



Downsview West District

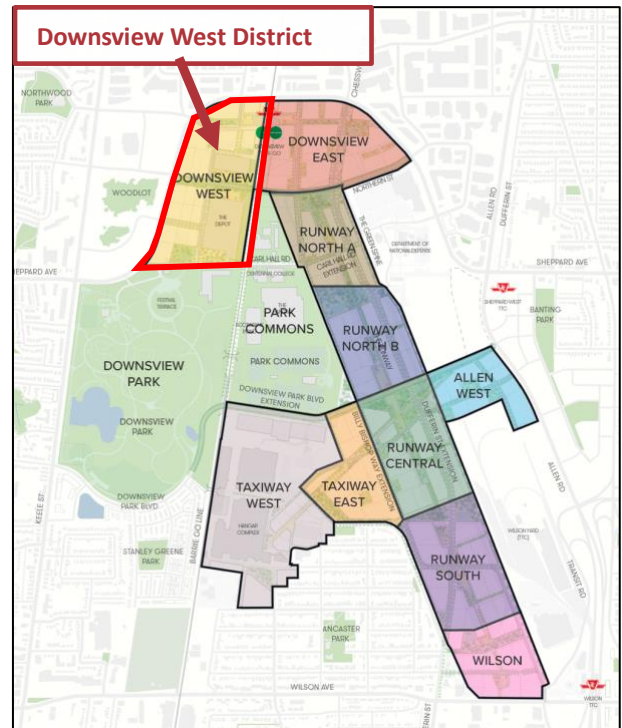
DISTRICT PLAN BULLETIN #3

February 2024

Bulletin Overview

Canada Lands Company (Canada Lands) is continuing its work to develop a District Plan for Downsview West – an emerging neighbourhood bordered by Sheppard Avenue West, Carl Hall Road, and Barrie GO Rail line.

Planning for the Downsview West District is being informed and guided by several important inputs, including community priorities, Canada Lands' mandate, and public policy priorities. This Bulletin looks at some of the key public policy inputs and outcomes of larger planning processes that are informing the planning and design Downsview West along with community input.



id8 Downsview Framework Plan Proposal

IN THIS BULLETIN YOU WILL FIND:

- An overview of the different inputs informing and guiding the Downsview West District Plan.
- How a major transit station within Downsview West District influences planning for the District.
- Which outcomes from the Master Environmental Servicing Plan (MESP) are important for Downsview West District Planning.

BULLETIN SERIES

This is Bulletin #3 in a series that Canada Lands is producing to provide information about the District Planning process and share the latest updates. Missed Bulletins 1 or 2? View them online at www.westdownsviewouest.ca

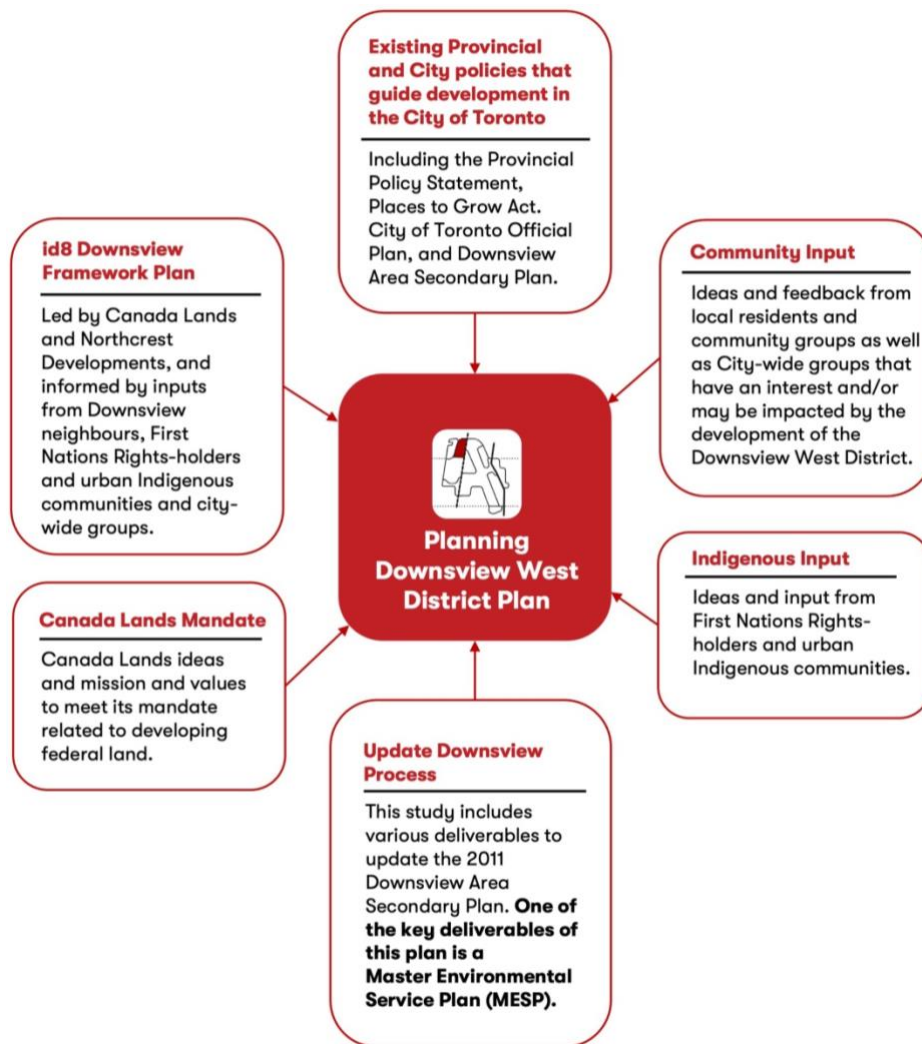
Bulletin #1 included: an introduction to the Downsview West process and Canada Lands Company; background on district planning and steps in the planning process; and highlights from the Round One engagement.

Bulletin #2 included: information on early ideas for the Downsview West District; what's happening at 40 Carl Hall Road (The Depot); and information about ongoing community engagement.

To learn more and sign-up for updates, visit www.westdownsviewouest.ca

Get in touch to ask a question or share a comment westdownsview@clc-sic.ca





INPUTS INFORMING AND GUIDING THE DOWNSVIEW WEST DISTRICT PLANNING

The planning process and decision making for Downsview West District is informed and guided by several factors, including existing policies at both Provincial and City level, priorities identified in the id8 Downsview Framework Plan, the City of Toronto led Update Downsview Process (which includes the MESP process), the Canada Lands Mandate, as well as engagement with First Nations Rights-holders and urban Indigenous communities, and feedback gathered from Downsview neighbours, City-wide stakeholders, and general public through the engagement process

HOW A MAJOR TRANSIT STATION WITHIN DOWNSVIEW WEST INFLUENCE PLANNING FOR THE DISTRICT

Existing Provincial and City policies direct growth to be planned near and around transit stations. The Provincial Growth Plan identifies the location of Major Transit Station Areas (MTSA) and establishes minimum densities (people and jobs) for these areas. The City of Toronto through its Official Plan is required to identify the boundaries for each MTSA to ensure these areas achieve their density targets set by the Growth Plan. The area around Downsview Park station is one of 140+ MTSA's within the City of Toronto.

The Update Downsview Secondary Plan process identifies Downsview West as one of the "Transit Districts" within the Secondary Plan area. Transit Districts are characterized by both their proximity to transit stations and their location along the edges of the Secondary Plan Area. The Downsview West District includes both the Downsview Park GO and TTC Stations.

What does being both a MTSA and "Transit District" mean for planning Downsview West?

1. It means Downsview West will help achieve the minimum density targets set by the City of Toronto for the Downsview Park Major Transit Station Area (200 people and jobs per Hectare).
2. It also means that this district planning process will need to identify where Downsview West will have areas with tall buildings and higher densities, as well as areas with greater concentration of commercial, office, cultural and/or institutional uses, while also transitioning and knitting into the surrounding areas.

THE MASTER ENVIRONMENTAL SERVICING PLAN (MESP) OUTCOMES THAT ARE IMPORTANT FOR DOWNSVIEW WEST DISTRICT PLANNING

What is the MESP?

One of the key outcomes of the Downsview Lands Secondary Plan Update (led by the City of Toronto) is the Master Environmental Services Plan (MESP). The MESP is an infrastructure plan to ensure people in the new neighbourhoods in Downsview, including the emerging neighbourhood of Downsview West, have running water, are able to flush the toilets, avoid basement flooding, have adequate access to greenspace, and are able to move in and around Downsview in a safe and convenient way. The plan also looks at how the new infrastructure can best integrate with, and where possible improve, the use of existing infrastructure – like roads and pipes – in neighbouring communities. Canada Lands, Northcrest, and the City of Toronto have been actively working on this infrastructure plan over the past 18 months. The plan has been developed with the following steps:

1. Identification of infrastructure needs in the future neighbourhoods;
2. Exploration of various options that respond to the identified needs;
3. Development of criteria to ensure the most optimal solution, and testing of options against the criteria; and
4. Recommendation of the preferred solutions.

Some parts of the MESP, particularly around new infrastructure, require Environmental Assessments (EA). EAs are mandated by the Province of Ontario; they require whoever is in charge of the lands to assess and minimize impacts of the proposed new infrastructure on the surrounding environment. The Province of Ontario, as part of the EA process, requires public consultation on infrastructure options and a preferred solution.

Each of these steps has been part of the City of Toronto Update Downsview public consultations, including engagement with First Nations Rights-holders and urban Indigenous communities, and the id8 Community

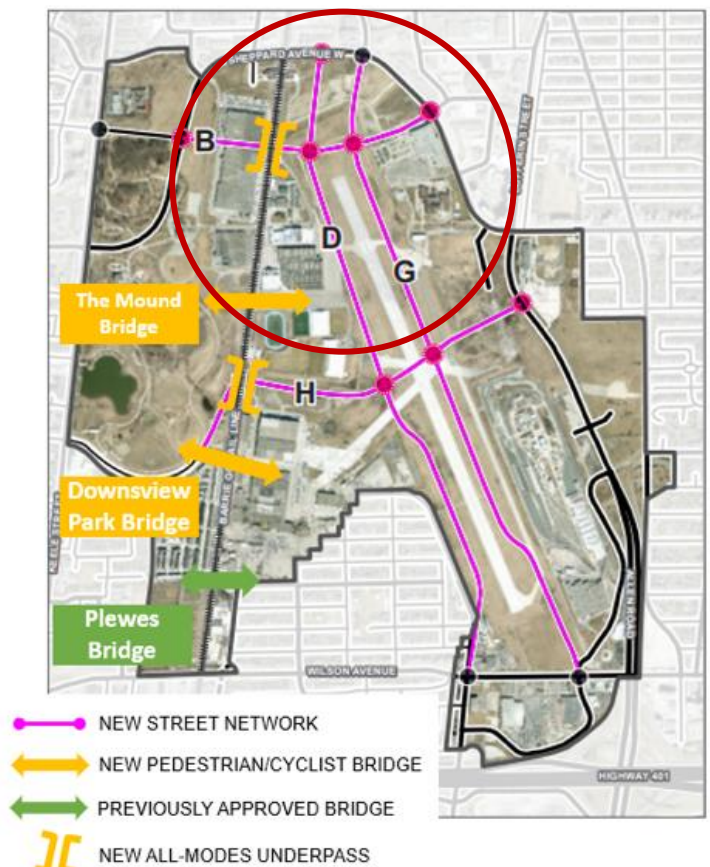
Resource Group meetings with representatives of local communities and community organizations.

Currently, MESP is in its final draft as part of Update Downsview Secondary Plan.

Key MESP decisions for Downsview West

1. PREFERRED MAJOR STREET NETWORK SOLUTION

In total 15 options were reviewed, then screened down



The preferred major street network solution

to 5 options for the short list. The highest scoring option for the northern East-West street was option B (see image above).

Why was this option selected?

- The preferred option allows for a continuous connection from Keele Street all the way to the eastern intersection of Sheppard West and Kodiak Crescent.

- It unlocks opportunities for transit-oriented development around Downsview Station, as directed by the Province.
- The road alignment that goes through the Depot Building scored higher from technical feasibility due to grading.
- It provides for better spacing of the rail crossings between Sheppard and Carl Hall Road.

What does it mean for planning Downsview West?

The preferred option requires the Supply Depot to be split into two buildings. Doing so provides benefits in planning the District, including:

- Allows for a continuous connection from Keele Street all the way to the eastern intersection of Sheppard West and Kodiak Crescent.
- It brings greater public access to the building, which allows for the creation of community uses, affordable commercial spaces, and opportunities for employment, and continued support for local businesses.

Additional consideration for the Supply Depot

We know that this place holds a lot of historic, cultural, and community value. Canada Lands' intention is to handle the building separation with great care, high design standards, and a tribute to the place it's been to many different communities for it to continue to be the heart of the emerging Downsview West.

Learn about the Master Environmental Servicing Plan process and the outcomes at the [City of Toronto Update Downsview website](#)

2. PREFERRED STORMWATER MANAGEMENT SYSTEM

Three main options were considered as part the MESP process:

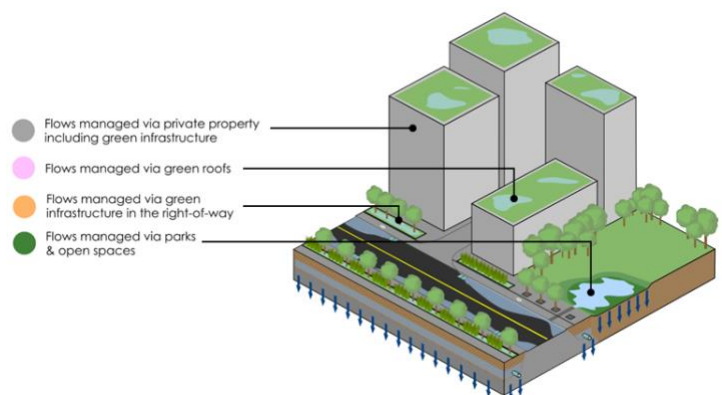
1. a purely traditional grey-infrastructure system,
2. a parallel and redundant grey and green system, or
3. a fully decentralized and integrated stormwater management system.

The fully decentralized system emerged as the preferred solution.

Why was this option selected?

Incorporating green infrastructure into private developments, streets, open spaces, and parks can help manage stormwater more naturally and sustainably. This approach promotes environmental benefits, reduces reliance on traditional, energy-intensive solutions, and contributes to overall resilience and adaptability in the face of climate challenges.

It also leads to enhanced aesthetic and recreational community use of public infrastructure.



Example of a fully decentralized stormwater management system

What does it mean for planning Downsview West?

It means that the decentralized system is a big factor in identifying locations for parks and green open spaces to ensure that they can effectively absorb stormwater and prevent flooding.