

# UPDATE DOWNSVIEW

NOVEMBER 22, 2022  
COMMUNITY RESOURCE GROUP / TOWNHALL MEETING



Northcrest



Canada Lands Company  
Société immobilière du Canada



# Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

We acknowledge all Treaty peoples – including those of us who came here as settlers – as migrants in this generation and generations past and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent







# Environmental Assessment Update



# Agenda

1. EA Process Update
2. Evaluation Criteria
3. Mobility Network Alternatives
4. Next Steps and PIC #2

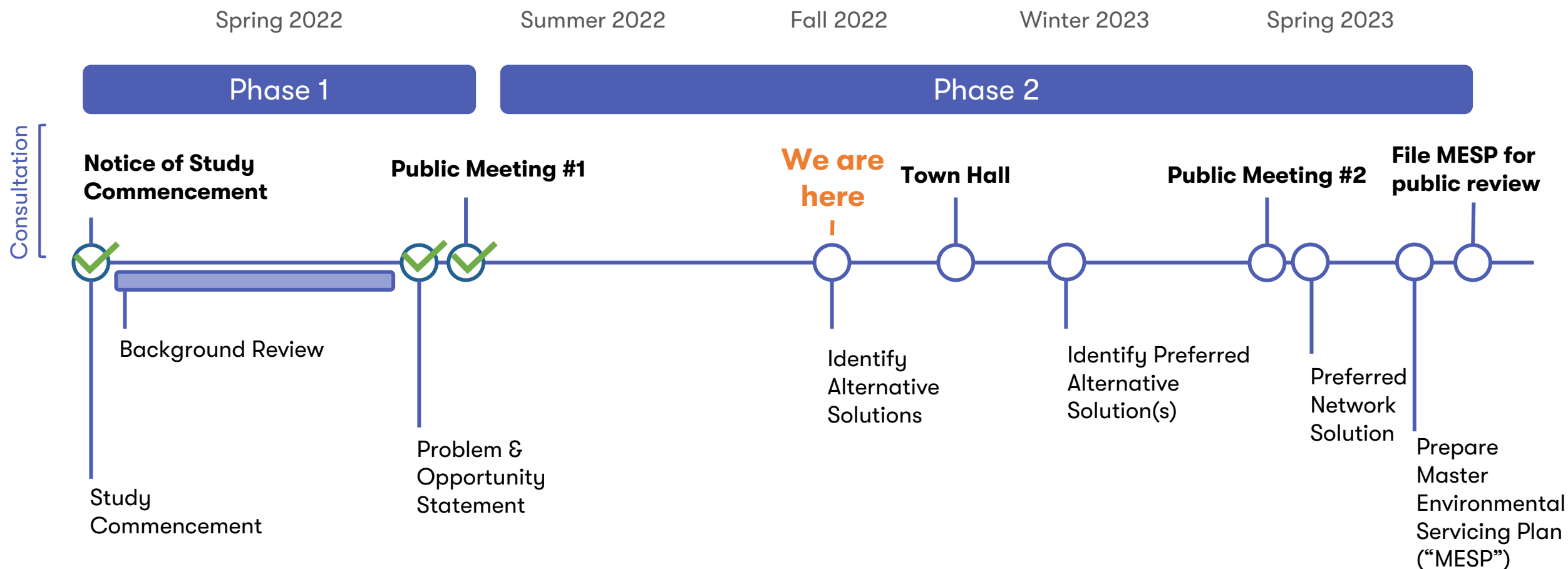
# Environmental Assessment Overview

The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, are undertaking an Integrated Planning Act and Municipal Class Environmental Assessment (EA) Study to identify the transportation, water, sanitary and stormwater infrastructure required to support growth.

One of the key deliverables of Update Downsview is a Master Environmental Servicing Plan ("MESP") which will document the Integrated Planning Act and Municipal Class EA Study.



# Environmental Assessment Process



# Phase 1 | EA Process Recap

The co-proponents presented and finalized the Problem-Opportunity Statement through the first public meeting earlier this year.

The Problem-Opportunity Statement has been guiding our analysis and decision-making over the last six months, helping the team identify infrastructure solutions that best enable the future of Downsview.



# Phase 2 | Draft Evaluation Criteria

In total, the co-proponents have drafted 43 multi-disciplinary evaluation criteria to assess a range of infrastructure options



**Connectivity  
and  
Technical  
Viability**



**Socio-  
Economic  
Environment**



**Natural  
Environment**



**Cultural  
Environment**



**Environmental  
Sustainability  
and Resilience**









**Cost**





# Phase 2 | Draft Evaluation Criteria Weighting

Category	Proposed Weighting	Rationale
 <b>Connectivity and Technical Viability</b>	High	<ul style="list-style-type: none"><li>• Lack of connectivity is a key issue in the Problem Opportunity Statement</li><li>• Public interest/concern</li></ul>
 <b>Socio-Economic Environment</b>	High	<ul style="list-style-type: none"><li>• Public realm is a key component of the Problem-Opportunity Statement</li><li>• Focus on quality-of-life considerations</li></ul>
 <b>Natural Environment</b>	Medium	<ul style="list-style-type: none"><li>• No significant existing natural features</li></ul>
 <b>Cultural Environment</b>	Medium	<ul style="list-style-type: none"><li>• No significant amount of cultural heritage features within the Study Area</li></ul>
 <b>Environmental Sustainability and Resilience</b>	High	<ul style="list-style-type: none"><li>• Environmental sustainability is central to Update Downsview</li></ul>
 <b>Cost</b>	Medium	<ul style="list-style-type: none"><li>• While important to provide cost-effective solutions, it's secondary to providing a high quality infrastructure network and public realm.</li></ul>

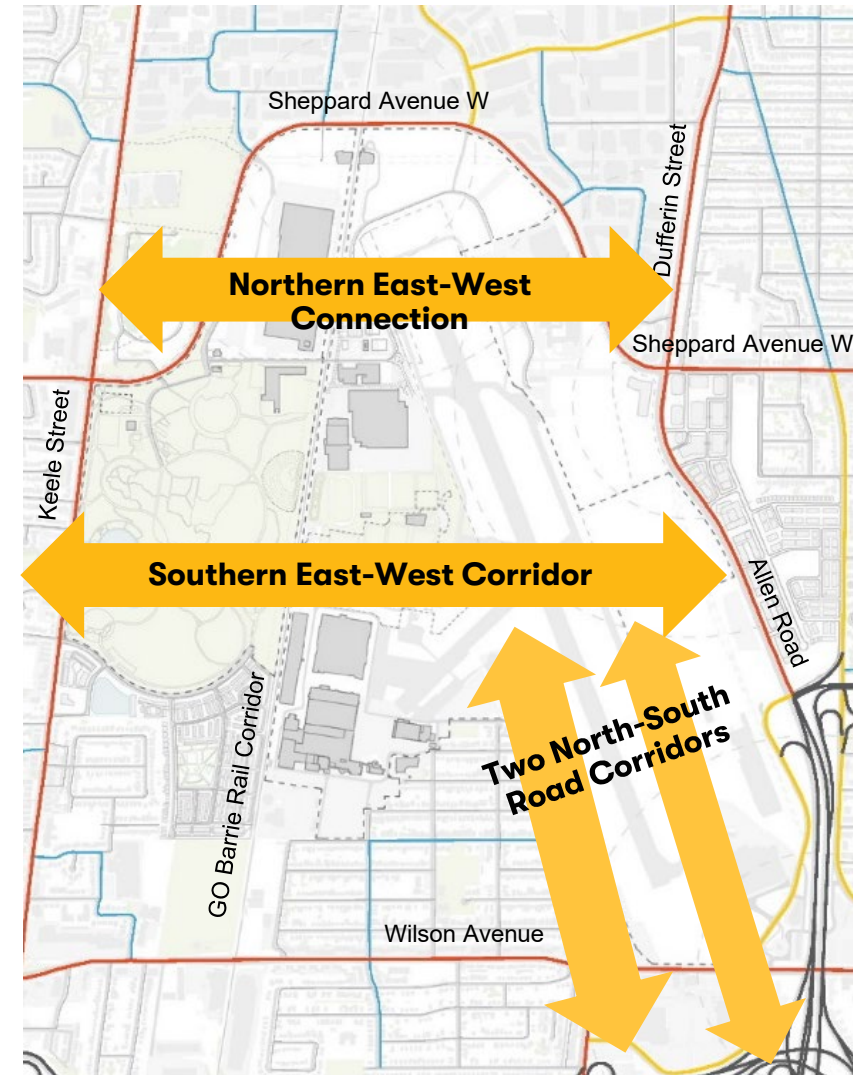
Are there any comments on the Evaluation Criteria or the weighting?



# Phase 2 | Developing Mobility Network Alternatives

## Mobility Network Principles

- Street network with 2 primary north-south streets and 2 key east-west streets
- Street network supported by active crossings of the rail
- Prioritizing cycling, pedestrian and transit connections through the site to enable a shift to non-auto travel as a structuring element
- Establishing complete streets enabling all modes and abilities (pedestrians, bikes, transit, cars), and developing a street network that creates a high-quality public realm and appropriate development potential





# Phase 2 | Mobility Network Long List Screening

## What is a Long List?

- It's the list of all the potential mobility connections that can be made across the site, without considering the constraints that exist. Its purpose is to cast a wide net and capture all potential options that can be further analyzed.

## How were the Long List Options Screened out?

- Based on high-level screening criteria that consider basic feasibility and constraints. For example, a street alternative is screened out if it:
  - › Physical constraints that mean it cannot be implemented or prevent the street from connecting to the rest of the network.
  - › requires the use of unavailable land (e.g., Department of National Defense (DND)),
  - › does not provide full E-W or N-S connectivity,



# Phase 2 | Mobility Network Short List Screening

## What is the Short List?

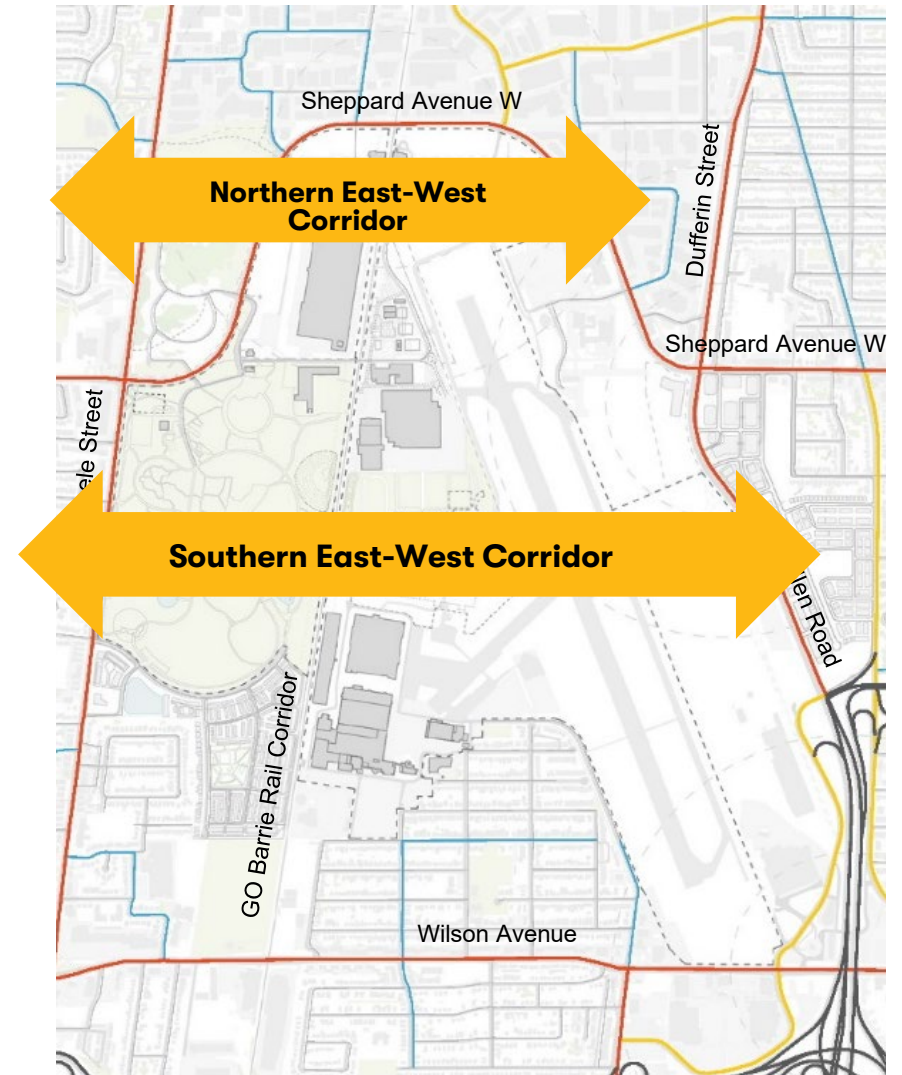
- Options from the long list that are proven to be technically feasible, and that meet the transportation objectives are carried to the Short List.

## What happens to the options on the Short List?

- The Short List will be evaluated using the Evaluation Criteria.
- This work is currently underway between the co-proponents and will be presented at the next public meeting in Spring of 2023.

Are there any questions about the process or where we are right now?

## Phase 2 | East-West Options



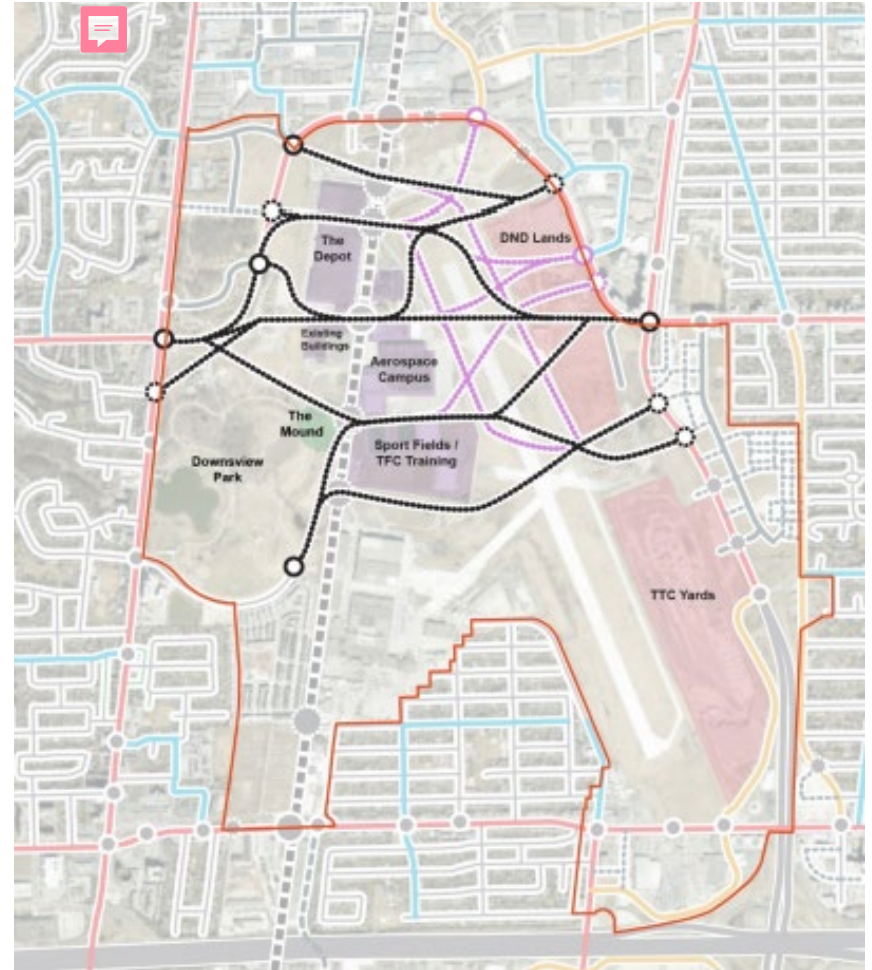


# Phase 2 | East-West Long List Screening

**15** different long list options were analyzed to provide two east-west key streets across the site. **10** were screened out due to technical infeasibility or not providing sufficient east-west connectivity.

## Reinstating historic Sheppard alignment

- A set of options were thoroughly analyzed to see if Sheppard to Sheppard could be reconnected. They were all screened out due to:
  - › The DND Lands are not available for infrastructure use, and
  - › Physical constraints associated with existing buildings at Carl Hall Road that make these options technically not feasible.



# Phase 2 | Northern East-West Short List Options

## Underpass options (A & B)

After technical analysis of all options, **two underpass options** that are technically feasible and meet the transportation objectives for the Northern Crossing are **carried through to the Short List**

These options will be evaluated using the full set of Evaluation Criteria. The results will be presented at the next public meeting in the Spring of 2023 for further public input

## Overpass options (A & B)

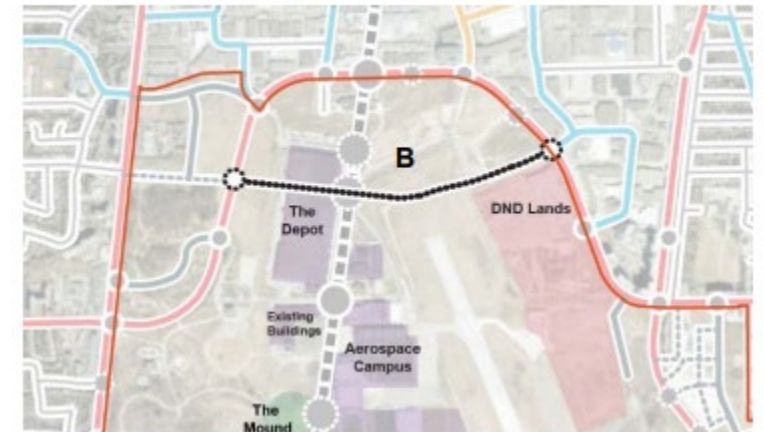
### Is an overpass feasible?

- Overpass options were analyzed by the technical team and were **screened out** as the significant grade change means the streets are not able to connect to the North-South streets in the Area. This is critical for connectivity.

Option A1 – Underpass North of the Depot



Option B1 – Underpass Through the Depot





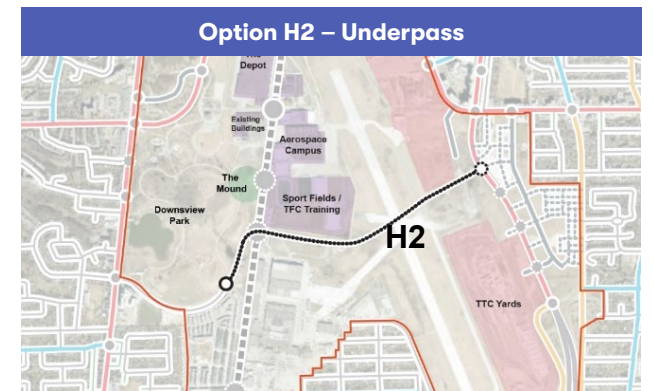
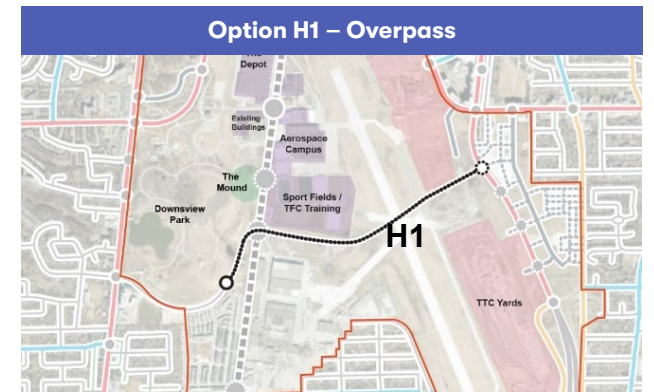
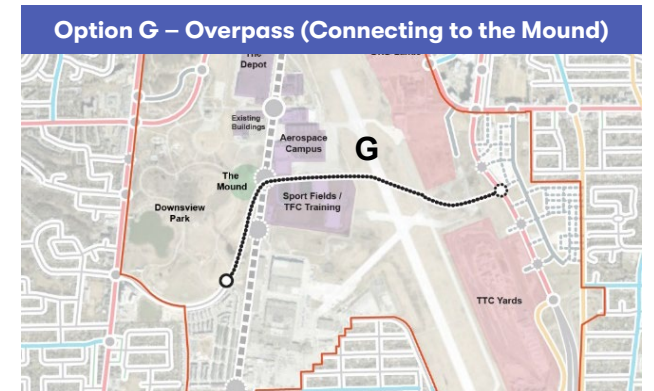
# Phase 2 | Southern East-West Short List Options

Three options were carried through to the Short List for the second southern East-West crossing.

**Option G:** Overpass through the Park Commons connecting to The Mound west of the rail corridor

**Option H1 and Option H2:** An Overpass (H1) or Underpass (H2) connecting to Downsview Park Blvd. along the south side of the Sports Fields.

These options will be evaluated using the full set of Evaluation Criteria. The results will be presented at the next public meeting in the Spring of 2023 for further public input



# Phase 2 | East-West Short List Options: Summary

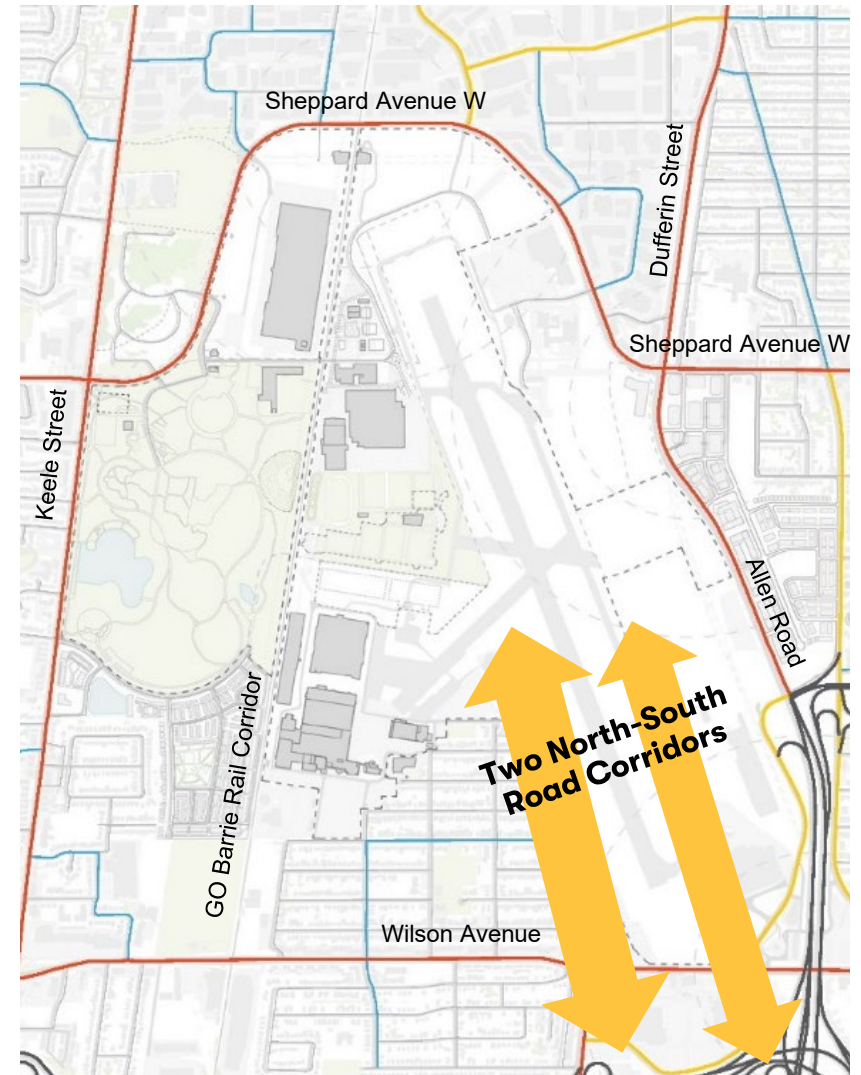


Are there any questions  
on the East-West Long  
List and Short List  
Options?





## Phase 2 | North-South Options



# Phase 2 | North-South Long List: Dufferin Extension

**10** Long List Options were analyzed for the extension of Dufferin. 7 were screened out as they were technically not feasible or did not meet the transportation objectives.

## Connecting Dufferin to Dufferin (Option B)

- The TTC Wilson Yard is a hard constraint that requires significant and unacceptable impacts to TTC property.
- The option does not meet the objectives of the Problem-Opportunity Statement as it does not provide appropriate connectivity North-South through the site.





# Phase 2 | North-South Long List: Billy Bishop Extension

**7** Long List Options were analyzed for the extension of Billy Bishop Way. 5 were screened out as they did not meet the transportation objectives or duplicated a function already provided by another option.

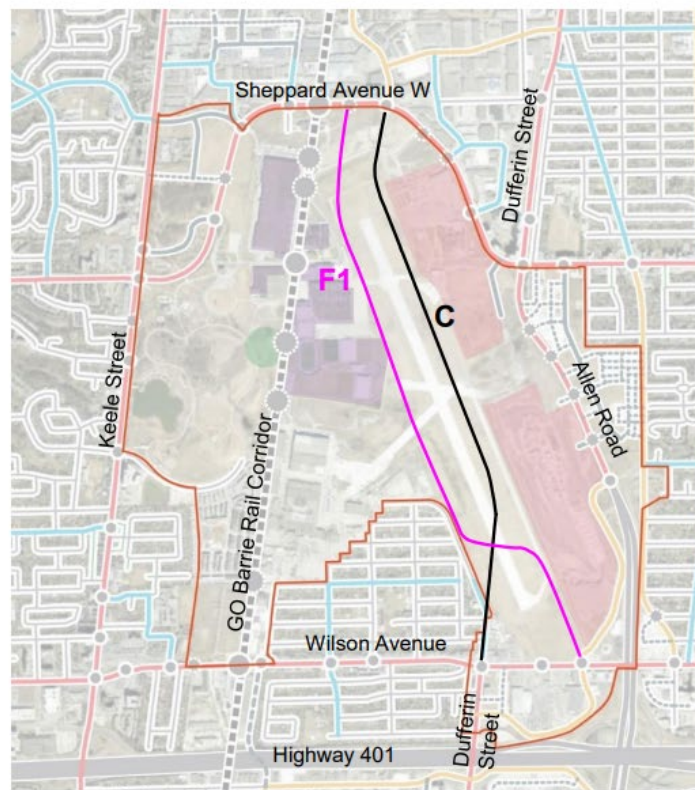


# Phase 2 | North-South Short List Options

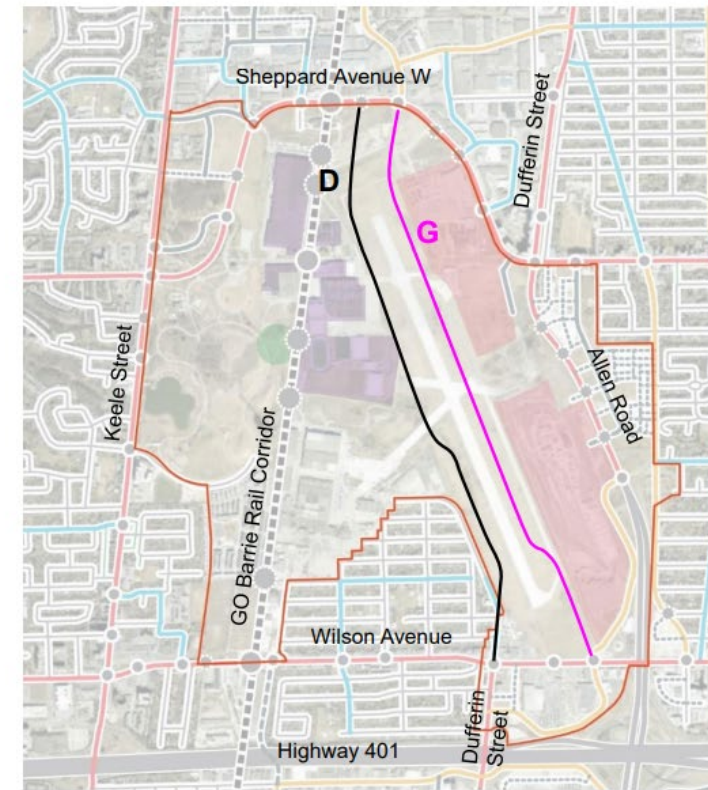
After combining different feasible options, 2 North-South combinations remain viable and meet the objectives of the Problem-Opportunity Statement.

## Key Considerations

- Both options carefully consider the interaction with neighbouring communities.
- Both options take into account the surrounding transportation network, and existing constraints within it.



OPTIONS C + F1



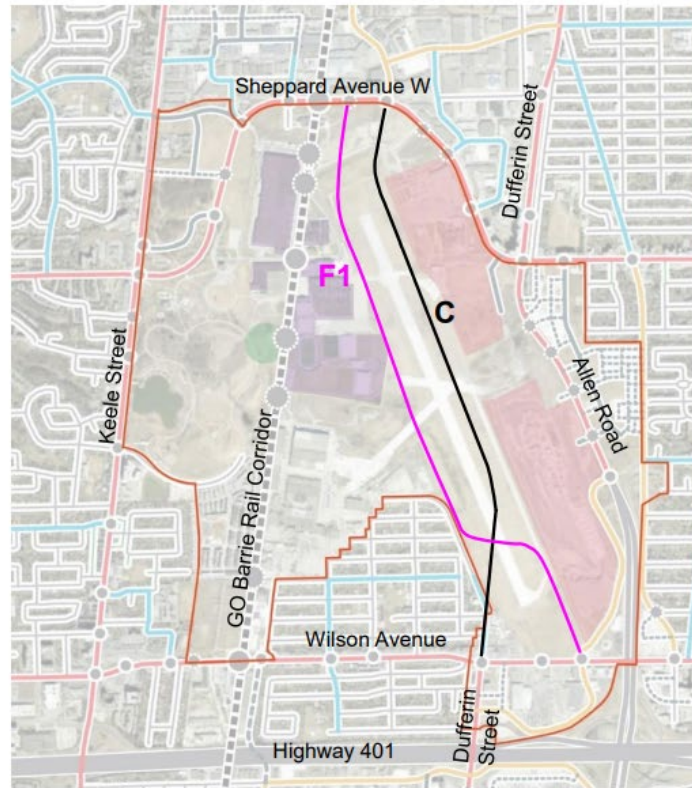
OPTIONS D + G



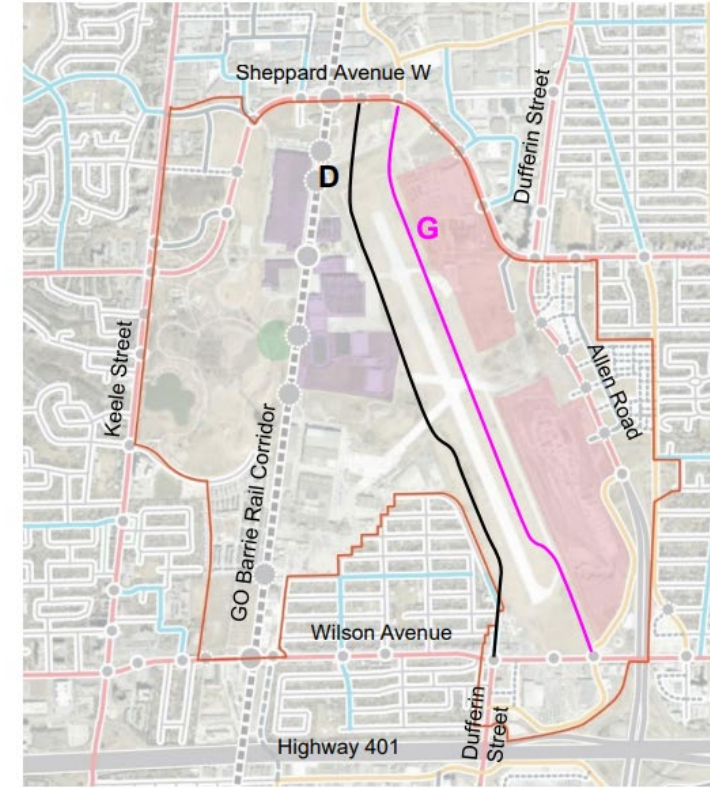
# Phase 2 | North-South Short List Options: Summary

These options will be evaluated using the full set of Evaluation Criteria. The results will be presented at the Public Meeting in the Spring of 2023 for further public input.

Are there any questions on the North-South Long List and Short List Options?



OPTIONS C + F1



OPTIONS D + G

# Servicing Options





# Servicing Options

- Once a preferred mobility network has been determined, options for water, sanitary and stormwater infrastructure will be developed.
- Water, sanitary and stormwater infrastructure will mostly be located within the road allowances in the preferred mobility and network options.
- Water and sanitary to be interconnected with the existing municipal system along the project boundaries.
- Stormwater objective is to implement Blue-Green infrastructure throughout the site to help achieve a target of 25mm retention at source.
  - › This promotes stormwater re-use for irrigation, infiltration and bio-evaporation and significantly reduces the impact of development on downstream watercourses.

# Environmental Assessment (EA): Next Steps

The co-proponents are continuing to work together in advancing Phase 2 of the EA. Over the next few months, the team will:

- Evaluate the 5 East-West and 2 North-South Short List Options against the Evaluation Criteria as presented
- Select preferred solution for transportation
- Evaluate and select preferred solutions for the underlying servicing infrastructure network

## Public Meeting #2:

- Currently targeted for Spring 2023.

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