existing issues including relating to flooding. The MESP has set a preferred approach to stormwater that using a decentralized system to manage stormwater
Preference for use of bio-swales in street right-of-ways.	The use of GI is a key part of the stormwater management system and is reflected in the proposed rights-of-way.
Clarify if the infrastructure is already there to support the Keele Street water pump upgrade.	The water pump upgrade will occur within the existing water pumping station, when required, to increase flows within the network. This is typically done “behind the scene" without any discernible impact to water users in the service area.
Clarify the reason for using the decentralized approach to stormwater management and provide other existing examples. Other participants suggested using a storm management strategy that combines various mitigation techniques, including green roofs, bio soil, soil, and ponds.	A decentralized approach to stormwater management better replicates a natural water cycle. It reduces the amount of stormwater our creeks and rivers receive, thus reducing erosion. It also promotes infiltration and uptake of rainwater through transpiration and evaporation–- which manages stormwater where it falls rather than relying on large open ponds and underground storage tanks.

Summary of Key Comments Received	Co-Proponents Review / Response
Other Comments	
Wildlife crossings should be considered as part of the plan through bridges or tunnels.	Respect for natural environments is a guiding principle for City Nature concepted incorporated into Downsview. A key priority is creating and connecting natural spaces, which includes the review of wildlife crossings as part of the plan. Street designs, including the review of the need for, and design of wildlife crossings will be reviewed in the subsequent design phases.

7 Indigenous Engagement

At study commencement, Indigenous engagement began in Spring 2022 with identification of those First Nations Rights Holders, whose rights are protected under Section 35 of the Constitution Act of Canada (1982). This includes the Michi Saagiig (or Mississauga nation); the Seneca (who are one of the Haudenosaunee or Six Nations); and the Wendat (also known historically as the Huron.) Today, the governments of those nations are:

First Nations Rights Holders

- Mississaugas of the Credit First Nation, who are the signatories to the Mississauga Treaty No. 13 (1805)
- Six Nations of the Grand River; and,
- Huron-Wendat First Nation (Nation Huronne-Wendat)

The Project Team also engaged with the Toronto-York Region Métis Council throughout the EA Study.

Indigenous engagement also included sharing information and seeking perspectives of urban Indigenous communities in Toronto. A series of Indigenous Community Sharing Meetings took place at key milestones throughout the EA Study. Invitations and follow-up took place with the First Nations Rights Holders, local Métis Council, and numerous Indigenous-led/Indigenous-serving agencies in Toronto.

Nbisiing Consulting Inc. was retained by the Co-Proponents to advise, manage relationships, and facilitate Indigenous engagement with First Nations, Métis and urban-Indigenous communities. As an independent facilitator, Nbisiing Consulting did not advocate for any particular outcome of the project.

Meeting summaries and this roll-up report does not necessarily indicate an endorsement of any of these perspectives by the proponents or the participating First Nations and Indigenous Communities.

7.1 Treaty Rights and Land Claims

The Mississaugas of the Credit First Nation hold constitutionally protected Aboriginal and Treaty rights within the territory by virtue of signing the 1805 Mississauga Treaty No. 13.

While not specifically mentioned during meetings with respect to Downsview, at other Downsview lands-related meetings with Six Nations of the Grand River, representatives asserted rights under the 1701 *Deed from the Five Nations to the King of their Beaver Hunting Ground*, also known as the Nanfan Treaty. Six Nations desire that Canadians learn more about this treaty. No specific assertions were made with respect to this treaty and the Downsview Study Area.

There are no land claims, or land title interests asserted in the Downsview Study Area.

Indigenous-Serving Organizations (invited)

First Nations Rights-Holders

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Nation huronne-wendat

Métis and Inuit

- Toronto-York Region Métis Council
- Métis Nation of Ontario
- Toronto Inuit Association

Representative Indigenous Organizations

- Native Womens Resource Centre of Toronto
- ENAGB Indigenous Youth Agency
- 2-Spirited People of the First Nations

Friendship Centres

- Native Canadian Centre of Toronto
- Toronto Council Fire Native Cultural Centre
- Ontario Federation of Indigenous Friendship Centres

Social Supports Agencies

- Toronto Aboriginal Supports Services Council
- Aboriginal Legal Services
- ANDPVA/Arts Indigena
- Native Child and Family Services of Toronto
- Ontario Aboriginal HIV/AIDS Strategy
- Anishnawbe Health Toronto
- Ojibiikaan Indigenous Cultural Network

Housing Sector

- Anduhyaun Inc.
- Gabriel Dumont Non-Profit Homes Inc.
- Nishnawbe Homes
- Thunder Woman Healing Lodge Society
- Wigwamen
- Native Me''s Residence

Business Sector

- Canadian Council for Aboriginal Business
- Toronto Indigenous Business Association
- Miziwe Biik Aboriginal Employment and Training
  Aboriginal Labour Force Development Circle

Education Sector

- Centre for Aboriginal Student Services, York University
- Aboriginal Student Services, Toronto Metropolitan University
- First Nations House, University of Toronto
- Indigenous Education and Engagement, Humber College
- Urban Indigenous Education Centre – TDSB
- First Peoples @ Seneca College
- George Brown Indigenous Education and Services

7.2 Meetings with First Nations and Indigenous Communities

This section provides a summary of the meetings that were held with the First Nations and Indigenous Communities throughout the project that directly relate to the EA Study. It is noted that additional meetings were also held with the First Nations and Indigenous Communities to provide an opportunity for review and input on ID8 Downsview processes and the development of the Downsview Study deliverables, including the Secondary Plan and Community Development Plan, however, this section summarizes the meetings and discussions that relate to the EA Study and development of the Master Environmental Servicing Plan (MESP).

Key comments received from the Indigenous communities from each meeting are summarized in Chapter 13 of the MESP Report.

7.2.1 Pre-Engagement Meetings

Pre-engagements were held early in the EA Study to share the Notice of Study Commencement, introduce the Co-Proponents and the Project Team members, provide an overview of the EA Study and the Downsview Study. The following meetings were held:

- Six Nations of the Grand River, Lands and Resources Office–- May 31, 2022
- Huron-Wendat Nation, Department of Nionwentsïo–- June 8, 2022

Email correspondence was sent to the Mississaugas of the Credit, Department of Consultation and Accommodation on June 20, 2022.

7.2.2 EA/MESP Meeting #1 – Evaluation Criteria

Meetings were held in Summer 2022 to provide an overview of the Downsview work and to present, and review the draft evaluation criteria that will be used to evaluate possible alternative solutions, identify initial interests or rights that may be considered during the evaluation as part of the EA Study. The following meetings were held:

- Huron-Wendat Nation, Department of Nionwentsïo–- August 15, 2022
- Six Nations of the Grand River, Lands and Resources Office–- August 16, 2022
- Mississaugas of the Credit First Nation, Department of Consultation and Accommodation–- August 31, 2022

7.2.3 EA/MESP Meeting #2 – Alternative Solutions (Street Network Alternatives)

Meetings were held in Fall 2022 to provide an overview of the Downsview work and present street network alternatives for review and input. The following meetings were held:

- Huron-Wendat Nation, Department of Nionwentsïo–- September 27, 2022
- Six Nations of the Grand River, Lands and Resources Office–- October 4, 2022
- Mississaugas of the Credit First Nation, Department of Consultation and Accommodation–- October 4, 2022
- Toronto-York Region Métis Council–- October 4, 2022
- Indigenous Community Sharing Meeting – October 5, 2022

7.2.4 EA/MESP Meeting #3 – Evaluation of Alternative Solutions

Meetings were held in Spring 2023 to present the evaluation of street network alternatives and the servicing options for water, sanitary, and stormwater for review and input. These meetings also provided an update to overall Downsview process. The following meetings were held:

- Six Nations of the Grand River, Lands and Resources Office – March 16, 2023
- Toronto-York Region Métis Council – March 27, 2023
- Mississaugas of the Credit First Nation, Department of Consultation and Accommodation – April 3, 2023

- Huron-Wendat Nation, Department of Nionwentsïo – April 4, 2023
- Indigenous Community Sharing Meeting – June 13, 2023

A follow-up meeting was held with the Mississaugas of the Credit First Nation, Department of Consultation and Accommodation, on May 24, 2023 to receive early feedback on Chapter 10 of the MESP.

7.2.5 EA/MESP Meetings #4 – MESP / Additional EA Infrastructure

Meetings were held in Fall 2023 to present a recap of the EA Study process completed to date, the EA review of the recommended infrastructure outside of the Secondary Plan to support Downsview, and an overview of the draft MESP, which was sent to the three Rights Holders on November 5, 2023 for review and comment. These meetings also provided a recap of the overall Downsview process. The following meetings were held:

- Huron-Wendat Nation, Department of Nionwentsïo – November 1, 2023
- Six Nations of the Grand River, Lands and Resources Office – November 7, 2023
- Mississaugas of the Credit First Nation, Department of Consultation and Accommodation – November 8, 2023
- Indigenous Community Sharing Meeting – November 27, 2023

7.3 Transition Notice to MCEA 2023

Since the project started before MCEA 2023 and the project is following Master Planning Process – Approach #2 based on MCEA 2023, MECP recommended that notification is required to transition to MCEA 2023 and that a Transition Notice should be sent to the Indigenous Communities to clearly identify the project to be transitioned. The Transition Notice must also provide a 60-day period for Indigenous Communities to review the Transition Notice. Given this, a Transition Notices was sent on November 23, 2023 to the Misssissaugas of the Credit First Nation, Six Nations of the Grand River, the Huron-Wendat First Nation. No comments or concerns were received relating to the transition to MCEA 2023.

7.4 Integration of Engagement with Indigenous Communities into Preferred Alternative Solutions

The intent of the engagement program for this project was to ensure that the Rights Holder and Indigenous communities were involved in identifying the preferred Alternative Solutions. **Table 7-1** highlights the key concerns and comments provided by the Indigenous communities and how they were addressed throughout the EA Study.

Table 7-1: Integration of Indigenous Comments

Key Comments / Feedback	Considered in EA Study
Will the parks be a traditional manicured park, or is there an opportunity to have naturalized areas and open spaces rather than to have it manicured?	The Co-Proponents will further review the District Planning and Draft Plan Subdivsions. There will be some manicured space as much of the Downsview area has already been disturbed. But they are looking at naturalized spaces as well. This is also consistent with the City-wide parks plan.
How will the evaluation criteria be weighted in assessing the alternative solutions?	The Co-Proponents affirmed that this is a part of the evaluation process. Criteria were weighted different for different environments, for example, a pristine, wooded area will have more environmental considerations, while an urban environment will have more social considerations.
Is Downsview intended to be one of the one of those “15-minute communities?” Will this be one of the transit-oriented communities defined by the Province?	The Downsview area is intended to be a 15-minute community; however, the project team does not believe that it will fall under the definition of a transit-oriented community. However, through this process, they will try to integrate transit-oriented development principles and practices. They hope to shift Downsview towards transit and active transportation.

Key Comments / Feedback	Considered in EA Study
Will this project include employment and training opportunities and procurement and economic opportunities for First Nations?	This will be a key component of the Downsview Community Development Plan.
Natural environment criteria should be weighted higher than other evaluation criteria.	A medium weighting was applied in the criteria for the evaluation of street network alternatives, as there is not a significant amount of existing natural features. In addition, there is not a significant difference amongst the street network alternatives in creating block structure that provides opportunities to restore natural spaces. A key consideration in Downsview is to provide opportunities to create natural / open areas. The planning process will continue to work with the Indigenous communities in creating natural spaces as part of the Secondary Plan.
Downsview can be more inclusionary of Indigenous culture and worldview. There is an opportunity for naming/renaming of places.	While not directly applicable to infrastructure planning, this is an important consideration in overall planning.
Downsview must be a place of Reconciliation that is reflective of Indigenous communities and culture.	
Ensure urban transportation modes, including active/pedestrian mobility, and public transit are important planning considerations.	Street alternatives have been developed to prioritize cycling and pedestrians through the site and to shift to non-auto travel. This shift involves establishing complete streets that accommodate vehicles, transit, bikes, pedestrians, and trees/landscaping to ensure streets are green, beautiful and safe for all users.
Reducing auto dependency is also important by increasing the pleasure that comes from walking.	

Key Comments / Feedback	Considered in EA Study
There must be consideration of education and awareness. Making people aware of what plants are Indigenous and which ones are invasive. It's about understanding Creation and knowledge sharing.	While not directly applicable to infrastructure planning, this is an important consideration in overall planning.
Support for underpasses of the GO Barrie Line Rail Corridor for the East-West infrastructure corridors. Create an underpass that is truly open, alive, and not sterile and concrete	This preference and rationale were considered during the evaluation process.
Employment and training opportunities as well as procurement and economic opportunities are a priority.	This consideration was shared with the proponents and the City for consideration through the Community Development Plan
Incorporate Indigenous traditional knowledge into the project is something they look forward to.	Indigenous traditional knowledge criteria were considered during the evaluation process.
There is concern that mobility corridors may be used as additional high-speed, automobile thoroughfares.	Major streets will be developed to prioritize cycling and pedestrians through the site and to shift to non-auto travel. This shift involves establishing complete streets that accommodates vehicles, transit, bikes, pedestrians, and trees/landscaping to ensure streets are green, beautiful and safe for all users, as well as establishing low-speed limits for travel at Downsview.
The potential for archaeological resources and the culture of environmental stewardship is a priority.	Comment noted. A Stage 1 and 2 Archaeological Assessment has been completed for the Downsview lands and no further archaeological assessment is recommended.

Key Comments / Feedback	Considered in EA Study
Restoring natural spaces and natural environments is a key priority for First Nations.	A key consideration in Downsview to provide opportunities to create natural / open areas. The planning process will continue to work with the Indigenous communities in creating natural spaces as part of the Secondary Plan.
The retention of green spaces and the addition of new green space is valued.	The concept of City Nature is a top priority for Downsview. The addition of green spaces was a key consideration during evaluation and will continue to be throughout the rest of the process.
They would like to see more water features like the large pond in Downsview Park.	This has been noted and shared among the Downsview EA team and with the co-proponents and will be considered in the overall planning.
The one criterion that really their heart is environmental stewardship and show of respect for Mother Earth.	While not directly applicable to infrastructure planning, this is recognized to be an important consideration in the overall planning process. As per above, City Nature is a key priority for Downsview.
They would like to see an educational program on our relationship with Mother Earth.	
Have naturalized areas and open spaces rather than having everything manicured.	A key priority of Downsview and this EA is City Nature. This comment and advice are in line with that priority, and the team will be ensuring City Nature is delivered appropriately.
Indigenous cultural traditions and perspectives are often overlooked. For First Nations people, the land is part of their cultural heritage rather than built heritage.	The Co-Proponents will continue to meaningfully engage with Indigenous Communities to better understand and incorporate Indigenous ways of thinking about the land, both through this process, as well as the later stages of design.
The tree canopy should be a part of the evaluation criteria under natural environment.	Creating natural spaces is included in the natural environment criteria and therefore tree canopy is captured.

Key Comments / Feedback	Considered in EA Study
Enhance natural areas and therefore enhance their Indigenous and Treaty rights within the Study Area.	Respect for natural environments is a guiding principle for the City Nature concept incorporated into Downsview and this EA Study's deliverables. The planning process will continue to work with the Indigenous communities in restoring natural environment spaces and implement the City Nature concept in the future of Downsview.
Support for the Preferred Street Network	Comment noted.
Inquiry about impacts to the heritage value of the Depot Building.	There is a street currently proposed to pass through the building, as there are technical constraints associated with a street being located above or below the building. The majority of the building will be retained, which creates opportunities to open up the building for greater public access and integration with the new communities. Phase 3 of Environmental Assessment will further assess alignment and grading of new streets, as well as review impacts and opportunities to the existing buildings. In addition, consideration of how to both preserve and enhance cultural heritage elements of the building will further be reviewed in Phase 3 of the EA process.

Key Comments / Feedback	Considered in EA Study
Inquiry if connecting Sheppard Avenue West on the west of the airport to Sheppard Avenue West on the east side of the airport was considered.	The Co-Proponents reviewed connecting Sheppard Avenue West on the west side of the airport to Sheppard Avenue West on the east side of the airport. This option was screened out during the assessment of the long list of options, as providing a direct connection impacts the Department of National Defence Lands, which was identified as a challenging constraint in the Study Area.
Support for GI should be prioritized to promote nature and green spaces back in the landscape.	Comment noted and included in the evaluation of servicing options.
The overall plan for Downsview provides an opportunity to create new natural environments, especially for birds. There is a symbolic significance of transforming a space (an airport) that discouraged birds and bird habitat. Maybe there could be bird-friend building requirements encouraging human-bird “co-habitation” and contribute to reconciliation with nature.	A key consideration in Downsview to provide opportunities to create natural / open areas. The planning process will continue to work with the Indigenous communities in creating natural spaces as part of the Secondary Plan.
The planning not only considers the appropriateness of larger, natural green spaces like Downsview Park but considers a network of smaller parks.	
Bird habitat is closely related to Indigenous perspectives about the world, because Indigenous peoples tend to think holistically and about systems in general. When we talk about enhancing natural habitats, including for birds, and green spaces, it means that steps of the plan are always interconnected.	

Key Comments / Feedback	Considered in EA Study
Where a complete street intersects with a natural area, consideration should be given to increasing the number of street trees against the woodlot. Also, the creation of and enhancing natural areas should make use of native plant species.	A detailed landscaping plan will be developed in later design stages, which will consider enhancing existing natural areas and using native plant species.
Support for the proposed plan to create the existing runaway into corridor for pedestrians while maintaining the heritage value of the runaway. Opportunities could be created to remember these lands were once sovereign Indigenous land. This can be a place to connect cultures through education opportunities and a place where people can gather to celebrate this.	Respecting the heritage component of the runway and creating a pedestrian space along the runway are key components to Downsview. In addition, this input has been shared with the Urban Design Guidelines team.
Inquiries how GO Transit and subway lines will be incorporated as part of the overall mobility network plan.	The Sheppard West extension is a planned extension, but Metrolinx will determine the extension limits. The City is encouraging a new GO station but that is not funded. The City will be looking at the transit on internal streets in later Study phases.
Indigenous-specific considerations should be incorporated in the streetscape design.	Streetscape design will occur in the Phases 3 and 4 of the EA process. This evaluation criteria sets the basis for the next phases as well. Consideration for embedding Indigenous values and interests will continue into the next phases and into detailed design.

Key Comments / Feedback	Considered in EA Study
Inquiry if the plan has considered environmental habitat throughout the area.	This Study has undertaken environmental investigations, including bird breeding surveys. However, there is minimal wildlife outside of the Downsview Park area since this is largely an active airport. There are requirements for the airport to prevent and mitigate the presence of wildlife, including having to report on them when they're there. For example, the airport has to have a means of dispersing birds that can be a danger to aircraft. The overall plan for Downsview area is to reintroduce wildlife where possible, since the airport will no longer exist.
Inquiry with what considerations have been put forward for snow removal and how does this salt operations affect the proposed green spaces.	The City's “Green Streets” standards will be followed to incorporate nature components in the streetscapes. They have a number of different design considerations and requirements to consider, including criteria during the winter. Streetscape design will be further reviewed in MCEA Phases 3 and 4.
Indigenous plantings should be considered within the complete streets.	There are less restrictions on the plantings, and more about the way that these areas are designed and the way that the water and the snow is captured and used in the green spaces. Indigenous plantings and components as part of street design will be carried forward in further dialogues and phases of engagement.

Key Comments / Feedback	Considered in EA Study
Consideration should be given for the soil requirements for the street-side trees and urban forests, as soil tends to be very compacted and not have the best quality in urban environments.	The amount of space for street-side trees is much larger as the streets are being used to manage rainwater. The streets will require more soil and trees to support GI functions and better manage stormwater.
Inquiry about potential environmental impacts at the existing Keele Street pumping site with the additional capacity that is needed. For example, is the footprint of the building increasing?	The design options will be evaluated in Phases 3 and 4 of the MCEA.
Inquiry about toxins in the airport area, and how will cleanup be handled prior to any wildlife re-introduction.	The airport has stringent operating procedures to ensure spills are immediately captured and contained. Additional studies will be undertaken in the later design phases to determine how excess soils and any designated substances / hazardous materials will be managed during construction to ensure compliance with provincial regulations.
Inquiry about the number of years for naturalization of the area.	Naturalization will take place gradually and will be done through design and development of City Nature, park space, POPs, open spaces and other areas. There are few areas, if any, that will be grow out naturally. These will need to be planned. As such, wildlife will make use of the habitat gradually, and not “introduced” specifically.
Inquiry if there also be spaced for electric wheelchairs and accessible scooters.	The mobility network will not just consider walking and cycling, but also wheelchair and scooter access. The next design phases will further review layout of the complete streets.

Key Comments / Feedback	Considered in EA Study
Moving in more energy resources should be considered to power all the new infrastructure.	The Co-Proponents have worked very closely with Toronto Hydro to identify the need for a new transmission station, which will bring new power to the Downsview area and surrounding areas. There are already plans underway bring that online. Providing charging stations for electric vehicles will also be considered.
Inquiry if there will there be designs for circular streets.	The District Planning processes will consider these types of design.
The country of Denmark is the world's environmental leader and ideas should be considered for Downsview.	The lead landscape architect from the OPA Lands / NC / CLC Lands is from Copenhagen, Denmark and will bring in their urban design experiences from Denmark. As an example, this project makes use of GI and using nature to manage rainwater. This has been a standard in Denmark for a very long time.
Inquiry about archeological surveys in the area. Prior to the existing airport, there were Wendat villages and at least one ossuary has been uncovered within Toronto.	Archaeology assessments were completed and did not find any archaeological resources. The area is disturbed and built up for generations.

8 Project Description

Based on the analysis / evaluation of alternative solutions and consultation / engagement that was undertaken, this EA Study identified the preferred options for major street network and major infrastructure servicing strategy. Local streets and details will be further refined in future phases of work. This section outlines the preferred solutions and recommended projects for the major street network and the major infrastructure servicing strategy for the Secondary Plan Area.

The MESP Report identifies the future EA schedules based on the amendments to MCEA document (2023) and identifies the components of the preferred options that require completion of Phases 3 and 4 of the MCEA Schedule C process. The completion of EA Phases 3 and 4 of any project components will be carried out separately in future studies. The MESP Report also identifies the implementation and phasing plan for the major street network and the major infrastructure servicing strategy.

8.1 Preferred Mobility Network

Based on the analysis / evaluation of the alternative solutions (see Chapter 5), the preferred mobility network is shown below in **Figure 8-1**. The preferred mobility network involves:

- Major Street 1: A new north-south street connecting Wilson Avenue at Dufferin Street to Sheppard Avenue between the GO Barrie Line and Chesswood Drive. This street is referred as the Dufferin Street Extension.
- Major Street 2: A new north-south street connecting Wilson Avenue at Billy Bishop Way to Sheppard Avenue at Chesswood Drive. This street is called the Billy Bishop Way Extension.
- Major Street 3: A midblock east-west street that connects Keele Street to Dufferin Street via Downsview Park Boulevard. This street is called the Downsview Park Boulevard Extension.
- Major Street 4: A northern east-west street that connects Keele Street to Sheppard Avenue West at two locations on either side of the GO Barrie Line, and north of the existing airport runway. This street is referred as the Northern Street.

- Two separate active transportation crossings of the GO Barrie Line at the Mound Bridge (A) and Downsview Park Bridge (B).
- Plewes Road overpass (C), previously approved as part of the 2011 Downsview Area Secondary Plan.

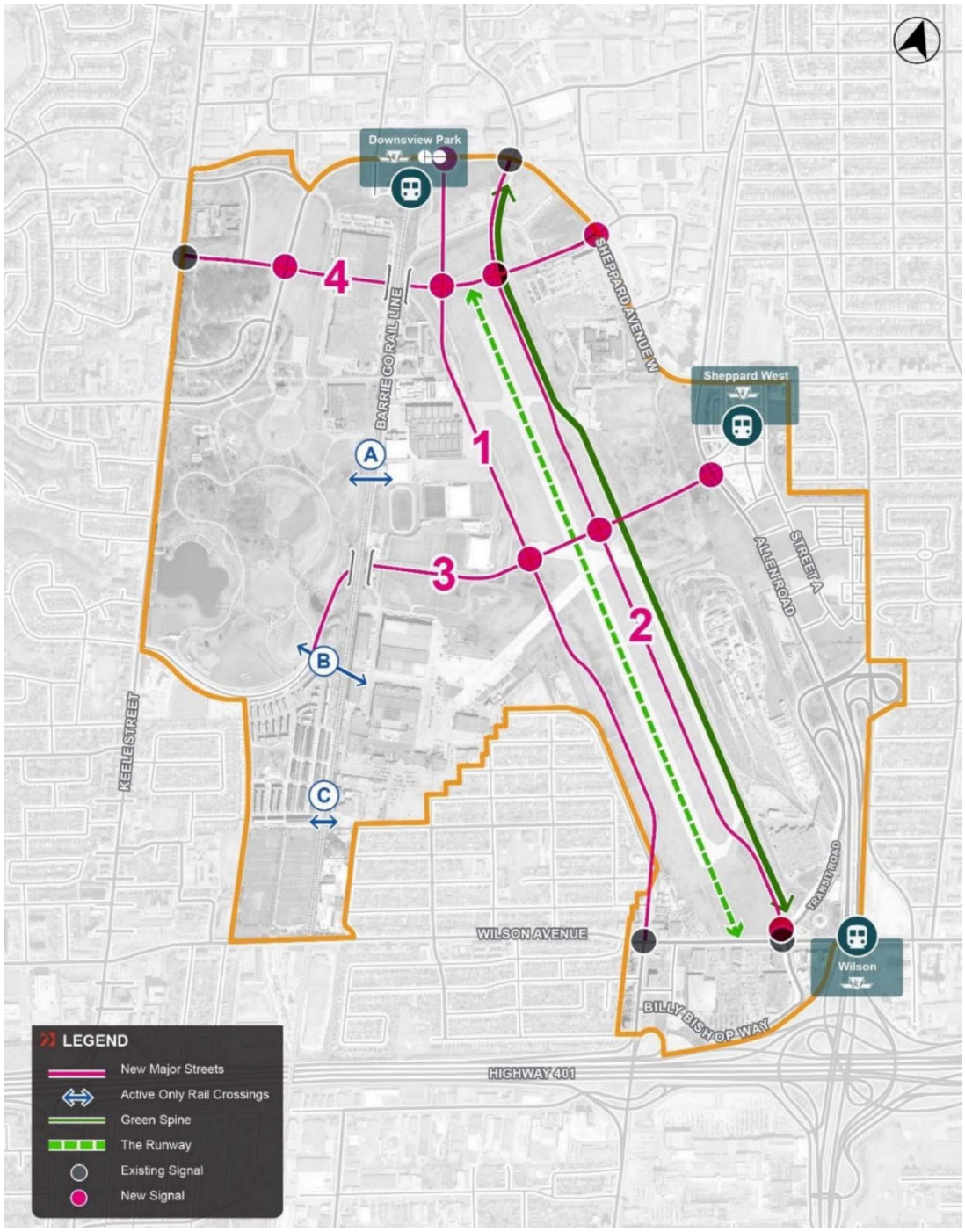


Figure 8-1: Preferred Street Network

8.1.1 Additional Mobility Network Considerations

In addition to the proposed transportation infrastructure to support the Secondary Plan, there are other projects within and in proximity to the Downsview Secondary Plan Area recommended for future consideration. The additional projects are shown in **Figure 8-2** and listed below:

1. **Tangiers Road Extension** - Extending Tangiers Road south into the Secondary Plan Area may provide benefit to the surrounding network but needs to be studied in the context of existing land use in the Duke Heights Employment area. The potential extension of Tangiers Road south should be studied in the context of future land use in the Duke Heights employment lands.
2. **Carl Hall Road Improvements** - Today, Carl Hall Road is a privately owned street with an existing at grade crossing of the GO Barrie Line. Metrolinx is currently in the process of implementing the Regional Express Rail (RER) program, which will expand services across its network including on the GO Barrie Line. Metrolinx also recently performed a safety assessment based on the current at-grade crossing location as part of a corporate objective system wide to reduce risks by 2026. A new major street in the location of the existing Carl Hall Road was screened out through evaluations for the major streets. In the future, with the buildout of the Secondary Plan Area and the implementation of the preferred major multi-modal network, consideration should be given to the future of the existing at-grade crossing on Carl Hall Road. The City will require that Carl Hall Road be assessed as part of the District Planning work for Downsview West District.
3. **Allen Road Ramps** - Alternative configurations for the interchange of Allen Road / Wilson Heights Boulevard / Transit Road could be considered to:
    - Provide east-west active connectivity (i.e., for pedestrians, cyclists, and other micro-mobility modes) across the interchange, and connecting the Districts and neighbourhoods to the west and east of these major street corridors;
    - Provide additional vehicle connectivity through the interchange (i.e., provide connections that do not currently exist between Allen Road, Wilson Heights Boulevard and / or Transit Road); and / or

- Urbanize the intersection to support growth and development in the Secondary Plan Area.

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

4. **Murray Road Extension** - Extending Murray Rd. to the new Taxiway West District would have network benefits, as it would connect to the planned Caledonia Road extension, which would in turn provide connectivity to / from Davenport Road in the south. Street improvements to existing Murray Road will require a widening of the existing right of way to accommodate a new active road network. The Murray Road extension should be further considered as part of the future planning of the City's Work Yard in the Murray District as well as study of a new potential Wilson GO Station.
5. **Billy Bishop Way Extension / Transit Road Realignment** - As the Billy Bishop Way Extension is advanced, and the local street network within Wilson District takes shape, Transit Road may require adjustments to accommodate the Billy Bishop Way Extension as a new major street. This will be further studied through Phases 3 and 4 of the EA process as well as through the Wilson District Plan.
6. **Potential Wilson GO Station** - The addition of a new GO Station on the GO Barrie Line could be greatly beneficial to the local community and enable additional land development integrated with the GO Station near Wilson Avenue. The Downsview Secondary Plan includes policy direction that supports a proposed GO station in this location for future study in coordination with regional transit priorities.

7. **Potential Sheppard Rapid Transit Extension** - The Sheppard Rapid Transit Extension will potentially connect Sheppard / Yonge Subway Station to Sheppard West Subway Station, providing Northwestern Toronto an additional east-west connection on frequent rapid transit, enabling both a shift towards the use of transit and helping make more of the City accessible. The ongoing planning efforts by Metrolinx should consider an extension further to the west of Sheppard West Subway Station to further support the growth of the Secondary Plan Area.
8. **Downsview Area Cycling Study** – The introduction of cycling infrastructure on the existing street network around the Secondary Plan Area would help to facilitate non-auto travel to / from, and around the Secondary Plan Area. The City of Toronto, Canada Lands Company, and Northcrest Developments, as Co-proponents, will be undertaking a separate Downsview Area Cycling Study outside of the Downsview Secondary Plan process. This will further identify cycling gaps in the area and produce options to improve the broader City Cycling Network.

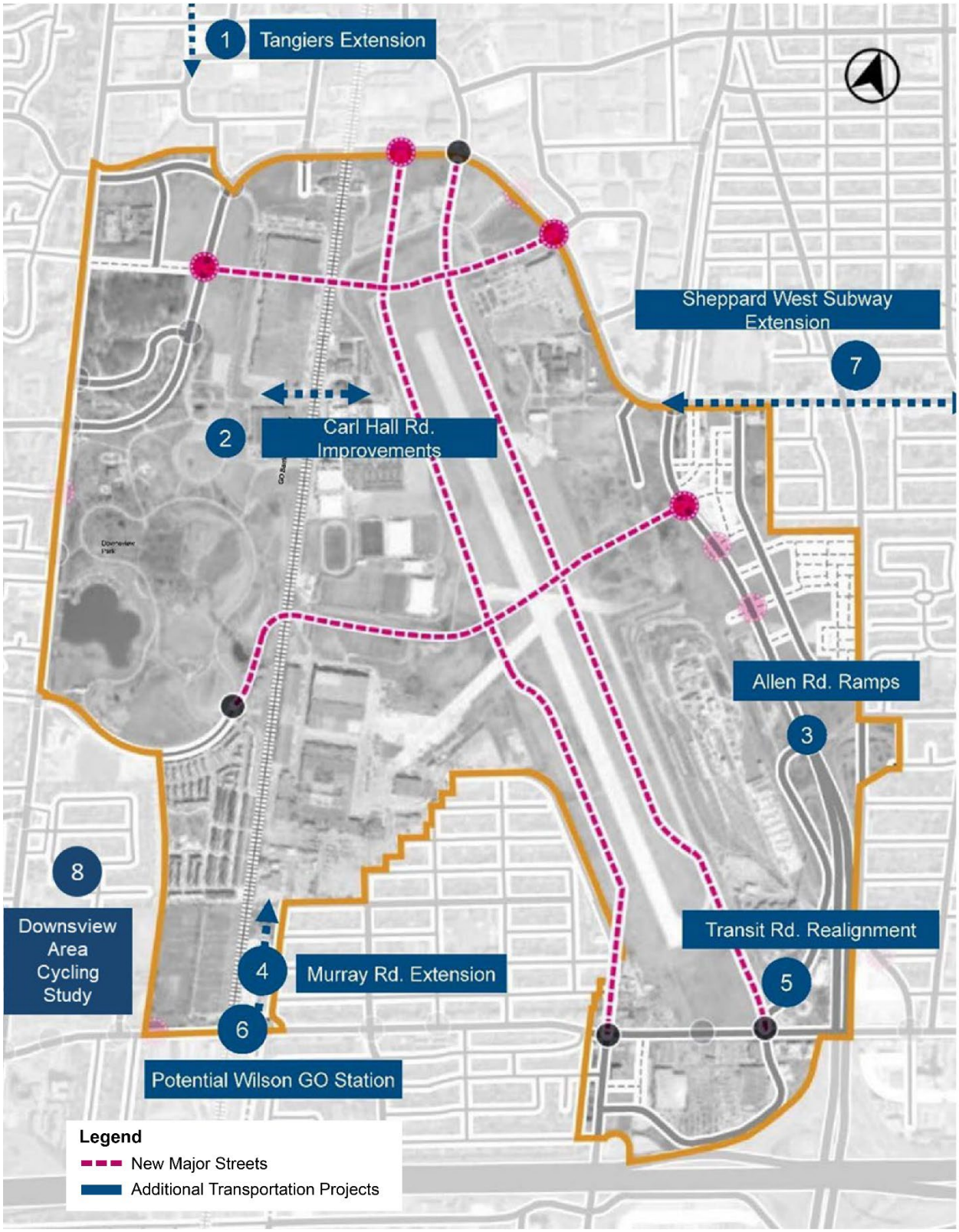


Figure 8-2: Additional Transportation Projects

8.1.2 Additional Transit Improvements

In addition to the transit improvements identified previously (Sheppard West Subway Extension and potential new GO Station at Wilson), it is recommended that the City advance RapidTO plans to implement surface transit priority improvements on the following streets adjacent to the Study Area:

- Wilson Avenue (Humber College to Yonge Street)
- Keele Street (Steeles Avenue West to Bloor Street West
- Sheppard Avenue West (Weston Road to Yonge Street)
- Dufferin Street South (Wilson Avenue to Dufferin Gate Loop)

8.1.3 Additional Cycling Infrastructure

Beyond the cycling infrastructure within the Secondary Plan Area, Update Downsview will propose new dedicated cycling infrastructure on the streets surrounding Downsview. Except for Dufferin Street, the rest of these projects are within the existing street, and so are exempt from the Municipal Class EA Process. The existing and new cycling infrastructure are shown in **Figure 8-3**. Near-term cycling infrastructure projects are identified in **Figure 8-4** and should be incorporated into the City's list of priority cycling infrastructure projects.

Dufferin Street Dedicated Cycling Facilities

The Dufferin Street Dedicated Cycling Facilities between Highway 401 and Katherine Road is subject to further EA Study given the potential to require property. This segment of Dufferin Street will connect to proposed cycle lanes to the north in the Secondary Plan Area and to the south as proposed by the Yorkdale Transportation Master Plan (TMP). This Study has completed EA Phases 1 and 2 for the Dufferin Street widening to accommodate dedicated cycling facilities and a future EA study will be required to complete EA Phases 3 and 4 if property is required, in conjunction with a broader Downsview Major Streets EA Study.

Green Spine Extension

With the development of the Wilson South district, the Downsview Secondary Plan identifies the extension of the Green Spine from Wilson to the future active mobility bridge to connect south of Highway 401. This connection should be studied further through the Wilson South District Plan.

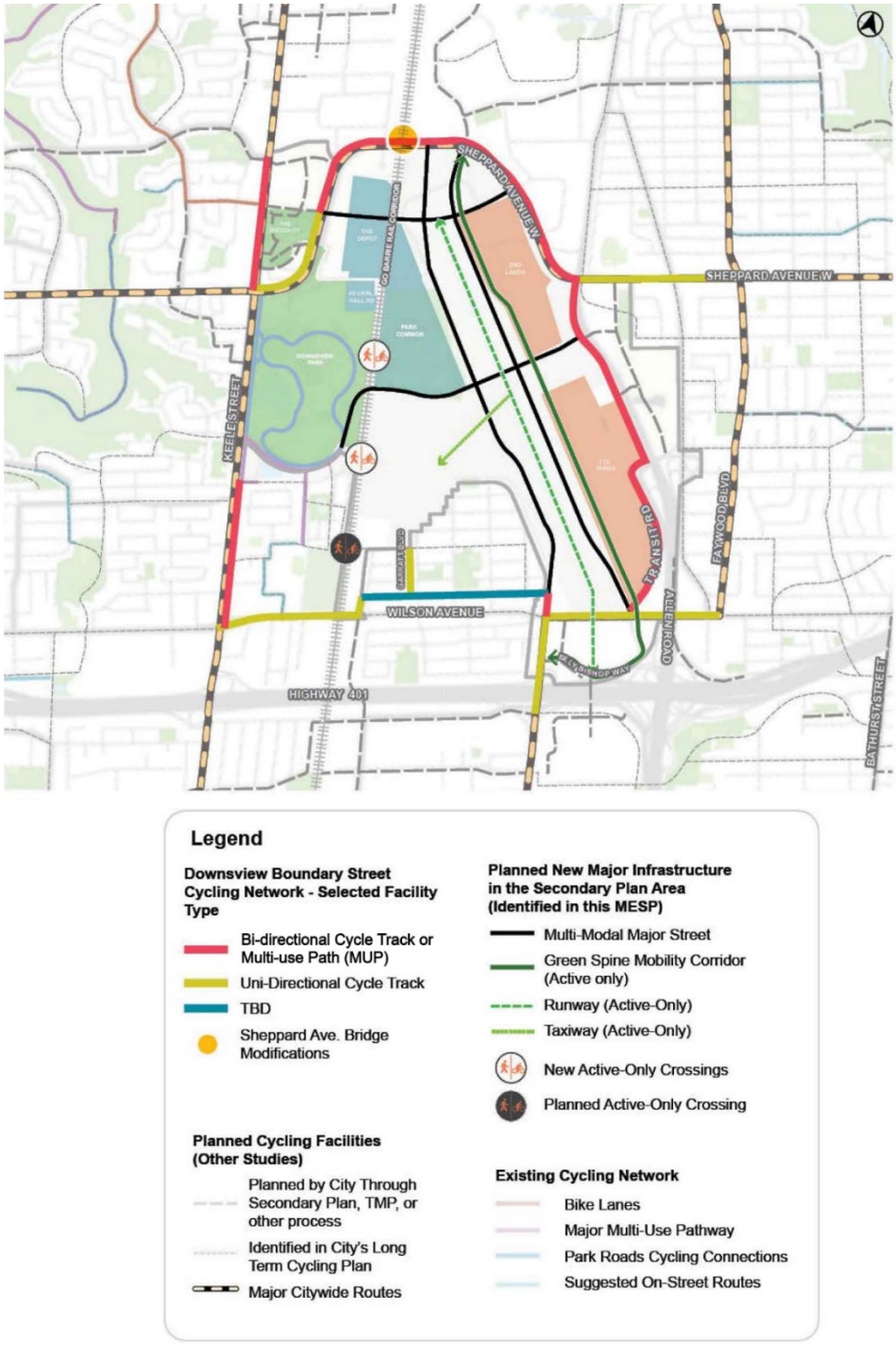


Figure 8-3: Recommended Cycling Projects on the Boundary Street Network

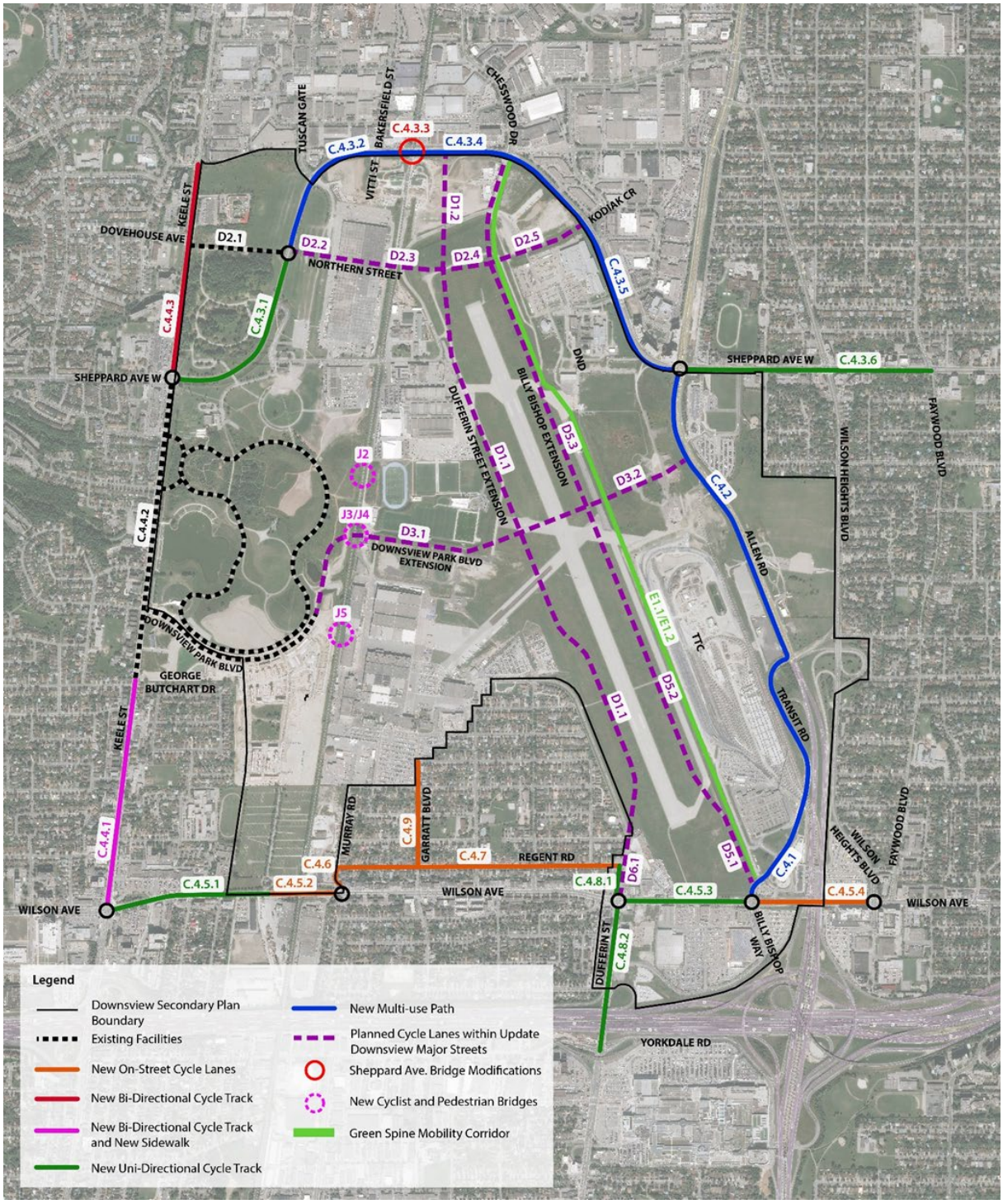


Figure 8-4: Major Road Infrastructure and Near-Term Cycling Projects

8.2 Preferred Water and Wastewater Servicing Infrastructure

8.2.1 Preferred Water System

For the water system, alternative solutions were identified both for the internal water distribution system, as well as the new boundary for Pressure District 5 (PD 5) and Pressure District 6 (PD6). The preferred solution includes a two parallel main feed network that provides better resiliency, as well as a new boundary for Pressure District 6. In particular, the preferred alternative is a combination of options WS#2B & WS#2C from the short list. The below sections describe the preferred alternative. **Figure 8-5** and **Figure 8-6** illustrates the preferred water system and Pressure District adjustment.

Option WS#2B - Extend Pressure District 5 & 6 Boundary Further South

Per the currently proposed PD 5/6 boundary adjustment, the southern limit of the pressure district boundary does not cover Phase 1 district under PD 6. A high-density development is proposed within this district and under existing conditions, the available pressure in the City system is approximately 36m (50 psi) and there is currently very low water demand compared to the proposed future water demand. To provide reliable service and maintain the performance of the proposed water network in compliance with the City standard, the PD 6 boundary is proposed to be extended further south. The separation between the proposed PD 5 and PD 6 boundary will be achieved by physically separating the watermains within each pressure district. This option accounts for the future growth within the Secondary Plan Area and thus proposes further refinement to consider the latest development proposals for those districts.

Option WS#2C - Two Parallel Main Feeds

Under this option, two parallel water main feeds of 400mm diameter are proposed along the two north-south arterial roads to improve resiliency of the proposed water network and number of interconnections for optimized network operation. Various interconnections are proposed from these main feeds to service the Secondary Plan Area.

The proposed two main feeds loop near the southern end of the OPA Lands marking the extent of the future PD 6 boundary as proposed under Option WS#2B.

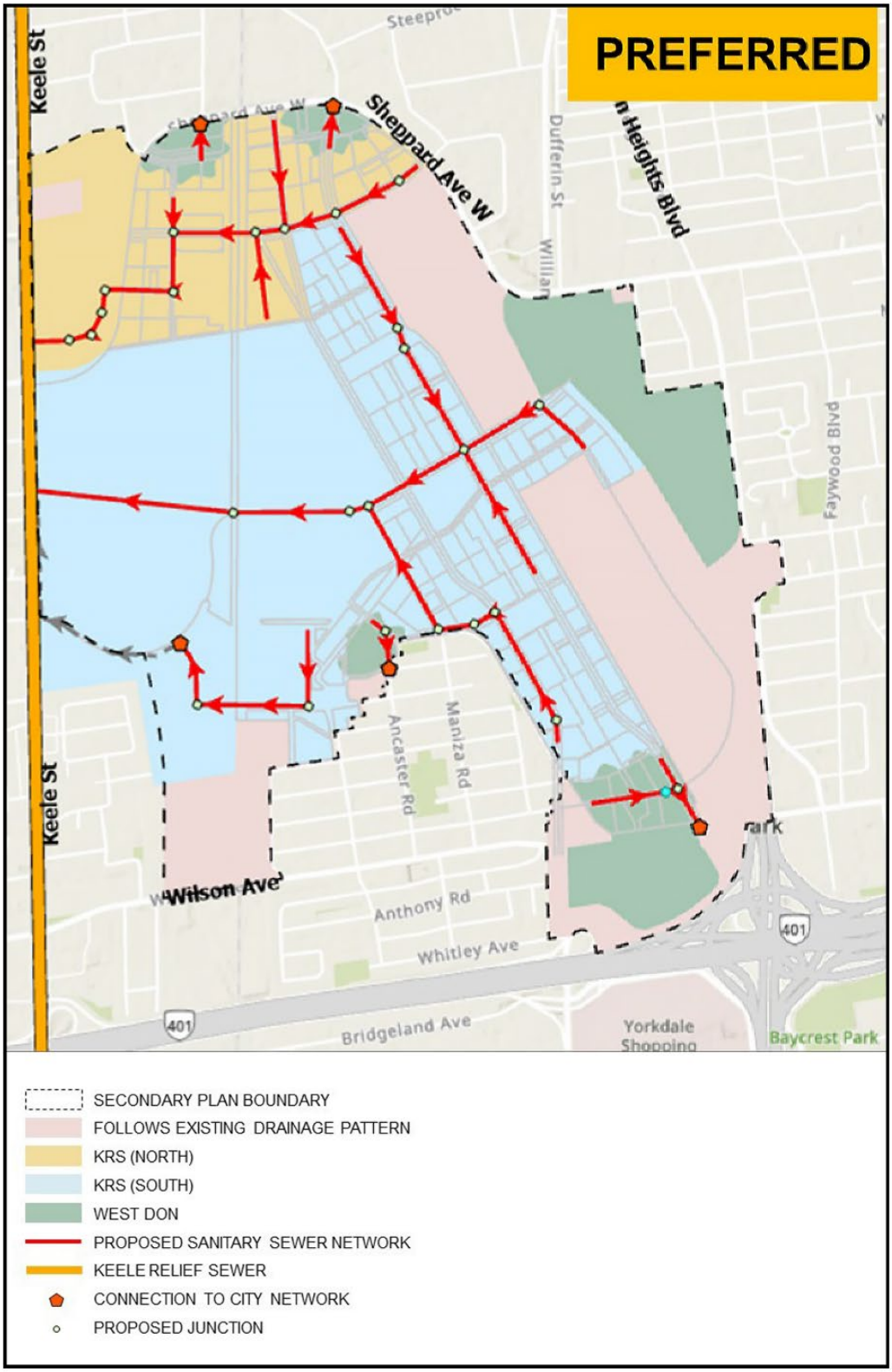


Figure 8-5: Preferred Sewer Watermain Network

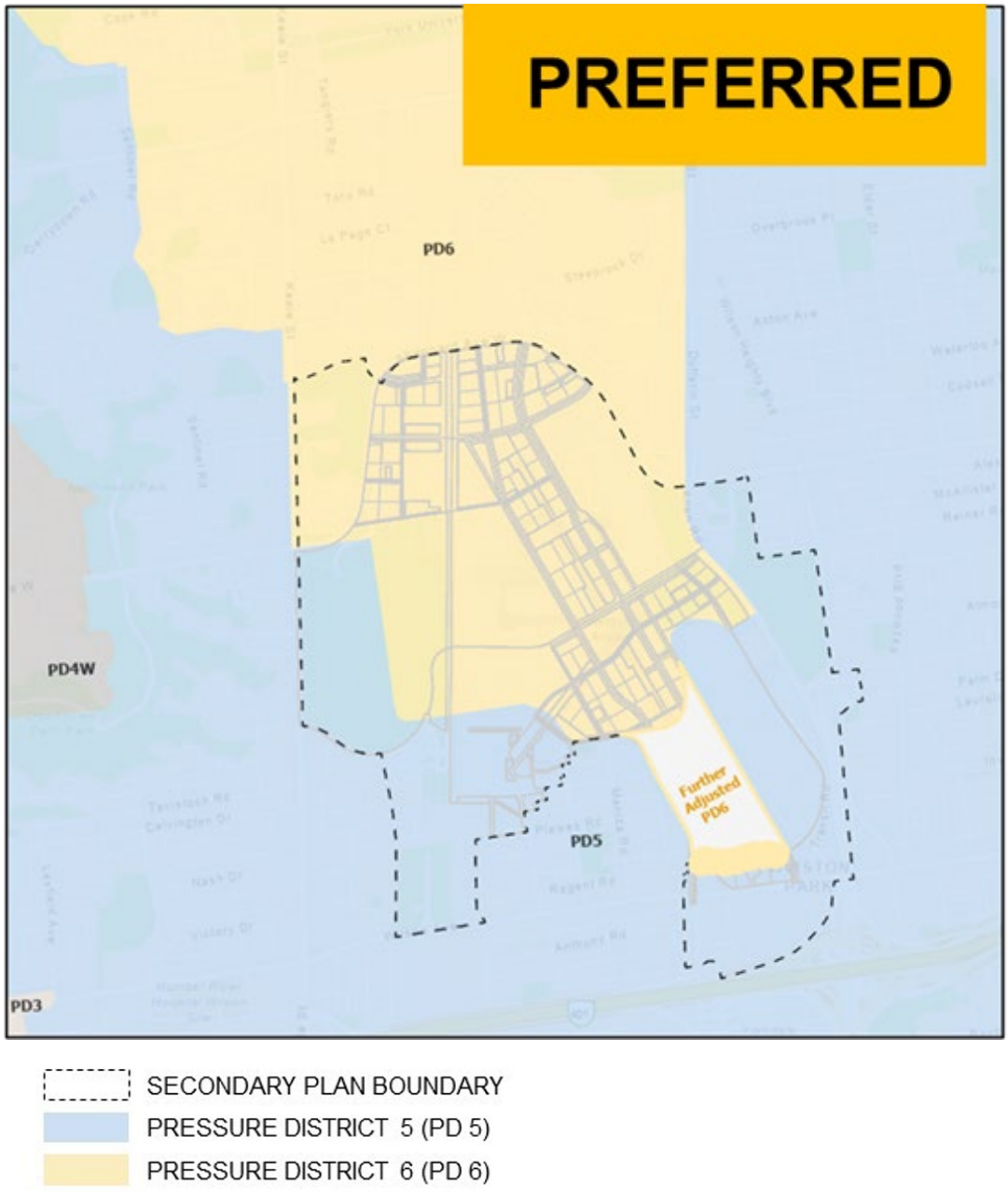


Figure 8-6: Preferred Pressure District Adjustment

8.2.2 Preferred Sanitary Sewer System

For the sanitary sewer system, alternative solutions were evaluated to identify sewersheds within the Secondary Plan Area, and how new connections will be made to the new Keele Relief Sewer while limiting flows to the existing system to not overwhelm the networks. The preferred alternative for sanitary servicing is a combination of WW#2C, WW#2E, and WW#2F as shown in **Figure 8-7**.

Option WW#2C

With respect to the overall sewershed divide, WW#2C will utilize residual capacities in the existing network as well as already planned capital upgrades, limiting the need for off-site improvements in the short-term. The selected sewershed divide optimizes the tributary area and length of required infrastructure to direct proposed flows to the Keele Relief Sewer and optimizes upfront costs to support phasing of development. This option also has minimal impact to the natural environment and avoids impacts to archaeological and heritage resources.

Option WW#2E

With respect to the internal sewershed divide to the Keele Relief Sewer, WW#2E was determined to offer the best balance of flows based on a number of technical elements between the north and south areas, while still offering flexibility to support development phasing. The selected sewershed divide minimizes impacts to existing neighborhoods, has minimal impacts to the natural environment, and avoids impacts to archaeological and heritage resources. This option also has lower capital costs.

Option WW#2F

With respect to the routing of infrastructure, WW#2F offers the shortest length and shallowest depth of infrastructure, while still supporting the planned development and minimizing impacts to Downsview Park and existing neighborhoods. This option was the least complex in terms of constructability, however it does require a municipal servicing easement through Downsview Park. This option has minimal impact to the natural environment and avoids impacts to archaeological and heritage resources. This option also has lower capital costs and requires less long-term maintenance.

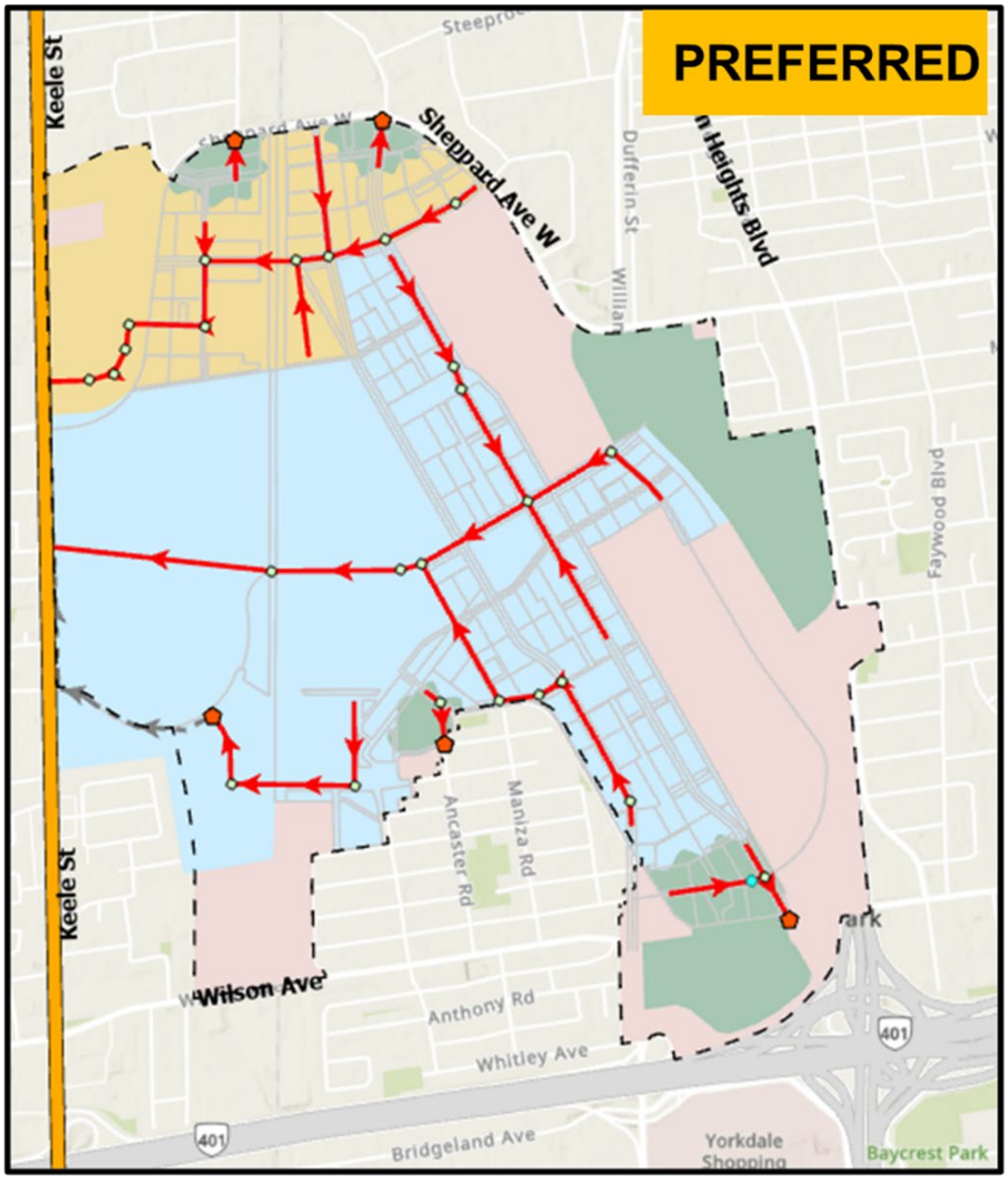


Figure 8-7: Preferred Sanitary Network

8.2.3 New Sewer along Keele Street

As the Keele Relief Sewer project has advanced in design, a shaft that was originally planned (MT08) has been removed from the design. In response to this updated boundary condition, Downsview will propose a new sanitary sewer along Keele from the William Baker District to Shaft 01, which is approximately at Keele Street and Diana Drive as shown in **Figure 8-8**. As this sewer is generally under Keele Street and is exempt from the MCEA (2023).

Figure 8-8: Additional Servicing Infrastructure – New Sewer Along Keele Street

8.2.4 Potential Wilson Avenue Upgrades

The capacity analysis indicates that there is insufficient capacity within the existing sewers to accept flows from all Districts proposed to drain to the West Don STS without triggering downstream upgrades. As a potential solution to this surcharging, approximately 2 km of upgrades are proposed to the existing sewers along Wilson Avenue from the intersection of Wilson Avenue and Billy Bishop Way to Bathurst Street and Southbourne Avenue. It is expected that the alternative upgrade options will be further studied and evaluated in the District Planning stage.

8.2.5 Preferred Stormwater Management System

For the system that collects and manages rainfall, three main options were evaluated with particular focus on the OPA Lands:

- A purely traditional grey-infrastructure system,
- A parallel and redundant grey infrastructure and GI system, or
- A fully decentralized and integrated stormwater management system.

The preferred solution is a decentralized and integrated stormwater management system that has a green infrastructure (GI) forward approach with a reduced dependency on grey infrastructure. In particular, the preferred alternative for stormwater management is SWM#4 and was selected based on a thorough optioneering process as detailed in Chapter 5. It is important to note that grey infrastructure is still an important aspect of the preferred alternative and will work to support GI to meet the requirements stipulated in the City's Wet Weather Flow Management Guidelines (WWFMG) and the design criteria as detailed below:

Water Balance

The three-layered Downsview GI stormwater strategy will manage runoff from private developments, public and private roadways, and boulevards, as well as other parks and open spaces. This design will achieve a 25 mm runoff capture target, exceeding with the WWFMG. Private developments will employ GI such as green roofs, cisterns, and tank systems to control everyday rainfall on-site and at source. Green gutters and swales will be integrated into the public and private ROWs to manage overland flow from everyday storm events. The site will be graded to facilitate the 25mm storm event runoff capture target. POPS, parks, and other open spaces will be designed as multifunctional GI spaces that are able to manage runoff from a 25mm storm.

Water Quality

The requirement of 80% Total Suspended Solids (TSS) removal stated in the WWFMG will be achieved through a treatment train comprising of GI and traditional grey stormwater management infrastructure throughout the OPA lands. The efficiency of TSS removal is a combined result of on-site runoff retention and various source, conveyance, and end-of-pipe controls. GI systems are a key part of the treatment train and are designed to manage water where it lands to provide the required quality control before the runoff enters the storm sewer system. Measures such as green roofs and green gutters improve the efficiency of TSS removal by filtering and limiting the amount of runoff.

Water Quantity

The post-development release rates up to the 100-year storm event will be constrained to the 2-year pre-development rates as stipulated in the WWFMG. Various controls will be implemented, with a strong prioritization on GI. The 25mm storm event capture target will be met through the implementation of GI throughout the OPA Lands. GI in the ROWs will reduce the amount of runoff by increasing infiltration and detention time. Dry floodable spaces will act as end of pipe controls for storms that exceed 2-year events, improving the system's ability to respond to and recover from large storm events and potential flooding while minimizing downstream impacts. Downstream capacity assessments of the pre-development conditions have been undertaken using the Infoworks ICM model to demonstrate there is capacity to accommodate design flows as well as establish maximum allowable discharge rates from the development to the existing downstream system.

9 Potential Environmental Impacts and Mitigation / Commitments to Future Work

Table 9-1 summarizes the potential environmental impacts and the proposed mitigation measures and commitments for future work based on the environmental sensitivities and the preferred alternative solutions.

Table 9-1: Potential Environmental Impacts and Proposed Mitigation / Commitments to Future Work

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
Erosion and Sediment Control		
• Excavation and grading activities associated with the construction of the proposed transportation and servicing infrastructure may result in erosion and sediment being generated and carried into sensitive areas within the Study Area or onto private properties.	• Erosion and sediment control measures will be implemented during the course of construction of the major streets and servicing infrastructure.	• General erosion and sediment control measures will be specified and refined in relation to the site conditions and construction requirements during future design phases for the future projects.
Management of Excess Material and Property Contamination		
• Surplus materials will be generated during construction and require proper management / disposal. • Property contamination may be encountered during construction and require proper management / disposal. • Partial removal of the Depot building may	• Excess materials generated during construction will be managed in accordance with all applicable legislation, regulations, and provincial standards / specifications. • Where impacts are anticipated to all or portions of areas with potential for contamination, it is recommended further environmental	• Opportunities to minimize excess materials generation through salvage and reuse will be identified during future design phases for future projects, which will include creation of a Soil Management Plan to maximize the reuse of surplus soil across the Downsview Lands boundary.

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
encounter contaminated materials.	investigations be completed for these properties (or portions thereof) to identified how to manage contaminated materials, designated substances, and hazardous materials to ensure compliance with all applicable regulations.	• Phase 1 and/or 2 Environmental Site Assessments • Designated Substance Surveys • Further environmental investigations
Ecosystem Protection and Restoration		
• Limited impacts due to removal of common vegetation / habitat. • Loss/dispersion of wildlife during construction. • Limited nesting by some species may be disturbed by construction activities in limited vegetated areas. • There is no fish or fish habitat in the Study Area.	• Most of the Downsview lands consist of an airport and therefore there is limited vegetation/habitat, however, any areas that contains habitat will be identified and appropriate mitigation measures will be followed in the future design phases. • A key consideration in Downsview to enhance green spaces and provide opportunities to create natural / open areas. • The concept of City Nature is a top priority for Downsview. The addition of green spaces is a key consideration.	• Opportunities to enhance vegetation and wildlife habitat will be further identified and developed in the future EA and design phases for future projects. • The planning process will also continue to work with the Indigenous communities in creating natural spaces as part of the Secondary Plan. • Additional mitigation measures will be further reviewed during future design phases for future projects, and confirmed through additional agency liaison at that future time.
Species at Risk		
• Sixteen (16) species designated special concern, threatened or endangered under the	• Further assessments will be carried out in the future design phases to determine if any ESA	• Opportunities to enhance vegetation and wildlife habitat will be further identified

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
provincial ESA and/or federal SARA were assessed to have moderate or high potential to occur within the Study Area (majority were found in Downsview Park, which is not being developed).	and/or SARA permits / approvals are required.	and developed in the future EA and design phases for future projects. • The planning process will also continue to work with the Indigenous communities in restoring natural spaces as part of the Secondary Plan.
Surface Water		
• Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. • Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces.	• Stormwater Management Systems, including strategies to achieve quantity and quality control, as well as surface water balance and runoff retention will be designed to achieve the criteria stipulated in the MECP Stormwater Management Planning Manual (2004) and City of Toronto standards. • The MESP includes a characterization of local subwatershed conditions, recommendations on stormwater management practices to be implemented across various catchments to achieve the design criteria.	• Further drainage assessment will be undertaken in the future design phases for future projects to confirm the stormwater management plan as identified in the MESP and specific erosion and sediment control measures.
Groundwater		
• Uncontrolled runoff during construction and build-out could	• Impacts to groundwater resources were included in evaluation of	• The need for Permit-to-Take Water(s) (PTTWs) or

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
result in contamination of groundwater through infiltration of potential contaminants and/or surface water as a result of potential contaminants or sediment.	transportation and servicing infrastructure options.	Environmental Activity and Sector Registry (EASR) will be determined in the subsequent design phases for future projects recommended as part of this EA Study. • Consultation with railroad authorities is planned for projects in or adjacent to the railroad. • Further evaluation of baseline groundwater conditions and potential impacts is planned as the development plans progresses. • The requirements for these permits and approvals will depend on the design and construction methods employed for each specific infrastructure development project.
Planning and Policy		
• Applicable Provincial plans policies should be considered during the planning process. • The Provincial Policy Statement (2020) contains policies that protect Ontario's natural heritage and water resources. • In addition to the provincial planning	• Relevant Policy documents from the Provincial Policy Framework (including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the Provincial Policy Statement (2020) have been considered.	• The subsequent EA phases will continue to consider and incorporate applicable Provincial and Municipal Policies and regulations.

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
and policy level, the planning context at the municipal and federal levels should also be considered, as appropriate.	• Relevant Policy documents from the Municipal Policy Framework (including the City of Toronto: Official Plan and the former Downsview Area Secondary Plan (2011)) have been considered in the planning of Downsview. • Both Municipal and Provincial Policy Frameworks have been referenced and used throughout this Study.	
Adjacent Land Uses and Property		
• Property will be required for various components for the transportation and servicing infrastructure.	• The City will negotiate with individual property owners for any required property.	• Any property acquisition is anticipated to occur in the future design phases for future projects. • Affected property owners will be consulted through the future design phases for future projects.
Air Quality, Dust and Noise		
• Noise and air quality impact assessments will be required to determine impacts at sensitive areas/receptors and identify appropriate mitigation measures. • Dust and noise control measures should be addressed and	• Air quality and noise were considered in evaluation of the transportation and servicing infrastructure options.	• Noise assessments for future residential areas in Downsview will be completed as part of *Planning Act* requirements. • Noise assessments for existing Noise Sensitive Areas will be completed in Phases 3 and 4 for

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
included in the construction plans to ensure that nearby residential and other sensitive land uses within the Study Area are not adversely affected during construction activities.		recommended EA Schedule C processes for future road projects. • Air quality assessment for existing sensitive receptors to be completed in Phases 3 and 4 for recommended EA Schedule C processes for future road projects. • Dust control measures will be identified for future design and construction phases.
Servicing, Utilities, and Facilities		
• Potential disruption to existing utilities.	• Relocation of existing utilities is anticipated and will be determined in detail in future design phases.	• Utility providers will be consulted throughout the future design and construction phases for the future projects.
Archaeological Resources		
• No areas having archaeological potential are impacted by the proposed transportation network and servicing infrastructure.	• Archaeological resources were considered and were assessed for integration of major transportation network and servicing infrastructure within Downsview.	• If the future design phases for the future projects impacts areas that have not been previously assessed, MCM concurrence must be received prior to the start of construction. • Should deeply buried archaeological remains be found on the property during construction, the Ministry of Citizenship and Multiculturalism

Environmental Issue / Concern	Proposed Mitigation	Future Commitments for Future EA and Design Phases
		(MCM) must be contacted.
Built Heritage and Cultural Heritage Resources		
• Cultural Heritage Resource Assessment (CHRA) report was completed by ERA Architects in 2021 in support of the Official Plan Amendment application for the id8 Downsview Lands. • The CHRA 2021 was submitted to the City as part of the OPA Application for the OPA Lands within Downsview which considered matters of heritage conservation as part of the OPA Application review as well as the Study.	• Heritage impacts, mitigation measures, and considered and assessed for integration of major transportation network and servicing infrastructure within Downsview.	• Conservation of cultural heritage resources will continue to inform the future design phases for future projects.

10 EA Project Schedules

This section outlines the EA Schedules for the proposed transportation and servicing infrastructure to support the Secondary Plan, and additional projects within the Secondary Plan recommended for future consideration.

10.1 MCEA (2023) Classifications

The class of undertakings approved to proceed pursuant to the MCEA together with their Environmental Assessment (EA) classification are set out in Appendix 1 of the MCEA (2023) document. The projects are broken into three tables based on the type of infrastructure: roads, water and wastewater and transit. Projects are classified into one of the following schedules:

- Exempt from the Environmental Assessment Act (EAA) requirements
- Eligible for exemption based on the results of the archaeological screening process (ASP) or collector road screening process (CSP)
- Schedule B – follows EA Phases 1 and 2
- Schedule C – follows EA Phases 1 to 4

10.2 Finding the Correct Schedule

Proponents must consider all aspects of their projects when reviewing the project tables to ensure the correct schedule is followed. In cases where components of a single project fall within more than one project description, the more rigorous schedule applies to the entire project. Proponents must review all the relevant project descriptions in the various tables (roads, water and wastewater and transit) for their project as some projects will involve work on more than one type of infrastructure. The classification for both parts of the project must be determined, and the highest schedule followed. The proponent must plan the project in accordance with all applicable requirements and may document the planning process in one Project File Report or Environmental Study Report.

Planning the Project in Its Entirety

Proponents are required to plan large or extended projects in their entirety and the project schedule should be determined accordingly. Projects which are to be implemented in stages over an extended period must be planned in their entirety at the time when the first stage is to be undertaken and must not be broken up, or piecemealed, into smaller components.

Table 10-1 outlines the project components that are required for the proposed transportation and servicing strategy to support the Secondary Plan for the MESP and the additional projects that are recommended for consideration based on the EA Classifications in MCEA 2023. Reference maps of the project listed in **Table 10-1** are included in Chapter 14 of the MESP.

Table 10-1: MESP Projects / EA Classifications

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C – System Upgrades			
C1 – Sanitary			
C1.1	Prop. SAN 450 mm pipe	Within Major Streets (Dufferin Street Extension and Billy Bishop Way Extension)	Schedule B MCEA Table B – 22c * Note – may be integrated with Schedule C process for major streets as one project
C1.2	Prop. SAN 450 mm pipe	Within Major Streets 4 (Northern Street)	Schedule B MCEA Table B – 22c * Note – may be integrated with Schedule C process for major streets as one project
C1.3	Prop. SAN 525 mm pipe	Within Major Streets (Dufferin Street Extension and Billy Bishop Way Extension)	Schedule B MCEA Table B – 22c * Note – may be integrated with Schedule C process for major streets as one project

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C1.4	Prop. SAN 525 mm pipe	Within local streets	EA Exempt MCEA Table B – 22a or 22b
C1.5	Prop. SAN 600 mm pipe	Within Major Streets (Dufferin Street Extension and Billy Bishop Way Extension)	Schedule B MCEA Table B – 22c * Note – may be integrated with Schedule C process for major streets as one project
C1.6	Prop. SAN 600 mm pipe	Within local streets and within Major Streets in some locations	EA Exempt MCEA Table B – 22a or 22b * Note – may be integrated with Schedule C process for major streets as one project
C1.7	Prop. SAN 750 mm pipe	Within local streets	EA Exempt MCEA Table B – 22a or 22b
C1.8	Prop. SAN 825 mm pipe	Within local streets and within Major Streets in some locations	EA Exempt MCEA Table B – 22b * Note – may be integrated with Schedule C process for major streets as one project
C1.9	Prop. 900 mm collector SAN sewer, along Keele Street	Along Keele Street from North of Sheppard to Prop. Tunnel Shaft S01 within existing ROW	EA Exempt MCEA Table B – 22b
C1.10	Prop. 1200 mm micro tunnel with Prop. 900 mm SAN pipe and two drop shafts	Within Downsview Park	Schedule B MCEA Table B – 22c

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C1.11	Sewer Upgrades along Wilson Avenue (375-600 mm)	Within existing Wilson Avenue from Billy Bishop to Bathurst	EA Exempt MCEA Table B – 22b
C2 – Water			
C2.1	Prop. 300 mm watermain	Within Major Streets (Dufferin Street Extension and Billy Bishop Way Extension)	Schedule B MCEA Table B – 4c * Note – may be integrated with Schedule C process for major streets as one project
C2.2	Prop. 300 mm watermain	Within local streets	EA Exempt MCEA Table B – 4a or 4b
C2.3	Prop. 400 mm watermain	Within Major Streets (Dufferin Street Extension and Billy Bishop Way Extension)	Schedule B MCEA Table B – 4c * Note – may be integrated with Schedule C process for major streets as one project
C2.4	Prop. 600 mm watermain	Within local streets	EA Exempt MCEA Table B – 4a or 4b
C2.5	Prop. 400 mm watermain	Within local streets	EA Exempt MCEA Table B – 4a or 4b
C2.6	Prop. 150 mm watermain	Within Major Streets (Downsview Park Boulevard, West of Dufferin)	Schedule B MCEA Table B – 4c * Note – may be integrated with Schedule C process for major streets as one project
C2.7	Prop. 400 mm watermain	Off-site watermain along Allen Road to Sheppard Avenue West	EA Exempt MCEA Table B – 4a or 4b

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C2.8	Pumping upgrades to the Keele Pumping station beyond 2041	Outside of Secondary Plan Area and within existing ROW	Schedule B MCEA Table B – 5b * Note – ASP may apply
C3 – Stormwater			
C3.1	Storm sewers under each of the Major Streets	Within Major Streets	Schedule B MCEA Table B – 22c * Note – may be integrated with Schedule C process for major streets as one project
C3.2	Stormwater GI within the Green Spine	Within Green Spine	EA Exempt MCEA Table B – 44
C3.3	SWM within Major Parks (in 100-year storage)	Within Major Parks	EA N/A if captured under *Planning Act* If not, EA Exempt MCEA Table B - 44
C4 – Existing Street Improvements for Cycling Infrastructure			
C4.1 – Transit Road Improvements (Wilson Avenue to Allen Road	Add new multi-use path on west / north Side, including road construction and traffic signal updates *Note – this interim cycling improvement should consider D7.1 below, which will be refined through the next stages of the EA	Within existing ROW *Note – this project should consider D7.1 below, which is a project that may require new ROW.	EA Exempt MCEA Table A – 21 and 28a or Eligible for screening (ASP) or Schedule Bif traffic signal upgrades are greater than $12M MCEA Table A – 28b

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C4.2 – Allen Road Improvements (Sheppard Avenue West to Transit Road)	Add new multi-use path on west side Grading as required on CLC property through easement	Within existing ROW	EA Exempt MCEA Table A – 21
C4.3 Sheppard Avenue West Improvements (Keele Street to Faywood Boulevard)			
C4.3.1 – Sheppard Avenue West from Keele Street to New Major E-W Street	Add new cycle track and reconstruct sidewalk on both sides Remove centre median	Within existing ROW	EA Exempt MCEA Table A – 21
C4.3.2 – Sheppard Avenue West from New Major E-W Street to the Barrie GO Line	Remove sidewalk, construct multi-use path		EA Exempt MCEA Table A – 25a
C4.3.3 – Sheppard Avenue West at existing Barrie GO Line	Recontruct retaining wall and narrow lanes under bridge, construct multi-use path		EA Exempt MCEA Table A – 21
C4.3.4 – Sheppard Avenue West from Barrie GO Line to Kodiak Crescent (North)	Remove sidewalk, construct multi-use path		EA Exempt MCEA Table A – 25a

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C4.3.5 – Sheppard Avenue West from Kodiak Crescent (North) to Allen Road	Remove sidewalk, construct multi-use path Remove right-turn lanes	Within existing ROW	EA Exempt MCEA Table A – 21
C4.3.6 Sheppard Avenue West from Allen Road to Faywood Boulevard	Narrow road (remove centre turn lanes). Add new cycle track and reconstruct sidewalk on both sides.		EA Exempt MCEA Table A – 21
C4.3.7 Sheppard Avenue West from Keele Street to Faywood Boulevard	Traffic signal upgrades (10 Signals)		EA Exempt if less than $12M MCEA Table A – 28a or Eligible for screening (ASP) or Schedule B if traffic signal upgrades are greater than $12M MCEA Table 28b
C4.4 – Keele Street Improvements (Wilson Avenue to Grandravine Drive)			
C4.4.1 – Keele from Wilson to Downsview Park Boulevard	Narrow road; reconstruct east curb line Add new bi-directional cycle track and reconstruct sidewalk on east side	Within existing ROW	EA Exempt MCEA Table A – 21
C4.4.2 – Keele from Downsview Park Boulevard to Sheppard	No change: use existing City and Park infrastructure		N/A

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C4.4.3 – Keele from Sheppard to Grandravine	Add new bi-directional cycle track on both sides	Within existing ROW	EA Exempt MCEA Table A – 25a
C4.4.4 – Keele from Wilson to Grandravine	Traffic Signal Upgrades (7 Signals)		EA Exempt if less than $12M MCEA Table A – 28a or Eligible for screening (ASP) or Schedule B if traffic signal upgrades are greater than $12M MCEA Table 28b
C4.5 – Wilson Avenue Improvements (Keele Street to Faywood Boulevard)			
C4.5.1 – Wilson Avenue from Keele Street to Barrie GO Line	Add new uni-directional cycle track, reconstruct sidewalk on both sides	Within existing ROW	EA Exempt MCEA Table A – 25a
C4.5.2 – Wilson Avenue from Barrie GO Line to Murray Road	Adjust linework on Wilson and add bollards to create bike lanes on both sides		EA Exempt MCEA Table A – 22
C4.5.3 – Wilson Avenue from Dufferin Street to Billy Bishop Way	Add new cycle track on both sides		EA Exempt MCEA Table A – 25a
C4.5.4 – Wilson Avenue from Billy Bishop Way to Faywood Boulevard	Adjust linework on Wilson Avenue and add bollards to create bike lanes on both sides		EA Exempt MCEA Table A – 22

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C4.5.5 – Wilson Avenue improvements Keele Street to Faywood Boulevard	Track Signal Upgrades (6 Signals)	Within existing ROW	EA Exempt if less than $12M MCEA Table A – 28a or Eligible for screening (ASP) or Schedule B if traffic signal upgrades are greater than $12M MCEA Table 28b
C4.6 – Murray Road (Wilson Avenue to Plewes Road)	Local on-street improvements		EA Exempt MCEA Table A – 19a
C4.7 – Regent Road (Dufferin Street to Murray Road)	Local on-street improvements		EA Exempt MCEA Table A – 19a
C4.8 – Dufferin Street (Regent Road to Bridgeland Avenue): Interim			
C4.8.1 – Regent Road to Wilson Avenue	Narrow road, add new uni-directional cycle track and sidewalks both sides	May require new ROW	EA Exempt if less than $4.1M / outside of ROW MCEA Table A – 28a or If outside of ROW, Schedule B if greater $4.1M or Schedule C if greater than $12M MCEA Table 25b

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
C4.8.2 – Wilson Avenue to Highway 401 / Whitley Avenue	Narrow road, add new uni-directional cycle track and sidewalks both sides	May require new ROW	EA Exempt if less than $4.1M / outside of ROW MCEA Table A – 28a or If outside of ROW, Schedule B if greater $4.1M or Schedule C if greater than $12M MCEA Table 25b
C4.8.3 – Highway 401 / Whitley Avenue to Bridgeland Avenue	Narrow road, add new uni-directional cycle track and sidewalks both sides		EA Exempt if less than $4.1M / outside of ROW MCEA Table A – 28a or If outside of ROW, Schedule B if greater $4.1M or Schedule C if greater than $12M MCEA Table 25b
C4.8.4 – Regent Road to Bridgeland Avenue	Traffic Signal Upgrades (3 Signals)		EA Exempt if less than $12M MCEA Table A – 28a or Eligible for screening (ASP) or Schedule B if traffic signal upgrades are greater than $12M MCEA Table 28b
C4.9 – Garratt Boulevard (Regent Road to Gilley Road)	Local on-street improvements	Within existing ROW	EA Exempt MCEA Table A – 19a

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
D – New Major Streets			
D1 – Dufferin Street Extension			
D1.1	Dufferin Street Extension – South of North Crossing	New Major Street	Schedule C MCEA – Table A - 34
D1.2	Dufferin Street Extension – North of North Crossing		
D2 – Northern East-West Street (Depot Crossing Street)			
D2.1	Northern Crossing Street – Keele to Sheppard Avenue West (CLC – William Baker)	New Major Street	Schedule C MCEA – Table A - 34
D2.2	Northern Crossing Street –Sheppard Avenue West to Depot (CLC – William Baker)		
D2.3	Northern Crossing Street – East and West Barrie GO Line		
D2.4	Northern Crossing Street – Dufferin Street to Billy Bishop Way Extension		
D2.5	Northern Crossing Street – Billy Bishop Way Extension to Sheppard Avenue West		
D3 – Downsview Park Boulevard Extension			
D3.1	Downsview Park Boulevard – West of Dufferin Street	New Major Street	Schedule C MCEA – Table A - 34
D3.2	Downsview Park Boulevard – East of Dufferin Street		

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
D5 – Billy Bishop Way Extension			
D5.1	Billy Bishop Way – Wilson Avenue to north end of Wilson District	New Major Street *Note – should consider D7.1 below as a related item.	Schedule C MCEA – Table A – 34
D5.2	Billy Bishop Way – north end of Wilson District to 191pprox.. half of the frontage of DND lands	New Major Street *Note – should consider E1 below as a related item.	
D5.3	Billy Bishop Way – Approx. half of frontage of DND lands to Sheppard		
D6 – Existing Dufferin Improvements (Katerine Road to Wilson Avenue)			
D6.1 – Dufferin Street Stub	Improvements to existing Dufferin Street	New Major Street	Schedule C MCEA – Table A - 34
D7 – Transit Route Tie-In (or Re-Alignment)			
D7.1	Transit Road Tie-in (or Re-alignment) to Billy Bishop Way and Wilson Avenue	New Major Street (or Intersection Re-alignment)	Schedule C MCEA – Table A – 34 (Schedule B if intersection realignment)
D8 – Temporary E-W Street			
D8.1 – Temporary E-W Street	Temporary E-W Street in Phase 1 from Taxiway West District to Allen Road	Private street across Downsview Center	N/A
D8.2 – Temporary E-W Street Demolition	Demolition of the temporary street and removal / clean-up		

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
E – Off-street Bicycle Network			
E1 – Green Spine Bikeway and Multi-use Path (MUP)			
E1.1 – Temporary North-South Active Mobility Corridor	Temporary use of the Service Road as a North-South cycling and pedestrian corridor	Green Spine across Downsview Center / Private road use to provide cycling access	N/A
E1.2 – Green Spine	Green Spine from Wilson Avenue to Sheppard Avenue West	Green Spine across Downsview Center	EA N/A if captured under *Planning Act* EA Exempt if less than $4.1M, Schedule B if greater than $4.1M, or Schedule C if greater than $12M MCEA Table A – 25b If POP, EA Exempt
E1.3	Green Spine Extension from Wilson Avenue to active bridge recommended as part of the Yorkdale Mall EA over Highway 401	Assume MUP to occur outside of existing ROW and / or utility or rail corridor	EA N/A if captured under *Planning Act* EA Exempt if less than $4.1M, Schedule B if greater than $4.1M, or Schedule C if greater than $12M MCEA Table A – 25b
G – Energy			
G1	Hydro One Transformer Station (230V)	Unknown (possibly OPA Lands)	N/A (may require Class EA for Minor Transmission Facilities – to be confirmed with Hydro One)
J – Barrie GO Rail Line Corridor Crossings			
J1	Northern multi-modal crossing	Across Barrie GO Line including with Northern Street	Schedule C
J2	Mound Overpass (active-only)	Across Barrie GO Line at the Mound	Schedule B (if greater than $3M) MCEA Table A – 32b or 32c

Reference Number and Project	Project Description	Area	MCEA 2023 Schedule / Classification
J3	Downsview Park Boulevard crossing (multi-modal)	Across Barrie GO Line with Downsview Park Boulevard Extension	Schedule C
J5	Downsview Park Bridge Overpass (active-only)	Across Barrie GO Line at Taxiway West District	Schedule B (if greater than $3M) MCEA Table A – 32b or 32c
J6	Plewes Overpass	Across Barrie GO Line	Carried forward from 2011 Downsview Area Secondary Plan
K – Additional Considerations			
K1	Any collector street impacting more than one property owner	Portion of the collect streets will occur outside of the plan of subdivision and impact adjacent owners	Schedule C MCEA Table A – 34 *Note – If it includes areas owned by multiple property owners, will require Phases 1-4 as not captured as part of Integrated Planning Act and MCEA Study
K2	Murray Road Extension (from Caledonia EA approved Extension) to Taxiway West District	Portion of Street will occur outside of plan of subdivision and impacts adjacent property owners.	Schedule C MCEA Table A – 34 *Note – Will require Phases 1-4 as not captured as part of Integrated Planning Act and MCEA Study