

# PROPOSED REDEVELOPMENT OF THE DOWNSVIEW LANDS



CITY OF TORONTO  
September 2021

Prepared for:

Northcrest Developments  
& Canada Lands Company

# PROPOSED REDEVELOPMENT OF THE DOWNSVIEW LANDS

## FRAMEWORK PLAN

CITY OF TORONTO

September 2021

**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.*

## PREPARED FOR

Northcrest Developments  
Canada Lands Company

## CONSULTANT TEAM

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Purpose Building





# 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  
Northcrest Developments

  
Deana Grinnell  
Canada Lands Company

  
David Anselmi  
Canada Lands Company



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 the Subject Lands within Downsview. The Framework Plan is a high-level, long-term planning framework, intended to guide the physical transformation of the Subject 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.

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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 over-arching 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, the Subject Lands are expected to host 83,500 residents and 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 and employment 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 amendment 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 physical and public infrastructure elements to achieve full build-out of the site.







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 the Subject Lands. Over many decades, this Plan will achieve:



An **interconnected mobility framework**, including a network of complete streets, 4 new rail crossings, and a system of greenways that stitch the site back into the surrounding street and park networks of north-west Toronto.



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.



**10 distinct districts**, that will develop with their own character, while collectively demonstrating **a new standard for urban development**.



**Homes across the affordability spectrum**, accommodating approximately **83,500 new residents**, and delivering on the city’s needs and Council’s vision for transit-oriented, complete communities.



**Enhanced visibility of Indigenous peoples, history, and living culture** and a focus on Indigenous placekeeping, planned in collaboration with Indigenous communities and rights holders.



**2.1 kilometres of reimagined runway** that will form an iconic public space and destination, act as an important community connector, and create ample opportunities for interim activation.



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



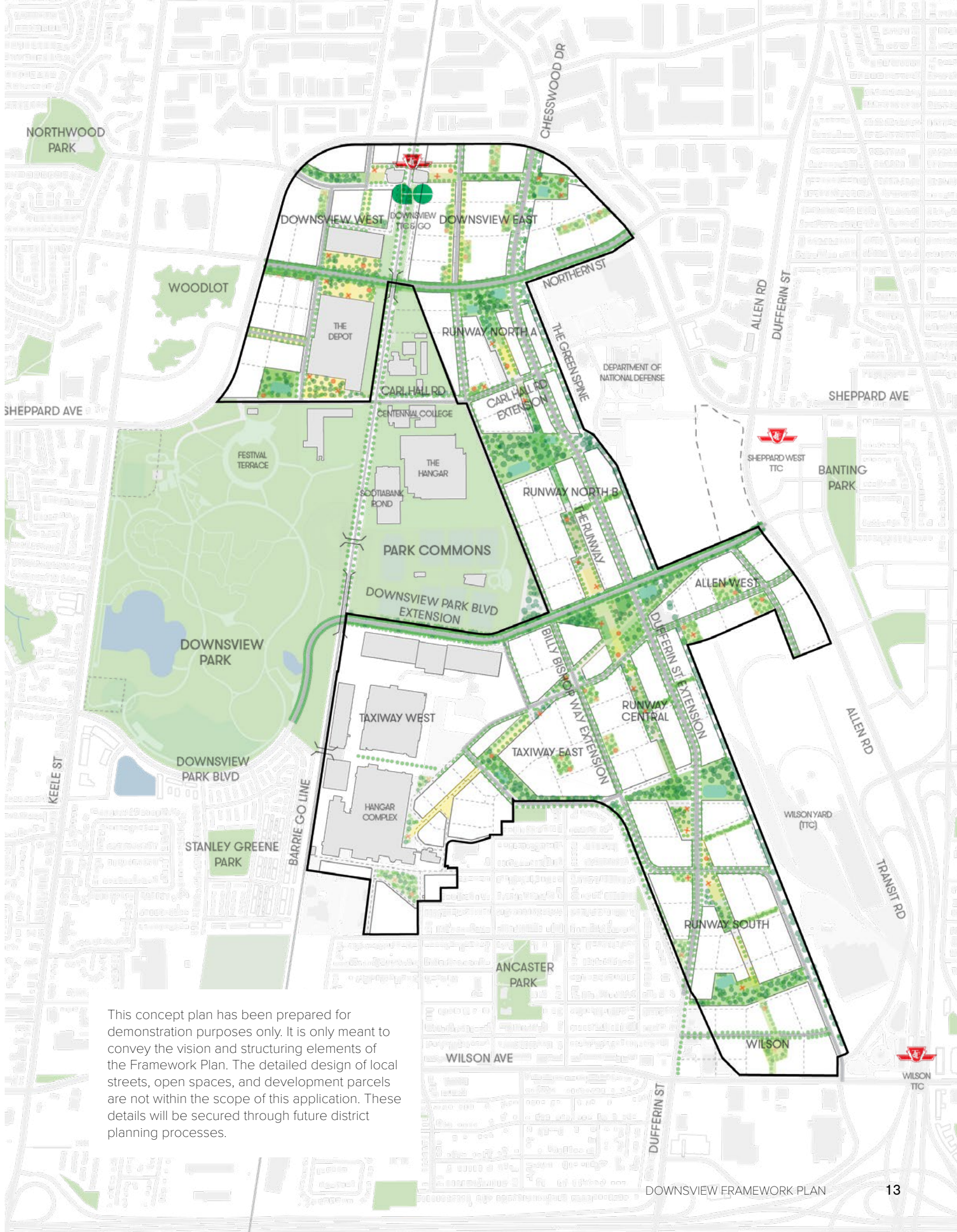
**1.1 million square metres of employment space** (more than four times what is on the site today), supporting approximately **41,500 new jobs** in dynamic and diverse industries.



**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 density with built forms 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.



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 of local streets, open spaces, and development parcels are not within the scope of this application. These details will be secured through future district planning processes.





## 2.0

# The Site Today

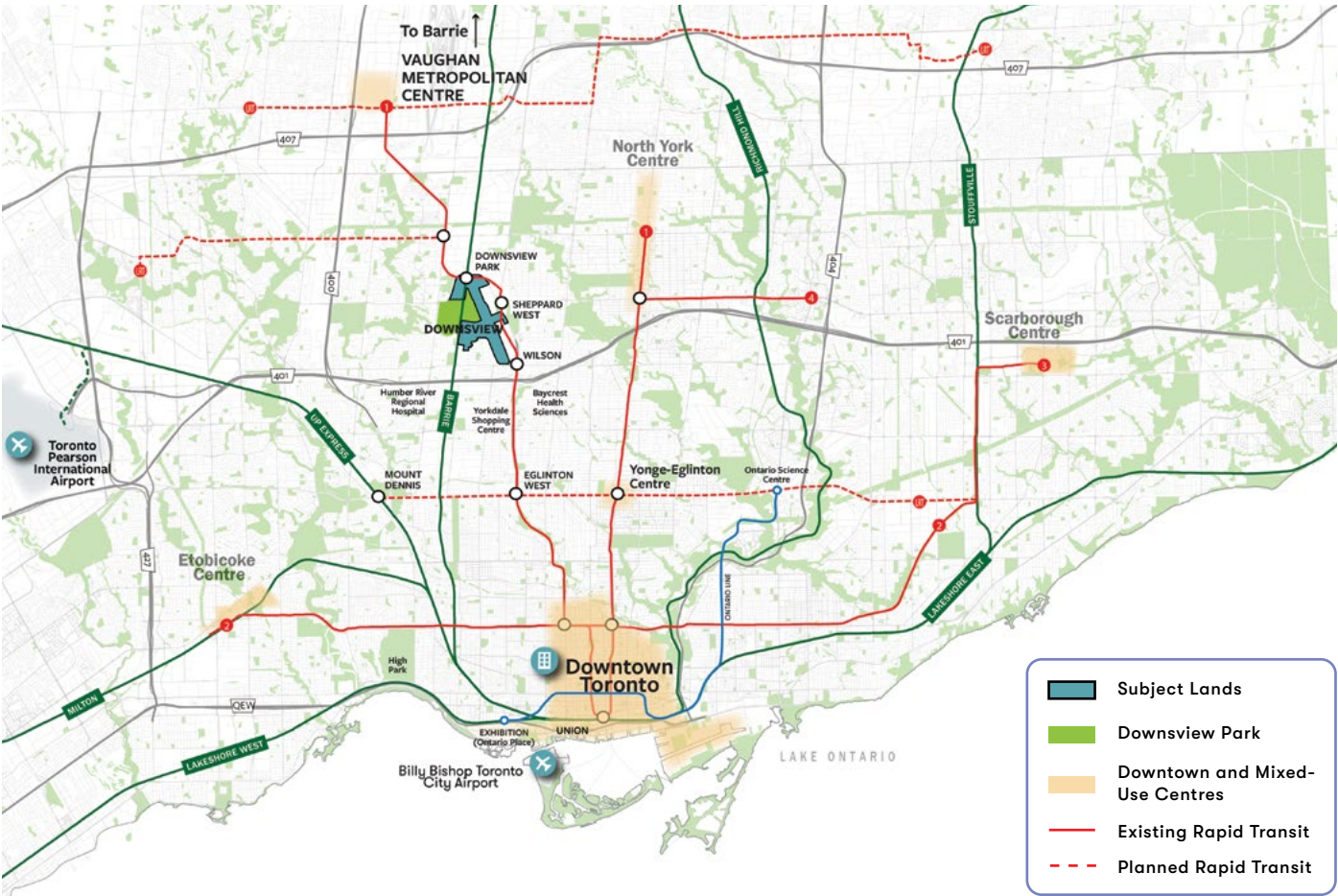


# An Unique Opportunity

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

The “Subject Lands” (also referred to as “the lands at Downsview,” “the site,” or “the lands”) 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.

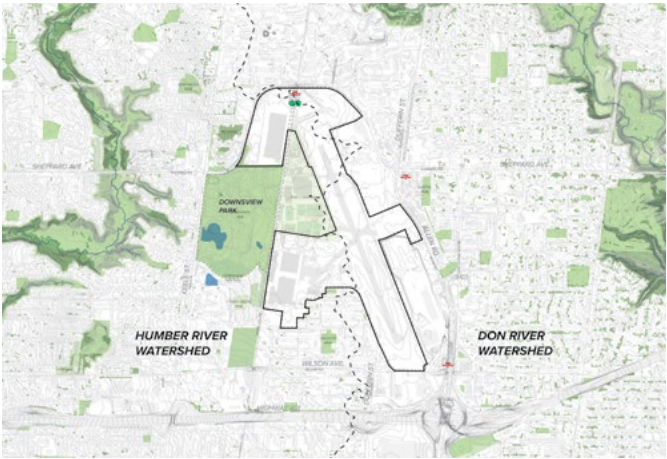
As such the upcoming decommissioning of the runway creates an opportunity to leverage the site’s size and strategic location to accommodate some of the 700,000 new residents forecast to come to Toronto by 2051. The site’s potential is further enhanced by its multi-modal connections to downtown Toronto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



## 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.

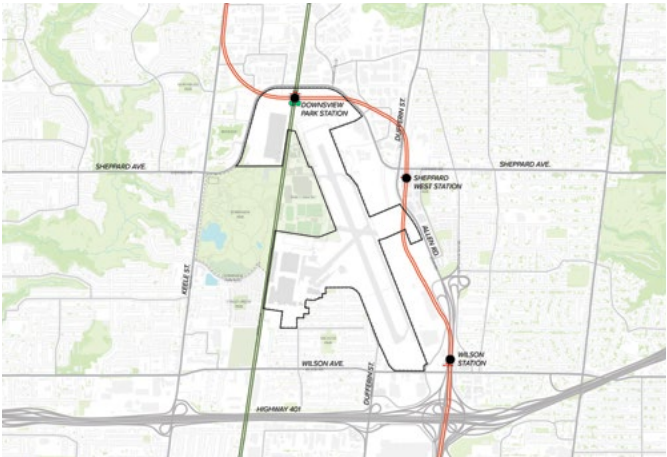
The site sits on a ridge between the Humber and Don River watersheds and abuts the 291-acres of Downsview Park. The redevelopment of these lands presents a unique opportunity to connect to Downsview Park and other open spaces and natural ecological corridors.



## Extraordinary Multi-Modal Connectivity

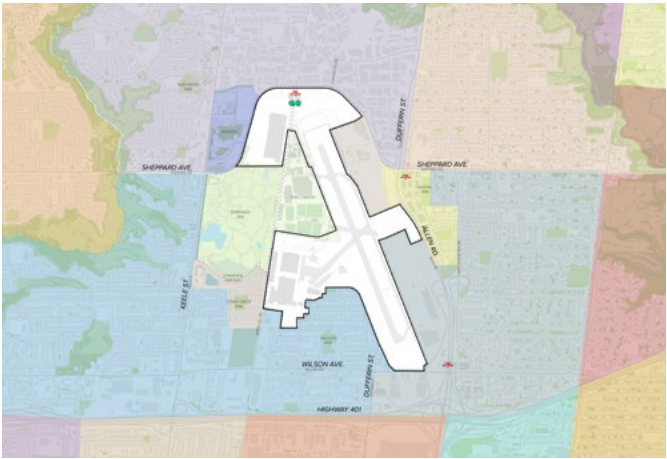
Outside the downtown core, there are few places in Toronto as well-connected to the broader transportation system. The site is served by three transit stations, including Downsview Park Station, which is also a stop on the Barrie GO line. In addition to public transit connections, Highway 401 passes 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 communities 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.

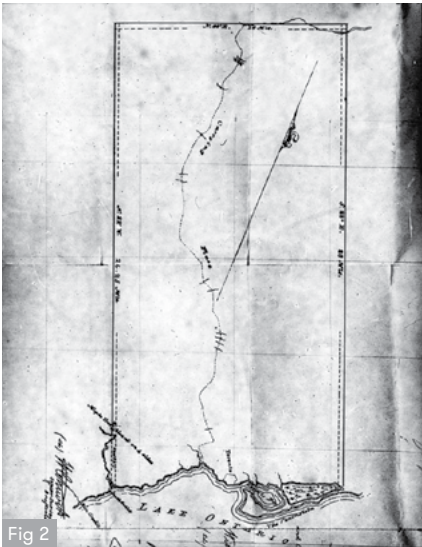


Fig 2



Fig 3

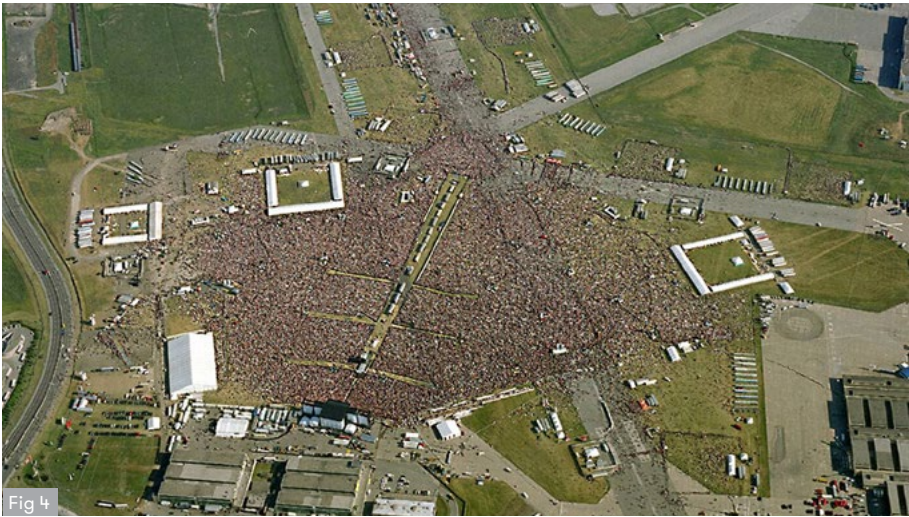


Fig 4



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 Subject 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, 81,380-square-metre (876,000-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 the site.
- 9. The **Department of National Defense** maintains lands to the north and 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

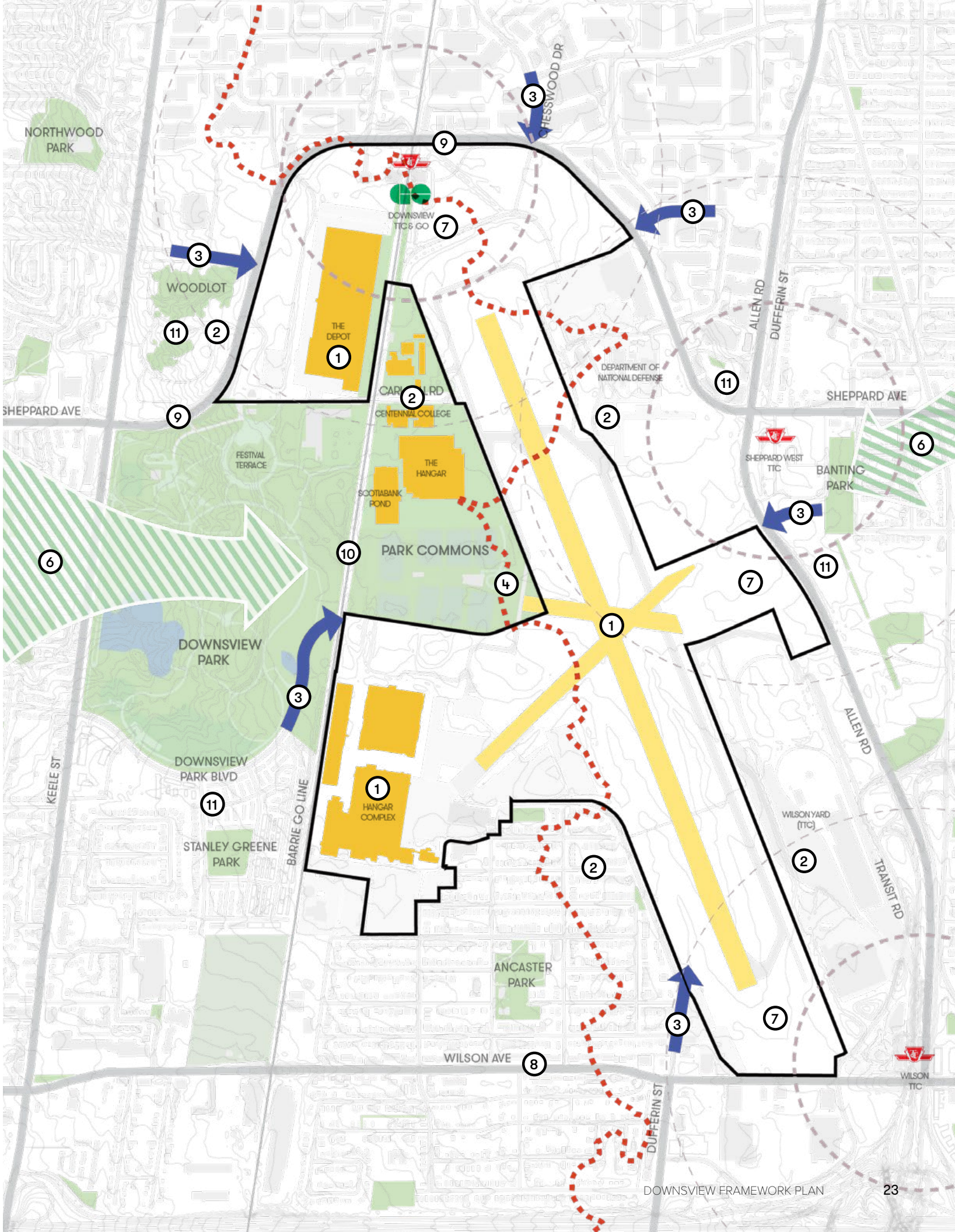
Leverage significant investments in transit by providing the right volume of jobs and housing in close proximity
- 08

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 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.

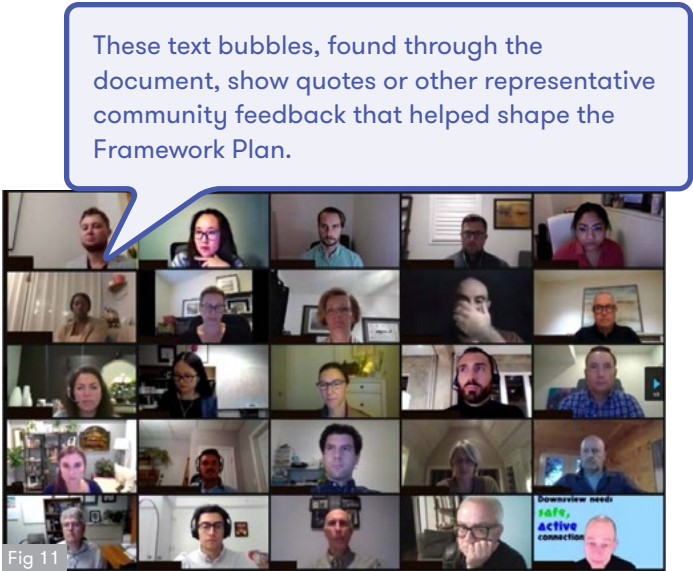
Between May 2020 and September 2021 Northcrest and Canada Lands hosted three rounds of pre-application engagement. The engagement activities, participants, and influence of the feedback received on this application, are only briefly summarized here. They are more fully documented in the Public Consultation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

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 communities.



Community feedback was gathered in a variety of ways, including pop-up kiosks and virtual town hall meetings.

## 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 communities 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 recently adopted 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.





3.0

# The Framework Plan

The following chapters describe the various layers of the Framework Plan: Open Space; Mobility; Community Building; and Sustainable Urban Systems.



# 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.

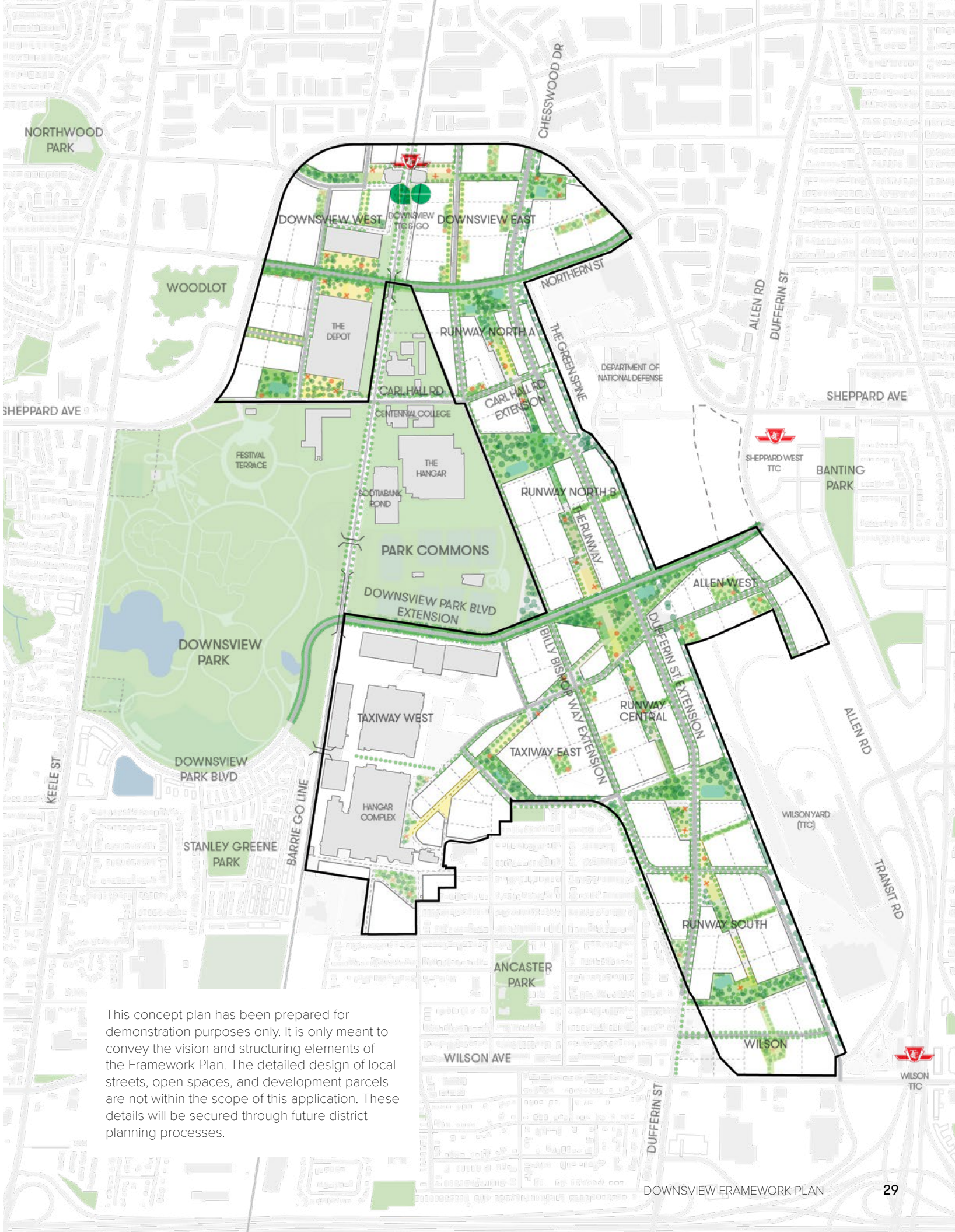
CHAPTER 3.1  
Open Space

CHAPTER 3.2  
Mobility

CHAPTER 3.3  
Community-Building

CHAPTER 3.4  
Sustainable Urban Systems

Existing Site  
Context & Assets



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 of local streets, open spaces, and development parcels are not within the scope of this application. These details will be secured through future district planning processes.

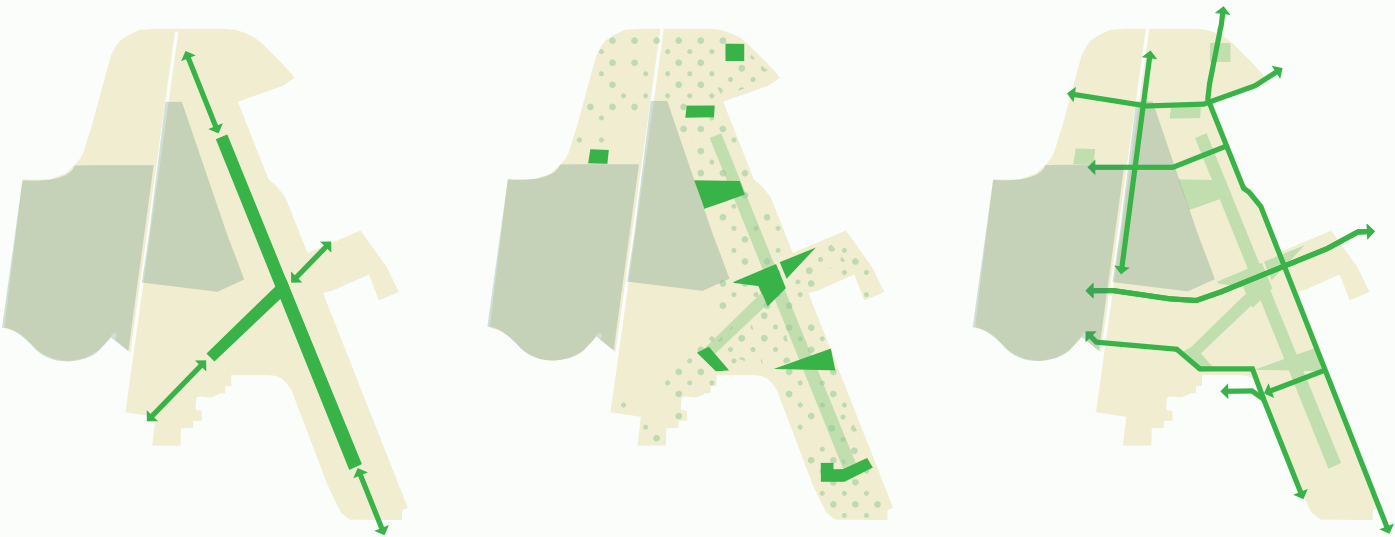




## 3.1 Open Space



# Creating a Connected System



## Re-imagining The Runway

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 of adjacent communities.

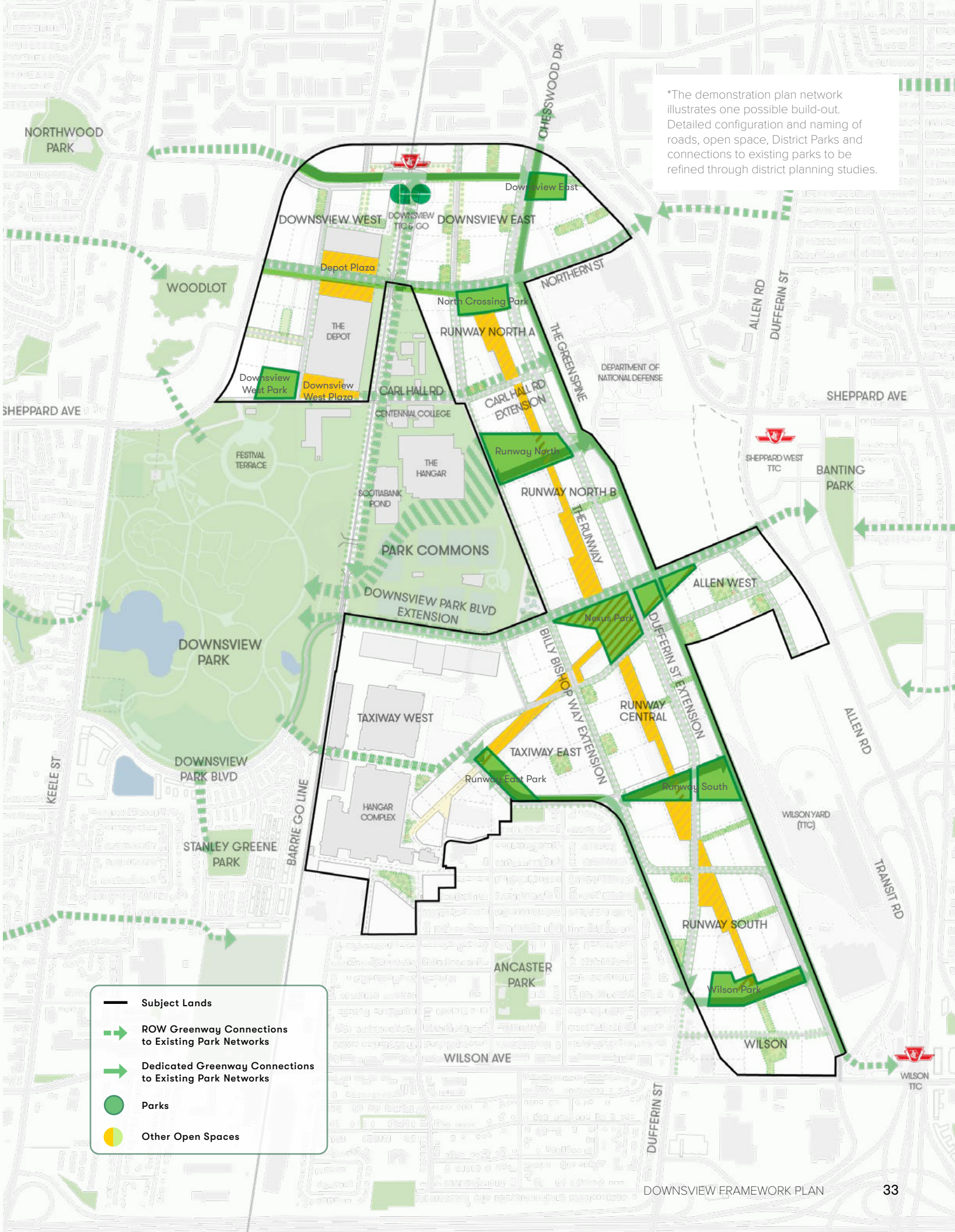
## Parks within a 5-minute Walk

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 District 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 all of the site's open spaces. These greenways will not only serve as connections for people, ecosystems, and water to achieve City Nature, but also connect the vast amount of other open spaces delivered by the Plan, to create an interconnected and accessible open space framework.

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





# An open space network that achieves multiple purposes


The integrated parks and open space network will demonstrate City Nature, combining 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 and District 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 Signature Places — like the re-imagined Runway 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 framework 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.

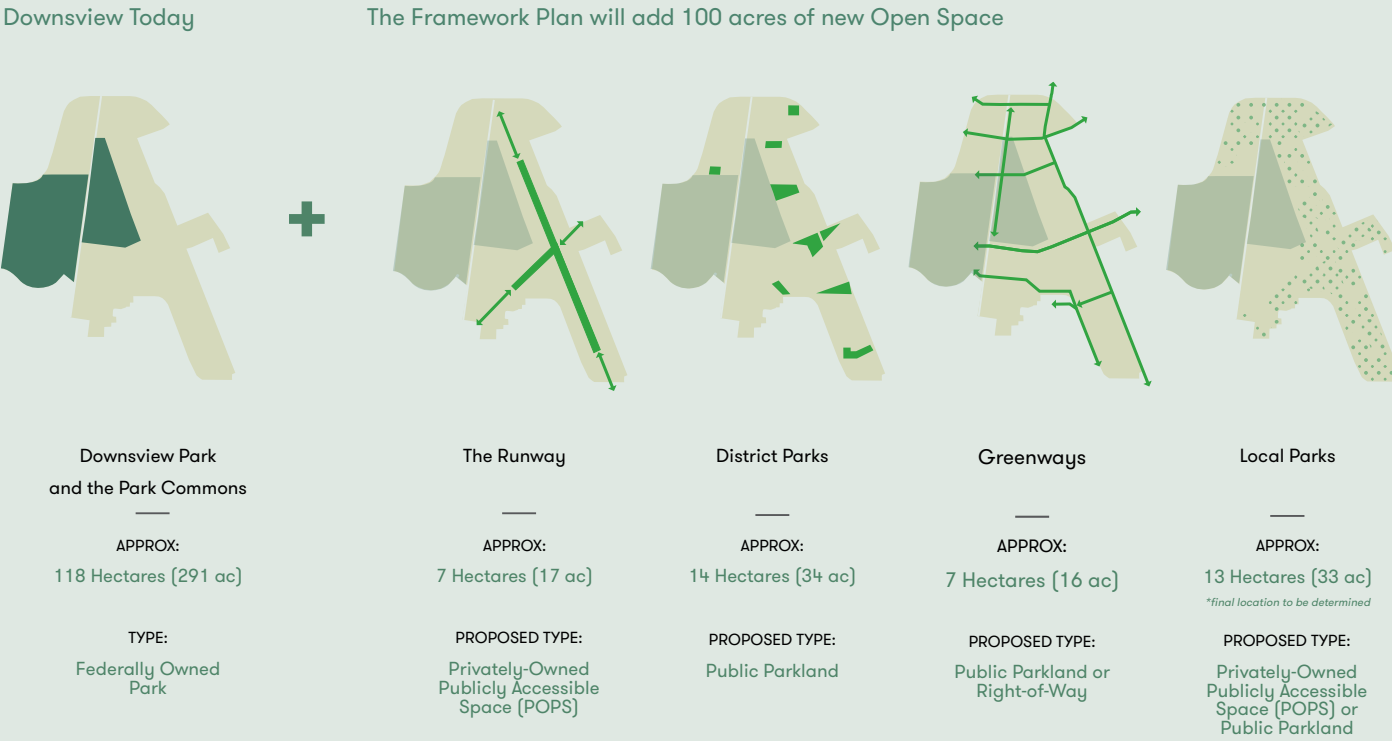
Approximately 25% of the developable area will be devoted to parks and open spaces, significantly more than the requirements under the Planning Act. Together with Downsview Park and the Park Commons, nearly 50% of the lands will be open space. All open spaces will be publicly accessible, whether in public 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 ensures 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)
<b>Total Area Parks and Open Space:</b>	<b>158 ha (391 ac)</b>

Proportion of Combined Area

48% Parks & Open Space





# The Runway

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

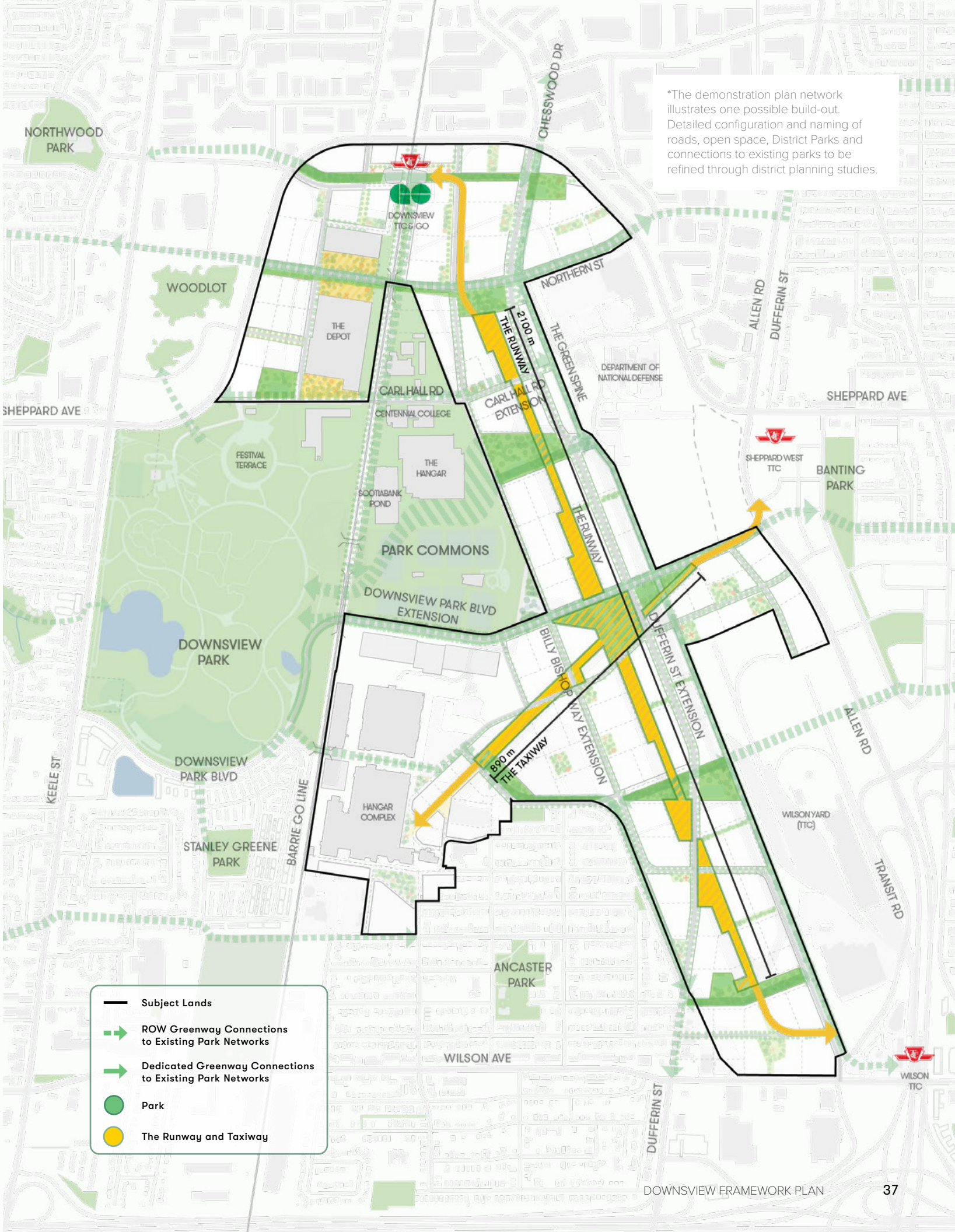
Reinterpreting the site’s aviation history, the Framework Plan proposes to transform the airstrip from an urban barrier into a community connector. The intention is to create a linear open space that aligns with the orientation of the existing runway and taxiway. The Runway will act as the site’s primary pedestrian street and the spine of community life and social infrastructure. 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 Stroget — The

Runway will be the focus of community life and a new regional destination for Toronto.

The Runway will consist of the main 2.1-kilometre north-south runway, as well as the 890-metre east-west taxiway. It will be a predominantly car-free, universally-accessible corridor that links parks, community facilities, and transit.

### Community Feedback

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



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



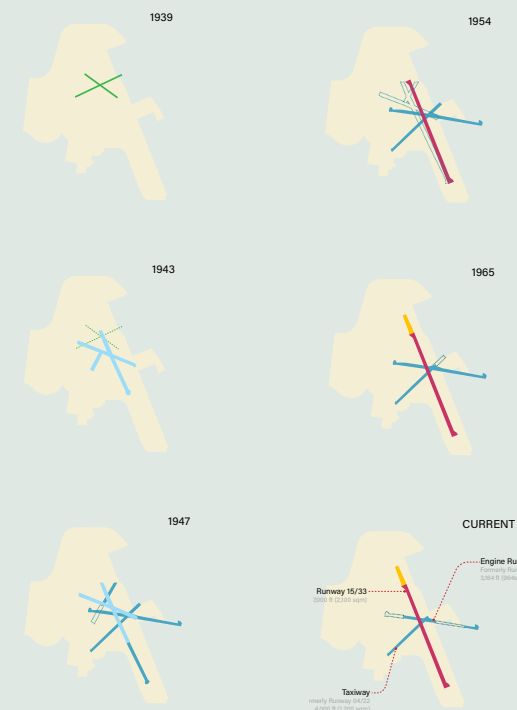
# Spotlight On: The Evolution of The Runway



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 retain a continuous active mobility corridor and ensure appropriate distance between buildings.

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.
- Community uses should be located along The Runway to create an accessible corridor of social infrastructure.

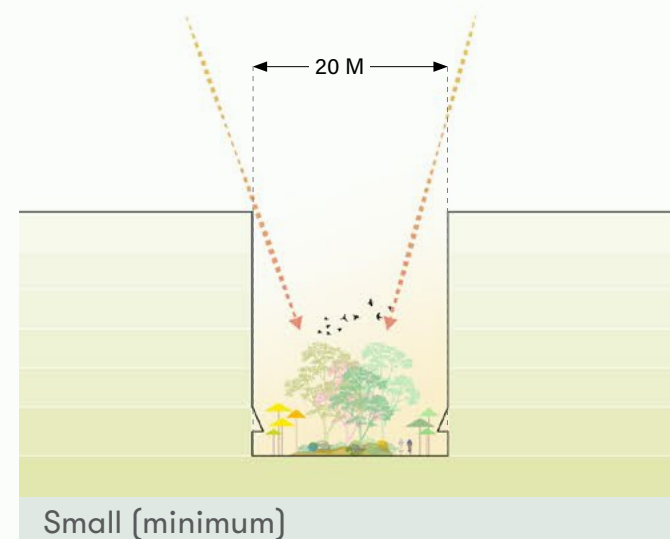


Fig 15

Flower Street, Curitiba, Brazil

- 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 District Parks. At these intersections, the programming and character of the District 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).

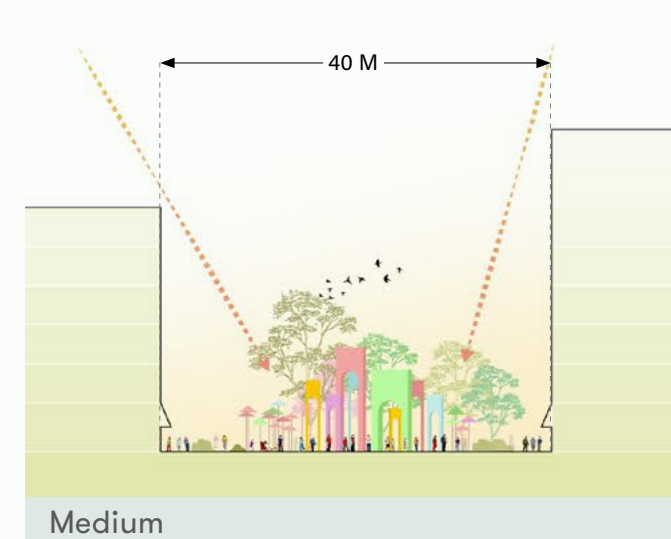


Fig 16

Strøget, Copenhagen

## Policy & Implementation Tools

- 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.

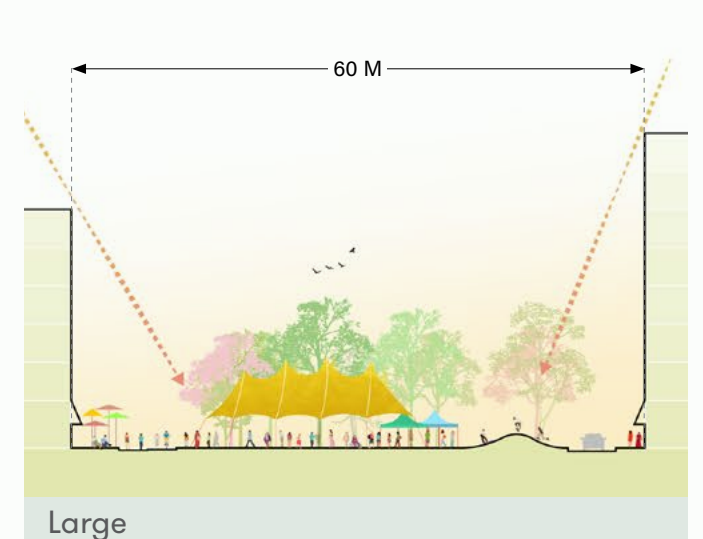


Fig 17

White River State Park, Indianapolis IN

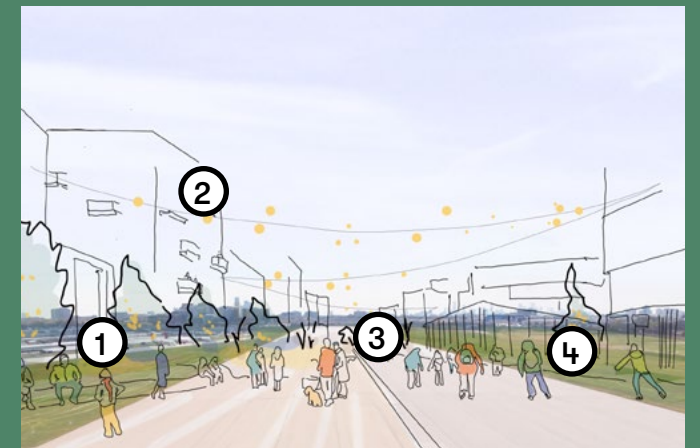




## The Runway

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 District 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 District Parks, each between approximately 0.8 and 2.8 hectares (2 and 7 acres), together delivering approximately 14 hectares (34 acres) of open space. To ensure that all residents have access to a large open space, District Parks will be located within 500 metres of each other, or within a 5-minute walk and/or roll.

District 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 District Parks meet The Runway, opportunities to integrate local public and civic facilities like schools, libraries, and community centres will be considered.

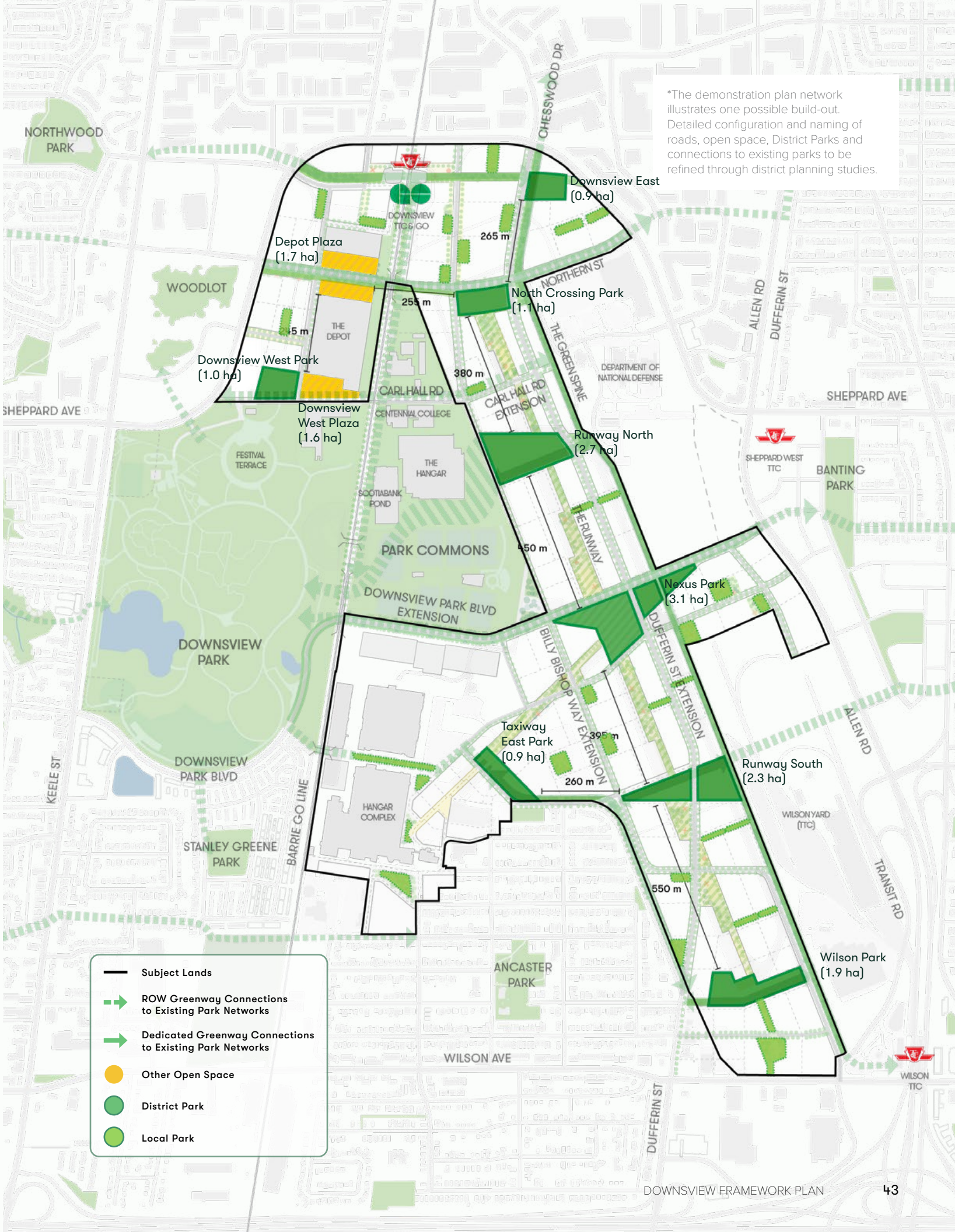
As key community assets, District Parks will be welcoming to people of all ages, cultures, and abilities. They will be designed in collaboration with diverse users to meet a broad range of needs.

District Parks are key components of the active mobility network. They are proposed with an east-west orientation to provide active, car-free connections between

The Runway, Downsview Park, and the Green Spine, described further below. These connections have the ability to support nature-based stormwater management and may incorporate bioswales and flexible open spaces that can safely flood during extreme weather.

The proposed shape and orientation of the District Parks are designed to soften harsh winter winds. Development-facing parks should mitigate wind and optimize sun conditions to support year-round comfort and enjoyment.

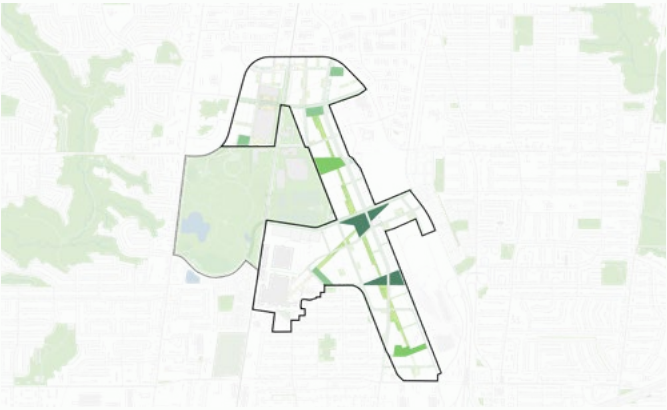
To complement the District Park system, smaller local open spaces will be integrated within neighbourhoods. These spaces will provide further experiences and recreational opportunities across the site. In total, local open spaces will contribute approximately 13 hectares (33 acres) of additional open 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 District Parks

District Parks will be approximately 0.8 to 2.8 hectares (2 to 7 acres) in size and vary in shape to serve different functions. While the details of size, location, and programming will be determined through the district planning process, 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 will accommodate a variety of programming familiar to parks across Toronto, as shown here.



Reference Key

Parks: 0.8 - 1.2 ha [2 - 3 ac]

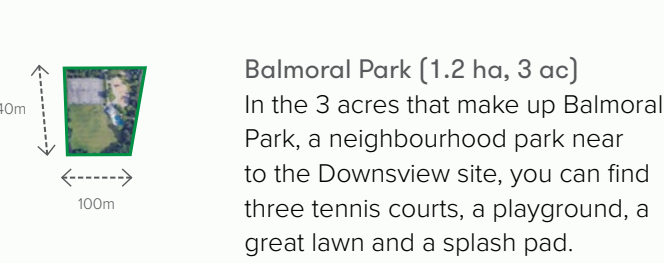
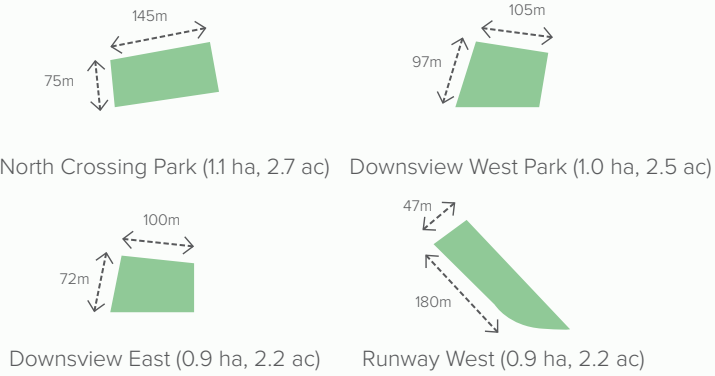


Fig 18

Parks: 1.6 - 2.0 ha [4 - 5 ac]

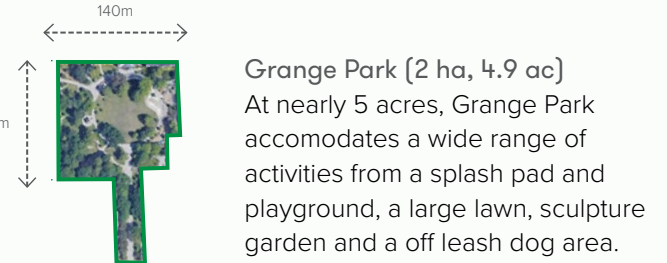
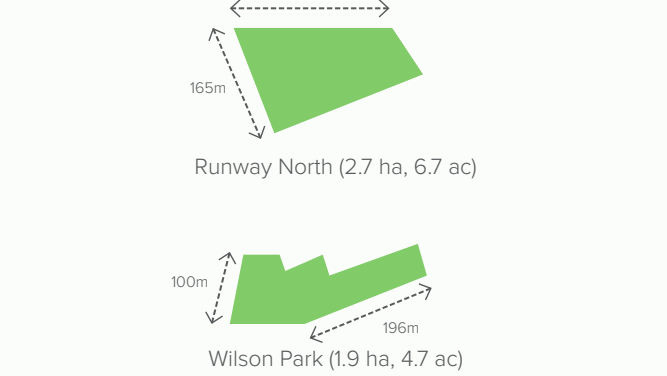


Fig 19

Parks: 6 - 7 ac [2.4 - 2.8 ha]

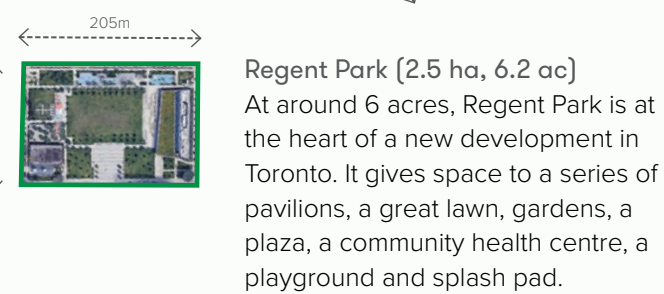
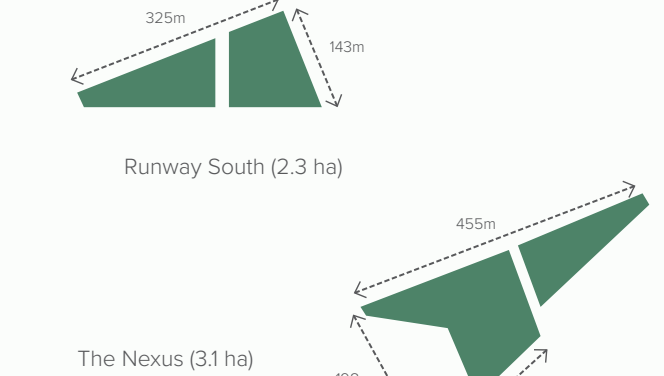


Fig 20

Implementation Tools:

- 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 the Subject 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 (34 acres) of District Parks should be developed upon full build-out with the Nexus envisioned as the largest District Park.
- District 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.
- The Official Plan Amendment identifies that District Parks located at the ends of The Runway will be designed as Signature Places and that the design and programming of these spaces will support the highest urban design standards.
- The size and configuration of District Parks will be addressed further at the District Plan stage and during the development approvals process.
- Implementation of all parks will be phased over time.





### 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.”



## 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.

These lands will deliver approximately 7 hectares (16 acres) of greenways to create an integrated and continuous network of linear open spaces. Greenways are a crucial component of the Framework Plan’s strategy for active mobility, biodiversity, and stormwater management—all which depend on the uninterrupted movement of people, wildlife, and water across the site.

Key components of the greenway system, highlighted on the following pages, are:

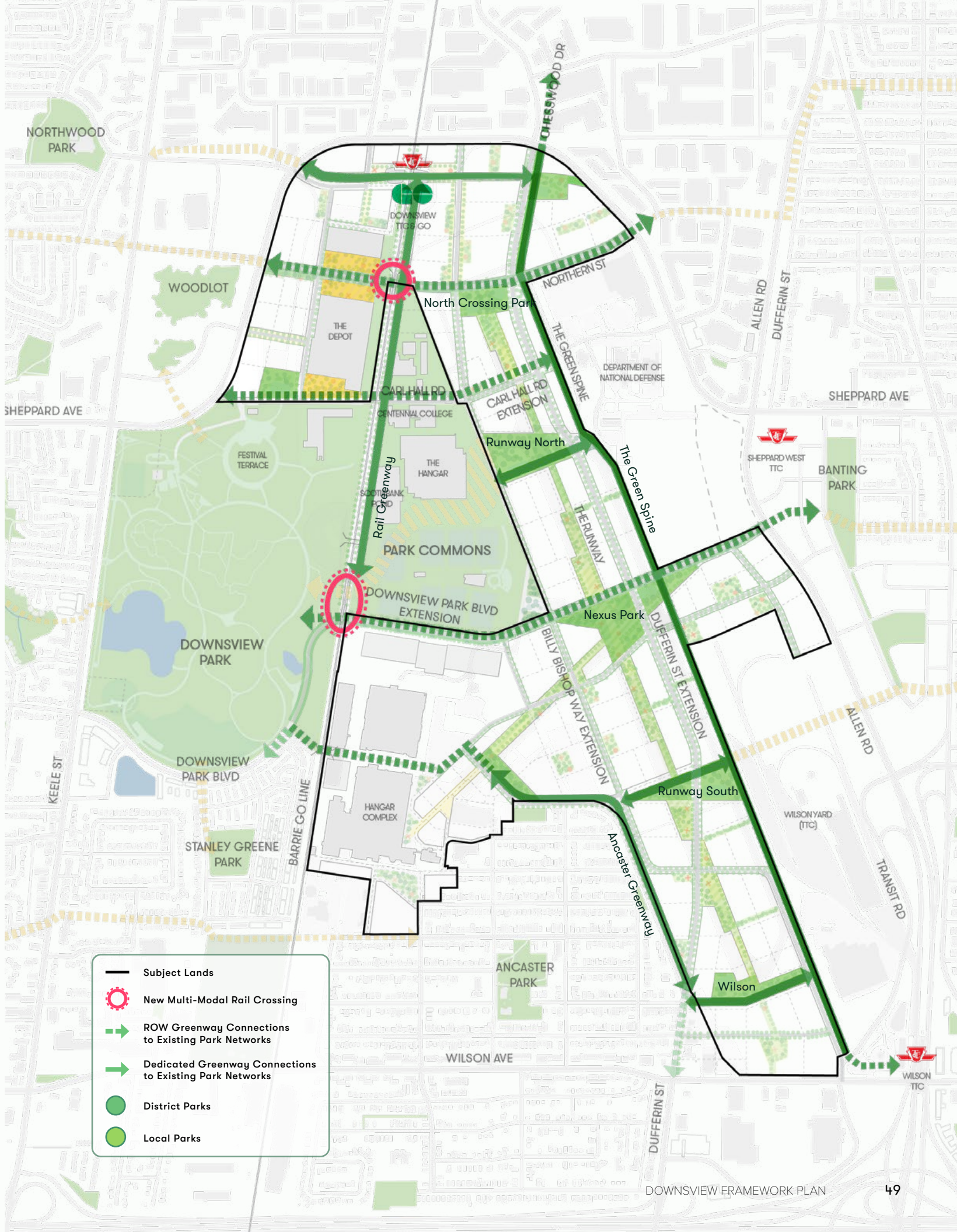
- **The Green Spine** — a major north-south active transportation corridor spanning the entire length of the site;
- **Neighbourhood Park Greenways** — east- west greenways that connect across the site to Downsview Park and Ancaster neighbourhood;
- **Ancaster Greenway** — a generous landscaped space that runs along the edge of Ancaster neighbourhood; and
- **Rail Greenway** — a north-south greenway that runs along the GO Rail easement, from Downsview Park Station through the Park Commons.

Various rail crossings are proposed to extend these greenways across the GO Rail line (these spaces are described in further detail on page 62).



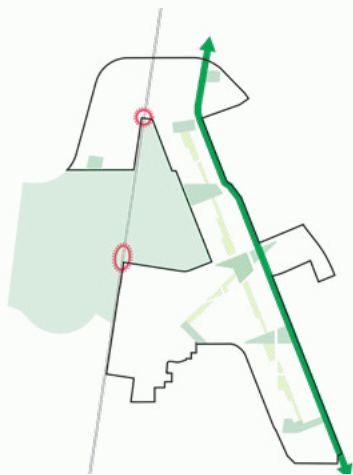
## Implementation Tools:

- The Official Plan Amendment identifies the general location of the greenway network, including the multi-modal underpasses.
- District Plans will refine core greenway locations and may identify other mid-block connections to be designated as greenways to enhance the network.
- Implementation of the underpasses will occur in a phased manner.
- The underpasses are significant infrastructure projects that must be coordinated with several agencies, including Metrolinx.





# The Green Spine



The Green Spine will be a multi-use corridor that runs nearly the 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 the area’s broader cycling and pedestrian networks. It will be a safe and convenient way to travel longer distances by bicycle, providing a great option for first- and last-mile commuting.

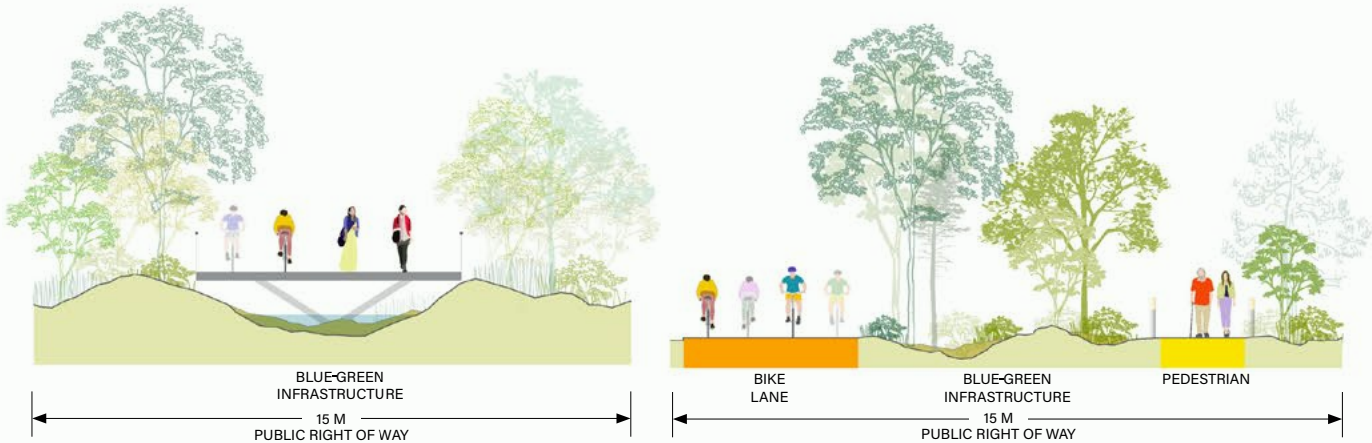
The Green Spine is also envisioned as an ecological corridor. Because it sits at a natural low point of the site, it will be a key carrier of stormwater as part of the blue-green infrastructure network.

It will be designed to have a minimum width of 15 metres to comfortably accommodate the movement of cyclists, pedestrians, wildlife, and blue-green infrastructure. It will be designed with a combination of hard and soft surfaces, with plantings that encourage biodiversity.

## Community Feedback

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

## 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 and environmental assessment work.

# Spotlight On: Biodiversity

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 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. site.



### Protect Pollinators

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



### Native Biodiversity

Target a minimum 80% native 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.

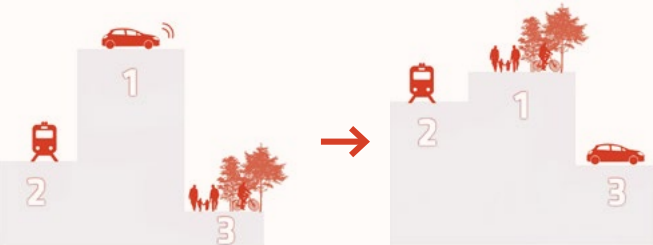


Fig 22

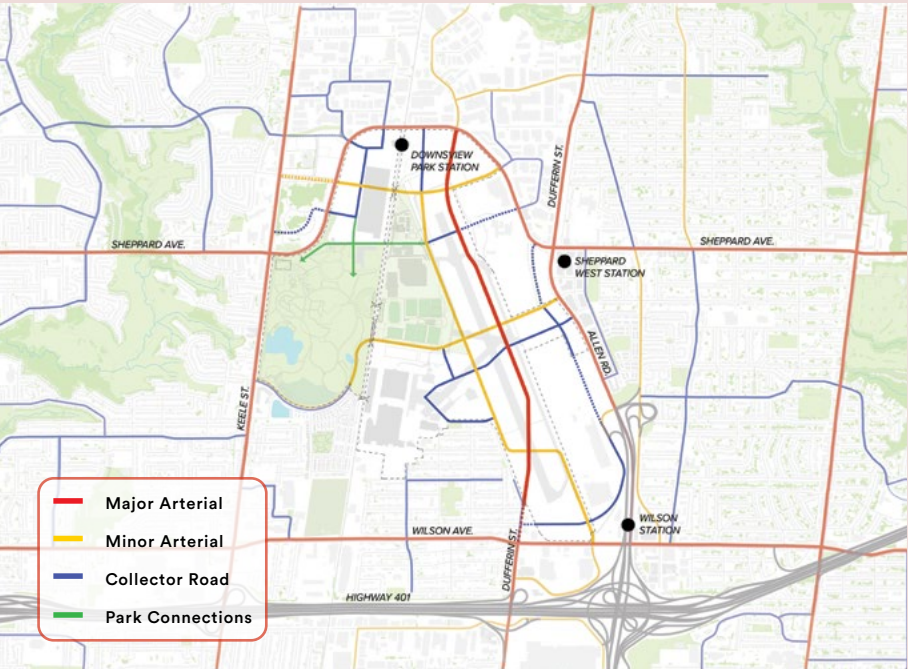


Fig 23

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



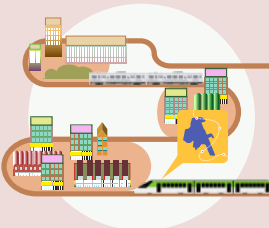
### Create Complete, Connected and Walkable Communities

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 Connections

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 significant 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 Complete Street principles, safely accommodating all modes of movement.

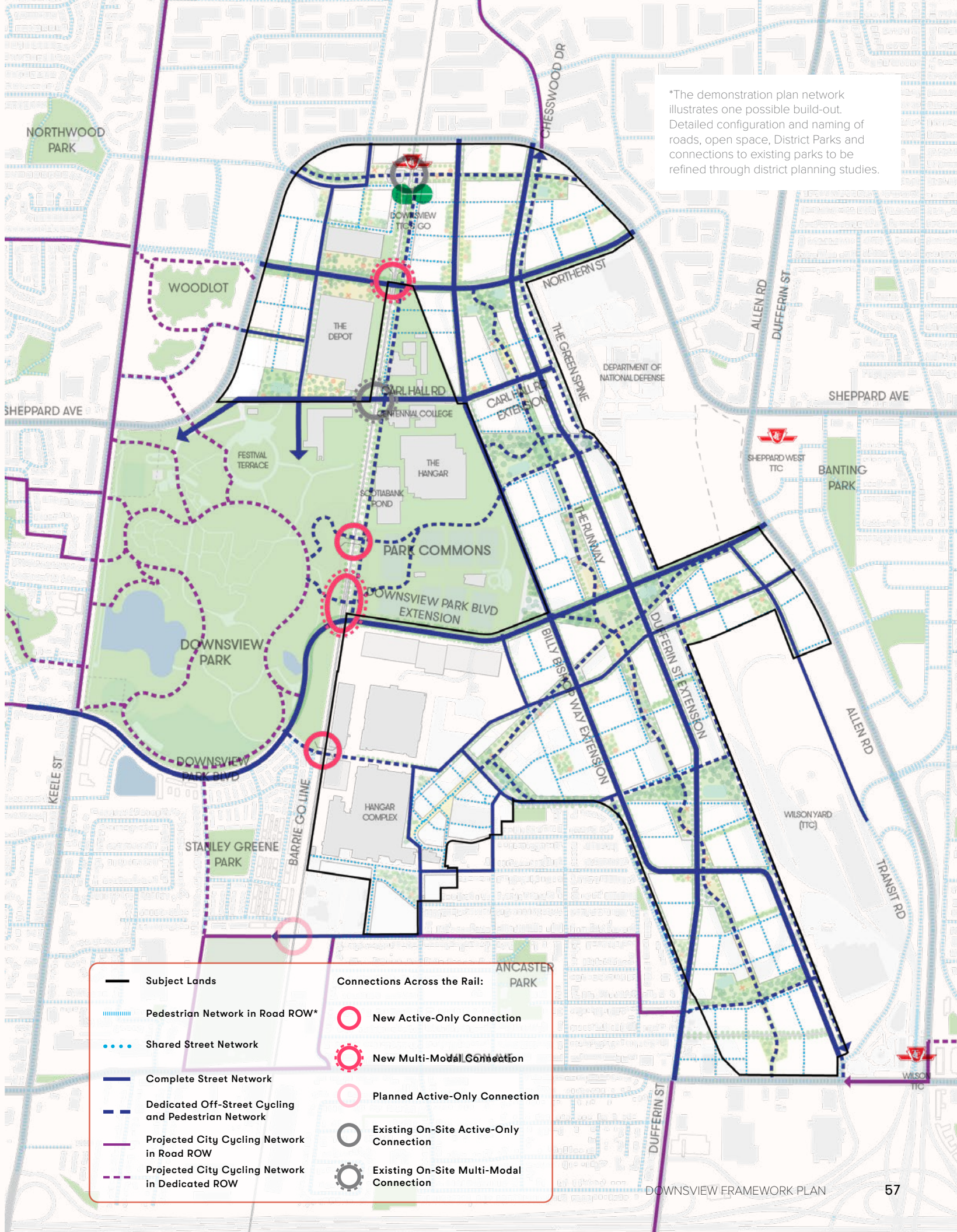
PEDESTRIAN NETWORK

DEDICATED CYCLING NETWORK

TRANSIT BUS, SUBWAY, & RAIL

PRIMARY STREET NETWORK

Existing Site Context & Assets





# Street Network

New streets will provide connections across the site for all modes of mobility, tying into the existing network on all sides. They will also integrate generous landscaped areas and space for stormwater infrastructure to help manage water.

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. During the COVID-19 pandemic, the city's streets have proven essential for social interaction, exercise and recreation, and supporting local businesses. They also move people via multiple modes. 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 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).

Arterial, collector, and local streets will each serve different movement and placemaking roles, and will be designed in different manners, as described on the following page.

**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."



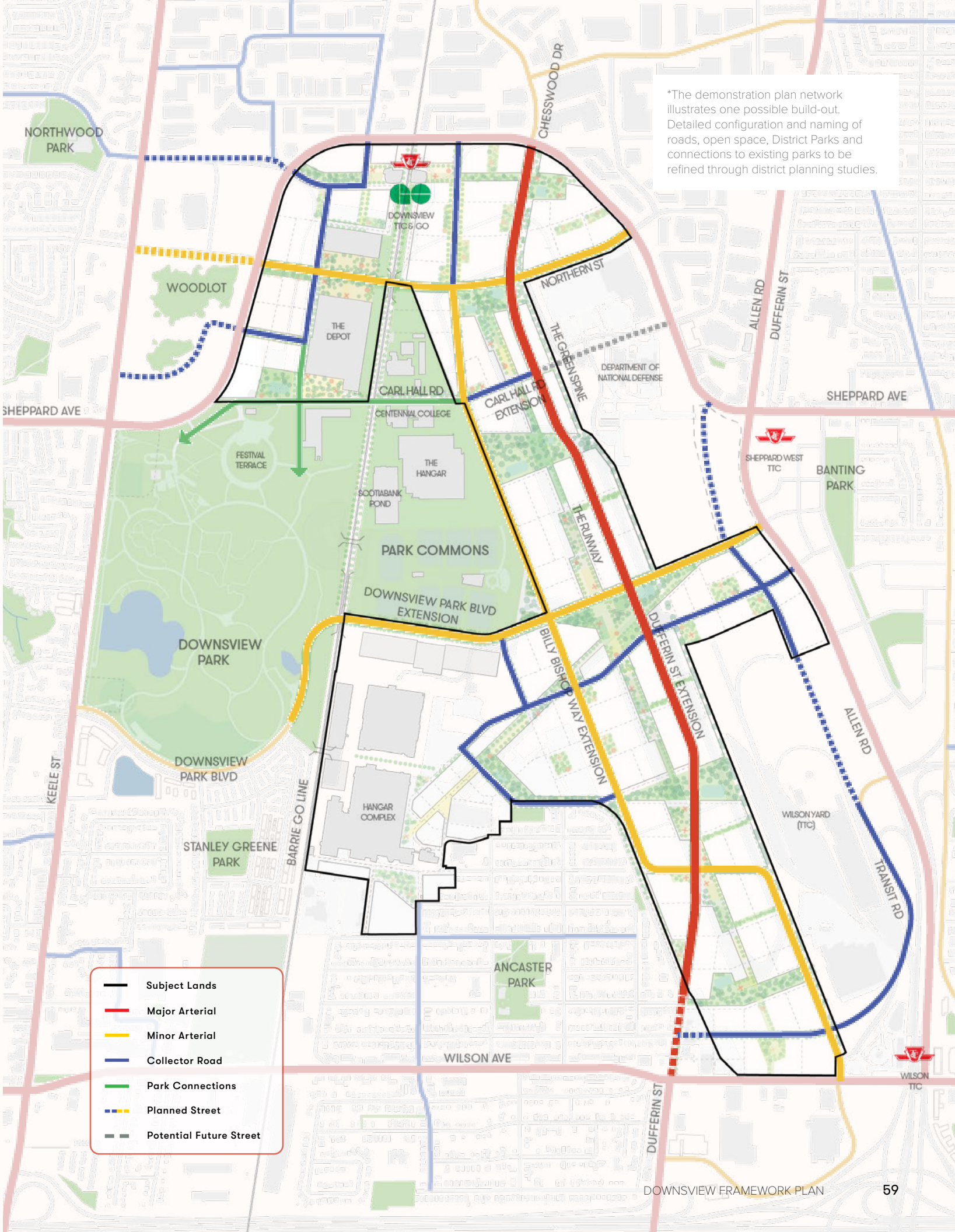
Fig 24  
Allen Street, NYC was transformed with a pedestrian promenade and dedicated bike lanes



Fig 25  
In Sheffield, UK, streets went from gray to green while reinforcing connectivity



Fig 26  
The redesign of Sant Kjelds Square in Copenhagen gives space back to create safe, beautiful and functional pedestrian connections





Major Arterial Streets

Major arterial streets will play an important role in the regional street network, moving vehicles, accommodating transit, and integrating safe, separated pedestrian and cycling infrastructure. The Framework Plan proposes reconnecting the site to the city's major arterial road network with one new major arterial street: the extension of **Dufferin Street**.

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 to the intersection of Sheppard Avenue and Chesswood Drive, creating a continuous north-south link between these lands and the lakefront.

Within the site, the extension of Dufferin Street will be the primary "main street" that links many proposed neighbourhoods together. Shops, restaurants, offices, and other active uses will animate the street. The extension of Dufferin Street will feature protected bicycle lanes, accommodate surface transit, and potentially include priority bus lanes.

Minor Arterial Streets

Minor arterial streets will be designed to safely accommodate separated vehicular, cycling, and pedestrian traffic, as well as landscaped areas and stormwater infrastructure where feasible. Three minor arterials are proposed.

The extension of **Billy Bishop Way** serves as a second north-south connection through the site, running from Wilson Avenue near Wilson Station to Sheppard Avenue near Downsview Park Station. Because it connects two transit stations, it has potential to be a key new surface transit route.

The extension of **Downsview Park Boulevard** under the GO 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 greenway connection and expand access to Downsview Park from the east.

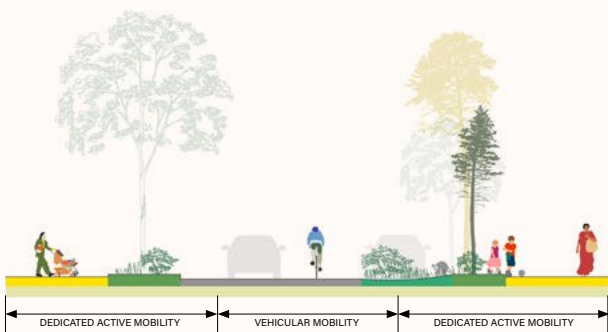
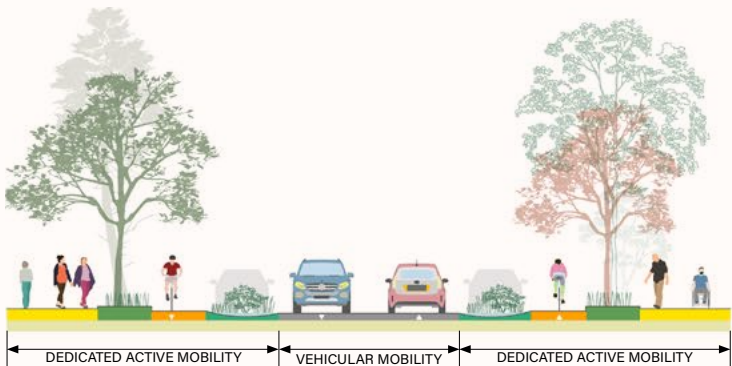
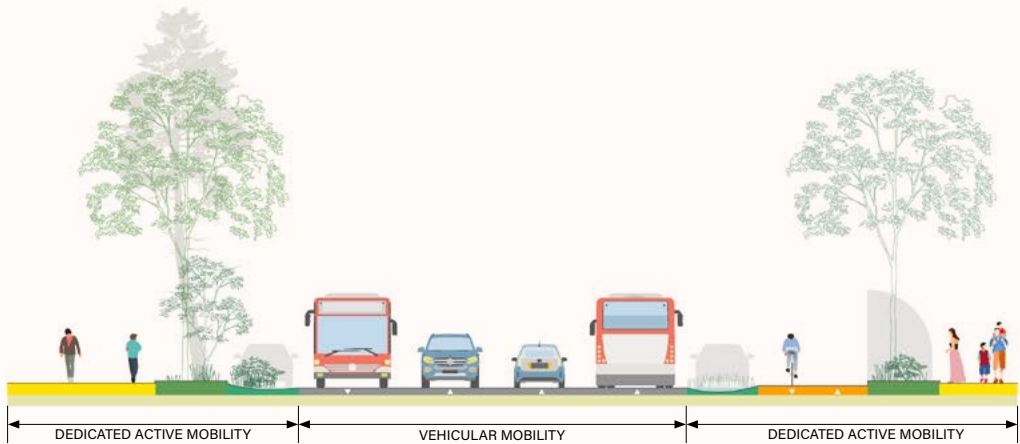
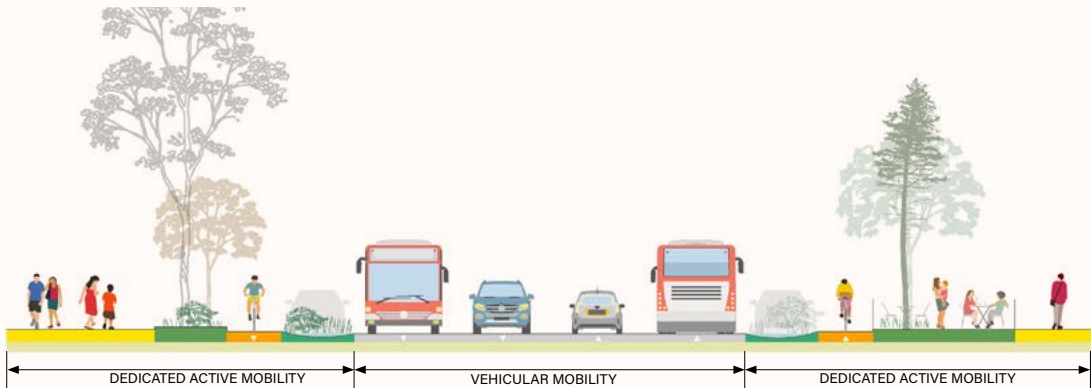
Northern Street relieves pressure on the Sheppard/ Keele and Sheppard/Allen intersections, connects the William Baker district to the Subject Lands, and works in conjunction with the greenway network to catalyze the redevelopment of the Supply Depot building, described in the pages that follow.

Collector Streets

Collector streets will connect the fine-grained local street network to the arterial street network. They will accommodate a mix of active uses, and will include protected cycling infrastructure and space for landscaping. Provision of surface transit infrastructure will be explored during the District planning process.

Local Streets

Local Streets will provide fine-grained access to neighbourhoods and local open spaces. These narrower public or private streets will support a slower pace of movement for everyone: people who walk, roll, cycle, take transit, or drive. Some local streets may be designed as "woonerfs", with unmarked lanes shared by all users. They have the opportunity to function as community gathering spaces.



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.



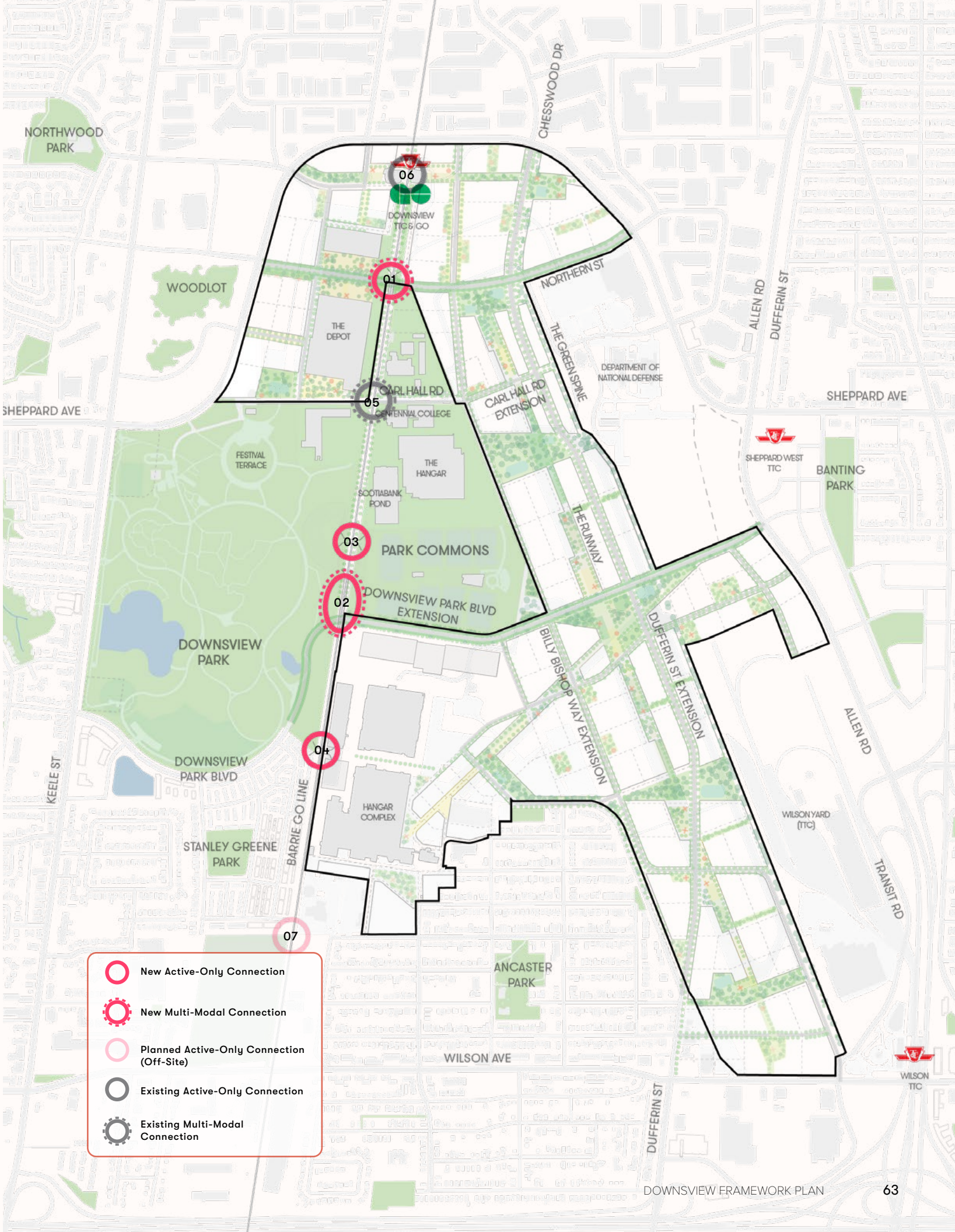
# Connecting Across the Rail Line

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 64 and 66).
- Two new pedestrian crossings are proposed over the GO Rail line: 03 the Downsview Park Pedestrian Link will provide a new connection between The Mound with the Downsview Park sports fields and 04 the Southern Link will connect Stanley Greene neighbourhood to 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.

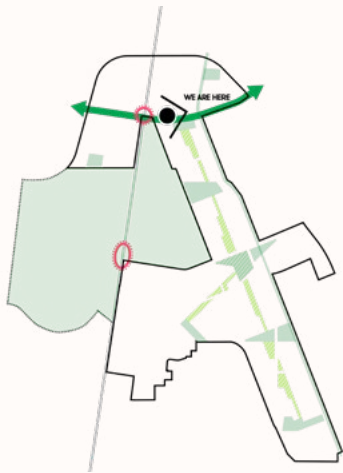
Community Feedback

"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. A generous greenway will run alongside the street, providing comfortable, safe, and attractive connections for pedestrians and cyclists, as well as room for landscaped areas.

The street and greenway 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 community uses. Generous 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 27

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 28

Hurdegaryp: Railway underpass in Amsterdam that puts people first



Fig 26

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



# The Ravine Underpass

Inspired by Toronto’s ravine system, the Ravine Underpass 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 destination.

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.



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



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



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 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.



Fig 33

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



Fig 34

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

## Implementation Tools:

- The Official Plan Amendment will consider alternative parking standards, such as no minimum requirements, to encourage transit ridership by transit stations.
- 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.
- Priority surface transit and private shuttle service will be considered.

# 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, may 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 for development in proximity to transit.

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 35



Fig 36

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:

- multi-use trails and greenways along The Runway and Green Spine, described in Chapter 3.1;
- dedicated cycling infrastructure on major streets without a greenway trail; 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 ample, well-lit, and appropriately spaced 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 37

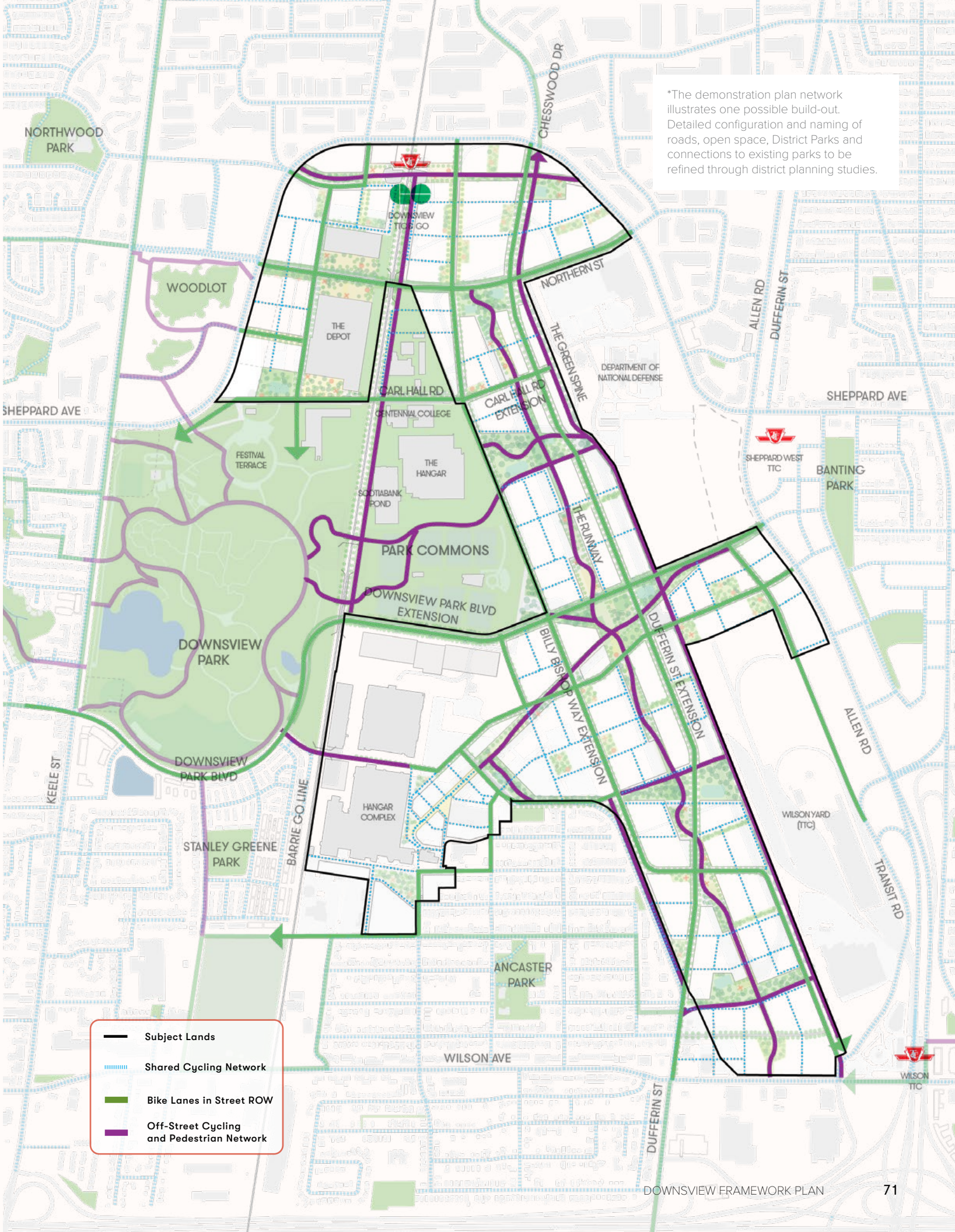


Fig 38

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

### Implementation Tools:

- 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 are also 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 local high-speed streets (Highway 401 and Allen Road).

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 walking 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 interesting through active ground floors, whether retail, commercial, or residential.

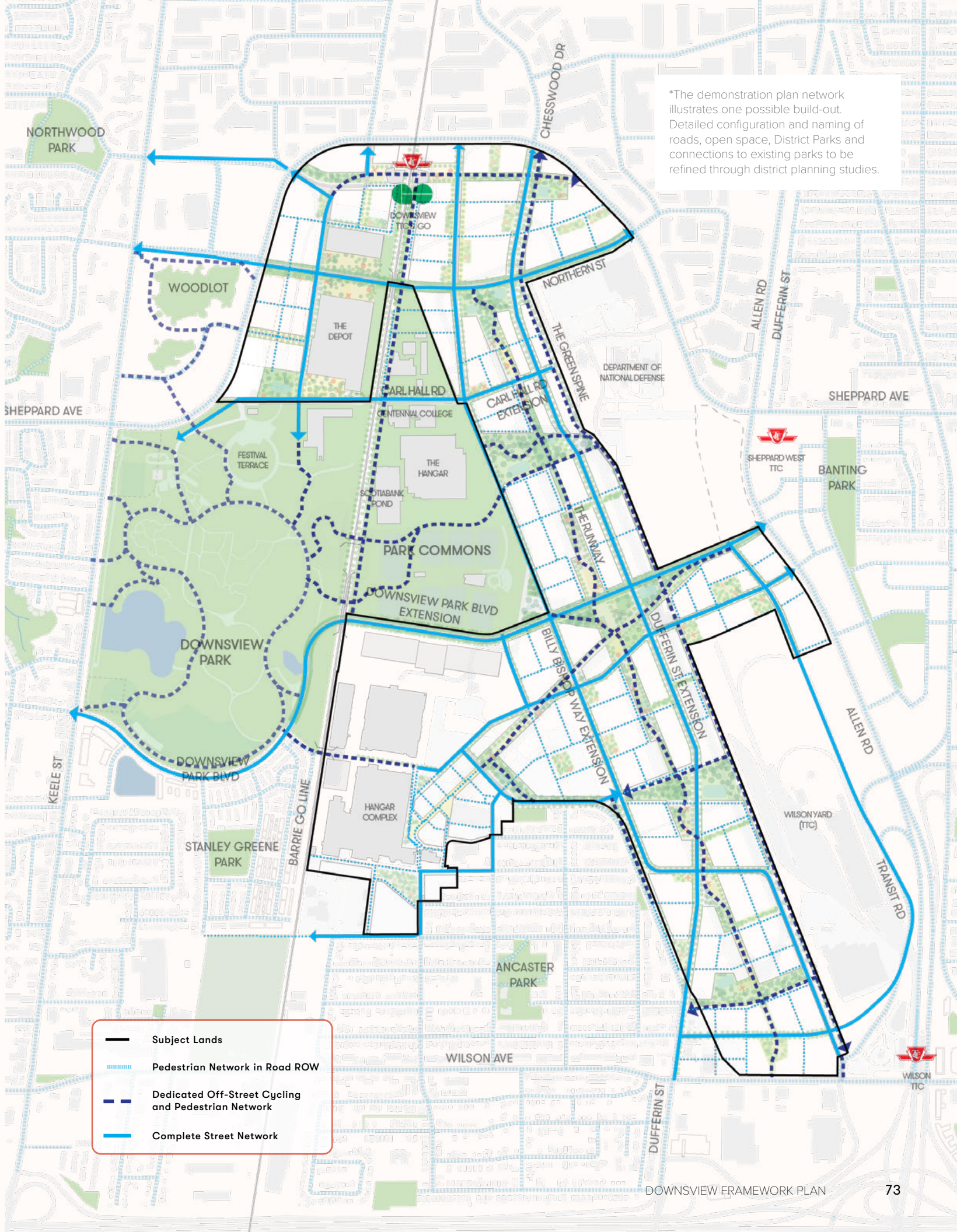


Fig 39

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

## Implementation Tools:

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



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

- Subject Lands
- ..... Pedestrian Network in Road ROW
- - - Dedicated Off-Street Cycling and Pedestrian Network
- Complete Street Network





## Vibrant Mixed-Use Main Streets

The vibrant main streets that weave throughout the site will bring energy and activity to each of Downsview's ten new Districts. In the morning, the extension of Billy Bishop Way will be filled with residents walking to work or cycling to the subway. In the evenings, the extension of Dufferin Street 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.

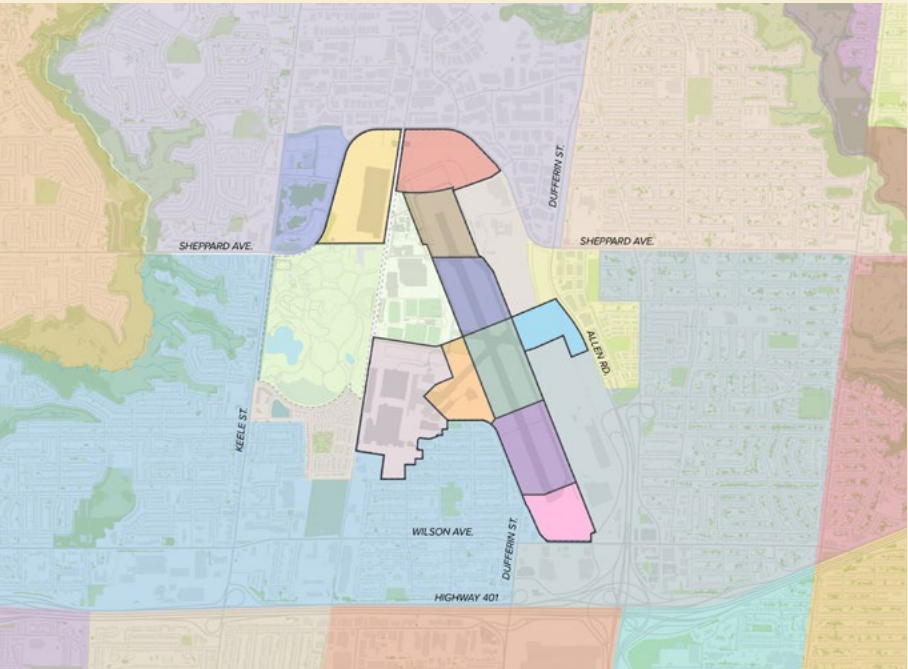
The Framework Plan envisions the creation of ten new complete, connected Districts — attractive, memorable, and distinct places to live, work, play, explore, and create.

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.



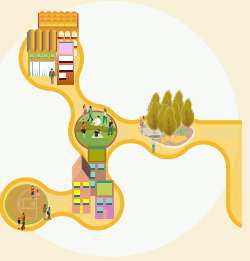
**Diverse**  
The Plan’s future Districts will be multicultural and inclusive — a microcosm of the diversity that makes Toronto a great global city.



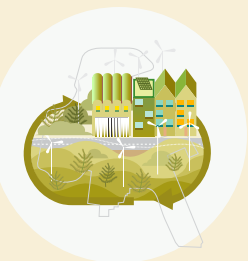
**Green**  
Intimate connections to nature will be a hallmark of new neighbourhoods.



**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 lands 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.

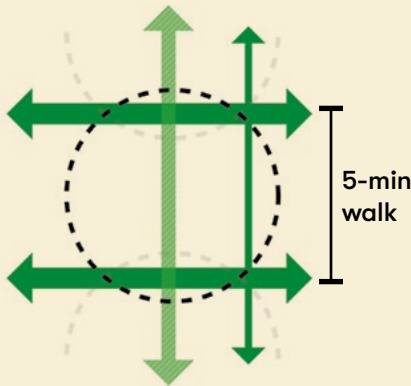


# Elements of the Community-Building Strategy

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.

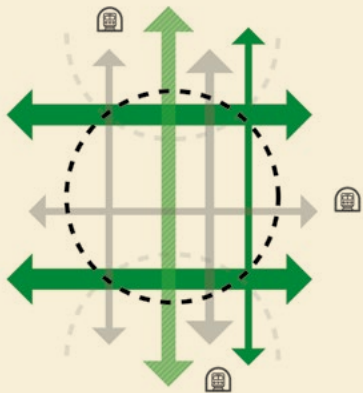
- 1 Districts will be structured by the Framework Plan’s **open space** network and have major parks between them. All new homes and workplaces will be within a 5-minute walk of a significant park and many will be within minutes of Downsview Park.

Districts will have a **central spine** of pedestrianized open space. In many cases, The Runway or the Taxiway will play that role.



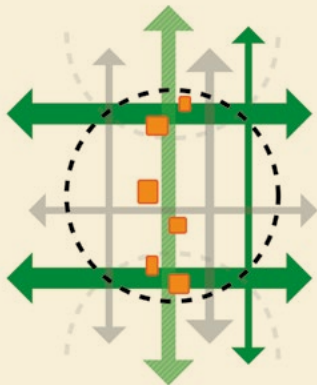
- 2 Districts will be compact, walkable, and connected — internally, to each other, and to the broader city — via new streets and transit.

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.

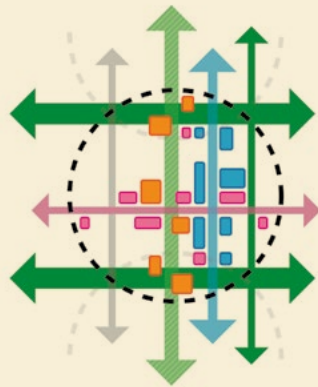


- 3 **Community service facilities** will be strategically distributed across the site to ensure equitable access for residents and workers in and around the site. Most facilities will be located within or adjacent to parks and open space — in many cases along The Runway — to improve access to nature.

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 grassroots leaders. 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 or main streets. 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 will be given particular consideration.

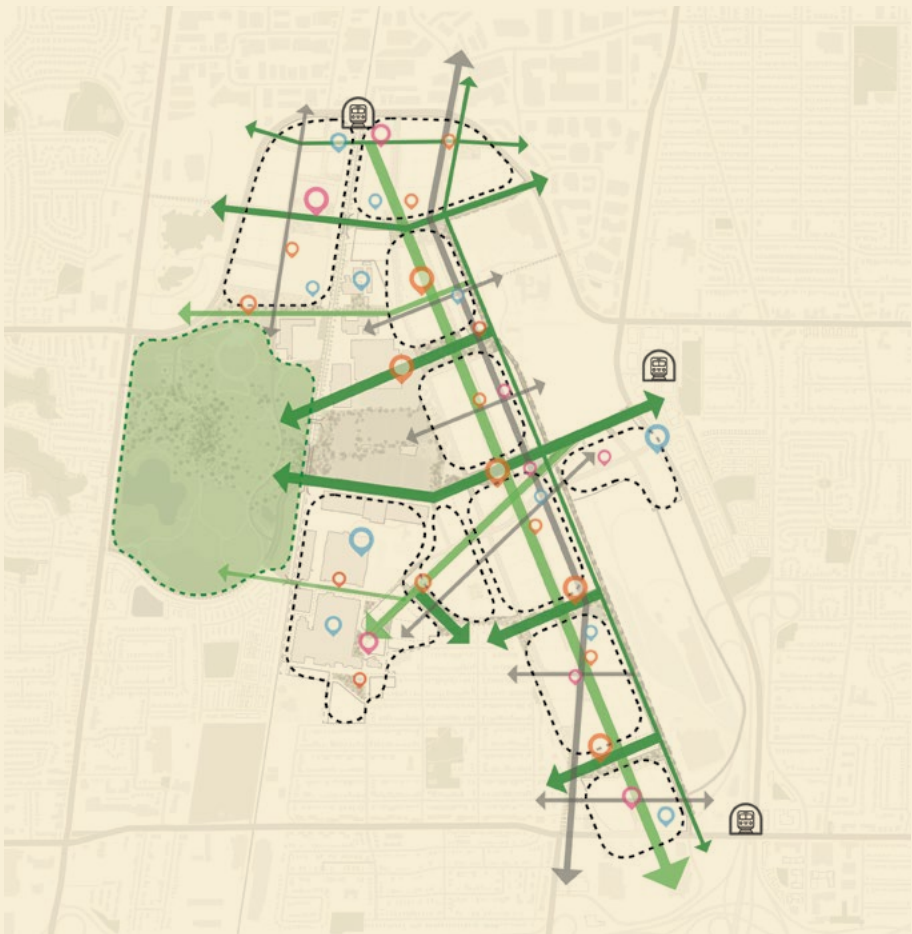
A network of **local open spaces** will be interspersed in the urban fabric, creating pockets of community-oriented green space.



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 District Parks and the Green Spine, 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.

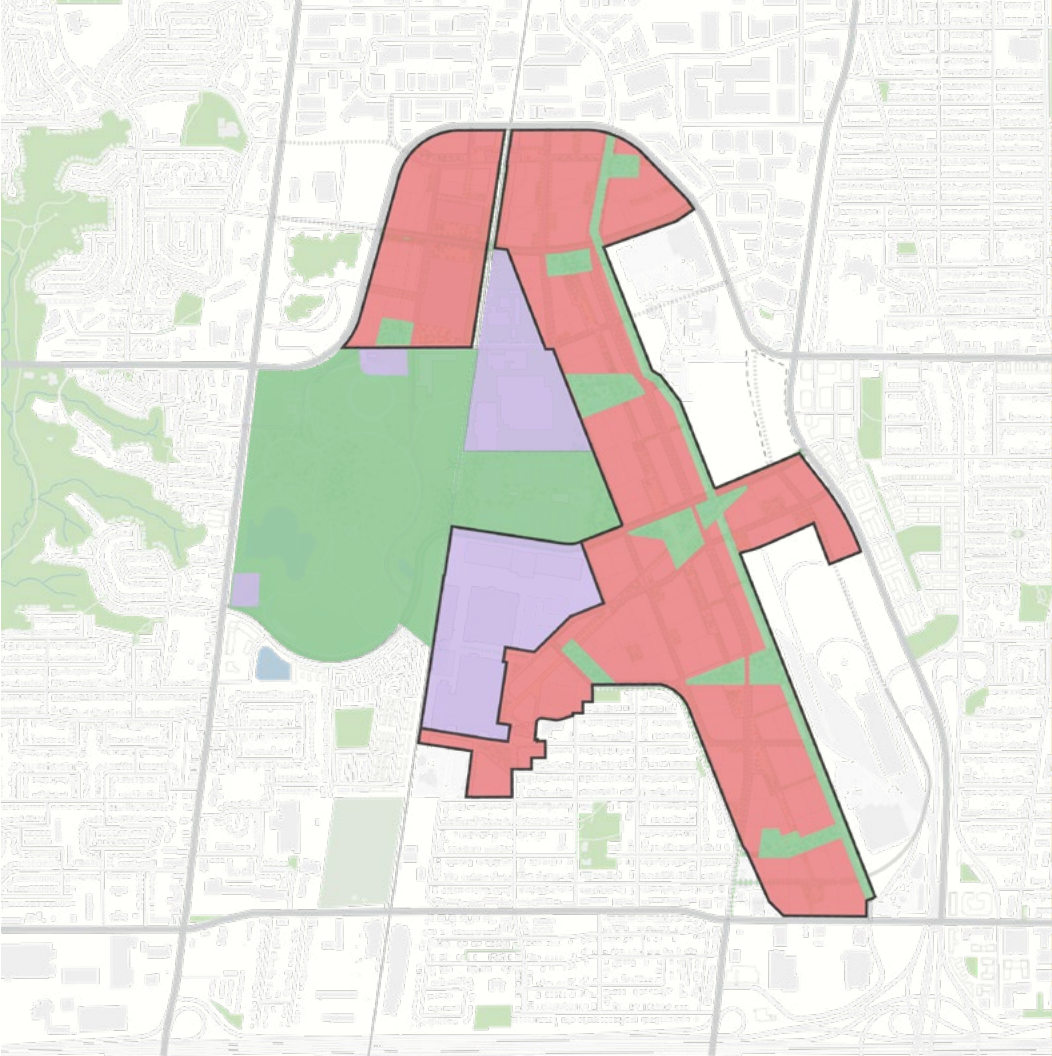
**Employment Areas**

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. 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 on the south side of Carl Hall Road is proposed to be designated General Employment to encourage adaptive reuse of that building and animate the north end of the Park and Festival Terrace.

**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.



- Subject Lands
- General Employment
- Mixed-Use Areas
- Parks



Fig 4-1  
Mixed Use district in Amsterdam

**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.”

**Implementation Tools:**

- 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 particular densities in future local development.

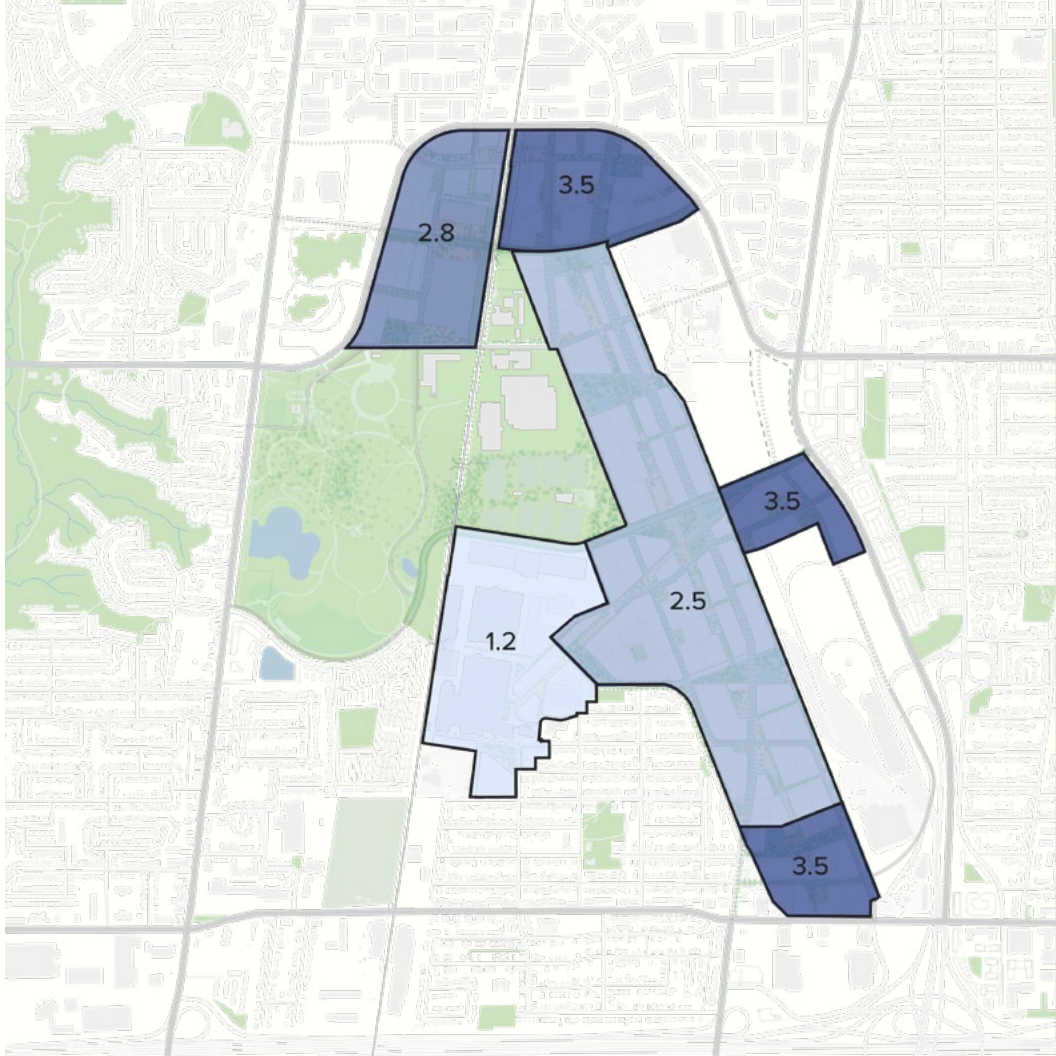
Beyond making good use of transit investments, a critical mass of residents and workers is needed to support and sustain the broad range of shops, services, and other amenities that will make these new communities complete and connected. More people means more customers, and more customers means a greater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



Leiden, Netherlands



Dockside Green, Victoria BC

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

**Implementation Tools:**  
• 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;
- taller buildings (over 14 storeys) located
  - near transit stations;
  - where they will cast fewer shadows on key open spaces; and/or
  - as urban design accents in special places and at key intersections;
- lower built forms at some edges of the site to provide an appropriate 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.

## Implementation Tools:

- The Official Plan Amendment will encourage the primarily mid-rise character, and may require the preparation of site-wide and/or District-specific built form design guidelines.



Fig 44  
Nordhavn, Copenhagen



Fig 45  
St. Lawrence Neighbourhood, Toronto



Fig 46  
Regent Park, Toronto

HIGHRISE BUILDINGS  
( > 14 Storeys)

MIDRISE BUILDINGS  
(6-14 Storeys)

DEMONSTRATION  
PLAN

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



“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 83,500 people in approximately 46,000 units.

New Districts at Downsview 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 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 47



Fig 48



Fig 49



Fig 50

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



Fig 51



Fig 52

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.

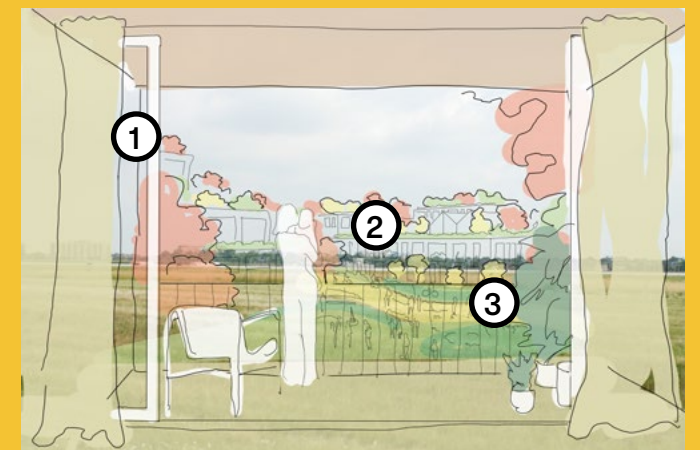




## Living at Downsview

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 Green spine 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 core 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 health sciences and other growing industries.

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 office and 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 approximately 41,500 jobs. To ensure the delivery of jobs keeps pace with housing, the SASP 596 requires that employment be delivered concurrent to residential development.



Fig 53  
Centennial College, Downsview



Fig 54  
Junction Craft Brewing, Toronto

## Implementation Tools:

- SASP 596 requires that non-residential uses be developed prior to, or concurrently with, residential uses at a 1:1 ratio until the amount of non-residential gross floor area on the designated lands exceeds 371,500 square metres,.
- SASP 596 requires that, in total, a minimum of 1.114 million square metres of non-residential floor area will be built.

# Spotlight On: Film & TV Studios

One of the first projects within these lands will be the construction of a world-class television and film studio.

Even before Bombardier leaves Downsview, new employment uses will begin to arrive. Downsview will soon be home to one of the largest film and television production studios in North America, building on over 20 years of film and TV production in the Supply Depot. The new production studio will repurpose the former Bombardier hangars and include new sound stages and production support, providing over 2,500 full-time jobs and thousands of indirect jobs on and off site. Construction will soon begin on the first phase and the studios will open shortly after.



Fig 55



Fig 56

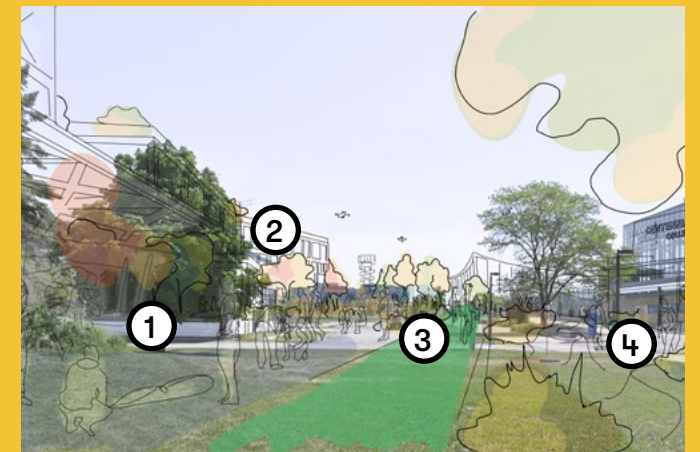




## The Innovation Corridor at Carl Hall Road

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 the design and programing 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 communities embrace ideas of placekeeping as the intersection of place, space, and spirit. It refers to 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 communities.

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 places. 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 communities will be engaged as future users. Where water is a prominent feature — either through stormwater design, day-lighting, or in other projects — Indigenous water keepers will also be included as leaders in the design process.



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

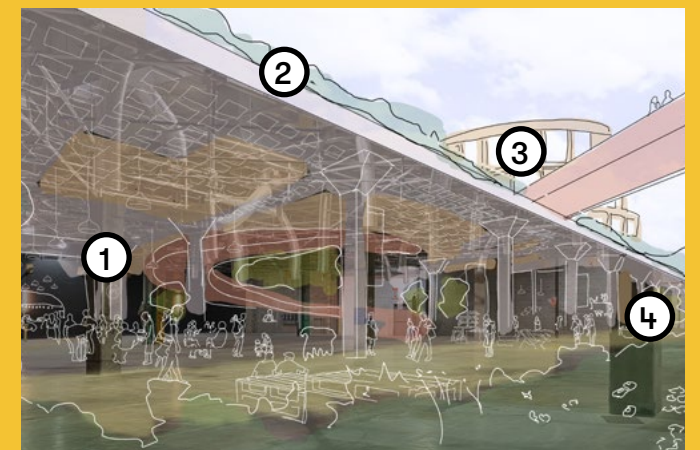




## The Supply Depot at 40 Carl Hall Road

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 — located primarily in parks with 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

**Implementation Tools:**

- A Downsview Community Services and Facilities Study has been drafted to guide the provision of community service facilities in the area and support the City as it creates its Community Services and Facility Strategy. It will be consulted and updated as necessary as each District Plan is created.

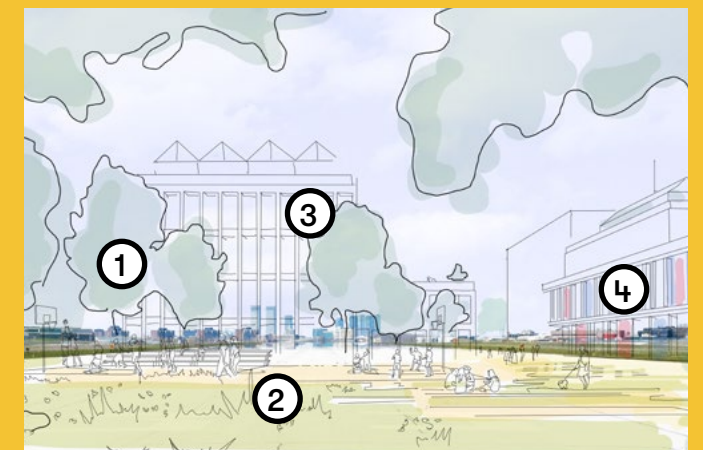




## Community Infrastructure on the Runway

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 District Parks as an outdoor classroom. On evening 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 Blue-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

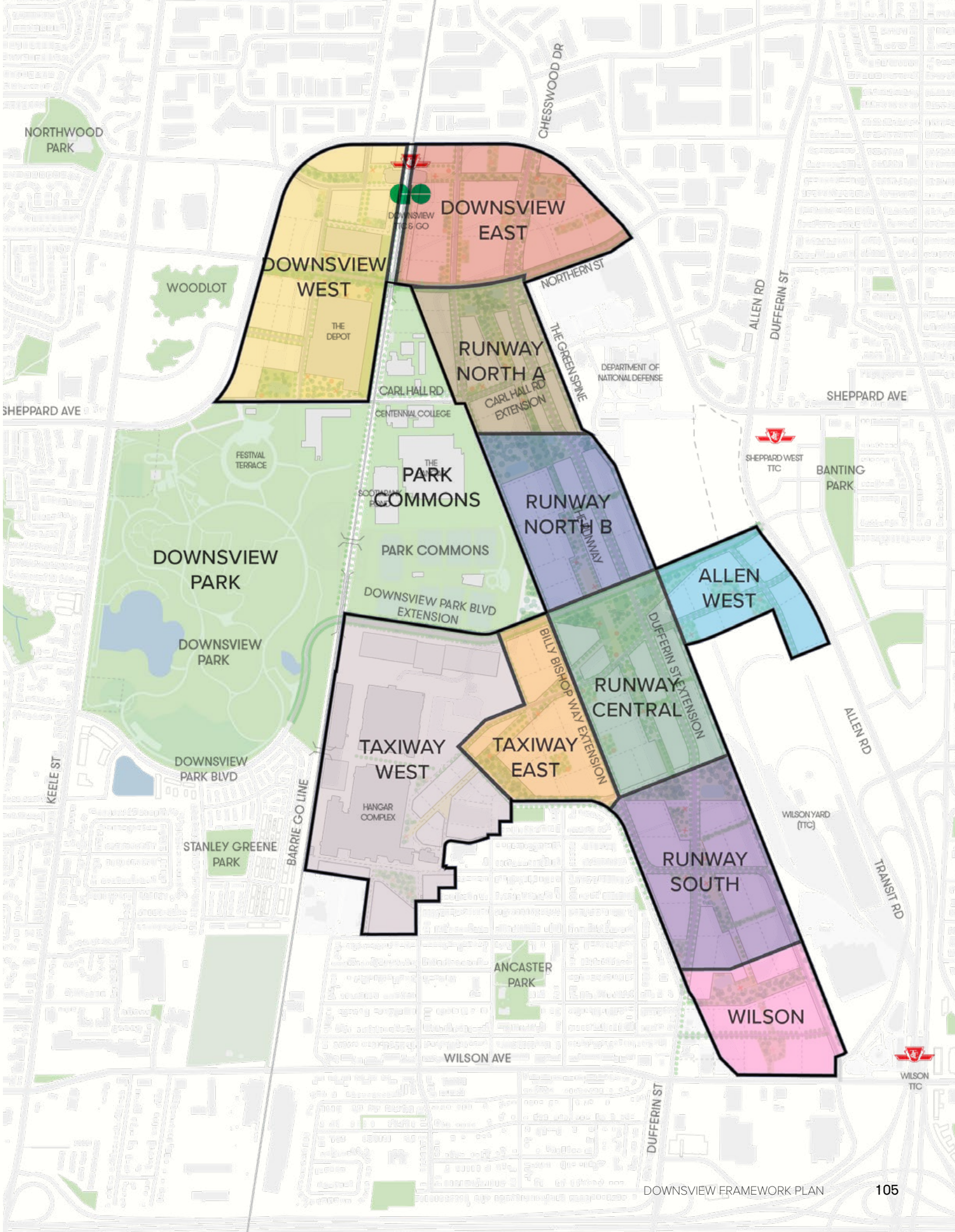
The Framework Plan lays the foundation for ten new Districts. Future detailed planning will explore the finer-grained details that will create places where communities may flourish over time. The purpose of the Framework Plan is to create places where experiences are shared, memories made, and community 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 District 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:** 29.6 hectares  
**Land Use:** Mixed Use  
**FSI:** 2.75  
**Projected Population:** 12,900  
**Projected Jobs:** 6,700

#### Taxiway West

**Land Area:** 41.4 hectares  
**Land Use:** General Employment, Mixed Use  
**FSI:** 1.15  
**Projected Population:** 4,300  
**Projected Jobs:** 6,500

#### Wilson

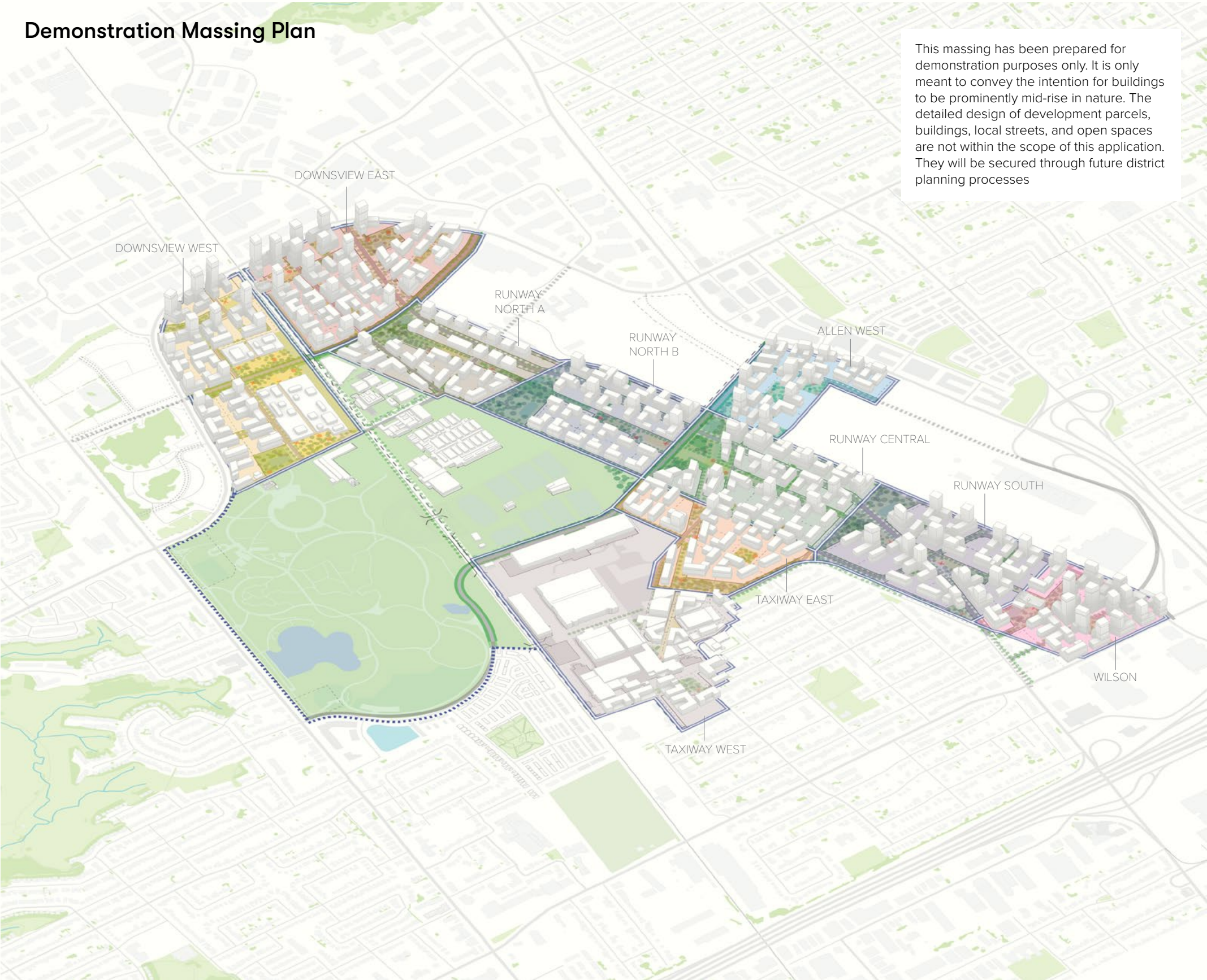
**Land Area:** 13.5 hectares  
**Land Use:** Transit Mixed Use  
**FSI:** 3.5  
**Projected Population:** 7,800  
**Projected Jobs:** 3,800

#### Downsview East

**Land Area:** 23.4 hectares  
**Land Use:** Transit Mixed Use  
**FSI:** 3.5  
**Projected Population:** 11,500  
**Projected Jobs:** 8,600

#### Taxiway East

**Land Area:** 13.4 hectares  
**Land Use:** Core Mixed Use  
**FSI:** 2.5  
**Projected Population:** 5,800  
**Projected Jobs:** 1,700



### Runway North A

**Land Area:** 15.6 hectares  
**Land Use:** Core Mixed Use  
**FSI:** 2.5  
**Projected Population:** 6,000  
**Projected Jobs:** 1,700

### Runway North B

**Land Area:** 18.2 hectares  
**Land Use:** Core Mixed Use  
**FSI:** 2.5  
**Projected Population:** 8,000  
**Projected Jobs:** 2,400

### Allen West

**Land Area:** 11.1 hectares  
**Land Use:** Transit Mixed Use  
**FSI:** 2.5  
**Projected Population:** 5,800  
**Projected Jobs:** 4,400

### Runway Central

**Land Area:** 22.7 hectares  
**Land Use:** Core Mixed Use  
**FSI:** 2.5  
**Projected Population:** 11,300  
**Projected Jobs:** 2,100

### Runway South

**Land Area:** 22.6 hectares  
**Land Use:** Core Mixed Use  
**FSI:** 2.5  
**Projected Population:** 10,100  
**Projected Jobs:** 3,600





## 3.4 Sustainable Urban Systems



# Inherent Sustainability

This site offers a unique opportunity to design infrastructure from the ground up. By embedding urban systems based on the natural patterns and principles of circularity, this project has the opportunity to be inherently sustainable and resilient.

Urban systems must be designed to both mitigate and be resilient to the effects of climate change, while also being flexible to adapt and improve over time.

The urban systems that will support future communities at Downsview — including stormwater management, household water, wastewater, waste, and energy — should be circular in nature. This means that systems are closed loops and by-products can be re-used or recycled to eliminate waste.

Circularity can be achieved by:

- reducing the amount of resources input into the system in the first place;
- substituting non-renewable resources with renewable resources;
- increasing the efficiency in how resources are used;
- exploring opportunities to incorporate pre-fabricated components to reduce waste and energy use; and
- recovering, recycling, and reusing by-products rather than discarding them as waste.

The Framework Plan will inform the Draft Master Environmental Servicing Plan (MESP), that is being developed in parallel, which will outline the circularity and integration of urban systems in more detail.

As these lands develop, so too will the innovations and science supporting more efficient infrastructure. This Framework Plan recognizes the need for flexibility to respond and adapt as each District, neighbourhood, and building is designed. The underlying systems described in this proposal lay the foundation for sustainable and resilient development while allowing flexibility to meet future needs.

Two strategies to promote circularity are being explored through the Framework Plan:

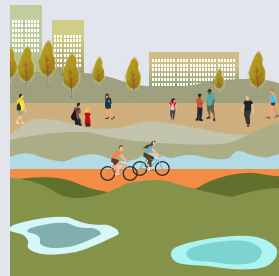


**Decarbonizing these Lands at Downsview:**  
*Minimize Carbon Production and Emissions*

Minimizing carbon production and emission is of the utmost importance to respond to the ongoing climate crisis and help Toronto achieve the targets of TransformTO.

Reducing carbon emissions is not possible without first understanding how emissions occur. While individual technologies and systems within Districts can be established through District Plans, this development is an opportunity to establish systems that track and manage carbon emissions. As a first step, Canada Lands and Northcrest will create a comprehensive emissions tracking mechanism, quantifying emissions associated with all development activities. This will require policies and procedures to uniformly and accurately report and track relevant data.

As Districts emerge, opportunities will be explored to promote green infrastructure, incorporate passive design, explore low-carbon energy sources, manage energy demands, minimize embodied carbon in building materials, and minimize reliance on energy dependent systems.



**Blue-Green Infrastructure:**  
*Maximize Flexible, Adaptable and Natural Systems*

The Framework Plan presents an opportunity to incorporate Blue-Green infrastructure throughout the site, so that blue (water) and green (open space and public realm) networks will be integrated. The green network will be designed to manage rain, making water cycles a visible and celebrated part of everyday life. This is described further in the following pages.



# Blue-Green Infrastructure

Blue-Green Infrastructure will be woven into the open space and public realm systems of future communities to serve stormwater, micro-climate, eco-system health, and recreational functions.

The Plan weaves Blue-Green infrastructure (BGI) throughout the site. It will manage everyday rain, as well as larger, more intense storms by making temporary use of open and green spaces for storage. BGI means integrating stormwater management into all aspects of the public realm and landscaped areas (from parks to streets to roofs and setbacks). In particular, all open spaces will contribute to the overall stormwater management strategy in different ways depending on their topographic location (upstream or downstream), size, and character.

This multi-functional approach to managing stormwater through private and public open space is a well-established strategy that has many benefits. BGI will help minimize the need for traditional piped infrastructure while maximizing the amount of green and public spaces. This will reduce the footprint of stormwater infrastructure and provide a flexible and sustainable management system which will better respond to uncertain future climate conditions. BGI also has recreational value, enhances micro-climate, and improves ecosystem health.

Implementation Tools:

- The Secondary Plan will introduce policies that support decentralized stormwater management, prioritizing the use of Blue-Green infrastructure or nature-based solutions, including incorporating stormwater management landscapes into both naturalized and urban/ recreational landscapes.

## Third Layer: Downsview Park

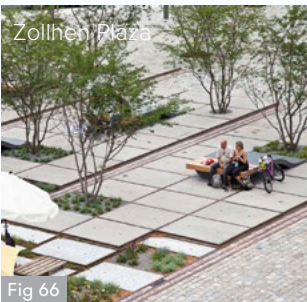
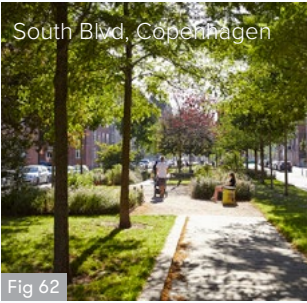
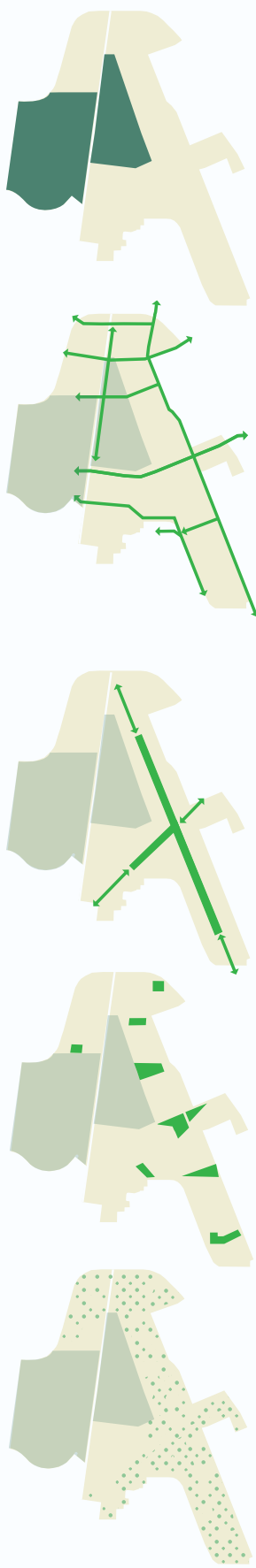
Controlled and temporary flood surcharge into the lake in Downsview Park. Larger park features on the lands may also be designed for more significant water detention

## Second Layer: Greenways, Runway and District Parks

Controlled and temporary ponding and detention in larger spaces

## First Layer: Local features and Building Sites

Small scale interventions that are integrated in the urban landscape allow for temporary decentralized ponding and detention.



# Spotlight On: Implementing Blue-Green Infrastructure

In the detailed design that will come in later stages of development, a Blue-Green infrastructure strategy will involve a three-layered approach. It is designed to work as a combined system to maintain the natural hydrological cycle, create amenities, and mitigate property damage from flooding:

- 1 The first layer consists of smaller features that will be found throughout the area, such as green roofs, boulevards, permeable surfaces, and local open spaces. These will be able to absorb ‘everyday’ rain.
- 2 In the second layer, local open spaces, District Parks, and amenities such as sport fields are utilized to temporarily store rainwater from larger storms, until the capacity allows for emptying the stormwater management system into recipient water bodies. These measures could be in the form of bioswale or wetland zones that are integrated within the overall planting concept of the parks and open spaces, and will not conflict with the planned programs.
- 3 In the third layer, major park features may be temporarily inundated during more extreme downpours to protect infrastructure and buildings throughout the site, until the stormwater management system empties into recipient water bodies. The lake in Downsview Park was originally designed to play this role and will continue to do so.





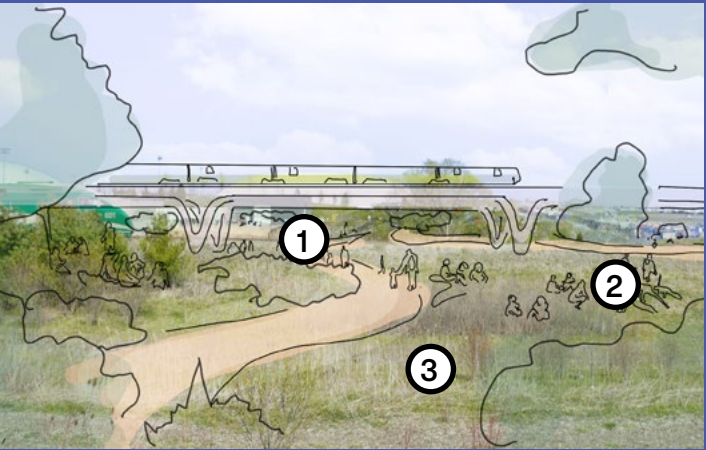
Ravine Underpass portrayed on a sunny day, filled with summertime activities.

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



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 blue-green infrastructure.







4.0

# Implementation & Next Steps



# Incremental Phasing

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

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

## Phasing Principles

Three broad phases of development are envisioned, each associated with about a decade of growth. The following principles will guide the development of a phasing plan:

- Transit and job-focused Districts will develop first.
- Infrastructure will be built as necessary to enable the development of a specific District or set of Districts.
- Existing infrastructure will be first used to capacity. New infrastructure will be leveraged to the greatest extent possible before additional infrastructure is constructed.
- Development will be phased to create critical mass in an area early on to achieve the complete community vision as quickly as possible within that area.
- 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 could proceed in advance of district planning approvals.

- Multiple District approval processes may be underway at the same time.

## Conceptual Phasing

The diagrams to the right illustrate one approach to phasing following the above principles. Districts may be built over more than one phase. Key infrastructure may be initiated in an early phase and finalized in later phases.

### Phase 1

- Phase 1 Districts; Green Spine initiated; Northern Street and Crossing completed; Billy Bishop Extension initiated; Dufferin extended into site.

### Phase 2

- Phase 2 Districts underway; Ravine Crossing and Downsview Park Blvd Extension completed; Billy Bishop Extension completed.

### Phase 3

- Remaining Districts underway; Dufferin Extension completed.

**LEGEND:**

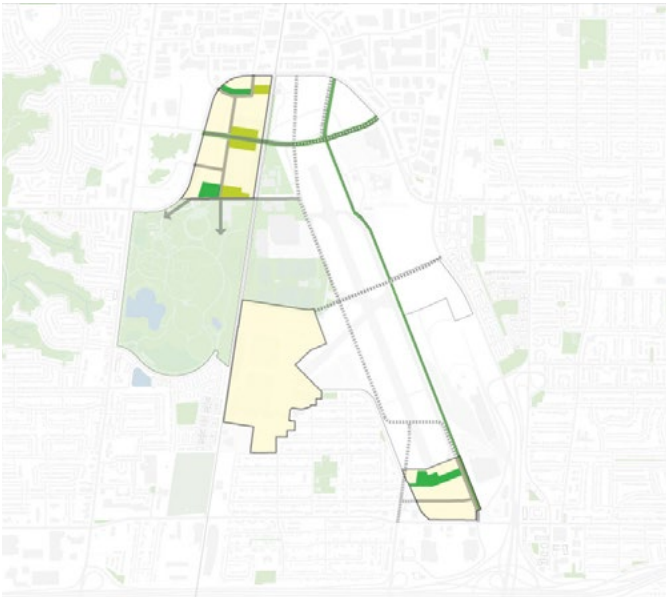
Development Area

Parks

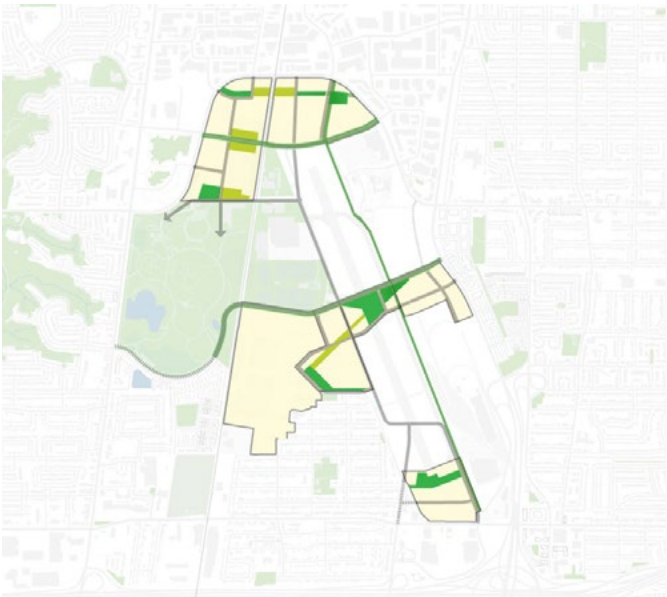
Other Open Space

Street Infrastructure First Layer

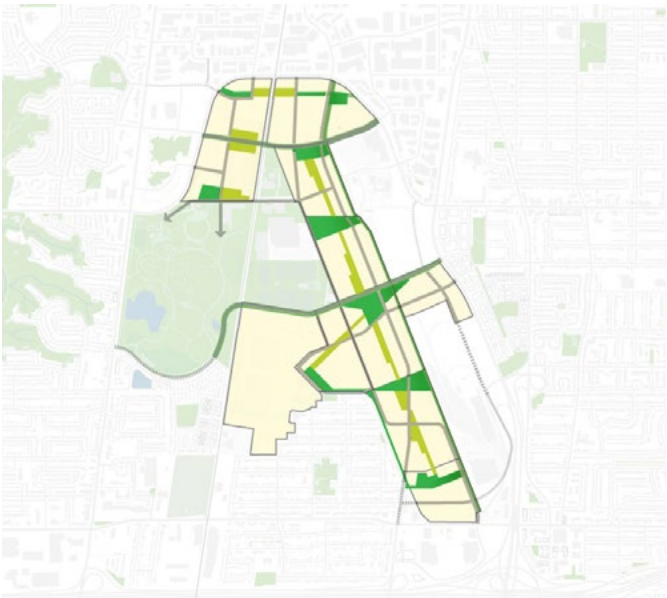
Street Infrastructure Finish Layer



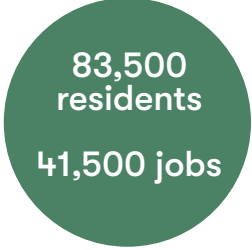
**PHASE 1:**  
2024~2031



**PHASE 2:**  
2032~2041



**PHASE 3:**  
2042~2051



Cumulative Growth



# Phase 1: Three Neighbourhoods, the Park, and The Runway

The early focus will be on two new, mixed-use neighbourhoods and a mixed-use innovation hub, anchored by Downsview Park and interim activations of The Runway.

The first Districts leverage existing uses and assets to inspire a sense of place.

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 community uses will animate the District’s public spaces. The existing buildings and former Bombardier hangars will spur new activities, development, and jobs in the Taxiway West District. Wilson District will build on the desirability of transit access and the energy already growing near Wilson Station.

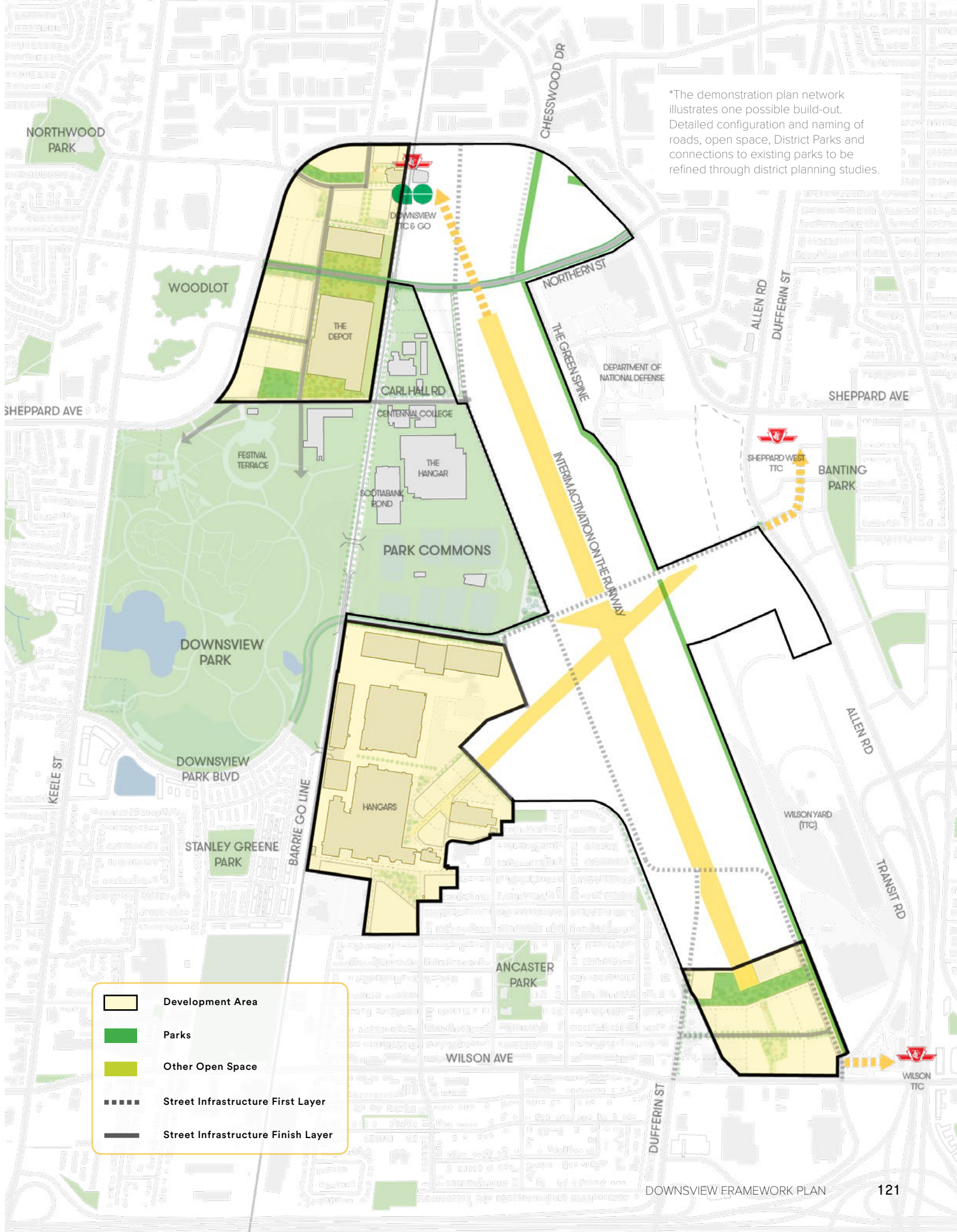
Located on the peripheries of the site, Downsview West, Taxiway West and Wilson District will be connected by The Runway. The Runway will be developed in stages one District at a time. Once the airport ceases operations, The Runway will host temporary uses: programs that seed neighbourhood character 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.



Aerial view of Downsview Lands, looking east



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 the Subject Lands, complementing the existing programming and year-round activities at Downsview Park.

The Runway will be developed in stages, alongside the Districts that run its length. The “long meanwhile” includes the decades during which early phases of development are underway, but most of the former runway is available for interim activations. In order to plant the seed of community and social cohesions, programming during the “long meanwhile” is just as important as the final build out.

At any given time, portions of the former runway may be occupied by an annual festival, an occasional meet-up for kite-flying, or a seasonal installation like a skating trail, for example. 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 and semi-permanent uses will be curated through collaboration with 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. 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 72  
Tree nursery



Fig 73  
Brampton Kite Festival



Fig 74  
Riverpark Farm at Alexandria Centre, Manhattan



Fig 75  
Farmer's Market



Fig 76  
Community tree planting



Fig 77  
Stackt Container Market, Toronto



# Next Steps

The Framework Plan is the culmination of over a year of community, stakeholder, and rights holder engagement, and still an early step toward implementation. More detailed District Plans will be created over the coming years, which will include further opportunities for engagement.

## Planning and Approvals

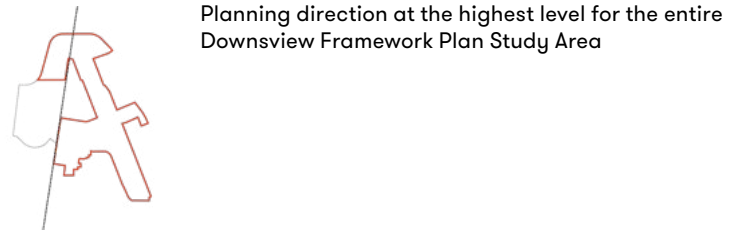
The Framework Plan is submitted to the City of Toronto as part of an Official Plan Amendment to update the Secondary Plan for these lands. The Official Plan Amendment, proposed to implement the Framework Plan, will be reviewed by the City of Toronto and will require approval by City Council.

District-level Plans, Zoning By-Laws, and Plans of Subdivision will be prepared and adopted in sequence according to the Phasing Plan. Each of these will provide more detailed policies 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 City Council.

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.

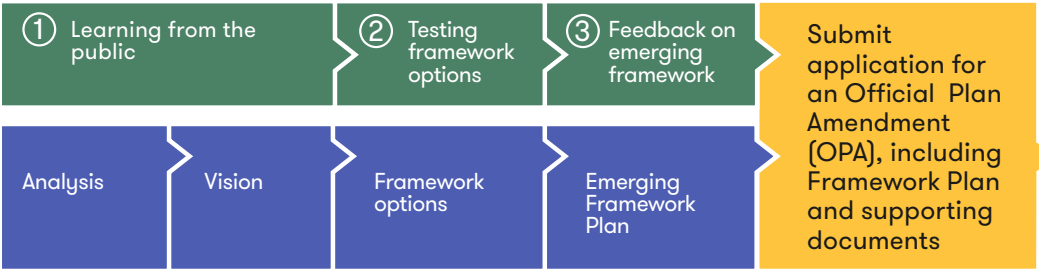
## Update Downsview Area Secondary Plan



### 2020

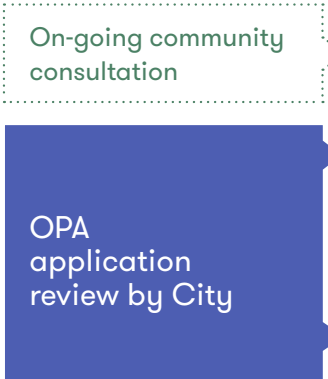
Owner-led Framework Plan with input from City of Toronto and public

Public & stakeholder consultation

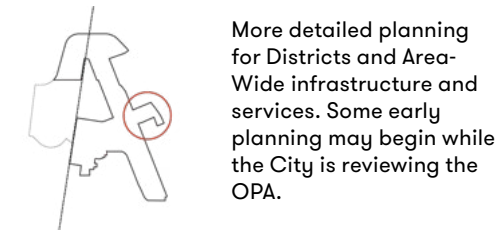


### 2021-2023

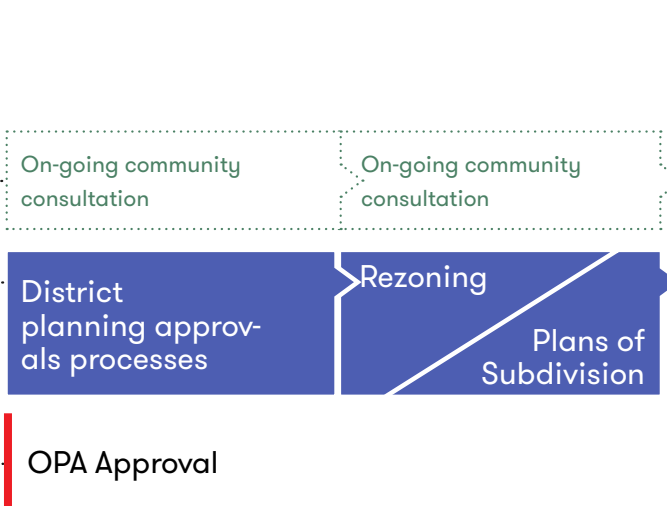
City review of Official Plan Amendment application



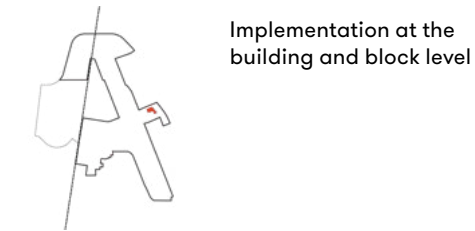
## District Planning



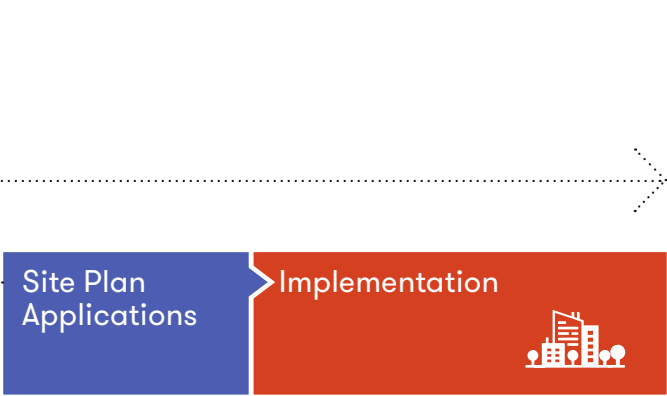
### 2022+



## Implementation



### 2025+





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3	19	Undated photo of RCAF Station Downsview	Downsview Airospace Innovation & Research	42	85	Leidse Schans Campus (Leiden, Netherlands)	Mecanoo
4	19	SARSstock benefit concert, 2003	Parc Downsview Park	43	85	Dockside Green (Victoria, BC)	Houle Electric
5	19	Aerial photograph of the Downsview area, 1947	City of Toronto Archives	44	86	Nordhavn (Copenhagen, Denmark)	TripAdvisor
6	21	View from Downsview Airport runway	id8 Downsview Team	45	86	David Crombie Park (Toronto, ON)	8 80 Cities
7	21	Bombardier Hangars (Toronto, ON)	id8 Downsview Team	46	86	Regent Park (Toronto, ON)	Reza Pourvaziry / World Architecture Community
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11	25	Screenshot of virtual engagement meeting	id8 Downsview Team	50	89	Gronttorvet District (Copenhagen, Denmark)	Sweco Architects
12	25	Photo of pop-up community engagement kiosk	id8 Downsview Team	51	89	Via Verde (Bronx, NY)	Dattner Architects
13	30	Herlev Hospital (Herlev, Denmark)	SLA Architects	52	89	Via Verde (Bronx, NY)	Dattner Architects
14	38	Aerial photograph of Downsview Airport, 1981	City of Toronto Archives	53	93	Centennial College Downsview (Toronto, ON)	MJMA Architecture & Design
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18	44	Balmoral Park (Toronto, ON)	id8 Downsview Team	57	97	Moccasin Identifier Project (Toronto, ON)	Nadia Molinari / LANDinc
19	44	Grange Park (Toronto, ON)	Adam Weindels / OCADU	58	108	Tanner Springs Park (Portland, OR)	Tom Good / Ramboll Studio Dreiseitl, Green Works
20	45	Regent Park Aquatic Centre (Toronto, ON)	MJMA Architecture & Design	59	113	Downsview Park Pond (Toronto, ON)	Canada Lands
21	52	Avenue Mermoz (Lyon, France)	Fabian Da Costa / gautier+conquet	60	113	Downsview Park Pond (Toronto, ON)	Olivia Little / BlogTO
22	54	Sarisgang (Dordrecht, Netherlands)	TTStock	61	113	Naturkraft (Ringkobing, Denmark)	Thorben Petersen / Thøgersen&Stouby and SLA
23	54	Flatiron Plaza (New York, NY)	NYC Department of Transportation	62	113	Sonder Boulevard (Copenhagen, Denmark)	SLA Architects
24	58	Allen Street (New York, NY)	NACTO	63	113	Tanner Springs Park (Portland, OR)	Ramboll Studio Dreiseitl, Green Works
25	58	Sheffield Grey to Green (Sheffield, UK)	Nigel Dunnett	64	113	Gellerup Urban Park (Aarhus, Denmark)	Rasmus Hjortshøj, COAST Studio / SLA Architects
26	58	Sant Kjelds Square (Copenhagen, DK)	SLA Architects	65	113	Chicago City Hall Green Roof	Ramboll Studio Dreiseitl
27	65	Raiffeisen Bridge (Neuwied, Germany)	Linus Lintner / Kardorff Ingenieure	66	113	Zollhallen Plaza (Freiburg, Germany)	B Doherty / Ramboll Studio Dreiseitl
28	65	Rail Underpass (Hurdegaryp, Netherlands)	NEXT Architects	67	113	Climate Adaptation Kokkedal (Kokkedal, Denmark)	Carsten Ingemann / Schønherr
29	65	Phoenix Flowers (Glasgow, UK)	7N Architects	68	113	Guldborg Byplads (Copenhagen, Denmark)	Jens Wollwsen / Sjaellandske Nyheder
30	67	Buffalo Bayou Trail	Tom Fox / SWA Group	69	116	Aerial photograph of Downsview Airport	PSP / Northcrest
31	67	Rålambshovsparken Skatepark (Stockholm, Sweden)	Tina Saaby	70	120	Aerial photograph of Downsview Airport	PSP / Northcrest
32	67	Don River Ravine Trail (Toronto, ON)	Marc Lostracco / Torontoist	71	120	Aerial photograph of Downsview Airport	PSP / Northcrest
33	68	Community Bus (Toronto, ON)	Josh Sherman / Beach Metro Community News	72	123	Barcham Tree Nursery (Ely, UK)	Barcham Trees Plc.
34	68	Norreport Station (Copenhagen, Denmark)	Gottlieb Paludan Architects + Cobe	73	123	Brampton Kite Festival (Brampton, ON)	KiteFest Canada
35	69	1111 Lincoln Road (Miami, FL)	Herzog & de Meuron	74	123	Riverpark Farm (New York, NY)	ORE Design
36	69	FedEx Cargo Bike Pilot (Toronto, ON)	Kevin Gebhardt / Curbside Cycles	75	123	Hillsborough Farmer's Market (Hillsborough, NC)	Visit Hillsborough
37	70	Tern Bicycles	Steven Domjancic / Tern Bicycles	76	123	Community Tree Planting (Toronto, ON)	City of Toronto
38	70	Den Gronne Sti (Frederiksborg, Denmark)	City of Frederiksborg	77	123	Stackt Market (Toronto, ON)	Industryous Photography / LGA
39	72	Sonder Boulevard (Copenhagen, Denmark)	SLA Architects				



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 have worked together with the City of Toronto and the community over the last 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 never be reduced in size.

This is just the beginning. Northcrest and Canada Lands are grateful for the input received to date from the City and the community to shape the Framework Plan and look forward to working through the Downsview Area Secondary Plan amendment process together. 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 new 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.