

PROPOSED REDEVELOPMENT OF THE DOWNSVIEW LANDS



CITY OF TORONTO
Second Edition
December 2023

Prepared for:

Northcrest Developments
& Canada Lands Company

PROPOSED REDEVELOPMENT OF THE DOWNSVIEW LANDS

FRAMEWORK PLAN

CITY OF TORONTO

Updated December 2023

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PREPARED FOR

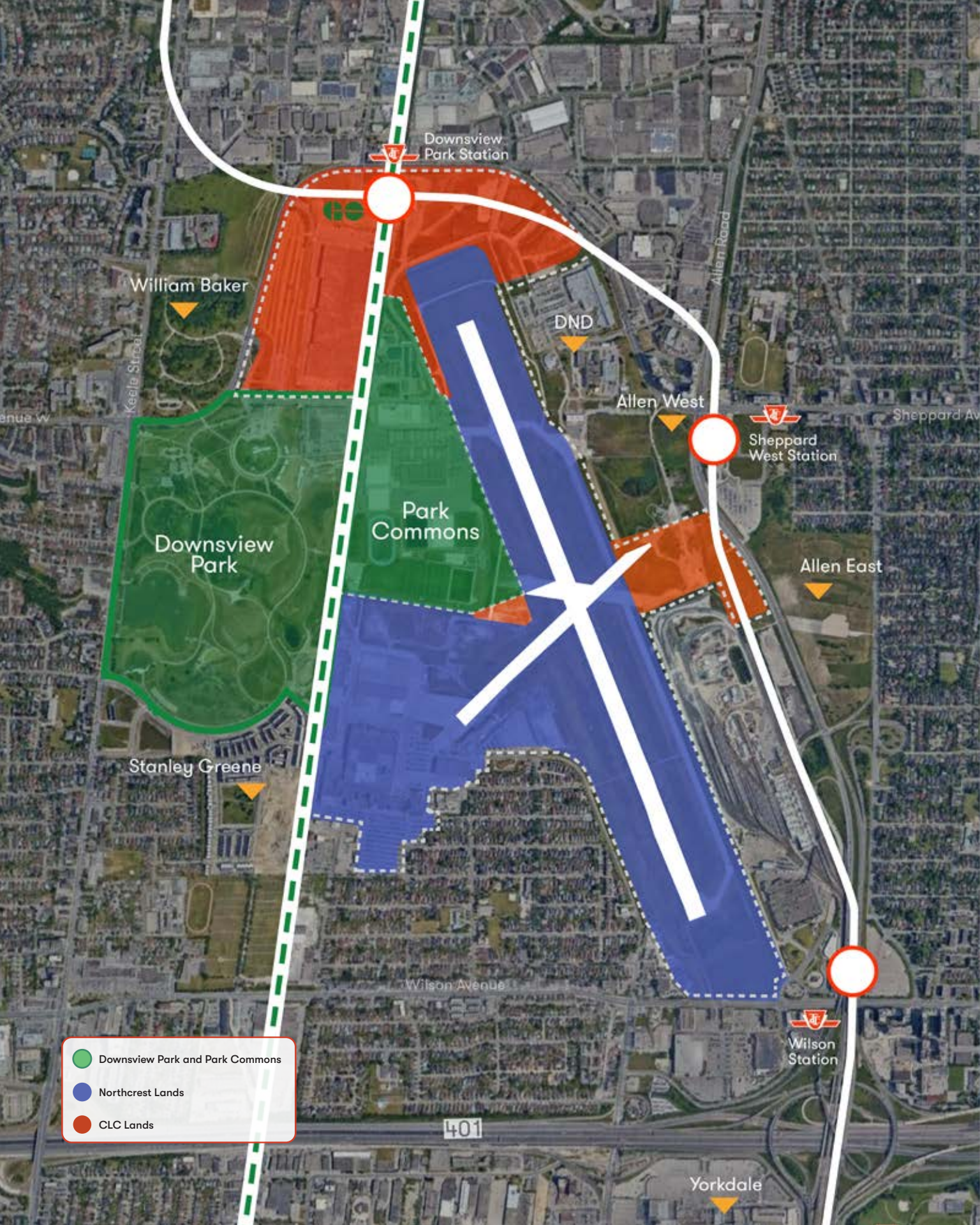
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Land Acknowledgment

Southern Ontario has been the home of Indigenous Peoples since time immemorial. The area we now know as Toronto is the traditional territory of the Michi Saagiig Anishnaabeg and the historic homelands of the Haudenosaunee and the Wendat peoples. The territory was the subject of the Dish with One Spoon Wampum Belt Covenant, an agreement between the Haudenosaunee Confederacy and Anishinaabeg Confederacy and allied nations to peaceably share and care for the land, water, flora, and fauna around the Great Lakes. Toronto is within the territory covered by Mississauga Treaty No. 13, negotiated in 1787 and revised in 1805 between the Mississaugas of the Credit and the Crown.



Letter from Northcrest and CLC

Dear Reader,

We, Northcrest Developments (“Northcrest”) and Canada Lands Company CLC Limited (“Canada Lands”), are jointly leading this redevelopment at Downsview. This document describes our emerging vision for the future of the lands, drawing on extensive consultation.

We are excited to share this proposal, which captures our collective vision for transforming these lands at Downsview in ways that draw on and support the diversity of this area and our city as a whole. We imagine a place to play and gather — a place to explore, work, and innovate. It is an ecosystem where people and nature thrive and evolve together. We envisage a connected system of open spaces, a mobility network that focuses on pedestrians and cyclists, and a series of complete, vibrant, and distinct communities supported by sustainable urban systems.

This redevelopment at Downsview will take several decades to realize, and this document represents one point in the beginning of that process. As the current owners of this land, we have a responsibility to protect it, manage it wisely, and ensure it achieves its potential to strengthen the city and local neighbourhoods.

As we embark on this process, we are guided by the following imperatives:

1. We are dedicated to working together and with the local community to improve outcomes and quality of life in this area of Toronto for existing and future inhabitants, through inclusive and responsible planning processes.
2. We promise to reflect what makes Toronto great, respecting Indigenous culture and traditions, the area’s industrial, arts, and innovation legacy, and our diverse, multi-cultural landscape.

3. We want new public spaces to feel inclusive, informal, and local: places for fun, friends, and family, rooted in nature and complementing local Downsview Park, which will remain at its current size.
4. We will ensure that sustainability, resilience, equity, and inclusion are embedded in everything we do, and guide us as we deliver a variety of public spaces and amenities, housing and employment options, educational opportunities, and training programs.
5. We will strive to ensure that all people have opportunities to thrive here — regardless of age, income, or background — through access to jobs, training, quality services, food, recreation, and amenities.
6. We will work diligently to design places that focus on the experience of pedestrians and cyclists, that are interconnected and accessible, and that integrate urban and natural environments in a concept called “City Nature”.
7. We will build new neighbourhoods at Downsview thoughtfully, collaboratively, and incrementally by listening, talking, and working together with the local community.

We are not typical developers. We are committed to innovating to deliver on our vision and are up for this challenge.

Thank you for joining us on this journey.

Chris Eby
Northcrest Developments

Derek Goring
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Interpretation of this document:

This proposed Framework Plan has been prepared on behalf of Northcrest and Canada Lands in support of an Official Plan Amendment (“OPA”) application for approximately 210 hectares (520 acres) of land within the Downsview Secondary Plan Area. The Framework Plan is a high-level, long-term planning framework, intended to guide the physical transformation of the OPA Lands and achieve the vision, principles, and structuring ideas.

The exact locations and design standards related to development blocks, open spaces, and other aspects of the plan are approximate and will be studied further through future district planning. Some elements in the Plan are named for the reader’s convenience. The final names of streets, open spaces, districts, and other elements will emerge through consultation in future planning stages.

As development progresses, all parties involved in implementation will be encouraged to build on the recommendations and directions within this Plan to contribute to the creation of great new places that are welcoming to all.

A Note Regarding the 2023 Update:

Since the preparation and submission of the Framework Plan in 2021, the City of Toronto launched the Update Downsview Study (Update Downsview), working closely with Canada Lands and Northcrest to reconsider the future of the Downsview Secondary Plan Area (see page 26). This revised Framework Plan document reflects the input of City Staff and the feedback received during the engagement associated with Update Downsview. It has been prepared to not only ensure clarity and consistency of core concepts across published documents, but to showcase the benefits of this close collaboration with City Staff and further engagement. Key updates to the Framework Plan include:

- Re-alignment of the two north-south Major Streets, eliminating their crossing at the Runway, and further focus on delivering streets that are rightsized for their intended functions.
- Slight adjustments to the Major Parks (previously referred to as District Parks) to regularize their approximate shapes and better accommodate parks programming.
- Revisions to Chapter 3.4 Sustainable Urban Systems to better describe the overall approach to sustainability and resilience that is embedded in the Framework Plan and to provide more clarity regarding the innovative decentralized stormwater management strategy.
- Minor revisions to the population and employment estimates to align with the technical analysis undertaken in the MESP (no changes to the proposed density are considered).
- Simplified phasing chapter, recognizing the additional detail provided in the MESP.

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Executive Summary

These lands at Downsview represent one of the largest community-building opportunities in North America. The anticipated decommissioning of the airfield provides a unique opportunity to reconsider the potential of this large site, strategically-located in a growing city and region. Since 2018, Northcrest and Canada Lands have worked together to develop a comprehensive plan for these lands. To ensure the proposal serves the current and future communities of Downsview, the landowners engaged extensively with the local community, Indigenous Rights Holders, and stakeholders to develop and refine this initial proposed Framework Plan (also referred to as the “Plan”).

This proposed Plan is a product of many aspirations. It is driven by the priorities of local communities, of public policy, and of the landowners. The proposed Framework Plan is a high-level visionary document that reimagines these lands at Downsview as an urban mosaic that embraces diversity and innovation, and is a place where people and nature thrive and evolve together. To realize this vision, the Framework Plan is guided by six overarching principles: 1) establishing complete, connected communities; 2) achieving inherent sustainability and resilience; 3) cultivating “City Nature”; 4) connecting people and places; 5) embedding equity and accessibility; and 6) honouring the uniqueness of the place and its people.

Collectively, these guiding principles set the stage for a series of mixed-use, complete, and connected communities where access to jobs, housing, schools, shops, food, parks, and other key community amenities are available within a 15-minute walk or bike ride from home. The proposed Framework Plan also establishes key north-south and east-west connections that will provide additional mobility options for new and existing communities. In total, these lands are expected to host approximately 85,000 residents and over 41,500 jobs by 2051. This growth is expected to occur in multiple phases. It will be accommodated through the creation of: new streets and four new rail crossings; a range of community amenities; 40 hectares (100 acres) of new parks and open spaces (linked to existing Downsview Park); infrastructure supporting new homes of various types, ownership structures, and levels of affordability; and over 1.1 million square metres (12 million square feet) of office, institutional, retail and other non-residential space.

The proposed Framework Plan identifies 10 distinct districts where more detailed planning (District Plans, Zoning By-laws, Plans of Subdivision, etc.) will occur at later stages.

The Plan is a proposal that will inform an update to the Downsview Area Secondary Plan. The amendment is an essential step that will ensure a shared vision for these lands can continue to evolve. Northcrest and Canada Lands will continue to develop these plans over decades to come, in collaboration with the City of Toronto, Indigenous Rights Holders, local residents, and city-wide stakeholders.

Structure of the Framework Plan document:

This document is divided into four sections, with each section containing descriptive text, figures and precedent images to explain and visualize the proposed redevelopment of the Subject Lands. The following explains the content of each section.

Chapter 1: A Vision for Downsview details the key structural components of the Framework Plan, including the vision, and guiding principles.

Chapter 2: The Site Today provides an overview of the site and contextualizes the significant redevelopment opportunity at hand. It also details the historical significance of the site and situates it within the current regional, provincial, and local policy context. Finally, this section describes the extensive engagement processes and feedback that informed this Framework Plan. This includes an overview of priorities shared during public, Rights Holder and stakeholder engagement activities.

Chapter 3: The Framework Plan outlines the objectives and targets for open spaces, mobility, community-building, and sustainable urban systems.

Chapter 4: Implementation and Next Steps describes guidelines for regulating the redevelopment of these lands, highlighting important supplementary studies and early activation opportunities as key next steps. This chapter also outlines a high-level conceptual phasing strategy and identifies the order of major infrastructure elements to achieve full build-out of the site.



Artist's conceptual rendering



1.0

A Vision for Downsview

An Urban Mosaic.

An Evolving Ecosystem.

Together we are creating an urban mosaic: a reflection of Toronto's distinctive diversity. We imagine a place to play and gather — a place to explore, work, and innovate. It will be an ecosystem where people and nature thrive and evolve together.



Guiding Principles

The Framework Plan is guided by the following over-arching Guiding Principles.

Establishing Complete Connected Communities



Future neighbourhoods will make space for both local intimacy and urban vibrancy, where the magic of community life spills into and enriches public spaces. Inspired by the “15-minute city” concept, everything residents and workers need will be easily accessible with a short walk, roll, bike, or public transit ride. Those living and working in and around Downsview will benefit from this timeless approach to community-building.

Achieving Inherent Sustainability & Resilience



At Downsview, sustainability and resilience form the foundation of holistic decision-making – built into every element of urban life: land use and mobility; water, energy, and landscape; architecture and technology; social, cultural and economic practices. New neighbourhoods will embody sustainability practices; be prepared to mitigate the impacts and adapt to the changing climate; be positioned to respond effectively to other crises and stresses; and be among the most attractive and vibrant places to live and work.

Cultivating City Nature



Downsview will introduce a new form of development that blends the built and natural world, integrating green infrastructure, biodiverse habitat, gathering spaces, and play into the public realm. Inspired by Toronto’s ravine network, and celebrating the example set by the park next door, City Nature invites nature’s generosity into the bustle of the everyday, delivering public health, ecosystem, sustainability and resilience benefits.

Connecting People & Places



These lands will be knit back into the surrounding urban fabric. Generous community spaces will encourage casual togetherness. Fine-grained connections will make it easy, convenient, and attractive for people to safely get around by walking, rolling, cycling, or taking transit. By reducing automobile dependence, these connections will support community building, advance sustainability, and support the regional transportation network.

Embedding Equity & Accessibility



This will be an inclusive place: a place where people at all stages of life can live, play, and thrive; a place where knowledge, wealth, power, and economic opportunities are shared; and a place that is resilient in the face of the challenges of today and tomorrow. Downsview’s success will be measured by the sense of comfort and belonging felt by all residents and visitors and by the extent to which they see themselves represented.

Honouring the Uniqueness of the Place and its People



These lands will make space for experiences that spark joy and delight. Public places will be designed to bridge the area’s past and its future. Placemaking and placekeeping will acknowledge the legacy of aerospace innovation, reflect histories of Indigenous stewardship, and will be shaped by the dreams and cultures of the diverse residents that call Downsview home.

The Framework Plan

This Plan establishes a flexible framework to guide the incremental redevelopment of these Lands. Over many decades, this Plan will achieve the following desired outcomes:



A variety of ways to get around, including a network of complete streets, 4 new rail crossings, and a system of greenways for walking and cycling that stitch the site back into the surrounding street and park networks of north-west Toronto.



Homes across the affordability spectrum, accommodating approximately **85,000 new residents,** and delivering on the city's needs and Council's vision for transit-oriented, complete communities.



A range of community facilities and services — including a new community centre at Keele and Sheppard — to support communities throughout the area as they grow and to serve both local and neighbouring community members.



Enhanced visibility of Indigenous Peoples, history, and living culture and a focus on Indigenous placekeeping, planned in collaboration with Indigenous Peoples and Rights Holders.



1.1 million square metres of employment space (more than four times what is on the site today), supporting over **41,500 new jobs** in dynamic and diverse industries.



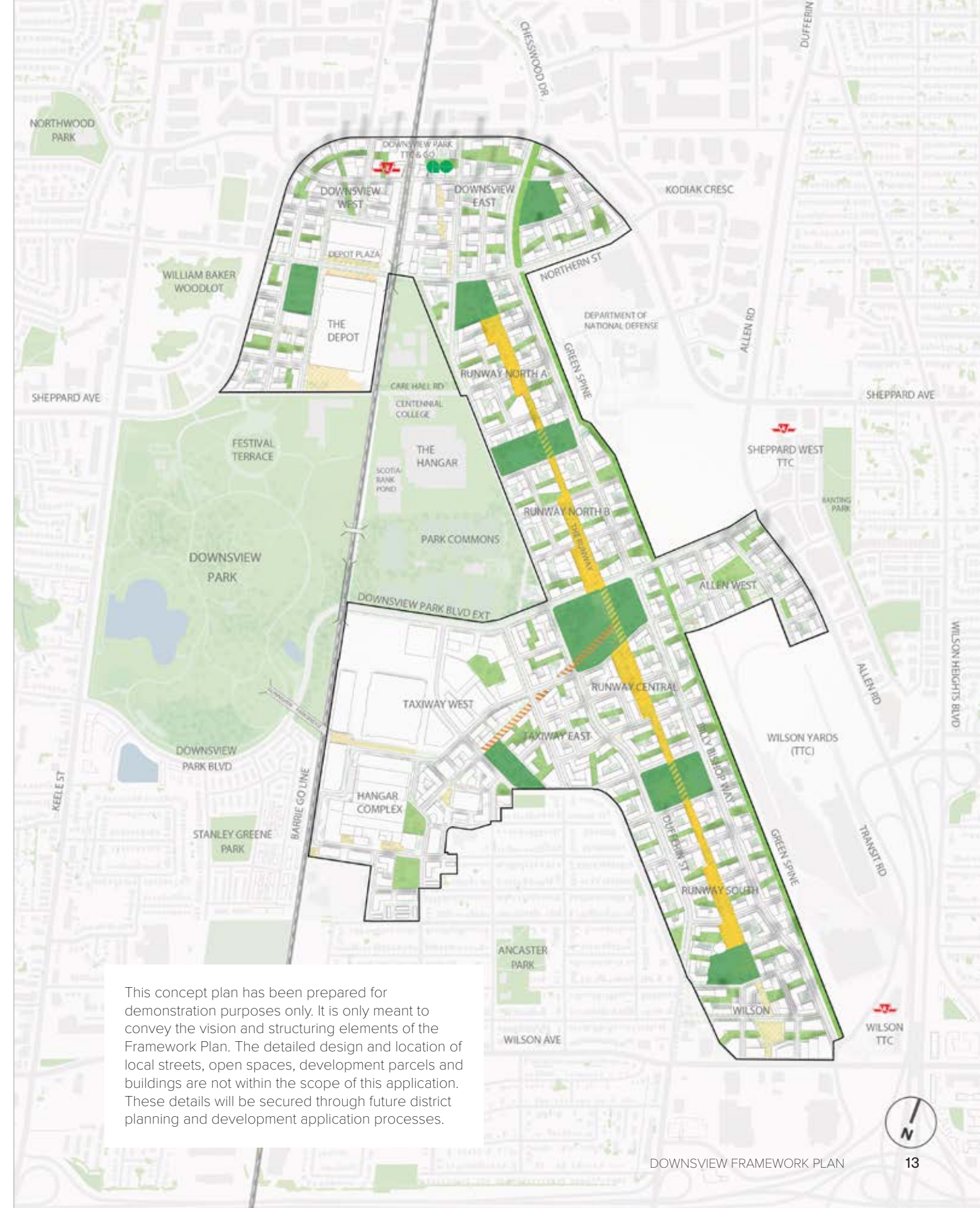
Re-purposed heritage buildings that recognize the site's legacy of innovation and provide space to nurture new talent, celebrate local arts and culture, and spark great ideas.



A new model for comfortable density with buildings that are vibrant, sustainable, and human-scaled: new residents will be primarily housed in mid-rise buildings; taller development will be located at transit stations and key intersections; and appropriate transitions will be made to existing neighbourhoods.



40 hectares (100 acres) of new parks and open spaces linked to the cherished Downsview Park and the William Baker woodlot.



This concept plan has been prepared for demonstration purposes only. It is only meant to convey the vision and structuring elements of the Framework Plan. The detailed design and location of local streets, open spaces, development parcels and buildings are not within the scope of this application. These details will be secured through future district planning and development application processes.



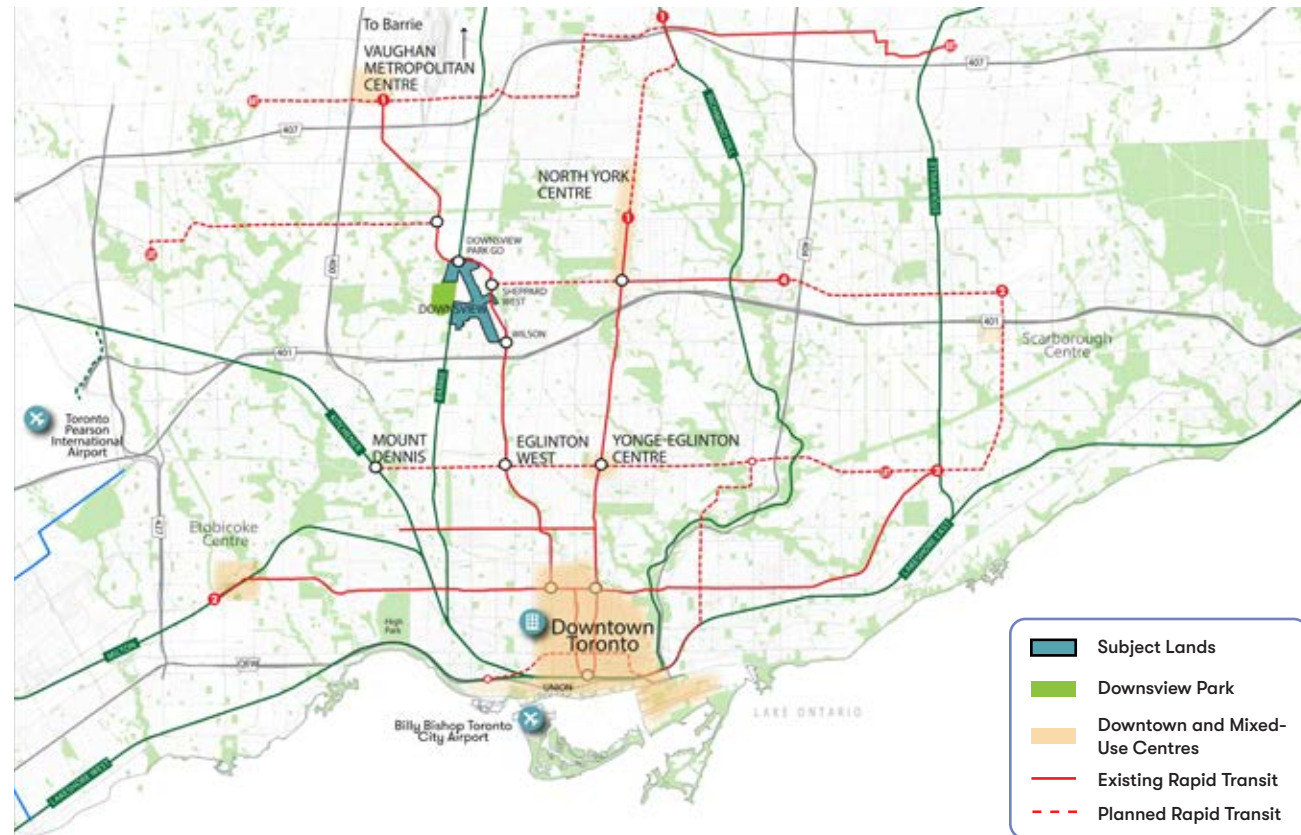
2.0 The Site Today

An Unique Opportunity

These lands at Downsview represent one of the largest community-building opportunities in North America.

These lands (also referred to as “the lands,” “the subject lands,” “the site,” or “the OPA lands” - in recognition of the accompanying Official Plan Amendment) are approximately 210 hectares (520 acres) in size. The lands are adjacent to Downsview Park and are roughly bounded by Sheppard Avenue West, Allen Road, and Wilson Avenue.

The scale of the site exceeds some of Toronto’s existing urban growth centres. The site’s potential is further enhanced by its multi-modal connections to downtown Toronto and other centres in the region and its proximity to natural and recreational amenities. As such, the upcoming decommissioning of the runway creates an opportunity to leverage the site’s size and strategic location to accommodate some of the 700,000 new residents forecast to come to Toronto by 2051.



Connecting to Major Open Spaces and Natural Ecological Corridors

Toronto is known for its ravines. The post-war city developed around these wild, natural landscapes that remain intertwined with the urban fabric. They provide recreational opportunities and habitat for wildlife and drain stormwater into Lake Ontario, helping to protect the city from flooding.

The site sits on a ridge between the Humber and Don River watersheds and abuts the 291-acres of Downsview Park. The redevelopment of these lands presents a unique opportunity to connect to Downsview Park and other open spaces and natural ecological corridors.



Extraordinary Multi-Modal Connectivity

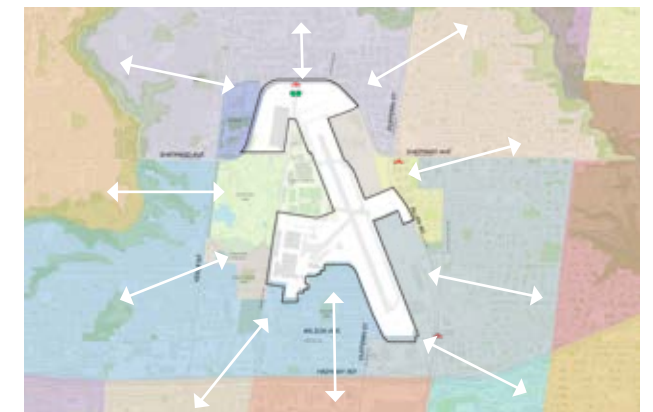
Outside the downtown core, there are few places in Toronto as well-connected to the broader transportation system. The site is served by three transit stations, including Downsview Park Station, which is also a stop on the Barrie GO line. In addition to public transit connections, Highway 401 passes just south of the site, offering easy access to the provincial highway network and Pearson International Airport.

The three stations serving the site are underutilized relative the rest of the subway system. This redevelopment creates an opportunity to leverage the area’s dormant potential for connectivity with the creation of complete, walkable neighbourhoods with a fine-grained network of connections for pedestrians, bicycles, transit, and cars.



Working Locally, Thinking Globally

A project of this size and strategic significance comes with responsibility. The Plan aims to respond to a changing climate, growing inequality, and an increased understanding that community design has an effect on public health and quality of life. That relationship was made especially clear during the COVID-19 pandemic, which greatly impacted northwest Toronto. This Framework Plan aims to position the redevelopment at Downsview at the forefront of a global movement towards environmentally responsible city planning and urban design. It will set a new standard for community building in North America and around the world.



Honouring Downsview's Diverse History

The Downsview lands have a long history of supporting many communities.

First Nations Peoples have been the traditional stewards of these lands for millennia and valued the site for its position on the ridge between the Humber and Don River watersheds. More recent and contemporary land uses have disconnected the site from these natural assets, although the establishment of Downsview Park in 1999 has meant strides towards repair.

Over the last two centuries, the site has hosted farming, residential, military, and aviation uses. The Framework Plan seeks opportunities to recognize the long history of these lands by making Indigenous history and identity more visible in the urban and natural landscape, while also recognizing the site's more recent history as a place of innovation and economic activity.

Over the last century, Toronto has developed around the Downsview Airport, GO Rail line, and military base. Streets circumvent or end at the site and adjacent residents cannot access, cross, or interact with much of this large area.

When the airport is decommissioned, these lands will take on a new life. This development has the opportunity to recognize and celebrate the legacy of the lands, reconnect human, mobility, and natural systems, and stitch the lands back into the city.



Fig 2



Fig 3



Fig 4



Fig 5

Top Left: Map of lands known as the Toronto Purchase
Bottom Left: SARSstock Benefit Concert, 2003

Top Right: Undated photo of RCAF Station Downsview
Bottom Right: Aerial view of Downsview area, 1947

13,000+ years ago

Indigenous Stewardship

The territory that includes these lands has been inhabited for over 11,000 years. The site, along with much of present-day Toronto, is the subject of the Dish with One Spoon Wampum Belt Covenant, an agreement between the Haudenosaunee Confederacy and Anishinaabeg Confederacy and allied Nations. These lands were part of the Toronto Purchase of 1805 (Treaty 13).

1920s - 1940s

Early Aviation and Military Era

De Havilland constructs a manufacturing plant and airfield on site to build and test aircraft. The streets, rail corridor, and airfield established at this time remain key structural elements of the urban morphology. The airfield is expanded during World War II by the Royal Canadian Air Force (RCAF). In 1947, the federal government acquires 270 properties within and surrounding the site to house RCAF squadrons.

1950s - 1960s

Early Suburban Expansion

The Department of National Defence expands its operations and establishes housing for military members and their families, known as CFB Toronto. During the same period, de Havilland relocates to new facilities southwest of the airport, occupied by Bombardier today. Toronto's postwar suburbs begin to surround the site at this time.

1970s

Suburban Development

Suburban development continues, and industrial uses begin to occupy space directly to the north of the site. Newly built streets have to navigate the boundaries of the airfield site, and existing streets are rebuilt to accommodate growing traffic volumes. The construction of Highway 401 and the Allen Expressway create a large interchange to the southeast of the site, resulting in a significant physical barrier between neighbourhoods.

1980s - 1990s

Employment Innovation

The surrounding area is mostly built out, including an employment area north of Sheppard Avenue West. For the most part, the built form and suburban street pattern established at this time remains today. Bombardier, a world leader in aerospace, purchases the de Havilland Company in 1994 and takes over operations of their Downsview facility.

2000s

Recreational Destination

CFB Toronto is formally closed in 1996, and the Federal government announces the land will be set aside for development, recreational, and broader public use. Since then, existing hangars and buildings have been repurposed and new buildings have been constructed for a range of institutional and recreation uses. In 2005, construction begins on Downsview Park, which becomes a regional destination for recreation and large-scale events and a beloved local oasis.

Downsview Today

While much of the Lands are undeveloped, the Site is far from a blank slate.

The site hosts a variety of uses, many of which take place in former military or industrial buildings that have been repurposed.

1. The defining feature of these lands today is the 2.1-kilometre-long **runway**. It has existed in many configurations since the early 1920s. Its presence has shaped the street networks and scale of development in this part of Toronto.
2. Just north of the Ancaster neighbourhood, there are many **hangars and administrative offices**, currently used by De Havilland and Bombardier for the assembly of airplanes. The facility is nearly 158,000 square metres (1.7 million square feet) in size.
3. Three **TTC subway stations** are located within or adjacent to the site: Wilson Station, Sheppard West Station, and Downsview Park Station. Downsview Park Station also includes a GO station on the Barrie line. These stations provide connections to downtown Toronto and beyond.
4. The **GO Rail line** runs at grade through the site, creating a barrier between the east and west. Carl Hall Road is the only vehicular connection across the rail line between Sheppard and Wilson.
5. **The Supply Depot** at 40 Carl Hall Road is a large one-storey, 81,470-square-metre (876,900-square-foot) former military warehouse that has been repurposed for commercial and light industrial uses.

Other regionally significant destinations, major employment uses, and neighbourhoods surround the site. The Framework Plan responds appropriately to these neighbouring assets.

6. **Downsview Park** is an important open space that serves as a regional destination and local amenity.
7. The **Park Commons** includes recreational and institutional facilities, many of which are housed in repurposed military and aviation buildings. These include the Hangar Sports and Events Centre, the Scotiabank Pond Arena, training facilities for the

Toronto Football Club, and **Centennial College's Bombardier Centre for Aerospace and Aviation**. These facilities will continue to operate and be integrated into the redevelopment.

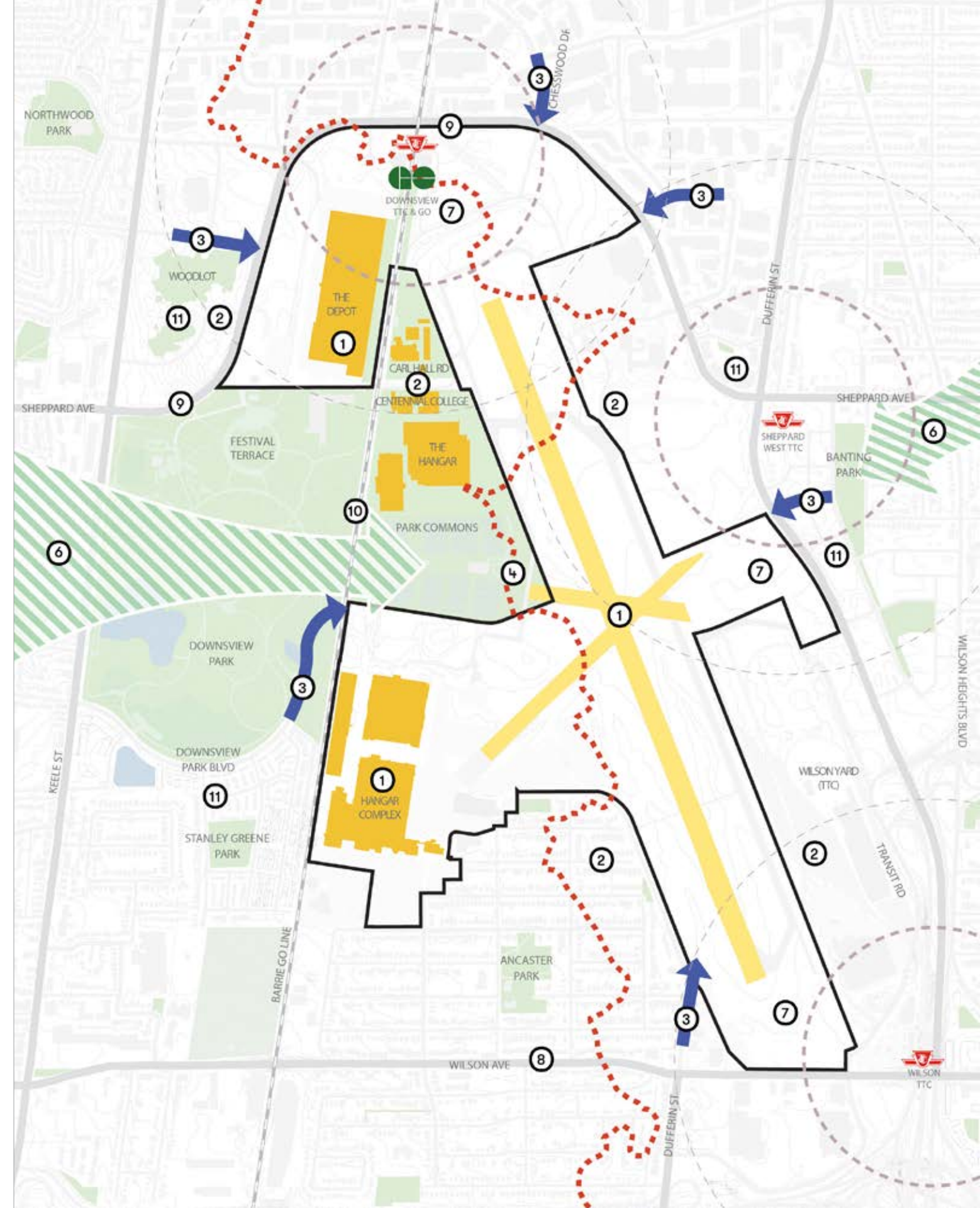
8. The **William Baker Woodlot** and future neighbourhood are adjacent to the site.
9. The **Department of National Defense** maintains lands to the east of the site including the Denison Armoury and Defence Research and Development Canada (DRDC) facilities.
10. The **Toronto Transit Commission Wilson Yard** is a 24-hectare (60-acre) site containing a large bus and subway garage and maintenance facilities.
11. Several existing and emerging neighbourhoods surround the site, including **Ancaster and Stanley Greene**. The **William Baker and Allen East** neighbourhoods are in the planning and development stage.
12. The **Duke Heights** employment area is home to a wide range of businesses. It is the largest business improvement area in North America.



Physical Opportunities and Considerations

The Framework Plan recognizes and appropriately responds to various existing physical attributes of the site.

- 01 Commemorate the runway and 100 years of aviation history and innovation, including re-use of existing structures
- 02 Transition appropriately to adjacent neighbourhoods and adjacent uses like the TTC Yard, DND lands, Ancaster neighbourhood, and Downsview Park and Park Commons
- 03 Re-connect mobility networks through the site, across the airport and rail corridor, and to the city beyond
- 04 Acknowledge the site's location on a ridge between two watersheds and find ways to leverage the natural topography
- 05 Build on the success of past and present employment uses for future economic growth
- 06 Stitch this area back into existing natural ravine and open space networks, including Downsview Park
- 07 Leverage significant investments in transit by providing the right volume of jobs and housing in close proximity
- 08 Extend and enhance the Wilson Village commercial strip
- 09 Acknowledge the grade change on Sheppard Avenue West at the Barrie GO Train underpass
- 10 Integrate new open spaces with Downsview Park and the Park Commons and use design and development to enliven and enhance the Park edges
- 11 Connect to newly planned communities including the Allen East District, William Baker, and Stanley Greene



The Framework Planning Process

This Framework Plan was developed with input from many different perspectives

Northcrest and Canada Lands developed the **id8 Downsview** process to ensure that the future of Downsview is shaped by many different perspectives, including: priorities of the public, Rights Holders, and groups with local and region-wide interests; public policy priorities and requirements; as well as the priorities of the landowners. The Plan is also rooted in an understanding that Downsview has always been — and continues to be — an important place for many different communities, businesses, and cultures. The process is called “id8 Downsview” to recognize the need to “ideate” (or form ideas) from multiple perspectives.

Community & Stakeholder Priorities

To ensure this proposal serves the current and future communities of Downsview, the landowners committed to meaningfully engage the local community, Indigenous Rights Holders, and stakeholders. This proposed Framework Plan was developed and refined over sixteen months and has been profoundly shaped by community input.

Between May 2020 and September 2021 Northcrest and Canada Lands hosted three rounds of pre-application engagement. The engagement activities, participants, and influence of the feedback received on this application, are only briefly summarized here. They are more fully documented in the Public Consultation Strategy Report prepared by Swerhun Inc.

Impacts of Community Feedback on the Plan:

This Framework Plan would not have been possible without the valuable contributions of thousands of participants. Many aspects of the Plan were developed and refined in response to the feedback of the local community, Rights Holders, and stakeholders. These include: celebrating the unique heritage and infrastructure of the site, the treatment of The Runway, and the approach to honouring local cultural diversity; the focus on equitable access and meaningful employment; and making the site an attractive destination that highlights arts and culture.

The proposal was also driven by the positive feedback received regarding: parks, the value of nature, and the interconnections of natural systems and urban design; the 15-minute neighbourhood concept and mixed-use areas; the central connective spine; and the neighbourhood “heart” concept to support community gathering throughout the site.

Community & Stakeholder Priorities

Public Policy Directions



Northcrest & Canada Lands Landowner Priorities

The Framework Plan

The COVID-19 pandemic meant that most engagement was hosted virtually, however the process also included engagement by mail and at in-person pop-up events in accordance with public health safety standards. As well as the many interactions with local residents and business owners, community groups, and city-wide interests, there were also focused conversations with African, Caribbean, and Black communities, local youth, and First Nations and Indigenous organizations.

These text bubbles, found through the document, show quotes or other representative community feedback that helped shape the Framework Plan.



Planning Policy Directions

Several planning policy documents direct growth and development on these lands, including, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the City of Toronto Official Plan.

These documents describe a consistent vision for growth and change, including the following key elements:

- promoting compact and transit-supportive growth and intensification with a mix of uses to create vibrant communities, with higher densities located near major transit stations;
- protecting and preserving employment uses for long-term economic sustainability and diversification;
- promoting active transportation and transit use to reduce reliance on private vehicles;
- integrating a high-quality public realm with open spaces and connections, including parkland dedication, and community benefits requirements;
- providing a diverse housing supply, including affordable housing, rental, and family friendly housing;
- supporting sustainability and resilience, and planning for a changing climate;
- delivering community services and infrastructure to support people in all stages of life; and
- collaborating with Indigenous Rights Holders in planning efforts and implementation.

The site is also currently subject to the Downsview Area Secondary Plan (2011) (DASP). Site and Area Specific Policy 596 (SASP 596) was adopted in for the lands, setting out key parameters for updating the Downsview Secondary Plan. This proposed Framework Plan advances key provincial and municipal policy directions and supports proposed policy updates to the DASP that respond to the directions in SASP 596. Since submission in 2021, the City has also initiated the Update Downsview process to review the applicable policies and propose an update to the Secondary Plan applicable to these lands and a wider area (see below).

Update Downsview

The Update Downsview Study was launched by the City of Toronto soon after the original OPA and Framework Plan submission, to consider the transformational impact of development at Downsview more comprehensively.

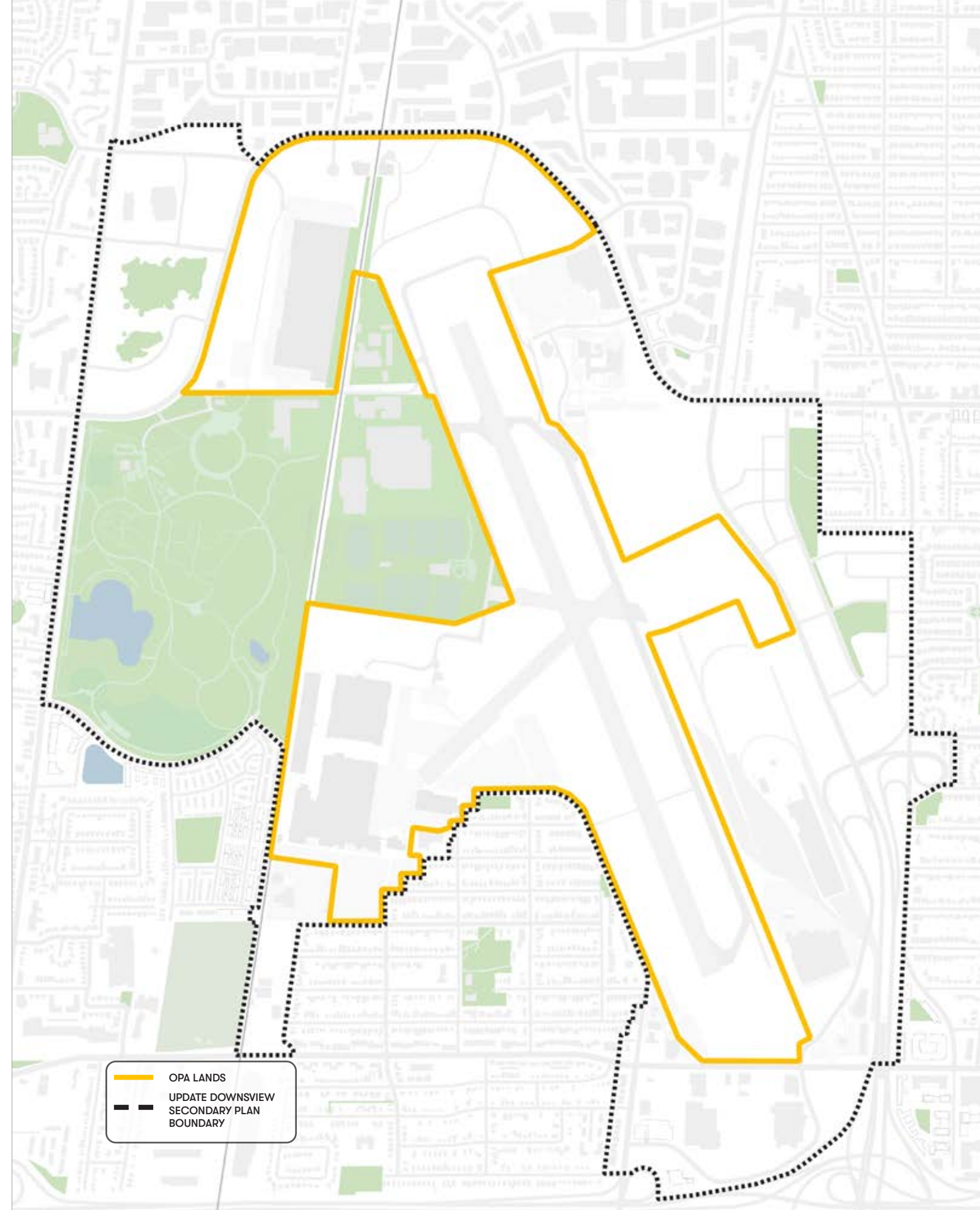
Canada Lands Company and Northcrest Developments submitted an Official Plan Amendment (OPA) application on October 14, 2021, to amend the Secondary Plan and align it with the Framework Plan vision for these lands. Following the submission, the City of Toronto launched the Update Downsview Study (Update Downsview) in Fall 2021.

Recognizing the generational and transformative opportunity to plan for a new community within the City, and reconnect the broader Downsview lands to their adjacent neighbourhoods, Update Downsview is a City-led process that considers the Subject Lands together with the remainder of the surrounding area. Update Downsview will culminate in the preparation of a various deliverables, including an updated Downsview Secondary Plan, which will set out the long-term vision for a complete community centred on transit investment, job creation, parks and open spaces and community services and facilities that will meet the needs of existing and future residents and workers. Because of similarities between the OPA Lands and the Draft Downsview Secondary Plan Area (see right), Update

Downsview has been and continues to be coordinated with the review of the OPA application for the Framework Plan lands. Canada Lands Company and Northcrest Developments have also been collaborating closely with City Staff to refine the Framework Plan and the corresponding Secondary Plan/OPA, and have been advancing the Master Environmental Services Plan (MESP) as Co-Proponents.

In Spring 2023, City Council directed Staff to engage the public on a draft updated Downsview Secondary Plan and to use it as a basis for discussion and review of applications in the area. Since that time, City Staff and the Applicants have been reviewing and updating the plan and policy collaboratively to work towards a common vision for the future of the Subject Lands.

At the time of submitting this revised Framework Plan, the Draft Secondary Plan continues to be refined by City Staff, with input from the Applicants and in response to public feedback.





3.0

The Framework Plan

The Framework Plan

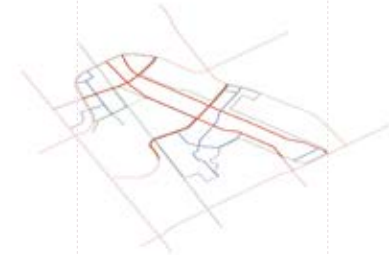
The main elements of the Framework Plan describe how the vision for these lands at Downsview can be realized over the coming decades.

The Framework Plan is organized into subsections: open space; mobility; community-building; and sustainable urban systems. Each of these layers comes together to create the physical foundation to achieve the Plan's vision.

CHAPTER 3.1
Open Space



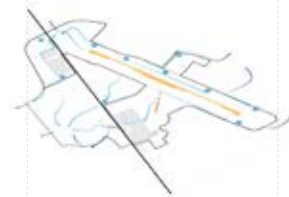
CHAPTER 3.2
Mobility



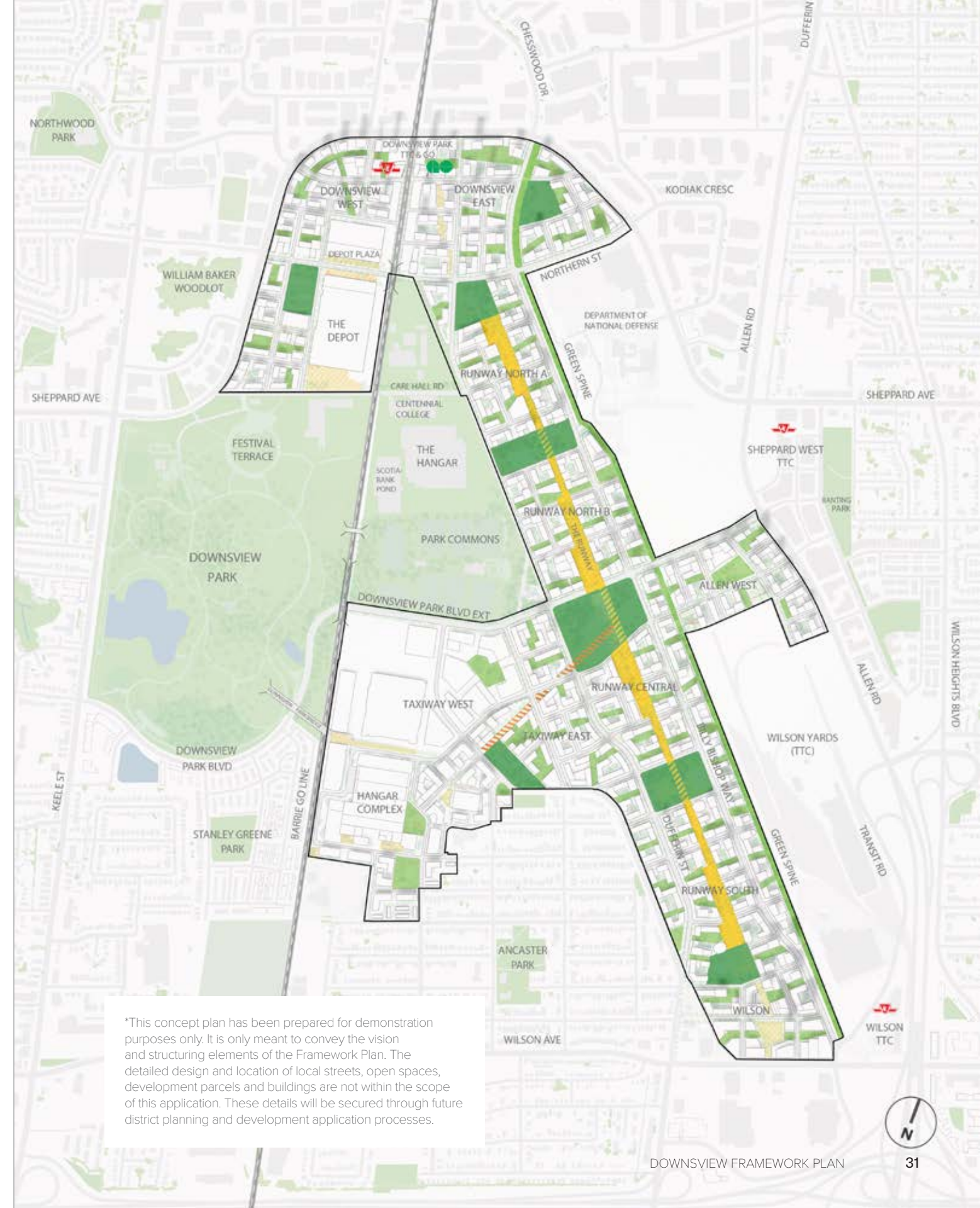
CHAPTER 3.3
Community-Building



CHAPTER 3.4
Sustainable Urban Systems



Existing Site
Context & Assets



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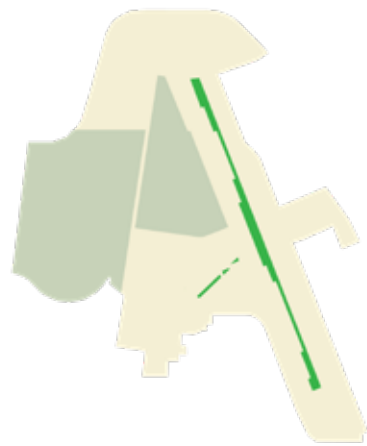




3.1 Open Space

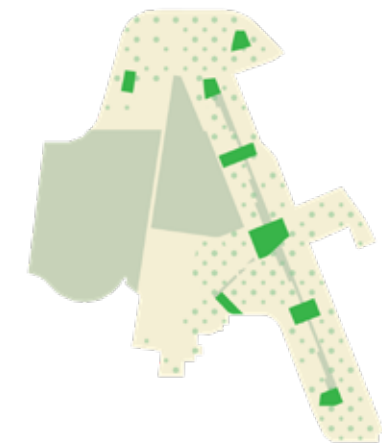
Creating a Connected System

These core elements reflect communities' desire for better access to more open space and the ongoing presence of the former runway.



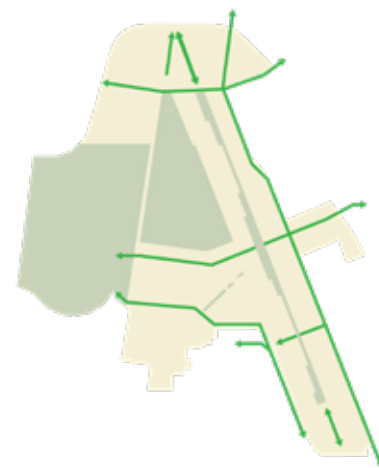
Re-imagining the Runway and Taxiway

The Downsview runway has defined the site for a century. While runways typically symbolize a point of global connection, the Downsview runway has separated the site from its surrounding context for generations. The Framework Plan's open space system begins by re-imagining the runway as the place where Downsview comes together. It is envisaged as a sequence of complementary public spaces, programmed with different uses to reflect the varying local interests and characters of adjacent communities.



Major Parks within a 5-minute Walk

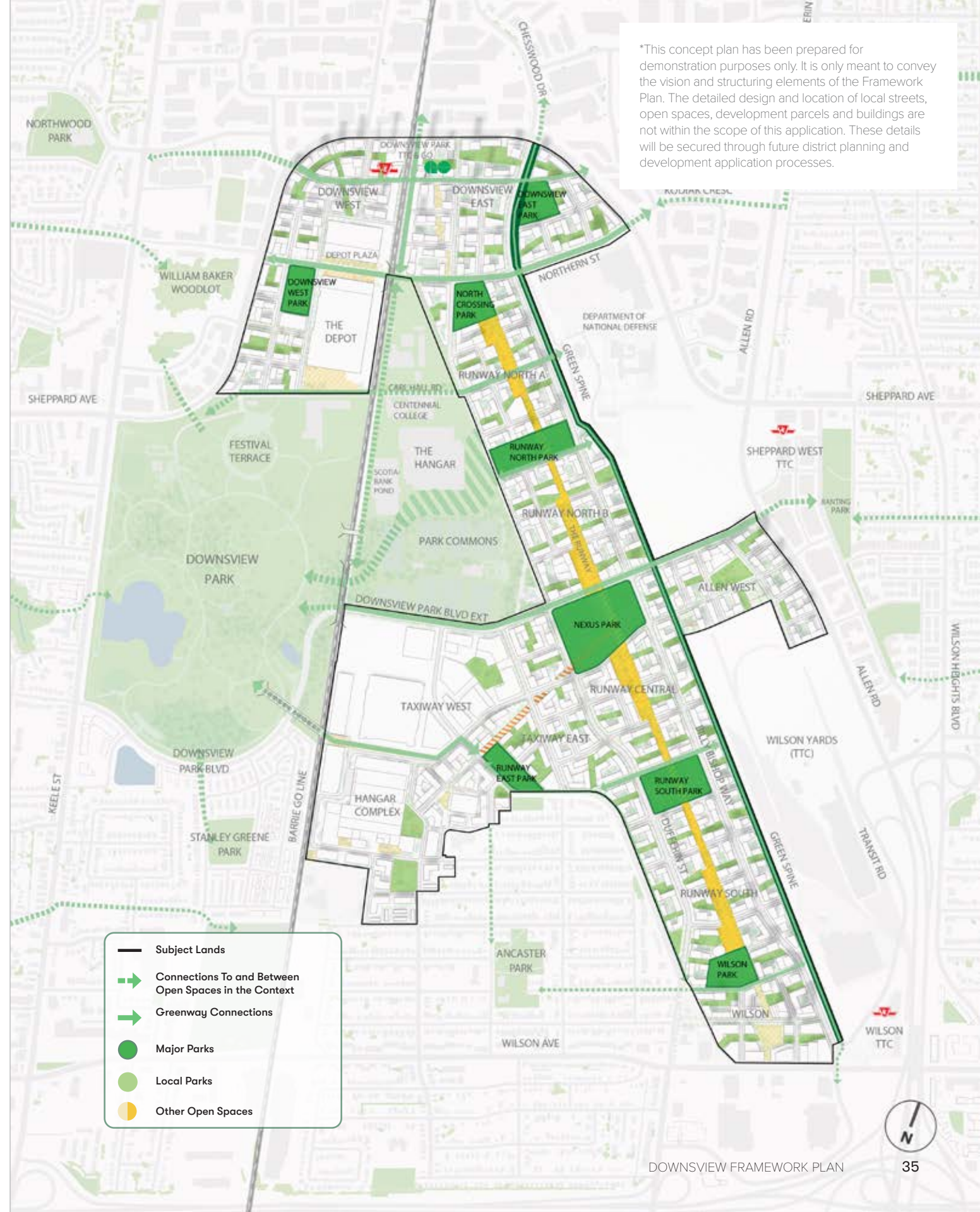
The accessibility of parks and open spaces is vital to quality of life, health, and wellness of Downsview's residents. To ensure an even distribution of parks and open spaces throughout the site, the Plan incorporates several larger open spaces, called Major Parks, located within a 5-minute walk from each other. In addition, the Plan imagines the distribution of smaller local parks throughout. This will allow all residents to access at least one large open space and various smaller open spaces within a comfortable walking distance.



Connective Greenways

A network of greenways will connect the site's open spaces. These greenways will not only serve as connections for people, ecosystems, biodiversity, and water, but also connect the vast amount of other open spaces delivered by the Plan, to create an interconnected and accessible open space framework. The Green Spine will become the Downsview Lands' signature greenway: a generous open space connection that will span the full length of the OPA Lands.

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- Subject Lands
- Connections To and Between Open Spaces in the Context
- Greenway Connections
- Major Parks
- Local Parks
- Other Open Spaces

An open space network that achieves multiple purposes

The integrated parks and open space network will demonstrate City Nature, which deliberately combines the urban and natural environment. With Downsview Park as anchor and inspiration, and potential future connections to the Don River and Humber River ravine system, the network will deliver multiple benefits associated with natural systems. It will support ecosystem services, provide habitat for local flora and fauna, manage stormwater, enhance tree cover, and provide future inhabitants with opportunities for recreation and to experience nature.

The benefits of parks and open space to the social and economic wellbeing of communities are well-documented. Recent experiences of the COVID-19 pandemic have shown how important it is to access nature and open spaces. Open spaces and natural settings are also critical opportunities for placekeeping to reflect Indigenous connections to the land.

Components of the proposed open space network work together to deliver these diverse benefits. The Runway and the Green Spine provide new north-south links and are connected to each other — and to Downsview Park — at regular intervals by the cross-cutting greenways, streets and Major Parks. These spaces are further connected and supported at a finer-grain by local open spaces, whose size and location will be determined through district planning processes. Later stage planning processes will encourage these open spaces to reflect local priorities and interests.

Collectively, the parks, greenways, and special places — like the re-imagined Runway, the Taxiway, the Green Spine, and the centrally located Nexus Park, described below — will form the site's connective tissue, providing essential mobility corridors and places where communities come together.

The interconnected open space network strives to:



Emphasize Active Mobility



Integrate Stormwater Management



Create Placekeeping Opportunities



Cultivate Biodiverse Ecosystems



Reinforce and Enhance Downsview Park



Offer Equitable, All-Season Access to the Outdoors

Adding 100 acres of open space

The open space network will add over 40 hectares (100 acres) of new public open space to the existing 291 acres of Downsview Park and the Park Commons. Downsview Park will not be reduced in size.

Approximately 25% of the developable area will be devoted to parks and open spaces, significantly more than the requirements under the Planning Act. Together with Downsview Park and the Park Commons, nearly 50% of the lands will be open space. All open spaces will be publicly accessible, whether in public or private ownership.

The distribution of open spaces is intended to provide equitable access to a range of places and experiences, and deliver programming for everyone on the site and around it. It will ensure that all new homes and places of employment are within a 5-minute walk to an open space, and that these spaces are connected to each other, allowing for the movement of people, local flora and fauna, and water.

Open Space Provision

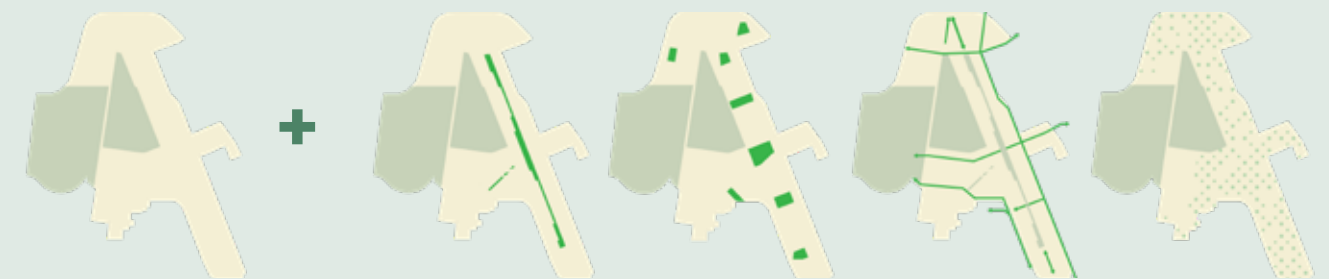
Subject Lands (Gross Area):	210 ha (520 ac)
Downsview Park and Park Commons:	118 ha (291 ac)
Combined Area:	328 ha (811 ac)
Framework Plan Parks and Open Space:	40 ha (100 ac)
Total Area Parks and Open Space:	158 ha (391 ac)

Proportion of Combined Area

48% Parks & Open Space

Downsview Today

The Framework Plan will add 100 acres of new Open Space



Downsview Park and the Park Commons

APPROX:
118 Hectares (291 ac)

TYPE:
Federally Owned Park

The Runway and Taxiway

APPROX:
6 Hectares (15 ac)

PROPOSED TYPE:
Privately-Owned Publicly Accessible Space (POPS)

Major Parks

APPROX:
14 Hectares (35 ac)

PROPOSED TYPE:
Public Parkland

The Green Spine and Greenways

APPROX:
6 Hectares (15 ac)

PROPOSED TYPE:
Privately-Owned Publicly Accessible Space (POPS), Public Parkland or Right-of-Way

Local Parks & POPS

APPROX:
14 Hectares (35 ac)

PROPOSED TYPE:
Privately-Owned Publicly Accessible Space (POPS) or Public Parkland

The Runway

The Runway will be a great pedestrian street with vibrant community uses and public amenities.

Reinterpreting the site’s aviation history, the Framework Plan proposes to transform the airstrip from an urban barrier into a community connector. The intention is to create a linear open space that aligns with the orientation of the existing runway, but that reinterprets this feature as a predominantly car-free, universally-accessible corridor that links parks, community facilities, transit and other amenities.

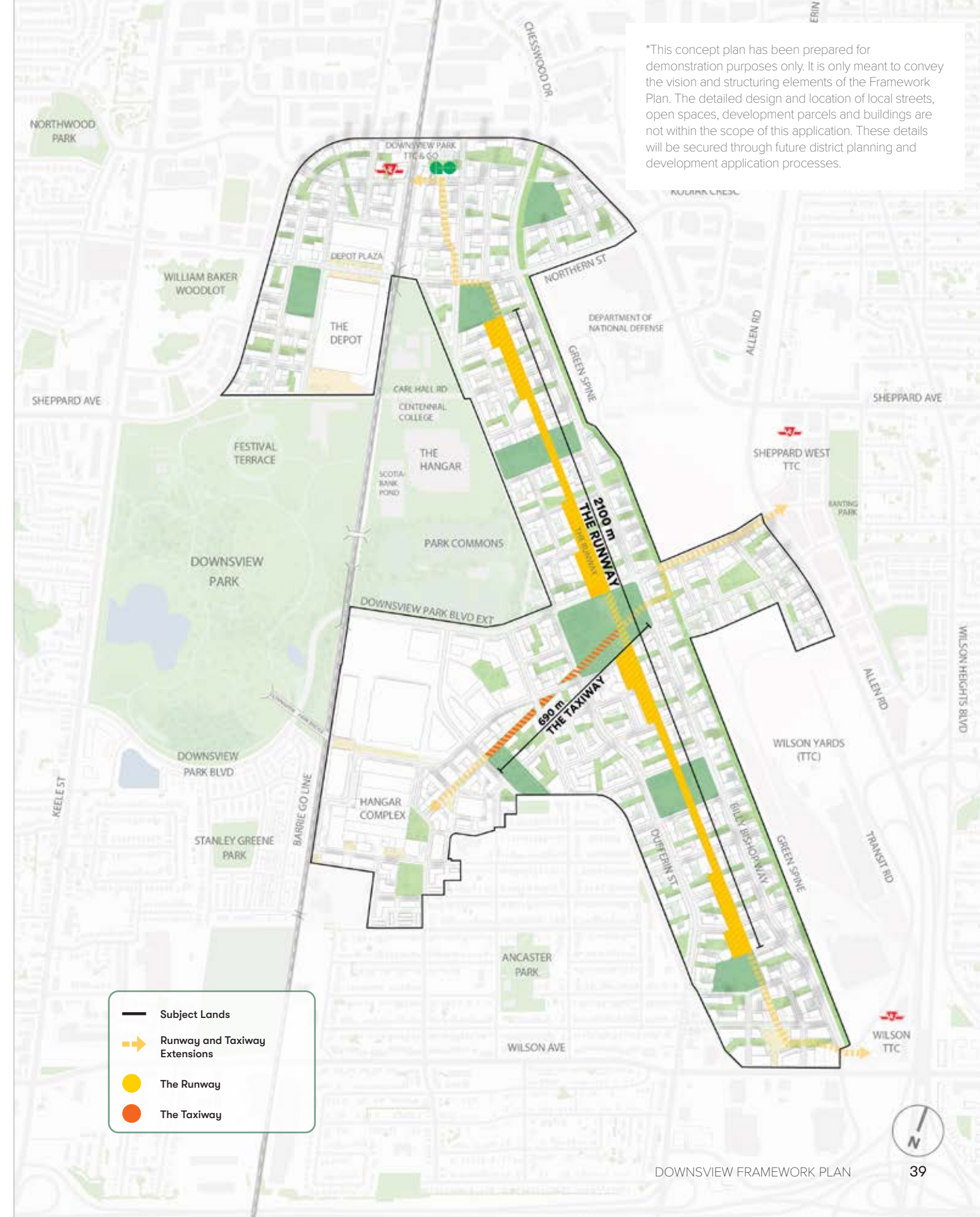
The Runway will act as the site’s primary pedestrian street and the spine of community life and social infrastructure. It will consist of the main 2.1-kilometre north-south runway and will vary in width — generally from 20 metres to its legacy scale.

Unlike anything in Toronto, but inspired by great pedestrian spaces around the world — like Curitiba’s Flower Street, Qinghuangdao’s Red Ribbon Park, and Copenhagen’s Strøget — the Runway will be the focus of community life and a new regional destination for Toronto.

Supporting that nod to aviation history, the Taxiway provides east-west connectivity within the Lands, connecting the Runway and Nexus Park to the Hangars in Taxiway West. While sharing some attributes with the Runway, it will generally maintain its 18.5 metre width — prioritizing intimacy and creating green connections.

Community Feedback

“Pay homage to the old runway by creating a greenway that mirrors its footprint, with density to either side of it.”



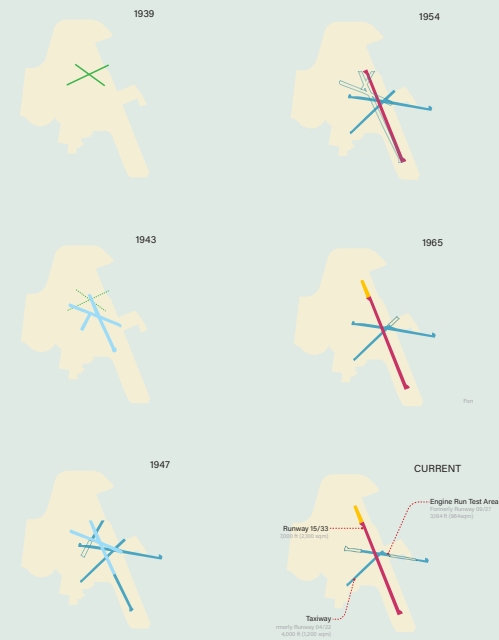
Spotlight On: The Evolution of The Runway



Fig 14

These lands have been used as an airfield since the early days of aviation in Canada, in part due to their windy location on a high ridge.

As the needs of Downsview's aviators changed, so too did the runway, adding length, additional taxiways, and alternative orientations to expand flight operations. Its future role as a community connector is the next stage of this evolution.



Scale and Program

The Runway is not one space, but a series of comfortable, complementary, and vibrant public open spaces, linked together to retain the consistent linearity and spatial grandeur of the existing runway.

The width of individual segments of the Runway will vary depending on their intended use. While the details of the Runway will be determined through the district planning process, a minimum width of 20 metres is proposed to establish a comfortable and continuous pedestrian street experience and ensure appropriate distance between buildings. As widths vary they create a series of “urban rooms”, each with the potential for its own character: some more intimate, others more expansive.

Key design considerations for the Runway include:

- The Runway should be lined with active retail, commercial, residential, cultural, civic, and institutional uses. Spill-over uses like patios and outdoor displays will be encouraged to further animate the space.

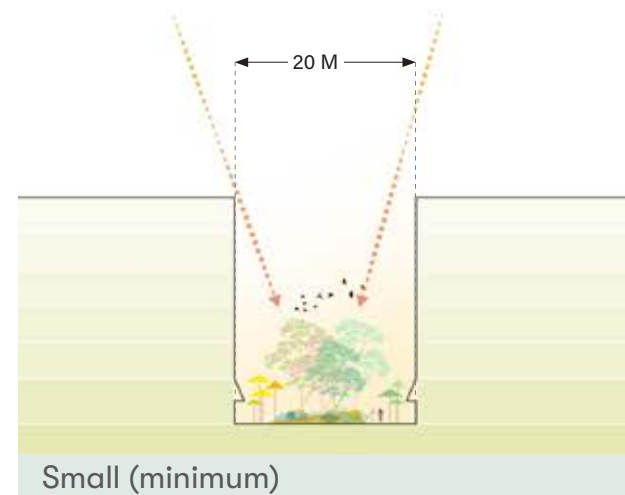


Fig 15

Flower Street, Curitiba, Brazil

- Community uses should be located along the Runway to create an accessible corridor of social infrastructure.
- The Runway has the potential to become a continuous outdoor gallery. It is an ideal location for locating public art and performance spaces within the site.
- Development adjacent the Runway is envisioned as primarily mid-rise. Buildings should be designed to mitigate winds and shadows, creating comfortable settings year-round.
- Street crossings should be strategically located to optimize pedestrian movement.
- The Runway intersects various Major Parks. At these intersections, the programming and character of the Major Park will take precedence, while maintaining a continuous pedestrian connection to the next segment of The Runway.
- Landscaped areas should incorporate strategies to retain and infiltrate water naturally (e.g. bioswales, rain gardens, permeable pavers).

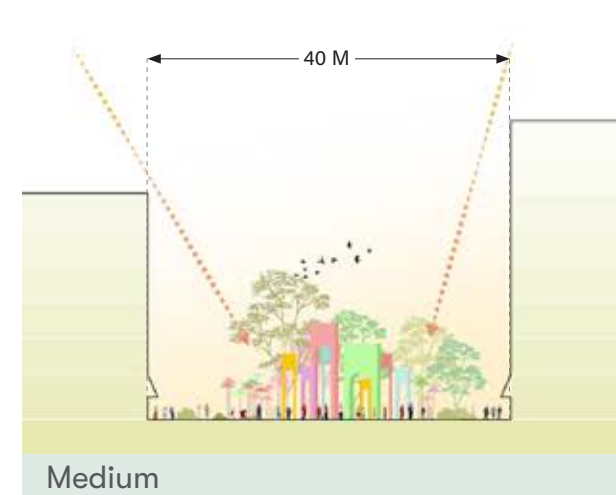


Fig 16

Strøget, Copenhagen

- ## Policy & Implementation
- The Official Plan Amendment will require that the Runway be re-purposed as a pedestrian-priority open space designed to support universal accessibility and microclimate comfort.
 - The Official Plan Amendment directs that the Runway will vary in width to accommodate a range of programming.
 - The specific configuration of the Runway will be left to the district planning process to preserve flexibility, however the Official Plan Amendment will require the eastern edge of the Runway to be designed as a build-to-line in order to reinforce its continuity and linearity.

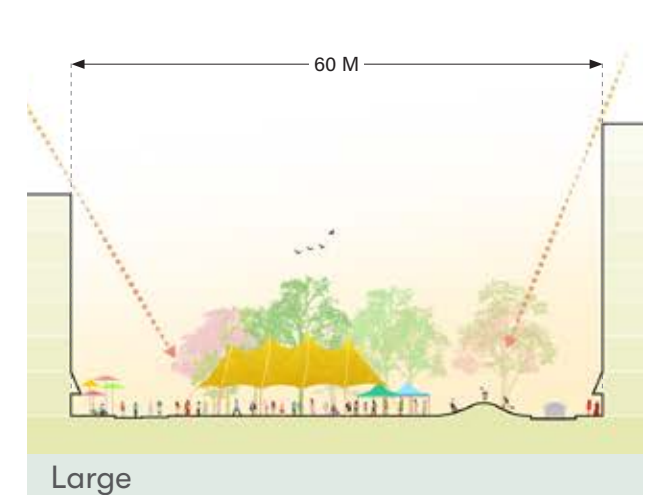


Fig 17

The Pailion Promenade, Nice, France



Artist's conceptual rendering



A Vision For: The Runway

A four-season destination lined with community-oriented uses, the Runway is the centrepiece of Downsview's complete communities. Residents use the broad pedestrian corridor to get to work — dropping kids off at school and then grabbing a coffee on the way to the nearest subway station. In the summer, playgrounds, splash pads, patios, and community gardens make the Runway a hub of activity, while in winter, it transforms into Toronto's longest skating trail, a unique recreational amenity.

- ① Ground floor activation keeping the Runway lively 24/7/365
- ② A mix of cultural, residential, and community uses line the Runway
- ③ The Runway is a neighbourhood amenity for those living in Downsview and beyond
- ④ By focusing on creating successful microclimates, the Runway is an attraction for all seasons



Parks

Several Major Parks and a variety of smaller local open spaces are distributed throughout the site to ensure that people and nature thrive together.

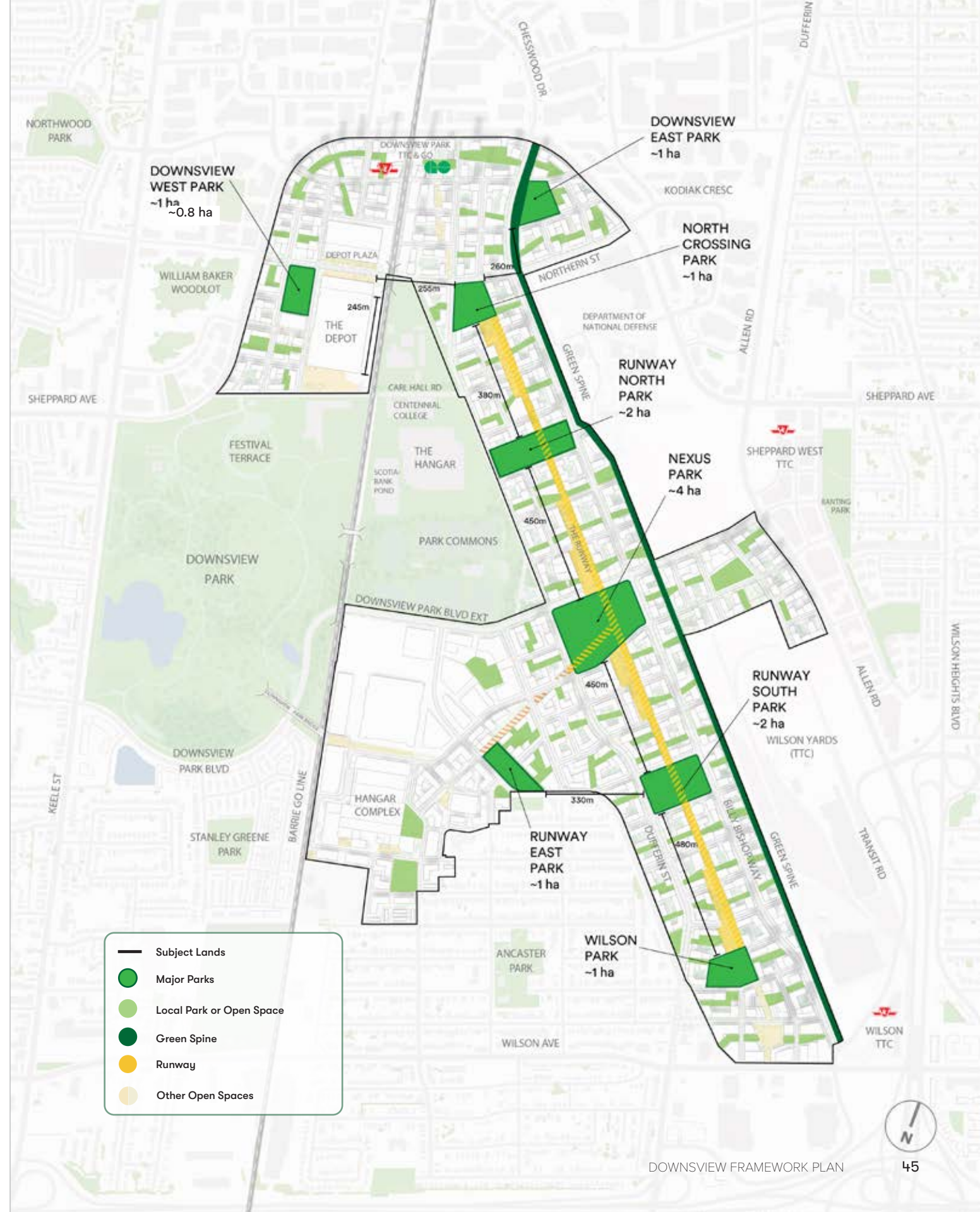
The Framework Plan identifies eight Major Parks of approximately 0.8 and 4 hectares (2 and 10 acres) in size, together delivering approximately 14 hectares (35 acres) of open space. To ensure that all residents have access to a large open space, Major Parks will be located within 500 metres of each other, or within a 5-minute walk and/or roll.

Major Parks will be welcoming to people of all ages, cultures, and abilities. The regular shapes of the Major Parks maximize flexible opportunities for recreation programming and community-gathering. These community assets will be designed in collaboration with diverse users to meet a broad range of needs. Development-facing parks should mitigate wind and optimize sun conditions to support year-round comfort and enjoyment.

Major Parks are not only envisaged as centres for recreation, but also as key opportunities for community farming, Indigenous ceremony, and City Nature. Since these parks are meant to be focal points for their respective communities, where Major Parks meet the Runway, opportunities to integrate local public and civic facilities like schools, libraries, and community centres will be considered.

Major Parks are key components of the active mobility network. Together with Greenways, these open spaces will provide active, car-free connections between the Runway, Downsview Park, and the Green Spine (described below). These connected open spaces will support nature-based stormwater management and may incorporate bioswales and flexible open spaces that can safely flood during extreme weather.

To complement the Major Parks, smaller local open spaces will be integrated within neighbourhoods. These spaces will provide further experiences and recreational opportunities and will contribute approximately 15 hectares (38 acres) of additional open space as parks or privately-owned public spaces. They have the ability to accommodate a range of uses and users including community gardens, splash pads, playgrounds, urban plazas, and squares. The location, size, and program of these spaces will be secured at the district planning stage, in response to community needs.



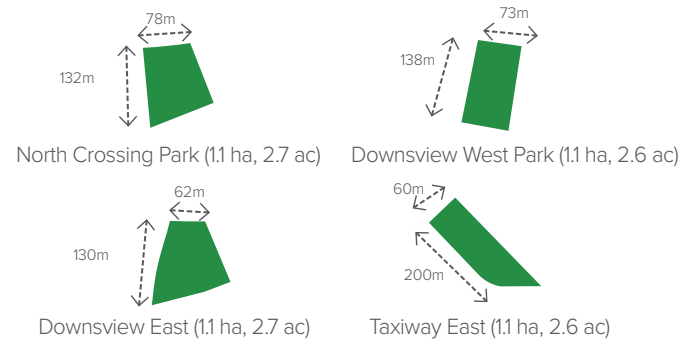
Downsview Major Parks

Major Parks will be approximately 0.8 to 4 hectares (2.5 to 10 acres) in size and serve a variety of community-serving functions. The sizes of the parks provided below have been provided as a rough indication of anticipated size; the details of size, location, and programming will be determined through the district planning process, and the character of these parks will vary. Some areas will be softer, greener, and wilder, emphasizing natural landscapes and wildlife habitat. Other areas will be programmed more intensively with active and passive recreation opportunities. The range of sizes and regularized shapes will flexibly accommodate a variety of programming familiar to parks across Toronto, as shown here.

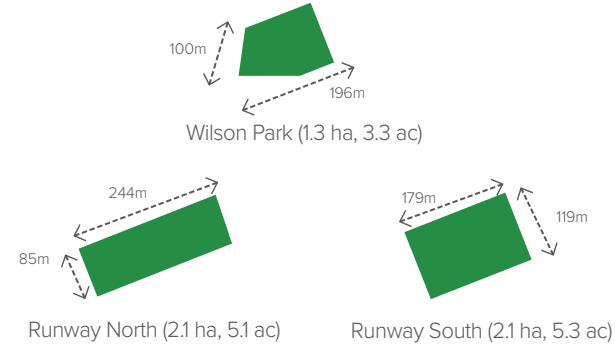


Reference Key

Parks: ~1 ha (2.5 ac)

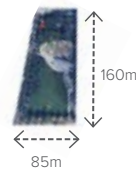


Parks: 1.3 - 2.1 ha (3 - 5 ac)



Sherbourne Common (0.8 ha, 2 ac)

Sherbourne Common is a waterfront park where you can find a splash pad/skating rink, community pavilion, a great lawn, interactive water feature and dozens of trees.

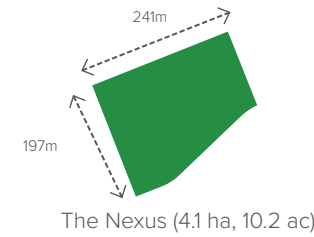


Grange Park (2 ha, 4.9 ac)

Grange Park accommodates a wide range of activities from a splash pad and playground, a large lawn, sculpture garden and a off leash dog area.



Parks: 6 - 7 ac (2.4 - 2.8 ha)



Regent Park (2.5 ha, 6.2 ac)

Regent Park is at the heart of a new development in Toronto. Located adjacent to a community centre, it includes a series of pavilions, a great lawn, a plaza, a community health centre, and a playground.

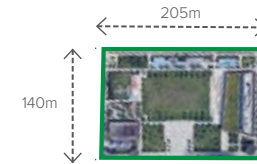


Fig 20

Brooklyn Bridge Park, Brooklyn, NY, USA



Fig 21

Policy & Implementation

- Overall, the Official Plan Amendment proposes delivery of approximately 40 hectares (100 acres) of new parks and other open spaces upon full build-out.
- The parks and open space network within these Lands will support biodiversity and habitat and ecosystem health.
- As per the Official Plan Amendment, parks will be designed in consultation with the local community and Indigenous Rights Holders to ensure parks respond to local interest and priorities.
- Approximately 14 hectares (35 acres) of Major Parks should be developed upon full build-out, with the Nexus envisioned as the largest Major Park.
- Major Parks will generally be large parks or medium parks, as per the City of Toronto's Parkland Acquisition Strategy, and provide sufficient space for a variety of programs, active and passive activities, and landscapes.
- Parks and other open spaces will play an integral role in the decentralized and nature-based approach to stormwater management.
- The specific sizes shown in this Framework Plan are provided as a rough indication, and are proposed. The final size and configuration of Major Parks will be refined further at the District Plan stage and during the development approvals process.
- Implementation of all parks will be phased over time.



Fig 18

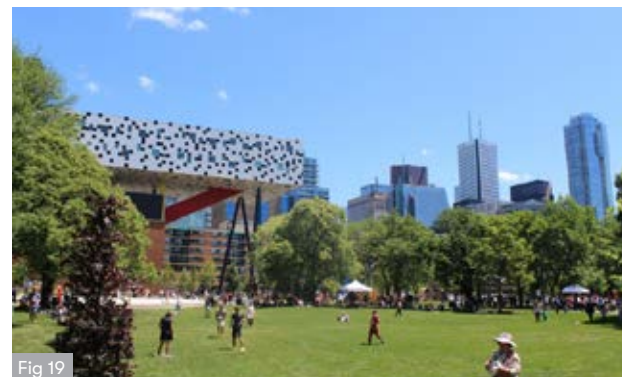


Fig 19



Community Feedback

“I am looking forward to using this area so that those of us connected and not connected can feel there is a safe place to gather and be a community.”

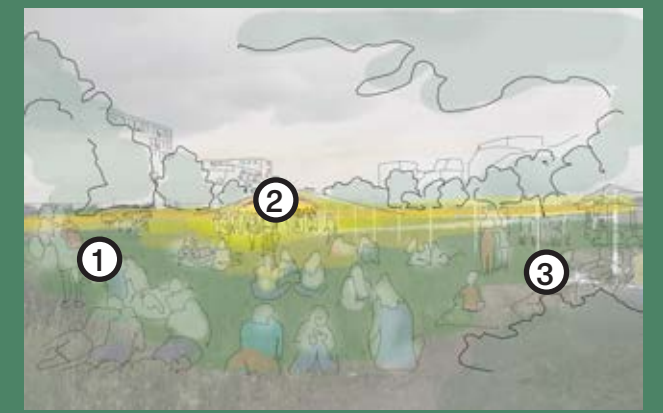
Artist's conceptual rendering



A Vision For: Nexus Park

Located at the intersection of the Runway and the Taxiway, at the centre of the site, the Nexus Park is the largest open space within the Subject Lands — a civic-scale gathering place and focal point. A place for morning jogs and after-dinner strolls, kite-flying and pickup soccer, weekend picnics and evening concerts, the Nexus Park is where workers and residents from across Downsview come to connect: to place, to nature, and to each other.

- ① Connecting people in Downsview and beyond.
- ② A public stage at the Nexus of The Runway and Taxiway.
- ③ A space for gathering, placemaking and placekeeping.



Greenways

A network of linear green corridors will move people, wildlife, and water across the site, connecting the area's parks to each other, to green space in surrounding communities, and to Toronto's ravine system.

The Framework Plan will deliver approximately 6 hectares (15 acres) of greenways which are essential to creating the integrated and continuous network of open spaces within the Lands.

Greenways provide links between other open spaces to support the Framework Plan's active mobility, biodiversity, and/or stormwater management strategies — all which depend on the uninterrupted movement of people, wildlife, and water across the site. They may take several forms:

- Local parks and/or POPS that are strategically located and oriented to link together other open spaces in the network.
- Mid-block connections that create finer-grain pedestrians linkages but are scaled to support generous planted and landscaped areas — introducing City Nature within dense urban blocks — and create biodiversity corridors.
- Mid-block connections that are located and designed to support stormwater management, with designs that allow for pedestrian movement and interaction with water.
- Enhanced boulevards that create a more naturalized condition along streets and expanded stormwater management functions where the streets link major open spaces.

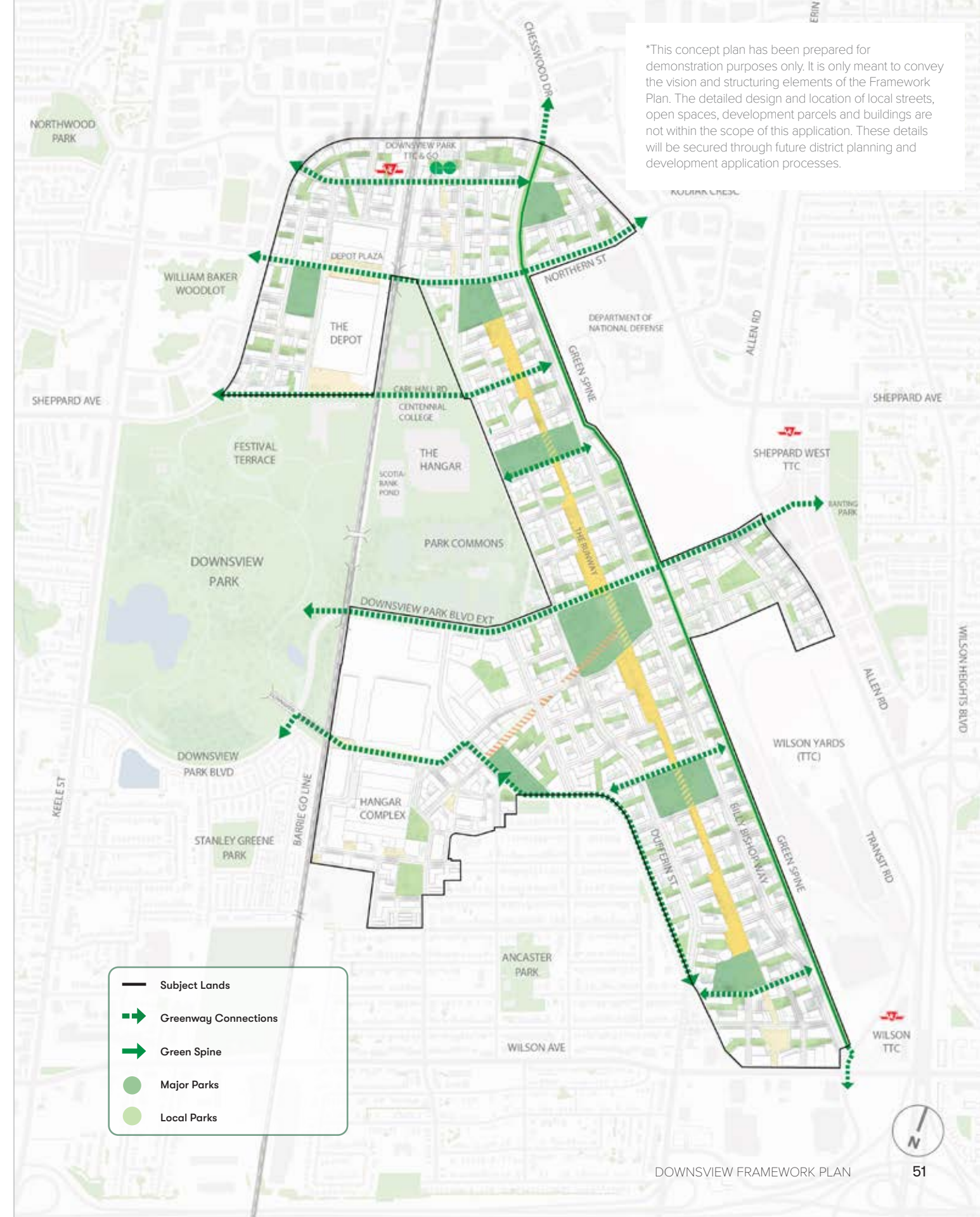
A few major greenways support the core open space network. The Green Spine (see next page) is the site's signature Greenway. The Ravine Underpass rail crossing is proposed to extend a green connection across the GO Rail line (described in further detail on page 68). Additional local greenways will be established through District Planning to support local mobility, biodiversity and open space connections.



Policy & Implementation

- The Official Plan Amendment identifies the general location of the major greenways, including the multi-modal underpasses.
- District Plans will refine the locations and design of major greenways and may identify other mid-block connections and/or local parks or POPS that support open space network connectivity.
- The Ravine Underpass will extend into a greenway along Downsview Park Boulevard to facilitate multi-modal, open space, stormwater management and habitat connectivity.

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The Green Spine



The Green Spine will be a signature linear open space that performs several important connectivity functions.

The Green Spine will be an essential component of the active mobility network that runs the entire length of the site, from Wilson Avenue to Sheppard Avenue West, along its eastern edge. This car-free corridor will create strong active connections within the site, to transit stations, and integrate into the area's broader cycling and pedestrian networks. It will be a safe and convenient way to travel longer distances, providing a great option for first- and last-mile commuting.

The Green Spine is also envisioned as an important ecological corridor. At over 3 kilometers in length this largely uninterrupted corridor will be landscaped and planted and provide a north-south biodiversity and habitat link that is connected to the open space network through the system of strategically placed parks, greenways and other open spaces. This important function supports access to nature and creates opportunities to expand the tree canopy, while providing a buffer against adjacent uses.

The Green Spine will also be a part of the green infrastructure network, incorporating grading and landscape design features to absorb, convey and showcase stormwater.

It will be designed to have a width of approximately 15 metres to comfortably accommodate the movement of cyclists, pedestrians, wildlife, and stormwater. It will be designed with a combination of hard and soft surfaces, with plantings that enhance biodiversity and consider the intended stormwater management function.

Policy & Implementation:

- The Green Spine will be phased to provide active mobility connectivity in the earliest phases of development.
- Where the Green Spine meets a street, intersection design will prioritize the safety of cyclists and pedestrians.
- District Plans will demonstrate how the Green Spine's width considers mobility, stormwater management, and biodiversity network connectivity.

Conceptual Cross-Sections



These conceptual diagrams indicate the design intention of the Framework Plan for the Green Spine. The precise widths and design will be determined through future planning work.

Spotlight On: Biodiversity

Community Feedback

"Show respect for nature including water, birds pollinators and other local flora and fauna."

Landscapes and urban environments need to support a wide variety of flora and fauna to support healthy ecosystems and people and to help mitigate climate change.

Biodiversity is key to setting the foundation for establishing a sustainable, resilient and future-proof city. By connecting the proposed open space network with ecosystems in the city beyond, we can provide interconnected habitats for flora and fauna, which is necessary for species to spread and to maintain healthy populations.

The Framework Plan focuses on creating large open spaces that are well-connected, which can accommodate more biodiversity than smaller disconnected spaces. This network will be able to accommodate a range of native habitats, varying from dry mixed-wood forest to aquatic habitat in low laying areas.

In later detailed design phases, specific habitats will be designed with an emphasis on variation, which increases biological diversity by having more flora and fauna species present on-site. Variation can be provided in the terrain, with species-rich vegetation and with native tree plantations. Elements like stone banks, dead trees and other natural structures can also increase habitat variation, and at the same time can provide recreational value.

Other key goals will be to:

- Protect pollinators: Biodiversity protection includes providing a safe and healthy habitat to pollinator and insect species, which are key for a healthy biological environment.
- Ensure native biodiversity: Target a minimum 80% native or adaptive species in green spaces, parks and corridors with habitats for local biodiversity.
- Integrate a minimum of 50% green roofs, which provide habitats for birds and insects.



Connectivity

The connected network of parks, green spaces and corridors increases the ability for species to spread and is important to maintain viable populations.



Habitat Variation

Variation of habitats in green spaces increases biological diversity leading to more flora and fauna species present on site.



Area

The proposed framework level green spaces accommodate more diverse biodiversity than smaller green spaces and corridors.



Protect Pollinators

Biodiversity protection includes providing a safe and healthy habitat for pollinator and insect species.



Native Biodiversity

Target a minimum 80% native or adaptive species in green spaces, parks and corridors with habitats for local biodiversity.



3.2 Mobility

Community Feedback

"Creating easy pedestrian connections from the three subway stations (Wilson, Sheppard West, Downsview Park) to the site will be essential."

Connecting People and Places

The Framework Plan's mobility strategy focuses on getting people where they want to go without relying on cars.

The mobility strategy is based on three goals: creating complete, connected, and walkable communities; facilitating active transportation to local transit service; and leveraging connections to key employment and growth nodes through regional transit connections. It is a paradigm shift in the context of Toronto planning, and necessary in light of climate change and equity imperatives, to prioritize active modes and transit over private vehicle movement.

The result will be an integrated and fine-grained mobility network that ensures Downsview's new neighbourhoods are connected to each other, to their local context, and to the broader city.



Fig 23



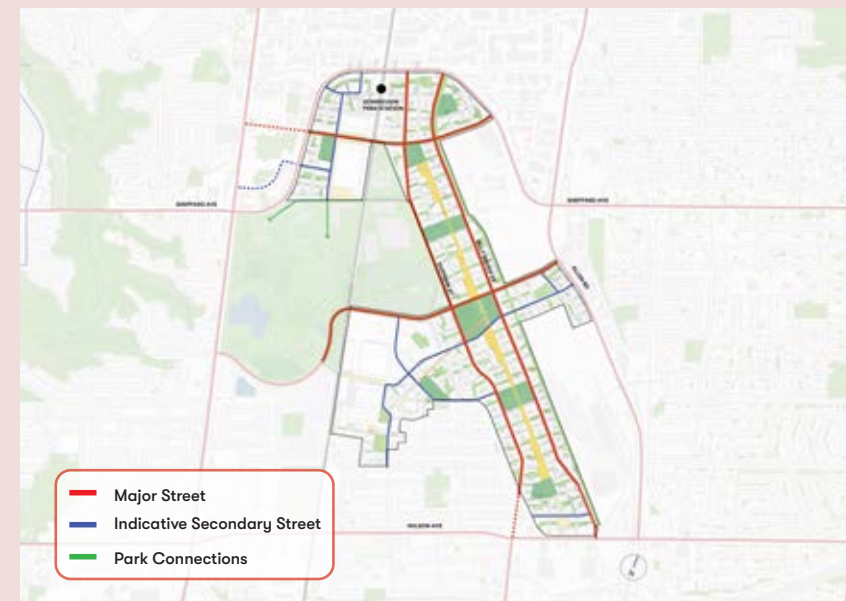
Fig 24

Street design can signal to all users how spaces can be safely shared



Connecting to Regional Networks

As this part of the city has grown, the presence of the airfield cut the site off from Toronto's grid of streets and limited local connections. The proposed municipal street network will repair the urban fabric and enhance regional connectivity.



Map demonstrating connectivity through Subject Lands to regional networks

Principles that Inform the Mobility Strategy



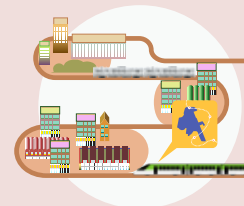
Create Complete, Connected and Walkable Communities

This area will be defined by walkable, amenity-rich, and well-connected communities. This will allow residents to meet most of their daily and weekly needs without the use of a private car.



Facilitate Active Transportation to Local Transit Service

Downsview's mobility system will facilitate active transportation and first- and last-mile connections to the site's three transit stations. This will promote travel by transit to destinations beyond the site.



Leverage Connections to Regional Transit

The Plan will leverage the existing and planned transit network to make connections to other emerging urban centres across Toronto and beyond, including the Finch LRT. The Framework Plan preserves opportunity for further transit expansion, including local surface routes and the potential extension of TTC Line 4 Sheppard.

Elements of the Mobility Network

The mobility network consists of four layers.

- **Pedestrian Network** Fine-grained streets and generous open spaces will create pedestrian connections and highly walkable urban environments.
- **Dedicated Cycling Network** In addition to the cycling infrastructure within the street network, multi-use trails in the open space network will provide convenient, car-free routes across the site.
- **Transit Network** A new municipal street network will create opportunities for new local surface transit—from community shuttles to the extension of existing bus routes—to make connections within the site and to destinations across Toronto.
- **Street Network** The street network will be designed according to best practices including Complete Streets and Vision Zero principles, safely accommodating all modes of movement.

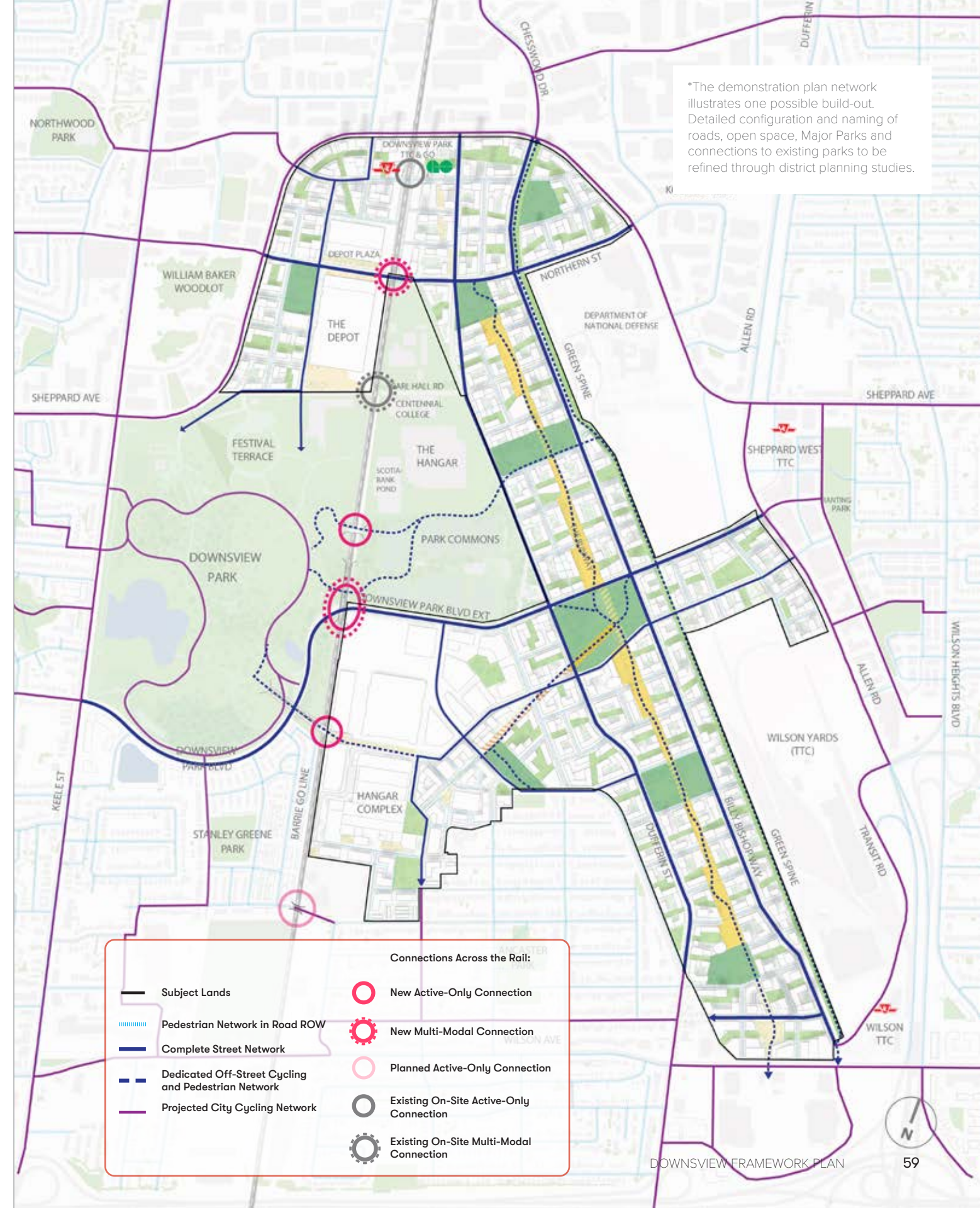
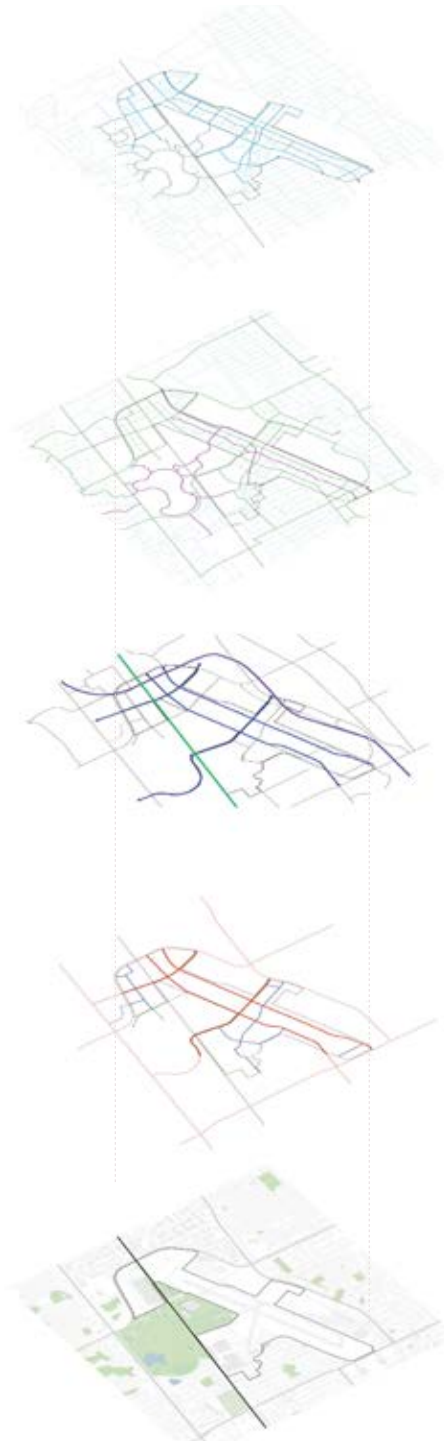
PEDESTRIAN NETWORK 

DEDICATED CYCLING NETWORK 

TRANSIT BUS, SUBWAY, & RAIL 

PRIMARY STREET NETWORK 

Existing Site Context & Assets



Street Network

Streets will tie into the existing network and provide connections across the site for all modes. They may also include landscaped areas that integrate green infrastructure and manage water. All of these functions will be balanced to support placemaking.

Streets are a key part of a city's public realm. They are the places where the ballet of urban life is performed and where neighbours and visitors meet and mingle. They also move people via multiple modes. During the COVID-19 pandemic, the city's streets proved essential for social interaction, exercise and recreation, and supporting local businesses.

The Plan imagines streets as places to enhance liveability, serve ecological functions, foster community, and define a sense of place. "It's about making streets that are safe, beautiful, and vibrant places with efficient links in a multimodal transportation network" (Complete Street Guidelines, 2017).

The mobility network will incorporate the City of Toronto's Complete Street and Vision Zero principles to provide convenient, safe, comfortable, and accessible travel choices in and around the site. Streets will strive to "accommodate all users – pedestrians, cyclists, transit services, and motor vehicles – and also support and enhance local neighbourhood context and character" (Complete Street Guidelines, 2017).

Major and secondary streets across the lands will each serve different movement and placemaking roles. They will be designed in different manners, as described on the following page, and all will be rightsized to perform their intended functions.

Community Feedback

"Dufferin Street could be re-drawn through the site as a major north-south corridor, but it should be designed to put the needs of pedestrians, cyclists, and transit users ahead of private vehicles."



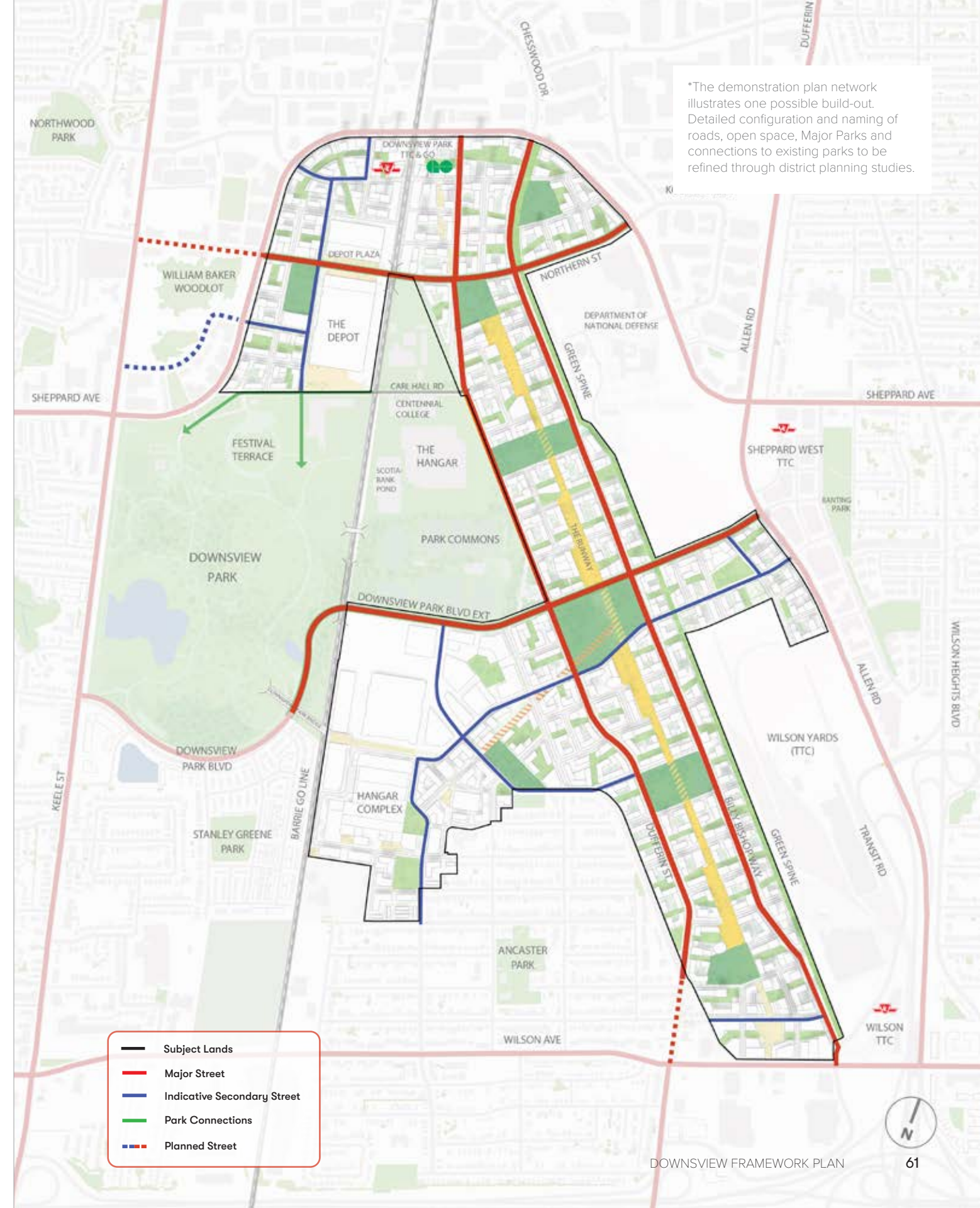
Fig 25
Allen Street, NYC was transformed with a pedestrian promenade and dedicated bike lanes



Fig 26
In Sheffield, UK, streets went from gray to green while reinforcing connectivity



Fig 27
The redesign of Sant Kjelds Square in Copenhagen gives space back to create safe, beautiful and functional pedestrian connections



*The demonstration plan network illustrates one possible build-out. Detailed configuration and naming of roads, open space, Major Parks and connections to existing parks to be refined through district planning studies.

Major Streets

The Framework Plan proposes reconnecting the site to the city's major street network with four new Major Streets: the north-south extensions of **Dufferin Street and Billy Bishop Way** and two east-west links, including the extension of **Downsview Park Boulevard**. Major Streets will play an important role in the regional street network, moving vehicles, accommodating transit, and integrating safe, separated pedestrian and cycling infrastructure.

Today, Dufferin Street runs from Exhibition Place to Wilson Avenue, where the Downsview Airport disrupts the grid and prevents it from continuing north. The Framework Plan proposes extending **Dufferin Street** through the site creating a continuous north-south link between these lands and the lakefront. **Billy Bishop Way** will provide a parallel link to lands south of Wilson, connecting to the intersection of Sheppard Avenue and Chesswood Drive.

Within the site, these north-south Major Streets will be the primary "main streets" that link many proposed neighbourhoods together, animated in key areas by shops, restaurants, offices, and other active uses. The design of these streets will be considered alongside other elements of the mobility and open space networks which share similar functions – including the Runway and the

Green Spine – to ensure a robust network of comfortable pedestrian and cyclist routes; space for surface transit, including priority bus lanes where required; as well as green infrastructure to support stormwater management. By considering these network element comprehensively, streets will be scaled to serve their intended functions while maintaining their intimacy and critical placemaking role.

The extension of **Downsview Park Boulevard** under the GO Barrie Rail line creates an important east-west connection between Keele Street and Allen Road. In conjunction with the Ravine Underpass (see p. 66), it will also create an important active mobility and green connection and expand access to Downsview Park from the east.

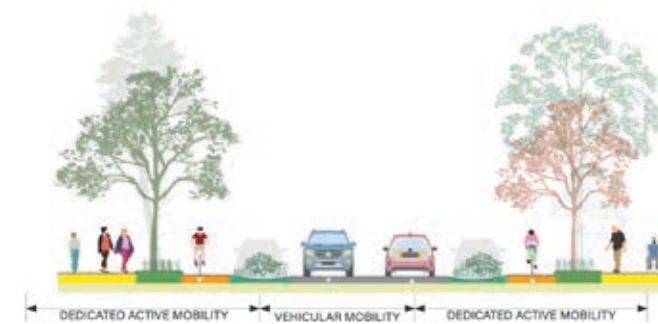
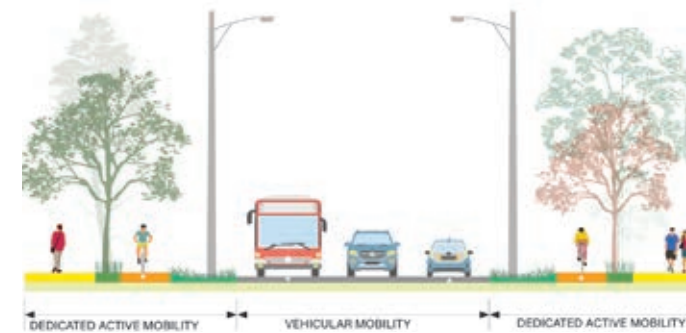
Northern Street relieves pressure on the Sheppard/Keele and Sheppard/Allen intersections, connects the William Baker district to the lands, and works in conjunction with the greenway network to catalyze the redevelopment of the Supply Depot building, described in the pages that follow.

Secondary Streets

In addition to the Major Streets, a network of secondary streets will complete the fine-grained network. Secondary streets may take a variety of forms but will generally be narrower than Major Streets, in order to encourage slower and safer travel speeds. These public and private connections will accommodate a mix of active uses, and may include cycling infrastructure and space for landscaping. They may be designed as shared streets or woonerfs. The provision of context-appropriate surface transit infrastructure will be explored during the District planning process.

Policy & Implementation:

- The Framework Plan is accompanied by a Master Environmental Servicing Plan which includes direction and recommendations for the evolution of streets on the site.
- Major streets will be identified in the Official Plan Amendment and will be confirmed through Phase 1 & 2 of a Municipal Class Environmental Assessment process.
- The dimensions and design of Major streets will be determined through future Environmental Assessments processes (eg Phase 3 & 4).
- Secondary streets will be determined through District Plans.



These conceptual street sections indicate the design intention for each typology of street represented in the Framework Plan. The precise widths and design for each right-of-way will be determined through future planning and/ or Environmental Assessment work.

- SIDEWALK
- PLANTING / FURNITURE
- BIKE LANE
- BIOSWALE
- DROP OFF
- TRAVEL

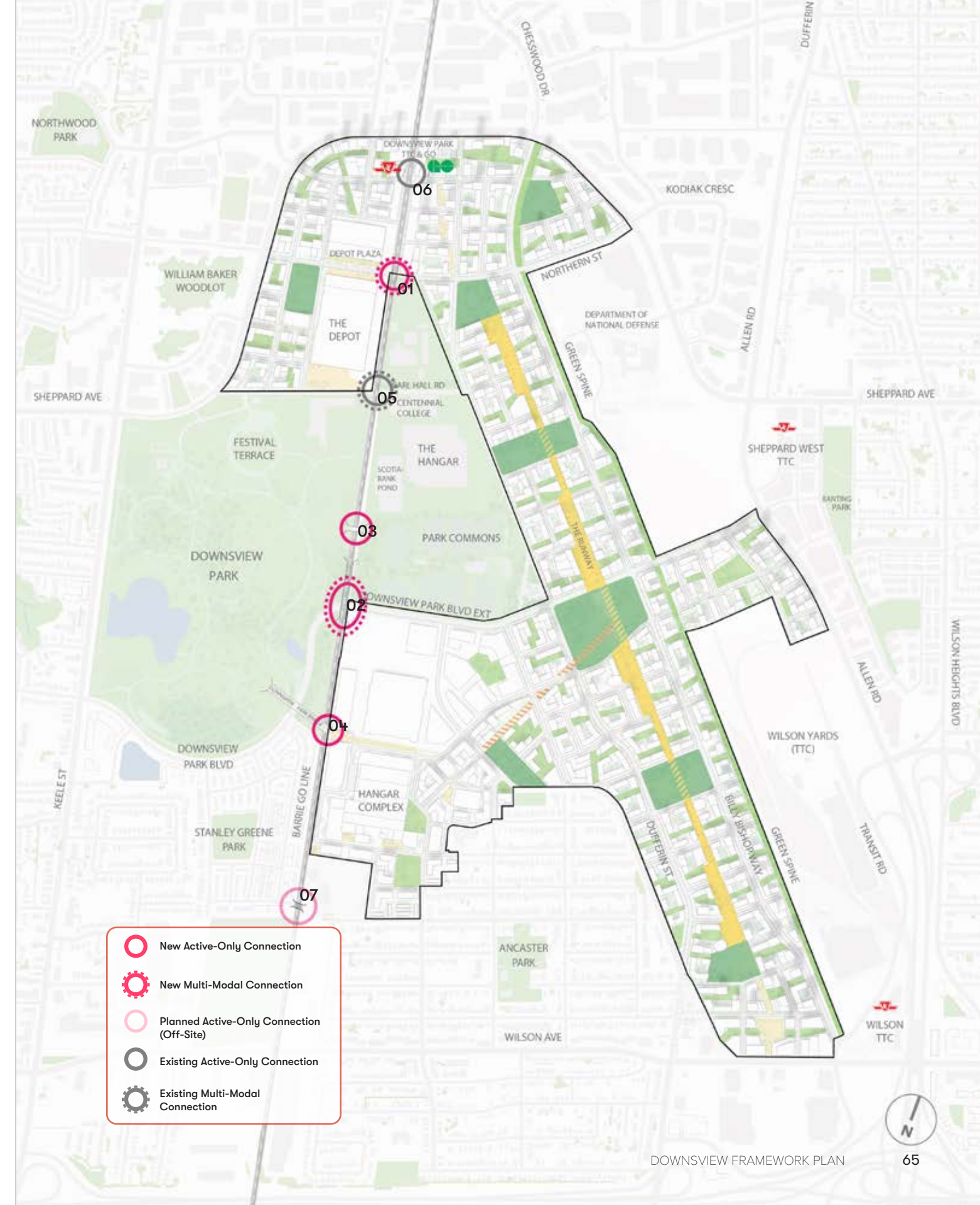
Connecting Across the Rail Line

The Plan's mobility network creates various new and enhanced connections to make it easier to cross the GO Rail line. When complete, the site will have crossings approximately every 300 metres between Sheppard and Wilson.

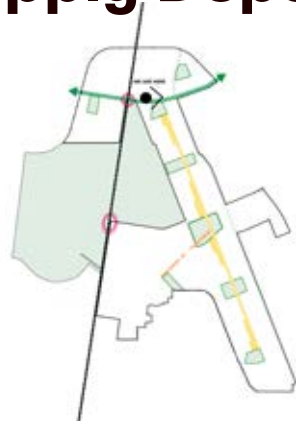
- Two new multi-modal crossings are proposed: 01 the Northern Crossing and 02 the Ravine Underpass. These underpass crossings not only support vehicle and active modes of transportation across the rail, but also provide signature places for future communities (see pages 66 and 68).
- Two new pedestrian crossings are proposed over the GO Rail line: 03 a new connection between The Mound and the Downsview Park sports fields, and 04 a connection between the southern end of Downsview Park and the Taxiway West district.
- The Plan will preserve 05 the existing at-grade level crossing at Carl Hall Road. This connection will continue to accommodate all modes of movement.
- 06 The existing below-grade pedestrian crossing at Downsview Park Station will remain unchanged by the Framework Plan.
- The City is planning 07 a future active transportation crossing at Plewes Road.

Community Feedback

"Consider providing safe, comfortable pedestrian, cyclist, and vehicle underpasses."



The Northern Crossing and The Supply Depot



The Northern Crossing will be a grade-separated underpass below the GO Rail line creating a connection for the new Northern Street from Sheppard Ave and the William Baker District to Sheppard Ave at Kodiak Crescent. The street will be a complete street providing comfortable, safe, and attractive connections for pedestrians and cyclists, as well as room for landscaped areas.

The street will pass through the revitalized Supply Depot (40 Carl Hall Road), which will become a mixed-use destination. Building on the vibrancy of the Merchant's Market, the northern portion of the Supply Depot building will be conceived as a market space, while the southern portion can be re-purposed for a wide variety of retail, commercial, and creative uses (such as film and TV production), as well as community uses. Privately-owned public space on either side of the Supply Depot will flank the crossing, providing ample room for activities of the Supply Depot to spill out.



Fig 28

Neuwied, Germany: Making room for play spaces and pedestrian-first connectivity, this underpass creates outdoor rooms among mobility corridors



Concept rendering of the Northern Crossing as seen from the east



Fig 29

Hurdegaryp: Railway underpass in Amsterdam that puts people first



Fig 30

Phoenix Flowers: Transformed crossing in Glasgow becomes a key wayfinding connective corridor

The Ravine Underpass

Inspired by Toronto's ravine system, the Ravine Underpass is a greenway that will extend Downsview Park under the rail corridor, increasing Downsview Park's accessibility from the east and expanding the connection identified in the 2011 Secondary Plan. Its generous width will provide space for passage and create an immersive park-like experience.



The underpass will accommodate an extension of Downsview Park Boulevard — facilitating the movement and intermingling of people on foot, bike, and in vehicles. In contrast to the more urban Northern Crossing, the Ravine Underpass will be wilder and more natural, with dramatic topography and scenic landscapes. The underpass connection will also move stormwater from catchment areas east of the rail corridor to Downsview Park's stormwater treatment landscapes.

East of the rail line, the greenway splits to continue along the extended Downsview Park Boulevard and connect north to the existing Downsview Park sports fields.



Fig 31

At the Buffalo Bayou Trail in Houston, a natural corridor and park system connects downtown to the cycling network.



Community Feedback

“Downsview Park is surprisingly inaccessible despite being so close. Walking north along the loop and back south is inconvenient.”

Concept rendering of the Ravine Underpass



Fig 32

In Stockholm, left-over infrastructure space is given back to the community.



Fig 33

Many paths weave through Toronto's ravine system, like the Don River Ravine Trail.

Transit Network

Transit will extend throughout the site, providing equitable access, leveraging proximity to existing stations, and protecting for future transit expansion.

The three existing transit stations are key elements of the proposed transit network. These hubs will be connected to active transportation routes and surface transit.

The proposed street network will allow for extended surface transit routes to better serve the site and the surrounding area. To increase transit access, new routes across the area may make use of park roads, which are otherwise closed to general traffic.

The Framework Plan does not preclude the potential to extend the Sheppard Subway (Line 4) to Sheppard West Station or beyond or future GO stations along the Barrie line.



Fig 34

Existing routes, like the Dufferin bus, and new community routes could connect to the three transit stations.



Fig 35

Norreport Station in Copenhagen is a multi-modal hub that serves multiple forms of transit and last mile mobility with extensive bike parking.

Policy & Implementation

- District Plans and enabling by-laws will implement parking standards that are consistent with recent Council direction to reduce parking minimums and introduce parking maximums, in order to encourage transit ridership and decrease automobile usage over-time.
- District Plans will identify infrastructure and amenities to facilitate accessible transit rider boarding and last mile options, including the potential for bike share, car share, and other shared mobility infrastructure.

Spotlight On: The Future of Mobility

Cars and other vehicles will be part of how we move for the foreseeable future, but the Framework Plan anticipates and incentivizes development and adoption of new sustainable technologies and practices.

Car Parking

While parking is an inefficient use of land, it will be necessary to support local business, industries, and residents. Excess parking, however, will work against the intent of the Framework Plan to shift travel from private vehicle use.

As a first step, parking will be provided judiciously on private development sites, with no minimum on-site parking required.

A certain amount of parking may be needed as a critical mass and mix of uses on the site develops, but parking demand is expected to decline over time. Therefore, parking forms should be designed and incentivized to easily adapt to other uses. While surface and above-grade parking is generally not desirable as an urban use, it is relatively easy to retrofit or replace with active development. Parking facilities located off a development site also reduce the convenience of private vehicle ownership, thereby encouraging people to choose other modes of movement. These strategies may help reduce private vehicle usage in the area and reduce congestion for those who do need to drive.

Goods Movement

Deliveries will continue to support residents and businesses but consideration should be given to when, where and how they happen, to minimize the need for large trucks to travel on main streets at peak times of day. Some jurisdictions and companies are establishing centralized delivery hubs from which smaller vehicles or cargo bikes can make efficient last-mile deliveries without being held up in traffic.



Fig 36



Fig 37

Top: 1111 Lincoln Road parking structure, Miami
Bottom: Toronto cargo bike delivery pilot, 2020

New Trends & Technologies

Technology is changing rapidly in the transportation sector. The Framework Plan anticipates the need to incorporate new trends and technologies. District Plans should consider, for example: the use of curb space (e.g. for ride-share or taxi pick-up and drop-off, food deliveries, or click- and-collect retailing); advanced air mobility; the use of drones for deliveries; travel routes for autonomous vehicles; infrastructure for electric vehicles; and future trends in goods movement.

An Integrated Cycling Network

The cycling network will be incorporated throughout the site, along streets and open spaces with routes for casual cyclists, bicycle commuters, and families out for an adventure.

Cyclists will enjoy wheeling through an integrated open space and mobility network, which will include:

- car-free routes along the Runway, the Taxiway and Green Spine, described in Chapter 3.1;
- dedicated cycling infrastructure on Major Streets; and
- local, slow-speed streets where vehicles and bicycles have equal priority.

This layered network allows for cycling routes to connect directly to transit stations, offering a convenient “last mile” mode of transportation. Opportunities to connect beyond these lands to existing and proposed cycling routes in the area will also be explored through District Plans, improving access for residents in surrounding neighbourhoods.

District Plans and individual development applications will consider strategies to support cycling with local infrastructure such as context appropriate, well-lit, and well distribute bike parking, including space for cargo bikes.

Community Feedback

“It would be nice to have better routes for pedestrians, and transit users. While ‘scenic’ paths can stay, at least some ‘commuter’ paths should be designed (straight routes across site, and to transit).”

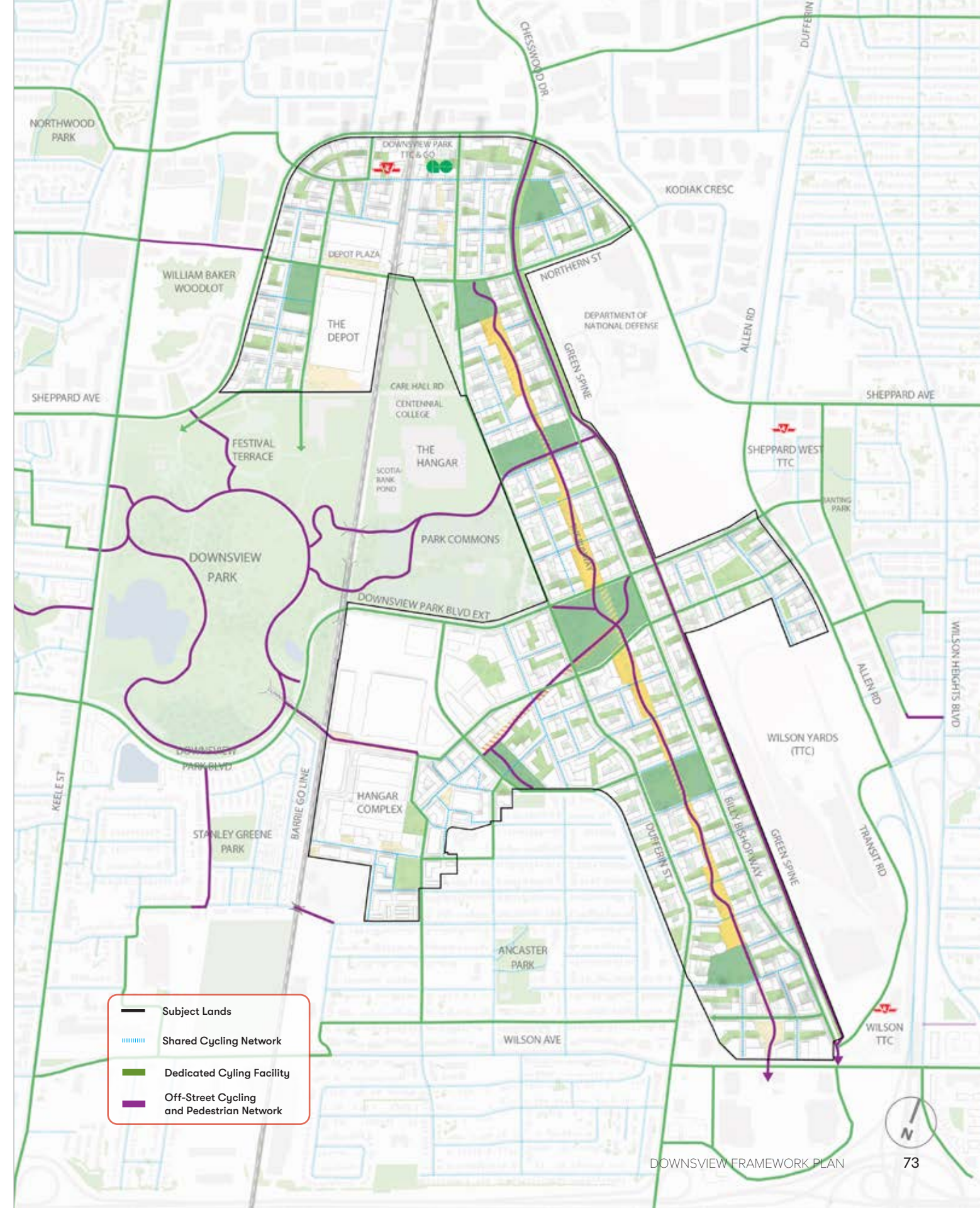


Fig 38



Fig 39

Dedicated cycling and pedestrian routes would create safe and uninterrupted connectivity for a broad range of cyclists.



Policy & Implementation

- The Official Plan Amendment calls for a connected network of cycling and pedestrian routes.
- The location and design of active mobility routes and facilities will continue to be refined at the District Plan level.

Pedestrian Network

The open space and street networks will create a wide variety of routes for pedestrians to get around or just enjoy a stroll.

The proposed active pedestrian network will provide for efficient and convenient movement across the site and surrounding area, and connect: existing and planned neighbourhoods; employment centres; mobility systems, including existing and future transit; and parks and open spaces. Many of these spaces will also be shared with cyclists and supplemented by broad sidewalks. Key considerations in the design of the network include:

- providing as many active-only facilities and connections as possible and reducing vehicular/pedestrian crossing and interaction to create safe, pleasant routes;
- designing facilities to be accessible to all users, ages, and abilities;
- creating a fine-grained street and block system that facilitates pedestrian and cycling movement;
- connecting seamlessly with existing and future communities and transit services surrounding the site; and
- addressing major barriers to active travel, including the Barrie GO rail corridor.

Pedestrian infrastructure on streets and in parks and open spaces will be designed to accommodate all users, including those with strollers, wheelchairs, walkers, and other mobility devices. It will make travel safe and pleasant with shade trees, benches for rest, other street furnishings, and landscaping to delight along the way. Short blocks will create multiple routes and will be made interesting through active ground floors, whether retail, commercial, or residential.

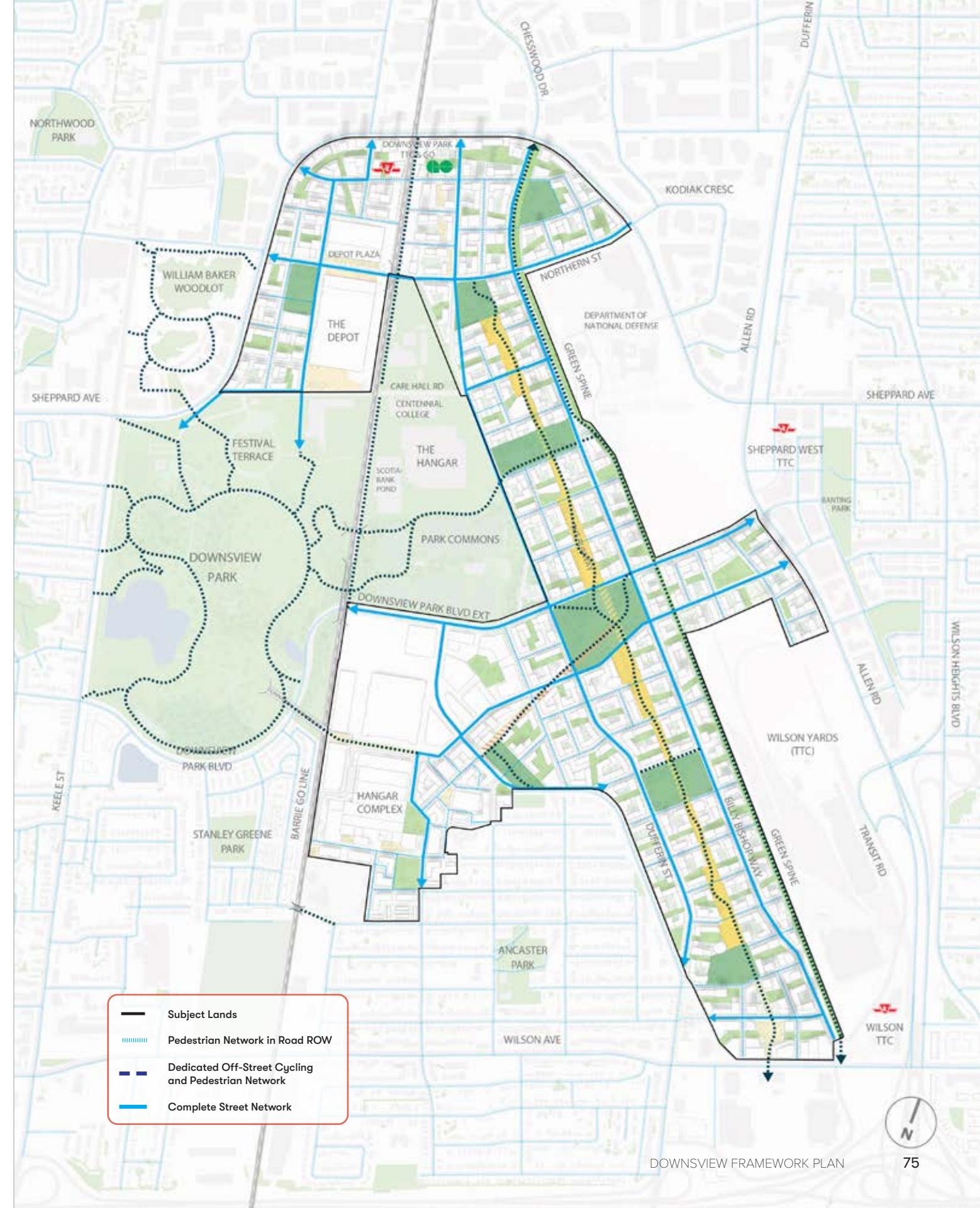


Fig 40

In South Boulevard, Copenhagen, a dedicated promenade for pedestrians creates safe connections.

Policy & Implementation

- The Official Plan Amendment prioritizes pedestrian access and comfort.
- The Official Plan Amendment identifies key pedestrian spaces that will have limited vehicular traffic including the Runway and Green Spine.
- Detailed pedestrian networks will be determined at the District Plan level.





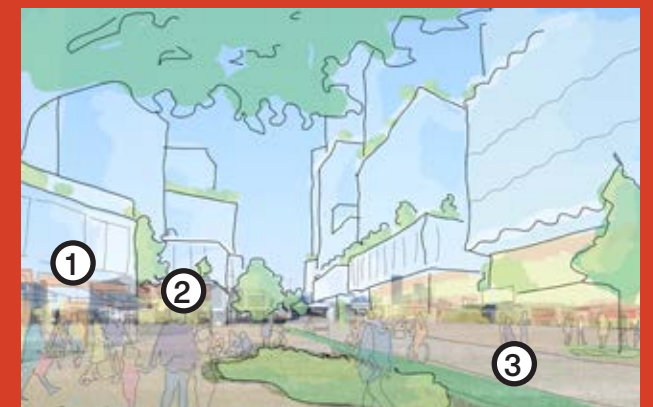
Artist's conceptual rendering



A Vision for: Vibrant Mixed-Use Main Streets

The vibrant main streets that weave throughout the site will bring energy and activity to each of the new Districts. Imagine the extension of Dufferin Street in the morning: filled with residents walking or cycling to work, school or the subway; and in the evenings, the extension of Billy Bishop Way will bustle with energy and activity, as residents explore the shops and local businesses, enjoy the patios and food establishments, and explore the cultural offerings the site has to offer.

- ① Ground-floor activation, with a strong focus on local commerce and dining
- ② Pedestrian-first street with a generous walkway that encourages people to visit local shops
- ③ Complete streets with a dedicated lane for cycling





3.3

Community-Building

Community Feedback

“Kudos to walkability. Having neighbourhoods with key places within a 5-, 10-, and 15-minute walk is amazing.”

Creating Complete and Healthy Communities

At its core, the Framework Plan strives to create complete and healthy communities — places where generations of Torontonians can establish roots and thrive.

The Framework Plan envisions the creation of ten new complete, connected Districts within the OPA Lands - attractive, memorable, and distinct places to live, work, play, explore, and create.

This long-term vision captures what makes Toronto’s most vibrant neighbourhoods great, builds on the dynamism of surrounding local neighbourhoods, learns from exemplary global precedents, and builds in flexibility so that future neighbourhoods can evolve organically over time. Achieving this long-term vision means recognizing community as greater than the sum of its parts. It is the product of infinite social interactions, negotiations, and innovations in daily life. Ultimately, it means paying attention to the fundamental building blocks that support community-building:

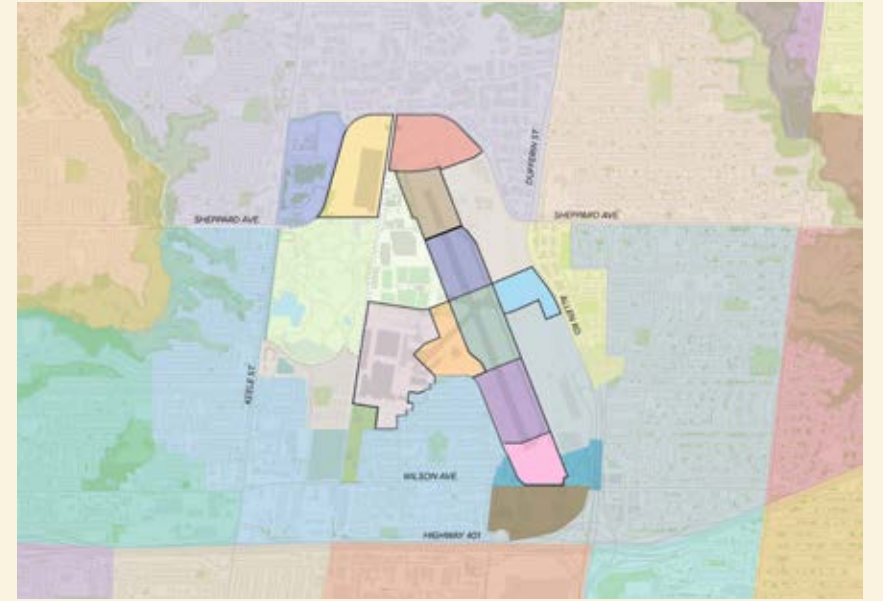
- **A robust mix of land uses:** the Plan encourages a rich mix of uses throughout, to create walkable, amenity-rich neighbourhoods where daily needs can be reached within 15 minutes by foot, roll, bike, or public transit and where major employment anchors are integrated, including office development around transit stations,

new creative industries in the former hangars, and direct connections to adjacent employment areas.

- **Comfortable densities which achieve a critical mass:** building neighbourhoods with enough people to support local businesses and amenities at a scale that feels welcoming; encouraging employment and housing opportunities with easy access to transit stations to maximize use and accessibility; and setting standards for high-performance buildings that complement the public realm and are sustainable.
- **Housing, jobs and community infrastructure for all:** planning for a spectrum of housing types, tenures, and a range of affordability; creating settings that support a variety of employment types and job markets; and providing for community services, facilities, and neighbourhood amenities that support strong social infrastructure.
- **Placemaking and placekeeping:** designing places and spaces in collaboration with a range of communities to create welcoming places that acknowledge the past, present, and future.

Patching the Urban Quilt

Toronto is a city of neighbourhoods, and the ones surrounding the site are diverse, multicultural, and full of character. The Framework Plan aspires to complement the richness of neighbouring communities and create spaces and places that welcome connections to these communities. The public amenities proposed for these lands will be accessible to all.



The Complete Communities at Downsview will be:



Walkable

A comprehensive and integrated active mobility network will make it easy to live and work on-site without owning a car.



Diverse

The Plan’s future Districts will be multicultural and inclusive — a microcosm of the diversity that makes Toronto a great global city.



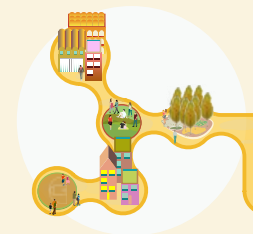
Green

Intimate connections to nature will be a hallmark of new neighbourhoods.



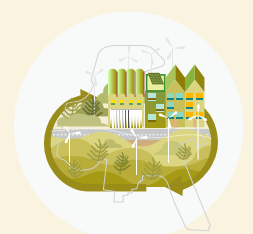
Lively

Sustaining the Plan’s range of amenities and mix of uses requires a critical mass of people living and working in the area.



Porous

The land will be connected to its surroundings and welcome residents of nearby neighbourhoods to use its amenities.



Sustainable

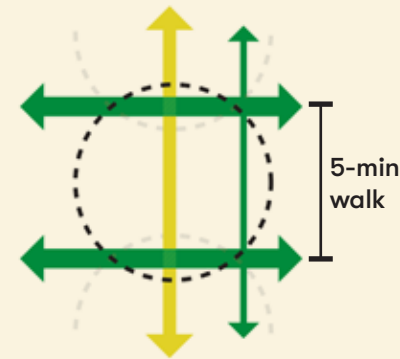
New neighbourhoods aim to be world-leading models of sustainable, large-scale urban development.

Elements of the Community-Building Strategy

The area's Districts will be structured by the Framework Plan's open space and mobility networks and populated by a mosaic of uses — including community facilities, employment generators, and housing options.

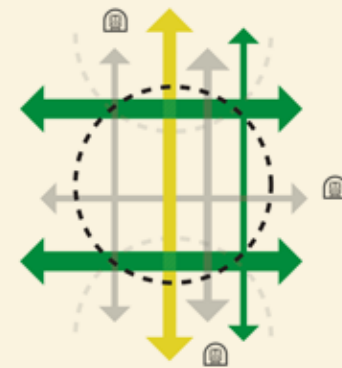
- 1 Districts will be structured by the Framework Plan's **open space** network and many will have Major Parks between them. All new homes and workplaces will be within a 5-minute walk of a park and many will also be within minutes of Downsview Park.

Most Districts will have a **central spine** of pedestrianized open space. In many cases, the **Runway** or **Taxiway** will play that role: depending on the District, these features will take on a variety of both passive and animated or recreational roles.



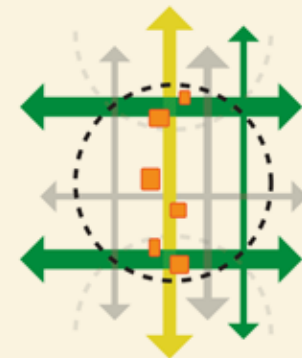
- 2 Districts will be compact, walkable, and connected — internally, to each other, and to the broader city — via new streets and transit.

Every new home and workplace will have access to the safe and convenient active **mobility** network that connects residents and workers to destinations across and near the site, including the three transit stations. It will be easy to live and work here without relying on private vehicles.

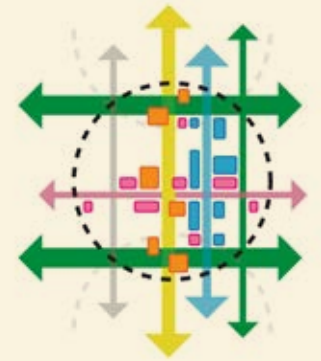


- 3 **Community service facilities** will be strategically distributed across the site to ensure equitable access for residents and workers in and around the site. Most facilities will be located adjacent to parks and open space — in many cases along the Runway — to improve access to nature.

The location, quantity, and type of community service facilities will be determined through collaboration with the City, school boards, and other agencies and community organizations. Other social infrastructure priorities and investments will be identified, planned, and delivered through engagement and collaboration with local residents, and non-profit or grassroots organizations. Opportunities for community hubs and co-located facilities will be explored in response to community priorities.

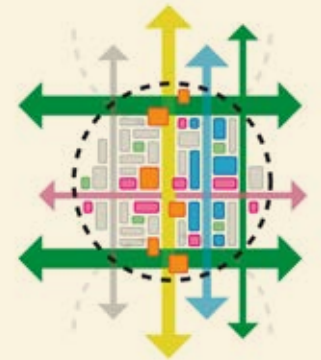


- 4 Districts will have convenient access to daily necessities. This includes **employment** opportunities and local retail clusters along main streets and the Runway. Commercial office and major retail will be clustered by transit stations, while land-consumptive employment uses will be located elsewhere — for example, within the former Bombardier hangars or the Supply Depot.



- 5 Districts will feature a diversity of **housing** options with a range of typologies and tenures, across a spectrum of affordability. Housing suitable for seniors and families, as well as workforce housing, will be given particular consideration.

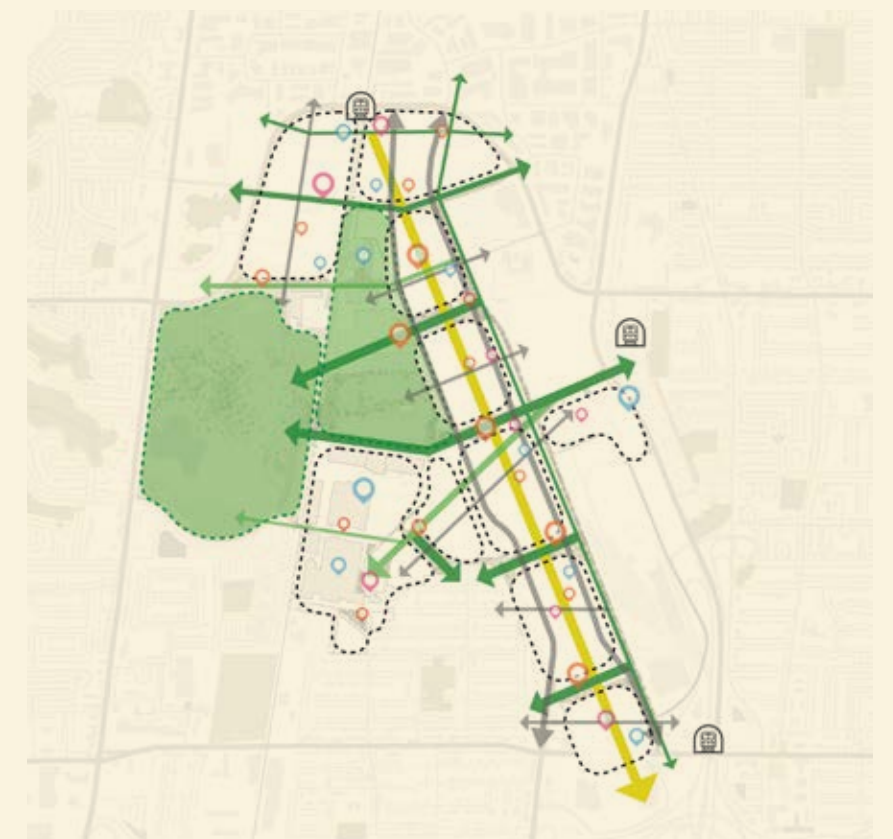
A network of **local open spaces** will be interspersed in the urban fabric, creating pockets of community-oriented green space.



The resulting **ten Districts**, together with the surrounding neighbourhoods, will form a system of complete, connected communities.

The site will become a **diverse collection** of Districts, characterized by a diversity of uses — housing, employment, amenities, and inclusive social infrastructure — and knit together by an integrated network of open spaces and active mobility connections.

Each District will have a **distinct, but complementary identity** drawing on a unique mix of programming, density, local features, and legacy assets. All will be unified through a commitment to City Nature.



A Commitment to Mixed-Use Development

Places with an abundant mix of residential, commercial, retail, and community uses enable urban communities that are vibrant, amenity-rich, and sustainable.

The Plan’s commitment to mixed-use development underwrites everything else. In particular, the modal shift from private automobile use relies on the development of communities where people can live, work, shop, learn, play, exercise, and have access to nature within comfortable walking or cycling distance.

Districts will draw vibrancy and value from a fine-grained intermingling of uses. While the district planning process will determine the exact mix and location of uses, the Framework Plan sets the stage for the creation of live/work/play Districts that will capture Toronto at its best: diverse and inclusive, innovative and entrepreneurial.

This Framework Plan proposes three categories of land use: *Parks, Employment Area, and Mixed-Use Areas*

Parks

The core elements of the open space network, including Major Parks will be designated as Parks. Additional local-serving parks will be identified and designated at the District Plan stage.

SASP 596 designated two parcels fronting onto Keele Street on the west side of Downsview Park as Regeneration Areas. It is proposed that the northern parcel at Keele Street and Sheppard Avenue West be re-designated as Park to solidify its role as part of Downsview Park. It is earmarked for a new community recreation centre.

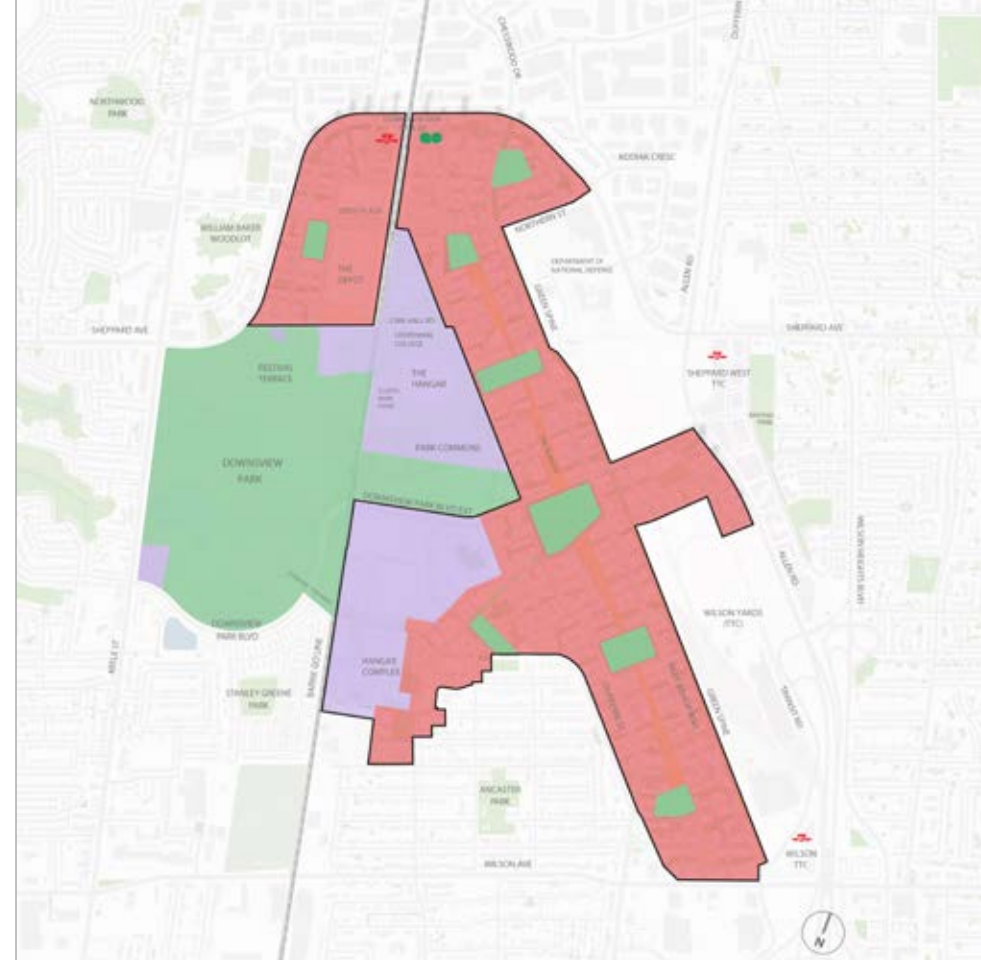
Employment Areas

The former Bombardier hangar areas are designated General Employment Areas by SASP 596. They will accommodate a wide range of jobs, in a variety of industries, that are compatible with neighbouring uses, such as media and creative industries, education, research, and cultural facilities, as well as supporting office and retail. No heavy industry will be permitted in the General Employment Areas.

The southern parcel on Keele Street is proposed to revert back to a General Employment land use designation to allow park-related employment uses that will animate the street and the south end of Downsview Park (the current 2011 DASP also designated the site for employment uses). Similarly, the Steam Plant and 35 Carl Hall Road, both located on the south side of Carl Hall Road, are proposed to be designated General Employment to encourage adaptive reuse of these buildings and to animate the north end of the Park and Festival Terrace, consistent with the intent of the 2011 DASP.

Mixed-Use Areas

The majority of the Subject Lands are proposed as Mixed-Use Areas. These areas will permit a wide range of uses including residential and community facilities, as well as commercial, retail, and office uses. Larger office and retail uses will be included in the Mixed-Use Areas closer to the transit stations, while retail and employment opportunities will be distributed across the site and embedded within neighbourhoods, to encourage vibrancy and convenience.



Community Feedback

“It would be nice to have a community in which people could walk to amenities without crossing a major intersection.”

“It is important to maintain employment to provide jobs in the area and support other local businesses.”

Policy & Implementation

- The Official Plan Amendment identifies the land use designations: General Employment Areas, Mixed-Use Areas and Parks.
- Future District Plans and Zoning By-Laws will provide more specific guidance on permitted uses.

Directing Density

Growth will be accommodated responsibly with built forms that are sustainable, and human-scaled.

The Greater Toronto Area is expected to grow by 2.9 million people by 2051. The City of Toronto expects to receive a quarter of that growth, or approximately 700,000 people. These lands represent an unprecedented opportunity to accommodate some of this growth in new neighbourhoods already served by transit.

Provincial and municipal policies focus on locating the highest residential and employment densities close to transit infrastructure and provide minimum densities that must be achieved. The vast amount of land made available by the closure of the airport, together with the existing subway and GO stations, demand a deliberate approach to distributing density in support of future local development.

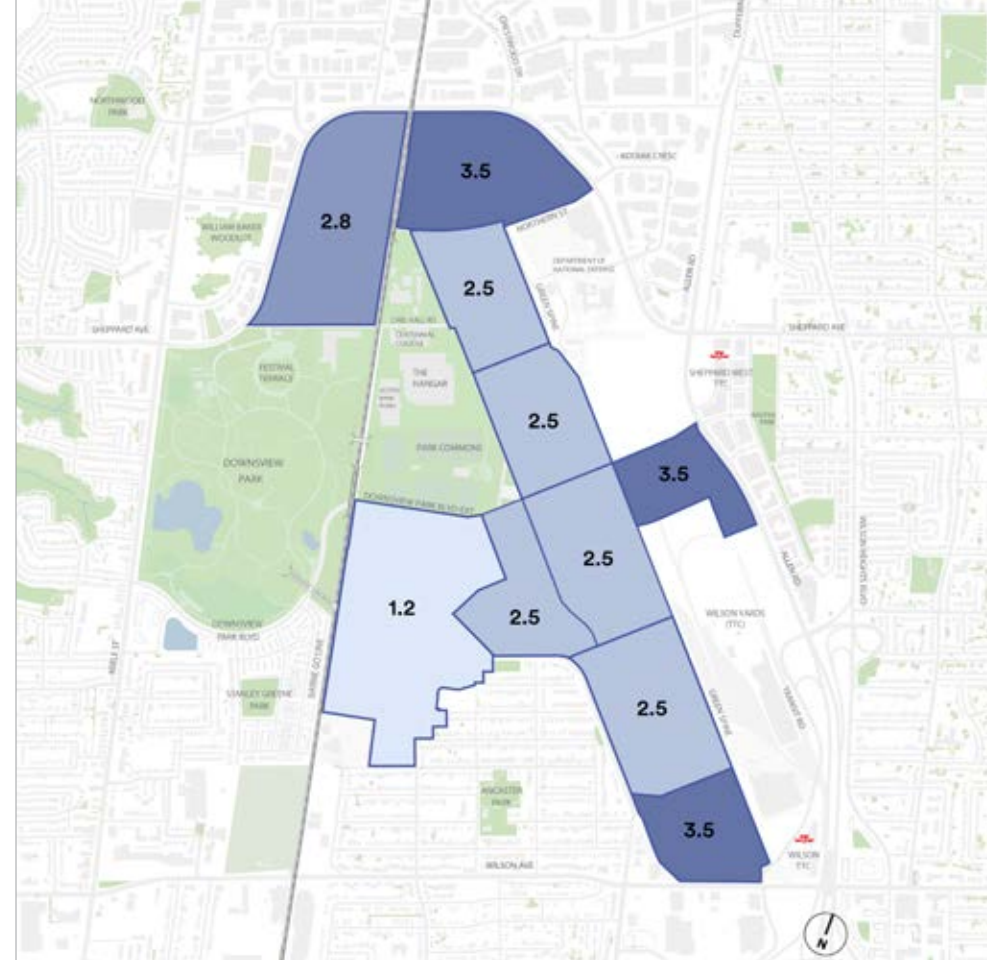
Beyond making good use of transit investments, a critical mass of residents and workers is needed to support and sustain the broad range of shops, services, and other amenities that will make these new communities complete and connected. More people means more customers, and more customers means a greater capacity to support retail vibrancy. Higher densities also provide more options for housing, including the range of affordable options, and greater levels of employment.

Bringing neighbourhoods to life on these lands requires significant investments in public assets by the public sector and the landowners. These assets, which will be funded by the new development, include streets, water and sewer infrastructure, the rail under and overpasses, and parks and

open spaces. Even more critically, climate change is forcing a different approach to using land and getting around. These strategically-placed lands must be developed responsibly and efficiently to minimize the impact on climate change. The lands also provide an opportunity to demonstrate the potential for sustainable development that does not compromise liveability.

Development here will demonstrate a new density model for Toronto, one that changes perceptions about what great city building is by balancing density, sustainability, and liveability. The proposed approach to density will create a compact piece of city with ample amenities, at a comfortable scale that uses mid-rise buildings generally and towers as urban design accents.

The proposed densities result in an average floor space index (FSI) of 2.5 across the 210 hectares (520 acres) of the Site (excluding Downsview Park and the Park Commons). Some areas will be more dense and some will be less dense to respond to the local context and create variety and interest. These densities will yield a development that addresses the Provincial Growth Plan’s density requirement at major transit station areas and is in keeping with the range of densities approved in the surrounding area.



Defining Density

Density is represented as Floor Space Index (FSI): a measure of the intensity of land use, which is calculated as the ratio of total building area on a given area of land. The proposed FSI for each District is “gross,” or an average over the entire area. The FSI of individual development parcels will vary.



Fig 43
Mirvish Village Retail, Toronto CA



Fig 44
Docksider Green, Victoria BC

Community Feedback

“Developments along Wilson Avenue could be a signature development for Downsview since they will be visible from Wilson Avenue.”

Policy & Implementation

- The Official Plan Amendment establishes gross densities, which will be refined through the District Plans.

Built Form

Built form will be predominantly mid-rise to balance density, sustainability, and liveability. This approach will support local activity and outdoor comfort and ensure appropriate transitions to neighbouring areas.

While detailed built form will be determined at later planning stages, the Framework Plan promotes:

- a predominantly mid-rise form (approximately 6 to 14 storeys) across the site;
- clustering of the tallest buildings
 - near transit stations;
 - where they will cast fewer shadows on key open spaces such as the Runway and Major Parks; and/or
 - as urban design accents in special places and at key intersections;
- innovative and efficient building designs and construction methods that support greater sustainability, affordability, and liveability;
- lower built forms where appropriate to transition to established neighbourhoods, for example, by Ancaster neighbourhood; and
- design excellence so that the built environment is inviting and compelling.

While the Framework Plan identifies building height principles, the District Plans will determine more specific permitted building heights and distribution. This height strategy will consider, among other elements:

- creation of a comfortable microclimate, allowing for sunlight and shade and reducing winds on main streets, the Runway, open spaces, and parks;
- appropriate transitions to adjacent neighbourhoods and employment areas; and
- appropriate relationships between buildings, and between buildings, streets, and open spaces.

Policy & Implementation:

- The Official Plan Amendment will encourage a primarily mid-rise character, acknowledge the potential for alternative approaches to the design of mid-rise and tall buildings, and require the preparation of District-specific built form design guidelines.



Fig 45

Nordhavn, Copenhagen



Fig 46

St. Lawrence Neighbourhood, Toronto



Fig 47

Regent Park, Toronto

HIGHRISE BUILDINGS
(> 14 Storeys)

MID-RISE BUILDINGS
(6-14 Storeys)

DEMONSTRATION
PLAN



*This concept plan has been prepared for demonstration purposes only and represents one possible approach to build out. The detailed design and location of local streets, open spaces, development parcels and buildings are not within the scope of this application. These details will be secured through future district planning and development application processes.

Community Feedback

“I’m hopeful about how the project will think about sustainability and how it will be framed—particularly with respect to access to housing and justice within housing.”

Creating a Diverse Range of Housing Options

Thriving communities include homes for everyone, regardless of age, income, or household size. The Framework Plan will deliver options and solutions across the housing spectrum.

Living at Downsview

The scale of the site provides a significant opportunity to add to Toronto’s housing supply. The Framework Plan unlocks the potential of significant transit-supported lands and the opportunity to deliver solutions across the housing spectrum.

Over the next 30 years, it is envisioned that the Subject Lands could be home to approximately 85,000 people in approximately 47,000 units.

New Districts on these lands will provide a diversity of housing options, tenures and typologies, designed to address the full breadth of future residents’ needs. Providing the widest variety of options contributes to community resilience.

While details will be determined through district planning processes, it is the intention that Downsview’s new Districts will offer the following, all of which respond to housing interests raised during the engagement process:

- family housing that is appropriate for young families and continues to be comfortable as children grow;
- housing for seniors to support aging in place;
- housing for single-person households where individuals feel part of a community;
- housing for students attending higher education institutions; and
- housing to rent and to own.

A Spectrum of Affordability

We know that housing affordability is one of the foremost issues facing Torontonians today. In addition to housing that caters to all stages of life, it is also important that Downsview’s new Districts offer places that are affordable. The concept of a thriving 15-minute neighbourhood only works if those who work in the area can afford to live here too.

Affordable and attainable housing will be integrated into every District that permits residential use. City policy requires that a minimum amount of affordable housing be delivered through a combination of mechanisms, including providing land for affordable housing purposes, or delivering affordable rental or ownership units for management by the City or another party. In addition to the City’s requirements, Northcrest and Canada Lands are exploring opportunities across the spectrum of affordability and tenure, so that many families and individuals can call Downsview home.



Fig 48



Fig 49



Fig 50



Fig 51

Gronttorvet, a green community in Denmark that brings together a variety of mid-rise residential with shared parks and open spaces.



Fig 52



Fig 53

The Via Verde housing complex in New York includes 222 mixed-income residential units, 7,500 square feet of retail and community space, and 40,000 square feet of green roofs and other open space for residents, including community gardens, a rooftop orchard, and enclosed play space.



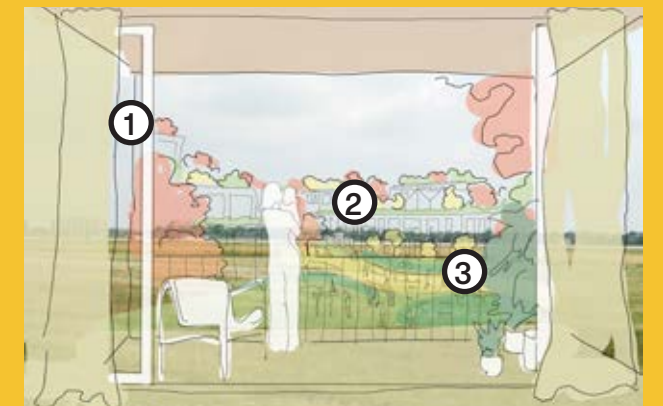
Artist's conceptual rendering



A Vision For: Living at Downsview

Living at Downsview means living in nature, with open green space and active mobility networks weaving through mixed-use neighbourhoods. A predominantly mid-rise built form, tuned carefully to local climate conditions, helps create communities where work, play, leisure, and commerce can spill out into comfortable outdoor spaces in all seasons, enlivening the public realm and offering opportunities for neighbours to meet and support each other.

- ① Building a sense of community through shared and intimate spaces.
- ② Safe, shared, and visually connected spaces for residents.
- ③ Greenways threading City Nature through residential neighbourhoods.



Community Feedback

We heard support for jobs and employment space on site and interest in better compatibility with neighbourhoods.

Continuing a Legacy of Innovative Employment

A growing, equitable region requires a diverse economy. With its distinctive post-industrial character and convenient transit, this site will continue to be an employment hub for the local area and broader region — attracting jobs and businesses to Toronto and supporting economic prosperity.

Working at Downsview

The Subject Lands have a legacy as a place of employment and a centre for innovation. Maintaining access to jobs is critical to protect the future prosperity of the city and region. Echoing this legacy is also essential to creating complete, connected communities and ensuring inclusive and responsible development.

The subway and GO stations make the site an attractive and feasible location for a regional employment hub. Local jobs will be accessible to a wide swath of the population of the Greater Toronto Area. The site’s transit accessibility also means that future economic growth won’t come at the cost of sustainability. As a future economic generator, the site will contribute to the resilience and vibrancy of the Greater Golden Horseshoe.

Workforce talent is attracted to an amenity-rich environment where people can not only work, but also live, connect, and play. Businesses follow workforce talent. Employers across a range of sectors are attracted to locations that give them access to a large and diverse workforce. By encouraging vibrant, mixed-use, socially supportive, and pedestrian-oriented development, the site will attract and retain a significant employment base.

Office, commercial, retail, institutional, and other employment uses will be located throughout these lands, in neighbourhood commercial areas and, of course, close to transit. Approximately 25% of the Framework Plan lands will be retained as General Employment Areas, ensuring there is room for businesses and industries that require more space or some separation from residential uses. While heavy industry will be prohibited across the lands, these General Employment Areas are appropriate locations for light- industry and manufacturing, and prime locations for high growth, employment-generating industries including film and digital media, life sciences and urban clean-tech, as well as other office and institutional uses.

The potential diversity of employment opportunities, and the landowners’ commitment to workforce development, mean that diverse groups and existing local residents will access jobs and training and ultimately thrive here, regardless of age, income, or background.

As the site builds out, over 1.114 million square metres (12 million square feet) of space for employment uses will be developed. In total, this is four times the floor area that exists for employment uses on site today and enough space to accommodate over 41,500 jobs.



Fig 54

Centennial College, Downsview



Fig 55

Junction Craft Brewing, Toronto

Implementation Tools:

- SASP 596 requires that, in total, a minimum of 1.114 million square metres of non-residential floor area will be built.
- The Official Plan Amendment proposes an approach to the development of non-residential space that will ensure new communities evolve with a mix of housing and employment opportunities, by requiring non-residential uses be developed with residential uses at a ratio of 1:3.5.

Spotlight On: Employment

These lands have long supported the local economy with good jobs, providing local families with a good quality of life. This legacy will continue.



Fig 56

Canadian Forces Base Toronto was an active military base, with a peak population during the WWII era. More recently, Bombardier employed 4,500 people at its peak production to make aircraft that connected people around the world. In the future these lands will be home to a range of jobs in many industries.

The hangars and Supply Depot each have the potential to accommodate exciting employment clusters, and the remainder of the transit-adjacent lands present incredible opportunities for job growth and local economic development.



Fig 57



Artist's conceptual rendering



A Vision for: The Innovation Corridor at Carl Hall Road

Building on the success of Centennial College's existing facility, this expanded aerospace campus is busy with the activity of students and educators who enjoy learning in an environment that honours Downsview's legacy structures. Cutting-edge, large-scale prototyping work spills out into the public realm and students enjoy nearby Downsview Park to unwind over lunch or throw a frisbee. Some students and workers commute from all over the GTA while others walk or cycle from one of Downsview's new complete communities.

- ① Makerspace spill-out area for students to learn and share
- ② Aerospace campus extension celebrating the site's history of innovation in aviation
- ③ Connective cycling network stitching together the site and areas beyond
- ④ Carl Hall Road leading back to the top of the Runway



Placemaking and Placekeeping

Community identity lives in hearts and minds, not bricks and mortar. It is sustained through thoughtful collaboration and supports social cohesion, connection to place, community well-being, and resilience.

The broader Downsview area is today home to many people with diverse backgrounds and different interests. Many more also work, play, and access services here.

The Framework Plan recognizes Downsview's diversity as a strength and will embrace creative placemaking and placekeeping approaches to support new and existing communities.

As District Plans are developed, specific opportunities for placemaking will be explored together with communities, such as through the design and programming of open spaces or opportunities for public art that reflect local interests and foster a sense of community. Arts and culture programming and participation can increase the sense of community cohesion and further activate spaces. Creative placemaking can also be used to achieve other community-building goals, such as clustering different types of arts spaces in close proximity to ensure pedestrian traffic at different times of the day or week. This could include clustering rehearsal studios and performance venues, for example. These synergies can support other local business in the area.

Placekeeping is the long-term, active care and maintenance of space. Indigenous Peoples embrace ideas of placekeeping as the intersection of place, space, and spirit. Attention to the principles of placekeeping means maintaining places that have always had Indigenous meaning, keeping places connected to the natural world, and creating places for the ceremonies and rituals that facilitate that connection and include elements like ceremonial fires and water.

Community Feedback

"I imagine this as a space where our people want to be and share their life together. They want to rebuild. They want a place that is safe, that acknowledges the land, the air, the water, the birds. A place that honours our teachings. A place where we demonstrate how welcoming we really are and our interest in sharing. A place that is gentle and where we are kind to one another."

Placemaking and placekeeping includes naming places. While descriptive names have been used in this Framework Plan for convenience, naming streets, open spaces, and other elements will emerge through engagement with local residents and Indigenous Rights Holders and organizations.

Opportunities will be identified for communities to collaborate with Northcrest and Canada Lands across the site on arts and culture projects that identify and celebrate place. Fundamental to both placemaking and placekeeping is the belief that, through thoughtful and meaningful design, public spaces, can have a significant positive impact on communities. By the same token, communities that come together to participate in shaping their future influence design for the better.

Spotlight On: Indigenous Design Collaboration

Building on these lands provides an opportunity to reflect Indigenous values, draw on the expertise of Indigenous Knowledge Keepers and experts, and make Indigenous culture and history visible in the urban fabric.

The extensive open space network and new-built environment is an opportunity to embrace placekeeping by creating space for Indigenous designers, artists, knowledge keepers, and community members to shape the design, philosophy, function, and use of space. These opportunities within the public and private realm will make Indigenous history and living culture visible, and help residents and visitors understand the long history on these lands. Indigenous designers and consultants will be included

in the design of places, parks, and open spaces and Indigenous Rights Holders and organizations will be engaged as future users. Opportunities for economic participation in the lands may be discussed as development details emerge through district planning or subsequent processes. This can also apply during the long meanwhile, when the lands are activated with various arts, culture, recreation and related events and interim uses.



Fig 58

Moccasin Identifier Project at Trillium Park, Toronto, spearheaded by the Mississaugas of the Credit First Nation



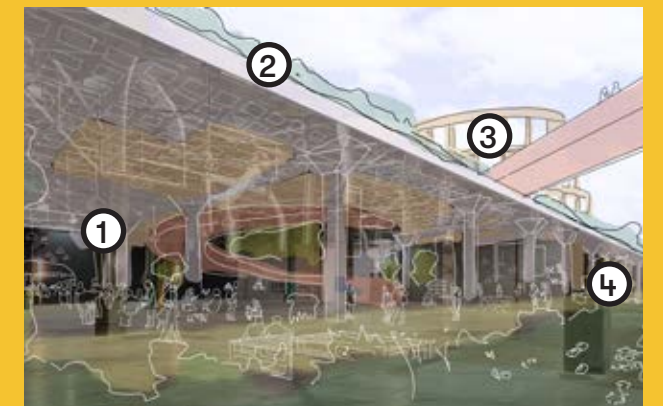
Artist's conceptual rendering



A Vision For: The Supply Depot at 40 Carl Hall Road

At this former military warehouse reimagined as a mixed-use destination, small businesses and shared makerspaces create a destination for locals and visitors alike. On the weekend, people arrive on the subway from all over the city to experience a market that showcases the multicultural diversity of the communities around Downsview. A variety of sheltered outdoor spaces activate the space year-round, and visitors can look out over Downsview Park and the Runway from the rooftop.

- ① Opening up the Downsview Supply Depot to create a new space for the community market
- ② Preserve the existing structure to promote heritage and sustainability
- ③ Bringing new uses to the building, such as rooftop farming and farm-to-table restaurants
- ④ Market spill-out area to engage the streetfront and make space from improvisation



Community Feedback

“It would be great to consider community accessibility—community centre, library, swimming pool and walkable necessities like grocery stores, post office.”

Community Infrastructure

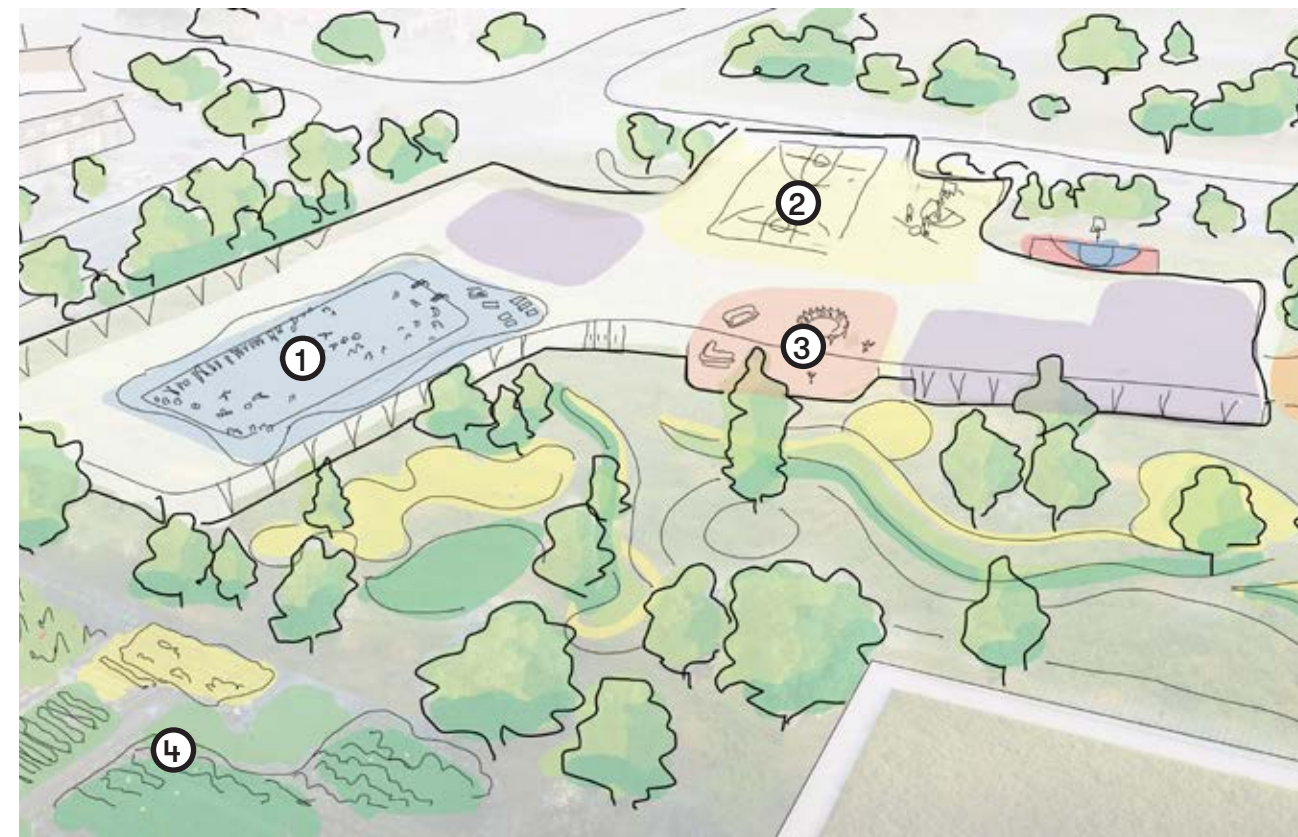
Community services and facilities strengthen the social fabric and offer places to learn, grow, and play together.

Neighbourhoods are not just collections of buildings where people happen to live or work. They are social ideas created by residents and workers who share experiences of place. Often social connections are made in spaces that invite the community to come together for a common purpose, such as schools, libraries, community, and cultural centres. These places create the opportunities for social infrastructure to develop, supporting community cohesion and resilience. They are critical to the quality of life, health, and well-being of existing and future communities.

In addition to the community centre identified in the 2011 Secondary Plan, facilities such as schools, childcare centres, other recreation facilities, libraries and, community spaces will be needed as the area develops. Other facilities and services provided by community members, grass roots leaders, institutional organizations, or philanthropic groups will contribute to social infrastructure and support community, including, but not limited to: health services centres, seniors and elders service centres, food growers and retailers, cultural institutions, and places of worship.

Northcrest and Canada Lands are exploring ways to support the appropriate and timely investment in community facilities and other forms of social infrastructure. They will work with the school boards, City agencies, and existing and future community members to ensure community facilities and spaces are delivered and reflect the needs and priorities of the community. Opportunities for community hubs that integrate services and/or cluster and co-locate facilities are being explored to ensure flexibility and improve service delivery in the face of diverse and evolving needs.

Community spaces and facilities will be located and distributed across the site in areas supported by multi-modal accessibility. Some facilities will serve very localized areas, while others will have a broader regional catchment area. Coordinated planning for these facilities ensures that the lands and adjacent areas work together as a whole, supporting local residents and providing reasons to gather in different neighbourhoods.



Aerial sketch showing the program of the planned Community Centre at Keele Street and Sheppard Avenue West.

Canada Lands and Northcrest are working with the City of Toronto to advance a new community centre at Keele Street and Sheppard Avenue West. This facility was identified in the 2011 Secondary Plan. By creating new connections over the rail corridor, existing and new residents will easily and safely access this community centre from east of the rail line.

- ① All-year aquatic centre
- ② Gym and recreation amenities
- ③ Indigenous programs at the heart of the building.
- ④ Community Garden and landscape that celebrates indigenous land art and place keeping

Policy and Implementation

- A Downsview Community Services and Facilities Study has been drafted to guide the provision of community service facilities. Together with the Update Downsview Community Development Plan, it will be consulted and updated as necessary as each District Plan is created.



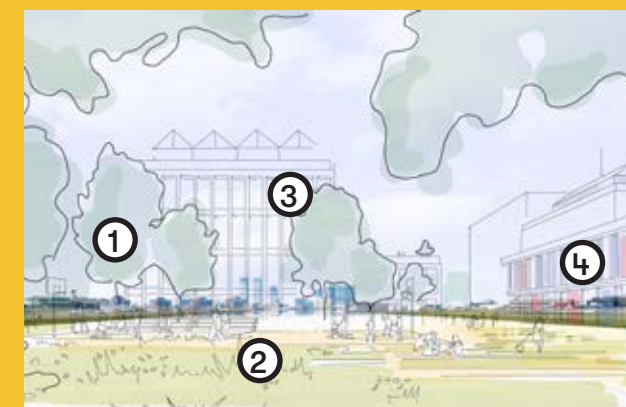
Artist's conceptual rendering



A Vision For: Social Infrastructure on the Runway

At key points along the Runway, communities come together in public spaces framed by schools, libraries, community centres, and other local facilities. On school days, students use portions of Major Parks as an outdoor classroom. On evenings and weekends, the space turns into a collective backyard, hosting barbecues, pickup games, and informal gatherings of families, friends, and neighbours. In certain locations, schools, community centres, and affordable housing might be co-located, creating a synergy between shared resources and establishing a new urban typology.

- ① Play spaces and courts that can be shared among community buildings
- ② Green infrastructure embedded into the city fabric
- ③ School and cultural buildings line the Runway to create a public gathering space
- ④ Mass timber and high-performance buildings set a new standard for the future of construction



A Mosaic of Distinct and Memorable Communities

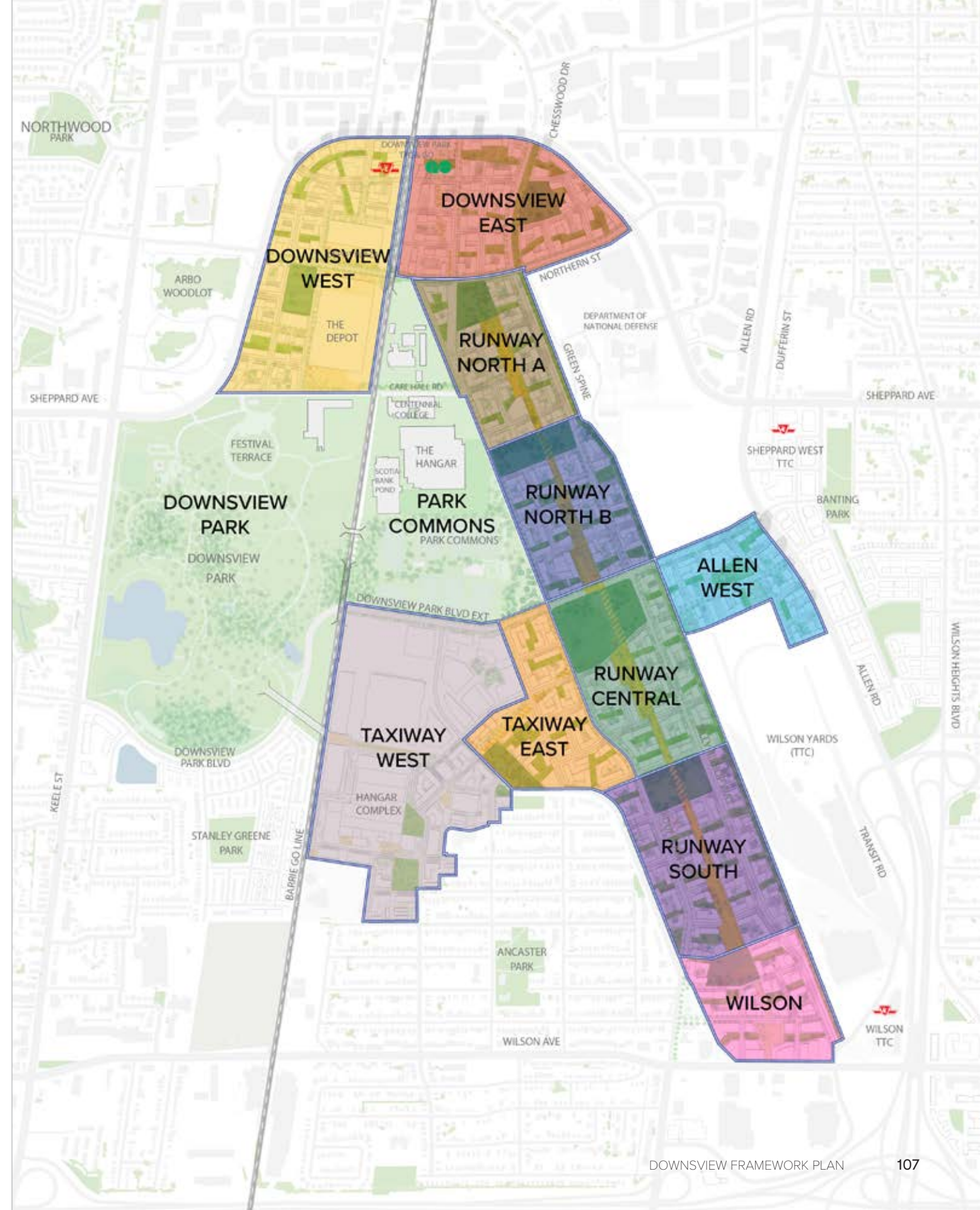
The Framework Plan lays the foundation for ten new Districts. Future detailed planning will explore the finer-grained details that will create places where communities may flourish over time. The purpose of the Framework Plan is to create places where experiences are shared, memories made, and community grows.

At 210 hectares (520 acres), this site is not intended to become one singular place. Rather, the Subject Lands will be home to many neighbourhoods and communities over time. The Plan lays the groundwork for these distinct places to grow and evolve over decades.

The Plan establishes the approximate boundaries of ten new Districts. Each will contain a fine-grained mixture of uses. Community and cultural facilities will be distributed across the Districts, together contributing to the site-wide provision of amenities. Districts will be connected to the multi-modal mobility and open space networks and within comfortable strolls or bike rides from a Major Park.

District Plans will further explore the unique character of each District and will address the range of community planning themes required to deliver complete, connected communities. Through more detailed District Plans, special character areas and neighbourhoods will emerge, adding to the tapestry of neighbourhoods for which Toronto is so well known. The unique elements of each neighbourhood will emerge through work with communities during the district planning process. The character of each will take shape organically over time.

The establishment of Districts creates an organizing framework for a thoughtful, step-by-step approach to development. The phased delivery of Districts will ensure essential infrastructure is delivered concurrent with or prior to development.



Potential District Metrics

Early Phase Districts

Downsview West

Land Area: ~30 hectares
Land Use: Mixed Use
FSI: 2.8
Projected Population: ~13,400
Projected Jobs: ~6,300

Taxiway West

Land Area: ~42 hectares
Land Use: General Employment, Mixed Use
FSI: 1.2
Projected Population: ~4,900
Projected Jobs: ~7,600

Wilson

Land Area: ~14 hectares
Land Use: Mixed Use
FSI: 3.5
Projected Population: ~7,800
Projected Jobs: ~3,800

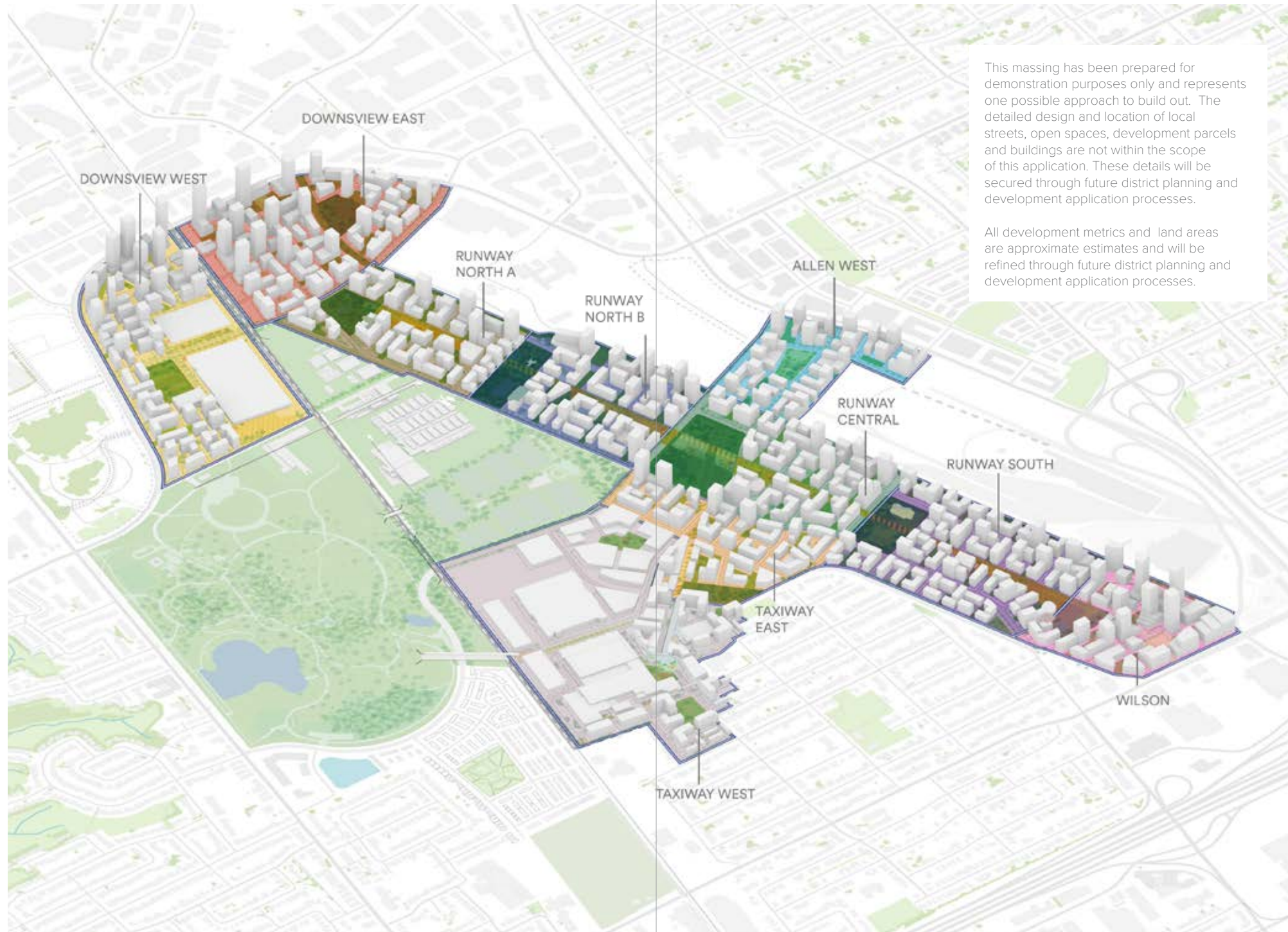
Downsview East

Land Area: ~23 hectares
Land Use: Mixed Use
FSI: 3.5
Projected Population: ~12,100
Projected Jobs: ~8,200

Taxiway East

Land Area: ~14 hectares
Land Use: Mixed Use
FSI: 2.5
Projected Population: ~5,800
Projected Jobs: ~1,800

Demonstration Massing Plan



Runway North A

Land Area: ~16 hectares
Land Use: Mixed Use
FSI: 2.5
Projected Population: ~6,900
Projected Jobs: ~2,000

Runway North B

Land Area: ~17 hectares
Land Use: Mixed Use
FSI: 2.5
Projected Population: ~8,000
Projected Jobs: ~2,300

Allen West

Land Area: ~11 hectares
Land Use: Mixed Use
FSI: 3.5
Projected Population: ~5,800
Projected Jobs: ~4,400

Runway Central

Land Area: ~21 hectares
Land Use: Mixed Use
FSI: 2.5
Projected Population: ~10,300
Projected Jobs: ~2,000

Runway South

Land Area: ~23 hectares
Land Use: Mixed Use
FSI: 2.5
Projected Population: ~9,900
Projected Jobs: ~3,200



3.4 Sustainable Urban Systems

Sustainability & Resiliency

The site offers a unique opportunity to design from the ground up: considering how new communities can be more resilient to climate change and support reduced carbon emissions.

The Framework Plan lays the foundation for sustainable and resilient development over the decades-long build out. Its open space and mobility systems and approach to land use and built form have all been designed using an integrated planning approach. These layers work together to contribute to the health of future communities and the planet.

The **Open Space Section (3.1)** describes many of the benefits of **City Nature**. This approach seeks to re-integrate nature into urban communities, designing for nature at every scale. By designing intentionally to enhance and take advantage of natural processes and systems, future residents, workers and visitors will experience the health and wellbeing benefits of increased access to nature, but so too will communities benefit from increased biodiversity, improved microclimates, increased tree canopy and carbon sequestration and more sustainable stormwater management.

The **Mobility Section (4.2)** describes how the integrated land use, density and mobility strategy will make active modes of travel (walking, rolling, and cycling) the preferred approaches to moving around these lands. By enabling mixed-use development throughout the Plan Area, at densities that support demand for diverse shops and services, and prioritizing the experience of pedestrians and cyclists, the Framework Plan will reduce the carbon footprint associated with travel.

The infrastructure strategy, as described in the following pages, supports these broader systems, to further contribute to sustainability and resilience:

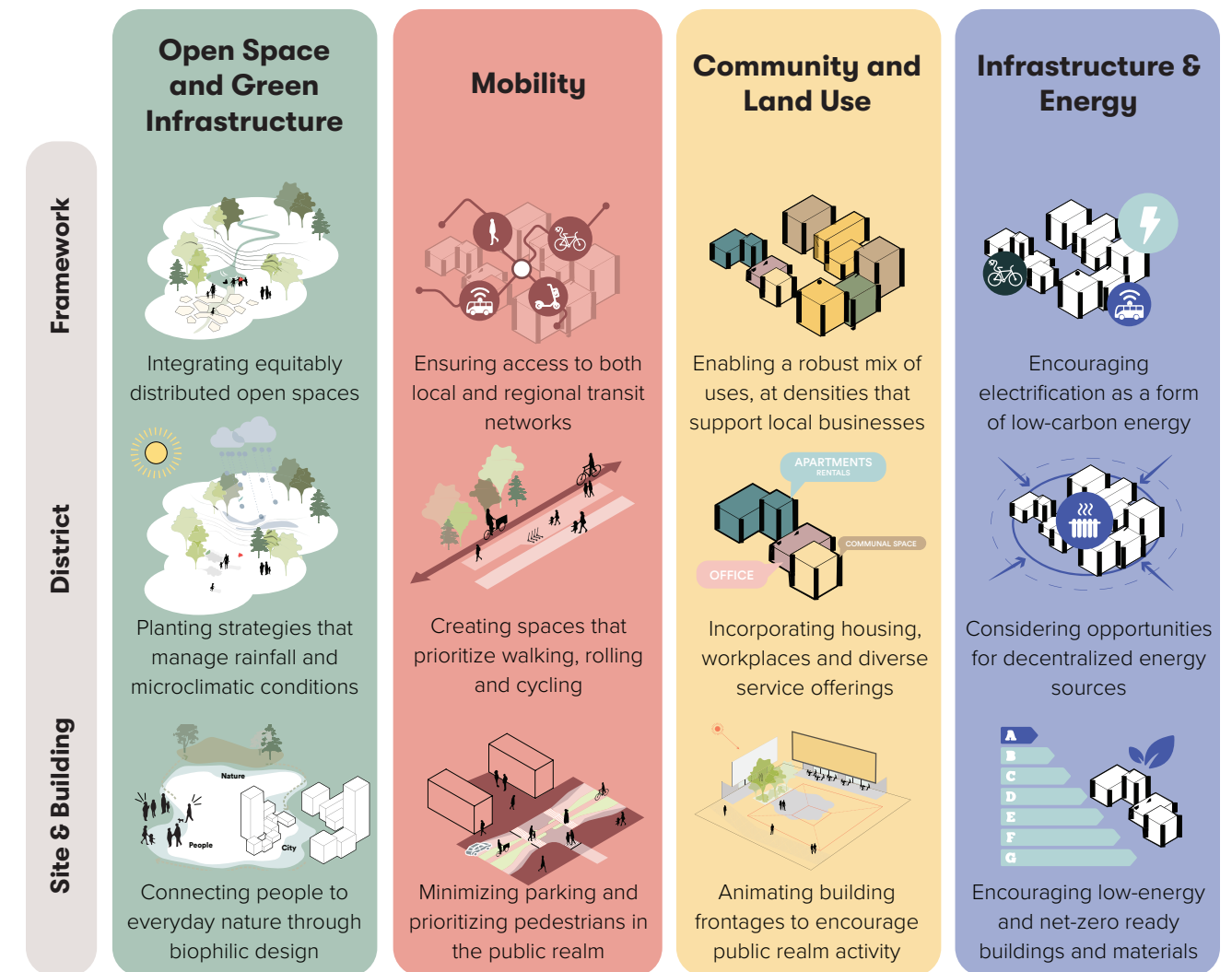
- As the lands are built out, minimizing greenhouse gas emissions associated with delivering and maintaining infrastructure is essential to achieving the TransformTO targets: the infrastructure network will prioritize low-carbon energy sources and buildings on these lands will be designed with consideration for both embodied and operational carbon.
- The Framework Plan advances a sustainable stormwater management strategy that builds on the City Nature concept by integrating green infrastructure throughout the Open Space network.

These additional strategies are described further in the following pages. The Master Environmental Servicing Plan (MESP) further details the mobility, servicing and infrastructure strategies for these lands, which has been undertaken to satisfy the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment process.

This integrated approach to sustainability and resilience allows flexibility for future designers, planners, and engineers to leverage innovations that may emerge to further advance these goals as District Plans come forward.

Weaving Sustainability Across Scales and Urban Systems

Sustainability and resilience are core to the Framework Plan. Its urban systems - Open Space, Mobility, Community and Infrastructure - have been considered holistically, to maximize opportunities to advance sustainable development. Future designers will build on this framework, finding further ways to improve the area's performance at the scale of the District, Site, or Building.



Decarbonization: Towards Net-Zero Development

The built form and infrastructure networks that our communities inherit directly impact their sustainability and resilience. The Framework Plan approaches the design of these elements strategically to reduce both operational and embodied carbon footprint, and advance sustainability.

Operational emissions are emitted during the "in-use" phase of development. Embodied emissions represents the energy emitted across a development's entire lifecycle: extraction, manufacturing, transport, construction and disposal. The built form and infrastructure strategy advanced by the Framework Plan has been designed to address both operational and embodied carbon.

OPERATIONAL EMISSIONS

High-Performance Building Design

The Framework Plan encourages progressive and innovative built form approaches that can contribute to sustainable development outcomes. Development will be orientated and massed with consideration for operational efficiencies: prioritizing more compact and simplified built forms and limiting the level of articulation to the buildings' exteriors (e.g. through reduced stepbacks). Compact and simplified built forms can also be more feasibly developed with materials associated with lower embodied carbon.

Targeting Electrification

The Framework Plan encourages low-carbon energy sources. Northcrest and Canada Lands are engaging with Toronto Hydro to ensure sufficient access to Ontario's low-carbon electricity supply. This may be supplemented by on-site renewables, and additional exploration into technologies that provide heating and cooling without fossil fuel connections.

Low Carbon and Renewable Energy

Through future District planning processes, additional opportunities to reduce emissions will be explored, such as low-carbon thermal energy networks, forms of decentralized renewable energy, including photovoltaics, and energy storage.

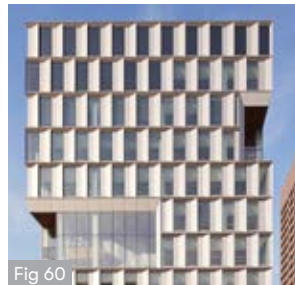


Fig 60 High-Efficiency Envelope Design



Fig 61 Optimized Geometry Design

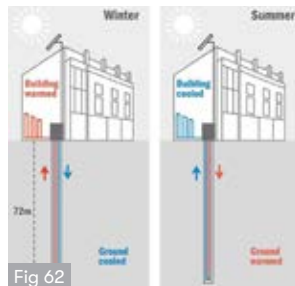


Fig 62 Using Natural Heat



Fig 63 Energy Use Monitoring and Intelligent Feedback Systems



Fig 64 Green Roofs

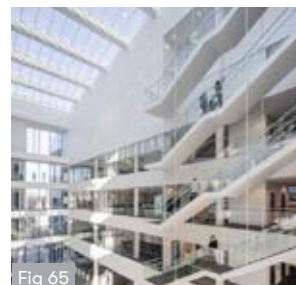


Fig 65 Maximized Natural Daylight

EMBODIED EMISSIONS

Efficient and Low Carbon Infrastructure

Construction of streets and underground infrastructure can be significant sources of carbon emissions. The proposals and principles set out in the MESP aim to significantly reduce the emissions associated with infrastructure investments. These include rightsizing principles that will result in less over-built infrastructure, and cut-and-fill soil balance targets that encourage reclamation of soils as well as reuse of concrete – reducing the demand for new materials and the amount of materials removed from the lands.

Embracing the Circular Economy

These lands include existing buildings and significant paved surfaces which previously supported the airport and military uses and are associated with retroactive embodied carbon. Redevelopment of the lands – in particular the two below-grade underpasses – will also require significant earthworks. Recognizing the concept of the "circular economy" creates opportunities to reduce additional embodied carbon and greenhouse gas emissions.

The Depot in Downsview West District and the Hangars in Taxiway West District may be repurposed into vibrant new spaces that are supportive of industry and culture. The existing runway and taxiway can be valuable sources of recycled raw materials. The integrated grading and stormwater management strategy leverages the soil volumes produced during the construction of major underpasses to sculpt flow patterns that support nature-based and at-grade retention. More detailed District Plans will consider these opportunities and others – embracing the concept of circularity and create communities that support sharing and re-use.

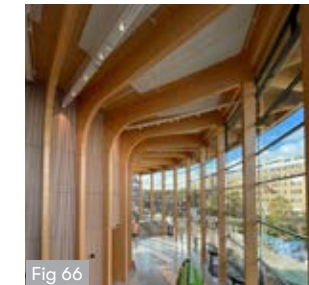


Fig 66 Low-Carbon Materials



Fig 67 Reuse & Recycle

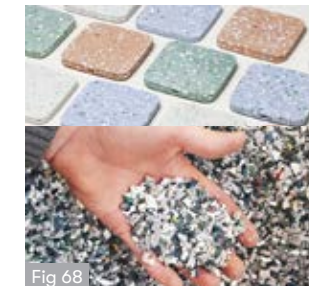


Fig 68 Upcycling Technology



Fig 69 Design for Disassembly

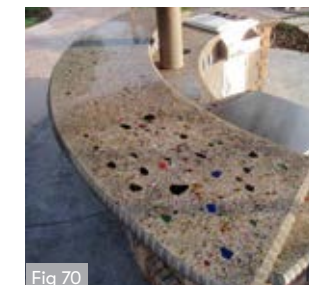


Fig 70 Resilient Structures

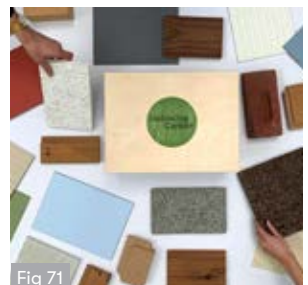


Fig 71 Healthy Materials

Green Infrastructure

The Framework Plan's Open Spaces Advance Livability & Sustainability

Open space network connectivity is baked into the Framework Plan and essential to leverage the sustainability benefit of City Nature. Enveloping development within the open space network and encouraging green building practices throughout will make these lands healthy and livable for all.

Active Mobility



The Framework Plan's parks and open space network will double as a car-free transportation alternative for those walking, rolling and biking. Distributed equitably across the lands and anchored by the Runway and Green Spine – two ambitious city-building gestures that represent fundamental shifts in how we prioritize active modes in the public realm – the network will facilitate and encourage sustainable travel behaviour.

Stormwater Management



Integrating green infrastructure within open spaces across the Framework Plan is a nature-based approach to managing rainfall that reduces carbon emissions, improves neighbourhood resilience, can support more comfortable microclimates, and can result in more green and open space overall. The Framework Plan's approach to stormwater management and the benefits of green infrastructure are further detailed on the following pages.

Biodiverse Ecosystems



Habitat connectivity is essential to ecosystem health and biodiversity. Enhanced by a planting strategy that encourages native and adaptive species and increased tree canopy coverage, the integrated open space network at Downsview will support a diverse flora and fauna. For additional information see the spotlight on biodiversity included in Section 4.1 – Open Space on page 53.

Four-Season Comfort



The Framework Plan's open space network supports year-round microclimatic comfort: increased levels of green space contribute to reduced "urban heat island" effects; integrating water features and green infrastructure into the public realm contributes to neighbourhood cooling; and the intentional design of plantings can protect residents and workers from adverse winds. The advent of more extreme weather events and higher summer temperatures reinforces the importance of this approach to resilience.

Access to Nature



The generous and equitably distributed open space network at Downsview will provide future residents, workers and visitors with the health and wellness benefits of increased exposure to nature. For additional information see the spotlight on biodiversity included in Section 4.1 – Open Space on page 53.

Green Infrastructure

Sustainable Stormwater Management

Green infrastructure will be woven throughout the lands to support stormwater management and improve microclimatic conditions, ecosystem health and recreational functionality.

The Framework Plan's approach to stormwater management builds on directions established by the City of Toronto's Green Streets Guidelines to advance a fully decentralized stormwater management system. Green infrastructure – a surface- and nature-based approach to stormwater management design – will be integrated into all portions of the Plan Area. But where contemporary standards would incorporate green infrastructure in the design of streets and developments sites, the Framework Plan's stormwater management strategy uses a treatment train approach, where all lands – including parks, generally the most permeable spaces in our communities – contribute to stormwater management.

At Downsview, everyday and frequent rain events will be managed where the rain falls: from parks and POPS; to streets; to the green roofs, setbacks and courtyards of developments. More extreme storms may make temporary use of parks and larger open spaces for temporary/short term retention. This approach will meet and seek to exceed the City of Toronto's water quality and quantity standards and deliver additional benefits:

- By distributing surface-based green infrastructure across the Plan Area, the lands will be more resilient to future climatic conditions and flood tolerant.
- Capturing rain where it falls means recognizing water as a resource that nourishes plantings and the lands' rich natural character, thereby supporting City Nature.
- Leveraging green infrastructure reduces our reliance on conventional grey infrastructure, which is more carbon intensive.
- A treatment train approach that takes advantage of parks and larger open spaces for temporary flooding reduces the demand for land intensive, single-use stormwater management ponds, resulting in a more generous quantity of publicly accessible open spaces.

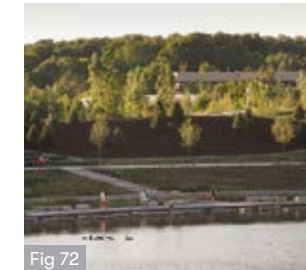


Fig 72

Downsview Park

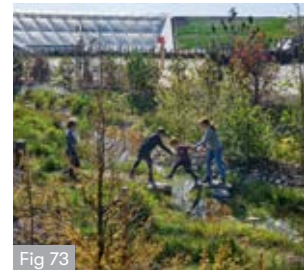


Fig 73

Naturkraft, Denmark



Fig 74

Tanner Springs, Portland



Fig 75

Gellerup, Aarhus



Fig 76

Dry Detention Pond



Fig 77

Guldberg Byplads

Policy and Implementation

- The Secondary Plan will introduce policies that require decentralized stormwater management, prioritizing the use of green infrastructure in urban, naturalized and recreational areas.

Living with Water: Everyday and Rare Events

By leveraging green infrastructure and multi-functional open spaces, the Framework Plan manages both every day and rare weather events in a way that recognizes rain water as a resource, and represents a more efficient use of land resources.

Welcoming Everyday Rainfall

The rain we typically experience falls during what engineers describe as an “every day event”; even a very wet day that occurs once a year would be considered an “every day event.” The green infrastructure woven throughout the site will manage and retain rain where it falls during even these very wet “every day events:” capturing this rain and treating it as a resource that nourishes plant life, rather than a liability to sequester or manage.

Green infrastructure measures may include green roofs, permeable hard surfaces, bioretention cells, bioswales, or continuous tree pits – among others. These surface-based features will be interconnected in a treatment train that mimics the flow and functions of a natural hydrologic cycle: attenuating, filtering and infiltrating stormwater at-source, rather than conveying it through pipes to land-intensive dedicated stormwater management facilities downstream. By considering the design and structure of the open space network comprehensively, the Framework Plan optimizes site grading and open space location to support the flow of water between these surface features, along the treatment train.

Managing Extreme Events

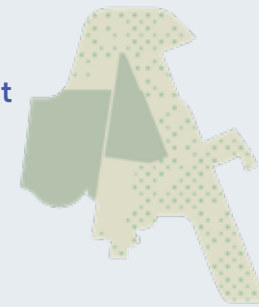
Extreme rainfall events happen very rarely. The most significant events happen once in a lifetime. During these extreme events, the surface-based green infrastructure elements woven across the lands may not be able to retain all the rain that falls on site. During such events, water will follow the topography of the Framework Plan's engineered grading, travelling along a treatment train, until it reaches a designated park or open space.

Designated parks and open spaces will contribute to the overall stormwater management strategy in different ways depending on their topography, location, size and character. Where their location in the treatment train supports it, certain parks and open spaces will be designed to temporarily retain excess rain, slowly releasing it back into the system in order to mitigate potential flooding and reduce downstream impacts on adjacent neighbourhoods. Open spaces are not in use during these extreme weather events, therefore temporary storage will not compromise recreation functions, and these designated spaces will be designed to return to play conditions in a reasonable time frame.

Spotlight On: The Multi-Layered Treatment Train

The MESP sets out parameters for the Framework Plan's stormwater management system, which follows a three layer treatment train approach. Through this treatment train approach, developments sites, privately-owned public space, streets, and parks all do their share. Together, these layers meet the principles of the Wet Weather Flow Management Guidelines: mitigating potential flood damage by making efficient and effective use of all lands.

First Layer: Private Development



The first layer consists of features found throughout on development sites: green infrastructure elements integrated in set backs and landscaped areas, into green roofs, or across courtyards to control and absorb everyday rain where it falls. The second layer consists of green infrastructure

Second Layer: Streets and Greenways



features that are integrated into public rights-of-way, boulevards, greenways – including the Green Spine, and streets and pedestrian-prioritized spaces like the Runway. These elements reduce the level of overland flow by capturing everyday rain where it falls.

Third Layer: Parks and Open Spaces



The third layer consists of multi-functional spaces provide temporary stormwater storage during rare extreme rain events. These spaces will be carefully designed from a grading perspective to support stormwater management, but will otherwise be functional parks, POPS and other open spaces that support community programming and recreation needs.



Ravine Underpass portrayed on a sunny day, filled with summertime activities.



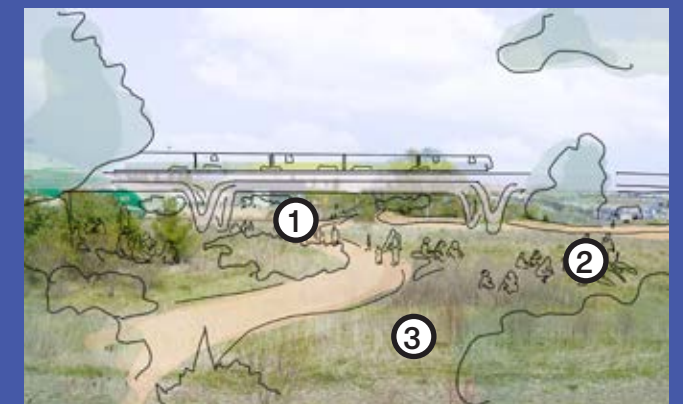
Ravine Underpass portrayed on a rainy day, actively managing and retaining stormwater.



A Vision For: Living with Water

Water will not be seen simply as something to be managed. Instead, it will be a resource that will be leveraged to contribute to the outdoor experience and be a part of daily life. School groups can learn about the movement of water after a heavy rainfall to natural areas where it can safely be captured and create habitats for flora and fauna. Listening to the birds and watching greenery emerge where water is celebrated will be a regular joy.

- ① The Ravine Underpass creates space for stormwater and guides it safely to settle and infiltrate.
- ② Multi-functional space provides recreational opportunities as well as stormwater management functions.
- ③ Newly enriched, biodiverse, and resilient environments will be created by integrating green infrastructure.





4.0

Implementation & Next Steps

Thoughtful, Incremental Phasing

The Framework Plan area will redevelop over 30 or more years. Thoughtful phasing of development and key infrastructure will ensure it is always a place that is highly liveable for existing and new community members.

Phasing Principles

These lands at Downsview are vast. Just as the neighbourhoods around the site were built over time, the plan will likely take over 30 years to fully implement. Northcrest and Canada Lands are committed to a thoughtful, step-by-step approach to development that prioritizes collaboration so decisions continue to be informed by community, stakeholder, public policy, and landowner priorities.

The following phasing principles will guide development and refinement of a detailed phasing plan (see the MESP for detailed phasing information).

- Transit and job-focused Districts will develop first.
- Development will be phased to create critical mass in an area early on to achieve the complete community vision as quickly as possible.
- Utilize existing infrastructure to service development where feasible.
- New infrastructure will be built as necessary to enable the development of a specific or set of Districts. New infrastructure will be leveraged to before constructing additional infrastructure.
- All Districts will require additional municipal planning approvals (e.g. Plan of Subdivision, rezoning, and District-level infrastructure investments). As-of-right projects that advance key public policy goals may proceed in advance of district planning approvals.
- District approval processes may be concurrent.

Phase 1: Three Neighbourhoods, the Park and the Green Spine

The first Districts will be developed as new, mixed use neighbourhoods, leveraging existing uses and assets to inspire a sense of place. The former Bombardier hangars will spur new activities, development, and jobs in the Taxiway West District. As the Northern Crossing passes through the Supply Depot, it completes a vital east-west connection. Visitors from adjacent neighbourhoods will spill into the Downsview West District, and the Supply Depot's vibrant uses will animate the District's public spaces. Wilson District will build on the desirability of transit access and the energy already growing near Wilson Station.

Located on the peripheries of the site (see right), Downsview West, Taxiway West and Wilson District will be connected by the early implementation of the Green Spine and/or interim animation of the Runway and Taxiway (further described on the next page).

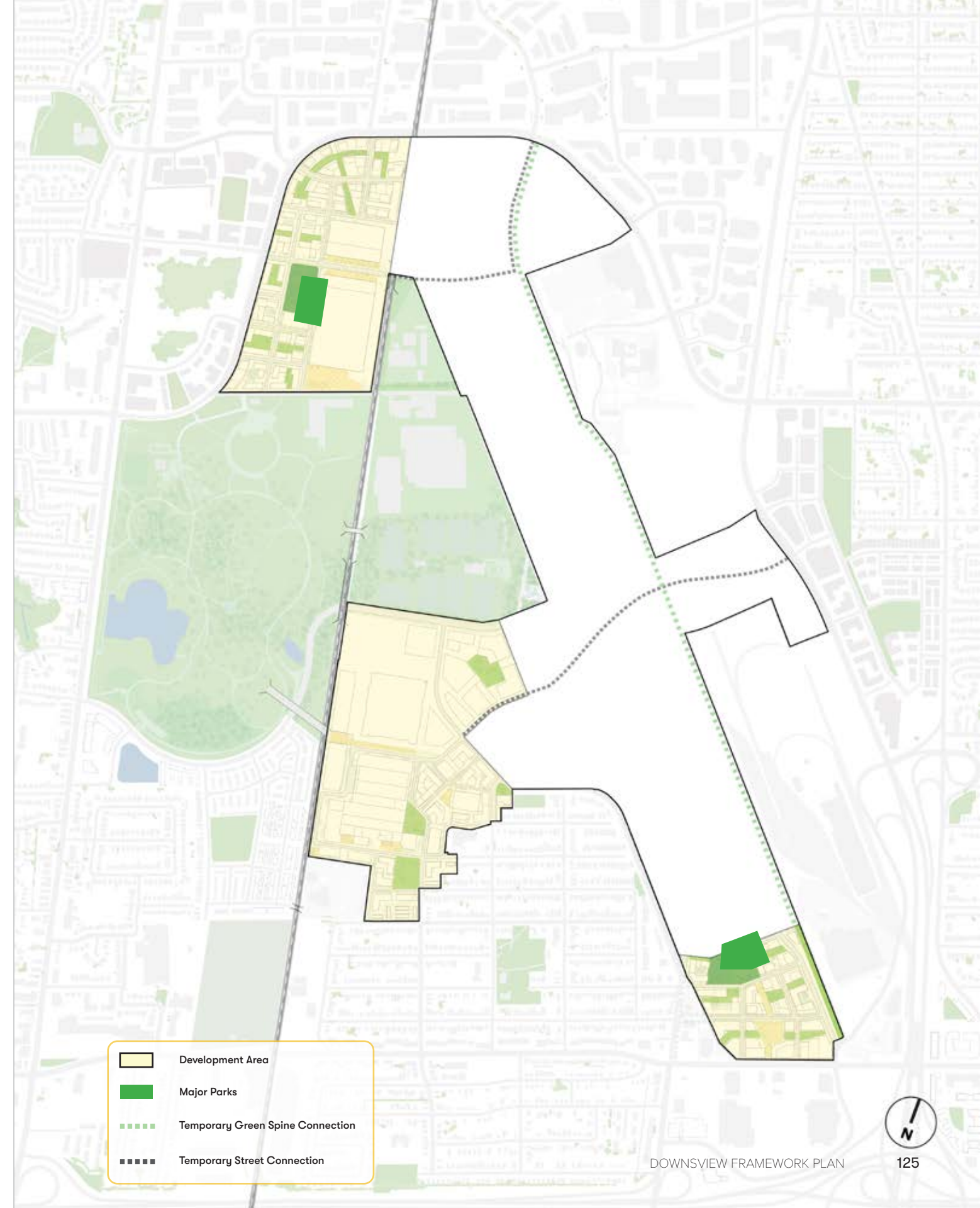
Active mobility habits will be instilled through early implementation of the Green Spine, which may take advantage of existing infrastructure to support interim connectivity. Once the airport ceases operations, the Lands will host temporary uses: programs that seed neighbourhood character and community cohesion and animate the "long meanwhile." These interim uses will support connections between the early Districts and help the Runway and new neighbourhoods become beloved destinations.



Fig 79
Aerial view of Downsview Lands, looking east



Fig 80
Aerial view of Downsview Lands, looking south



Early Activation during the “Long Meanwhile”

In the years before the site is fully built-out, curated interim and semi-permanent uses will draw activity to these lands, complementing the existing programming and year-round activities at Downsview Park.

The “Long Meanwhile” includes the decades when early phases of development are underway, but most of the former runway and surrounding areas are available for interim activations. In order to plant the seed of community and social cohesion, programming during the “long meanwhile” is just as important as the final build out.

These activations could be large or small, seasonal or one-time events: At any given time, portions of the currently vacant lands may be occupied by an annual festival, an occasional meet-up for kite-flying, or a seasonal installation like a skating trail, for example. Major civic events or concerts could make use of the open spaces prior to development. Interim sports fields can provide a place for aspiring young athletes to practice and play. Container gardens on a mass scale could provide space for community gardening. A tree nursery could be established to grow future trees for the site. Incubator

spaces, artist studios, and training programs could be fostered in temporary environments to nurture new talent and businesses that will serve the local community and eventually transition into permanent locations.

These interim uses will be curated through collaboration with third-party vendors, the local arts and culture communities and city-wide stakeholders and Rights Holders to ensure the site provides meaningful experiences that support the rich local scene. A new zoning by-law will be used to regulate the range of interim uses on the lands as District plans are developed.

Northcrest and Canada Lands are inspired by and excited to work with local communities to activate the lands with welcoming, inclusive programming that celebrates Downsview’s diversity and embraces the communities nearby.



Fig 81
Village au Pied du Courant, Montreal



Fig 82
Molson Canadian Rocks for Toronto, Downsview



Fig 83
Pop Brixton, London



Fig 84
ReStart Container Mall, Christchurch, New Zealand



Fig 85
Community tree planting, Toronto



Fig 86
Coppa Club, London

Next Steps

The updated Framework Plan is the culmination of over three years of community, stakeholder, and Rights Holder engagement, as well as deep collaboration with City Staff. But it is still only an early step towards implementation. More detailed District Plans will be created over the coming years, which will include further opportunities for engagement.

Planning and Approvals

The Framework Plan is submitted to the City of Toronto as part of an Official Plan Amendment to update the Secondary Plan for these lands. The Official Plan Amendment, proposed to implement the Framework Plan, will be reviewed by the City of Toronto and will require approval by City Council.

District-level Plans, Zoning By-Laws, Plans of Subdivision and Site Plan Approvals will be prepared and adopted according to the phasing plan. Each of these will provide more detailed direction and requirements for development within the Districts. Public consultation will be a key element in the development of these plans.

Meanwhile, some area-wide infrastructure will begin the design, approval, and construction process, as shown in the phasing plan, so that required services and streets are in place once District Plans are approved by the City.

As implementation plans move forward in each District, Site Plan applications will be prepared for individual sites and blocks prior to building permits being issued, so that construction can begin.

Downsview Area Secondary Plan



Planning direction at the highest level for the Downsview Framework Plan Study Area

District Planning



More detailed planning for Districts and Area-Wide infrastructure and services. Some early planning may begin while the City is reviewing the OPA

Implementation



Implementation at the building and block level

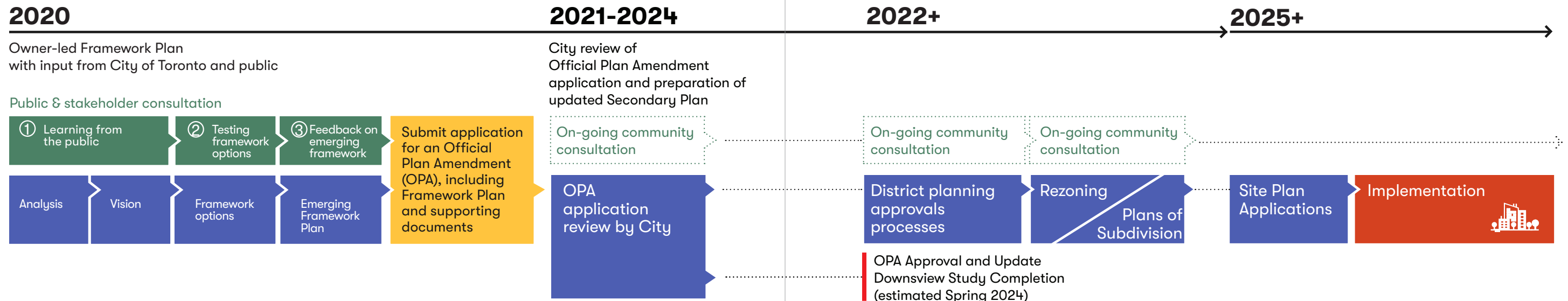


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30	67	Phoenix Flowers (Glasgow, UK)	7N Architects
31	69	Buffalo Bayou Trail	Tom Fox / SWA Group
32	69	Rålambshovsparken Skatepark (Stockholm, SW)	Tina Saaby
33	69	Don River Ravine Trail (Toronto, ON)	Marc Lostracco / Torontoist
34	70	Community Bus (Toronto, ON)	Josh Sherman / Beach Metro Community News
35	70	Norreport Station (Copenhagen, Denmark)	Gottlieb Paludan Architects + Cobe
36	71	The MOD	Gensler
37	71	FedEx Cargo Bike Pilot (Toronto, ON)	Kevin Gebhardt / Curbside Cycles
38	72	Tern Bicycles	Steven Domjancic / Tern Bicycles
39	72	Den Gronne Sti (Frederiksborg, Denmark)	City of Frederiksborg
40	74	Sonder Boulevard (Copenhagen, Denmark)	SLA Architects
41	78	Downsview Merchant's Market (Toronto, ON)	id8 Downsview Team
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43	87	Mirvish Village Retail, Toronto CA	Mirvish Village

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50	91	Gronttorvet District (Copenhagen, Denmark)	Arstiderne Architects
51	91	Gronttorvet District (Copenhagen, Denmark)	Sweco Architects
52	91	Via Verde (Bronx, NY)	Dattner Architects
53	91	Via Verde (Bronx, NY)	Dattner Architects
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58	99	Moccasin Identifier Project (Toronto, ON)	Nadia Molinari / LANDinc
59	110	Tanner Springs Park (Portland, OR)	Tom Good / Ramboll Studio Dreiseitl, Green Works
60	114	Minneapolis Public Service Building	Henning Larsen
61	114	Enterprise Research Campus	Henning Larsen
62	114	Geothermal Heating Network	tekWorx
63	114	Smart Systems	World Construction Today
64	114	The Biotope (Lille, FR)	Henning Larsen
65	114	Nordea Bank Headquarters (Copenhagen, DK)	Henning Larsen
66	115	World of Volvo (Gothenburg, SE)	Henning Larsen
67	115	K-Briqs	Zero Waste Scotland
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72	117	Downsview Park Pond (Toronto, ON)	Olivia Little / BlogTO
73	117	Naturkraft (Ringkobing, Denmark)	Thorben Petersen / Thøgersen&Stouby and SLA
74	117	Tanner Springs Park (Portland, OR)	Ramboll Studio Dreiseitl, Green Works
75	117	Gellerup Urban Park (Aarhus, Denmark)	Rasmus Hjortshøj, COAST Studio / SLA Architects
76	117	Dry Detention Pond	Department of Civil Engineering, University Malaysia
77	117	Guldberg Byplads (Copenhagen, Denmark)	Jens Wollwsen / Sjaellandske Nyheder
78	122	Aerial photograph of Downsview Airport	PSP / Northcrest
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The Downsview Lands represent one of the largest opportunities in North America to bring forward new neighbourhoods that celebrate diversity, sustainability and innovation while acknowledging their special context and evolving history, and representing our community at its best.

Northcrest and Canada Lands worked together with the City of Toronto and the community for 18 months to develop a proposal for a comprehensive, new Framework Plan for their adjacent lands in northwest Toronto through a joint planning process called id8 Downsview. The id8 Downsview Framework Plan is therefore informed by the priorities of the local communities, of the land owners and by public policy.

The Framework Plan is guided by six overarching principles: to establish complete, connected communities; to achieve inherent sustainability and resilience; to cultivate *City Nature*; to connect people and places; to embed equity and accessibility; and to honour the uniqueness of the place and its people.

These priorities and principles generate a vision for a mixed-use, complete, and connected community where the conveniences of city life and the beauty of nature are fully integrated, and where all kinds of people can live and work, play and learn in thriving, green, walkable 15-minute neighbourhoods. The Plan is inspired by the resilient Downsview community spirit, and by our shared love of the adjacent Downsview Park, which will be more strongly connected to these neighbourhoods, but will not be reduced in size.

This is just the beginning. Northcrest and Canada Lands are grateful for the input received from the City and the community to shape the Framework Plan. This 2023 update is a result of nearly two additional years of close collaboration with the City of Toronto and ongoing engagement with the community through the City's Update Downsview process. Indeed, as we set the course for the future, and as we say goodbye to the historic airfield, and hello to new neighbourhoods supported by three transit stations, we know this vision will continue to unfold over decades to come. Northcrest and Canada Lands look forward to continuing the collaboration to navigate to the future for this new community.