

id8 & Update Downsview

Public Town Hall 2

Thursday, December 8, 2022

Via Zoom from 6:00 to 8:00 pm

MEETING OVERVIEW

The City of Toronto, Northcrest Developments and Canada Lands Company hosted a virtual public meeting to provide an update and seek feedback on the work that has happened since the last Update Downsview Town Hall in June 2022, including:

- **a map of relevant planning processes** in Downsview, including:
 - Official Plan Amendment application ([id8 Downsview Framework Plan](#)) led by Northcrest and Canada Lands,
 - Update to the 2011 Downsview Area Secondary Plan ([Update Downsview led by the City of Toronto](#)),
 - Community Development Plan (CDP), as part of Update Downsview, led by the City of Toronto,
 - the Environmental Assessment (EA) as part of Update Downsview, led by the City of Toronto in collaboration with Northcrest and Canada Lands, and
 - the District Plans, including [Northcrest 1st District](#) led by Northcrest and [Downsview West](#) led by Canada Lands;
- **the EA update** on the proposed key east-west and north-south connections options and the evaluation criteria; and
- **the draft Community Development Plan priorities.**

The overview planning presentation was followed by the primary focuses of the evening, the Environmental Assessment Update and draft Community Development Plan priorities. A short recap of the Update Downsview process was provided ahead of the CDP priorities.

The integrated summary below provides key feedback received from the two discussions. Please note the following attachments:

ATTACHMENT 1. Break-out Room Discussions

ATTACHMENT 2. Agenda

ATTACHMENT 3. Combined slides

On Thursday, December 8, 2022, as part of the id8 & Update Downsview Public Town Hall, over 100 people participated in a meeting hosted by The City of Toronto, Northcrest and Canada Lands. 64,000 meeting notices (in postcard format) were sent out in a 2 km radius around the Downsview lands.

The meeting was held virtually over Zoom video conferencing software. The meeting was two hours long, and included opening remarks from Councillor Pasternak, presentations, and two sets of breakout room discussions.

Third Party Public (formerly Swerhun Inc.) facilitated and documented the breakout room discussions. As facilitators that are not advocating for any particular outcome of this project, Third Party Public's intent with this summary is to capture the perspectives shared during the discussion, not to assess the merit or accuracy of any of these perspectives. This summary also does not indicate an endorsement of any of the perspectives on the part of the City of Toronto, Northcrest Developments or Canada Lands Company.

This Integrated Summary captures the combined feedback shared for both discussion topics. The detailed summary of each breakout room can be found in Attachment 1.

The detailed breakout room summaries captured in Attachment 1 were subject to participant review before being finalized.

DETAILED FEEDBACK

This summary reflects the feedback shared by participants. When the City of Toronto, Northcrest, Canada Lands, and/or their consultants responded to questions or offered comments, the responses are written in *italics*.

Environmental Assessment Update

Following the Environmental Assessment Update presentations, participants were divided into four break-out rooms to share any their thoughts on the presented alternatives and evaluation criteria. The integrated summary of these discussions is captured below. For more information, please refer to Attachment 1: Detailed Breakout Room Discussions.

General Feedback

- **Mixed opinions on prioritizing pedestrian and cycling environments.** Some participants emphasized the importance of promoting and prioritizing pedestrian and cycling safety – which includes visibility, lighting, and security and physical barriers. Others urged to remember that many prefer to use cars in this area and it needs to be reflected in the updated plan.
- **Share visual information on proposed roads and overpasses/underpasses.** Participants would appreciate visual representations of how these proposed alternatives could look. Without visuals, it is easy to make wrong assumptions about safety and the number of lanes.
- **Prioritize protecting greenspaces.** Participants were interested in understanding how the various alternatives impact greenspaces, and how the green spaces will be prioritized while selecting the preferred alternative.
- **Address existing traffic and congestion issues.** Some participants supported using alternative routes to address area-wide traffic and congestion, especially on Keele Street, Sheppard Avenue and Allen Road. Others expressed concern that new connections might bring more traffic and congestion to local neighbourhoods, making them less attractive to live in.

Feedback on the Presented East-West Alternatives

Northern East-West Street Alternatives

- **Clarifying the difference between Alternative A and Alternative B.** Participants asked for further clarification on the different options and benefits for the Northern East-West Street Alternatives.
The main difference is that Alternative A is trying to avoid the Depot and Alternative B is cutting through the Depot and creating separate buildings.
- **There are mixed opinions on the two Alternatives.** One individual indicated that Alternative A is preferred because it does not encroach on the Downsview Park area as much. Another individual raised concerns that Alternative B could result in pollution and negatively impact the community as the Depot has thick walls and there is a fear about construction negatively impacting the community, especially if there is asbestos that may spread.

- **Consider pedestrian safety, which includes visibility, lighting, and security, in the selection of the different alternatives.** If the underpass is longer, please consider the safety impacts it would have on pedestrians, especially for children trying to get to school. As the process evolves, safety should be added to the considerations along with the potential conflict between different road users in a confined underpass.

Southern East-West Street Alternatives

- **There are mixed opinions on the Southern East-West Street Network Alternatives.** A participant shared their preference for the overpass, Alternative H1, because it seemed like a more cost-effective option. Another participant shared their preference for Alternative H2, underpass, because it would aesthetically look better.
We have not confirmed costing details. As part of our evaluation, we will get into the relative cost between the alternatives. Cost is one of the Evaluation Criteria being considered, along with everyone's input, before presenting recommendations to the City Council.
- **Avoid using the Southern East-West Alternatives to provide increased access to existing neighbourhoods and major roads.** There was concern about alternatives providing increased access to these areas. Some participants would like to keep “the barrier” that the Bombardier Airport lands create, as it prevents cars from entering the Ancaster neighbourhood to connect to other major streets.
- **Clarify whether the Southern East-West Alternative Alternatives includes an underpass and an overpass.** It is not super clear from the renderings if it will be an over or underpass.
Yes, the Southern East-West Street Alternatives include an underpass and an overpass. Options H1 and H2 are both in the same location and will follow the same general alignment.

Feedback on the Presented North-South Alternatives

- **Consider only one north-south corridor, which is away from the neighbourhood and the park, and closer to Allen Road.** Consider having only one connection as opposed to two connections currently presented as the north-south options.
Yes, we did consider one corridor vs two corridors at the beginning. The main concern for us with one corridor was that a lot of people would be trying to go through one corridor and use it as a thoroughfare.
- **Consider making Alternative G a “heavier” use corridor that would absorb heavier traffic away from the community,** while making Alternative D more pedestrianized or more oriented towards transit, cycling, etc.
- **Preference for Alternative C + F.** An individual shared their appreciation for the intersecting connection that would help alleviate more traffic than the other alternatives. People using Alternative C + F can go left, right, or down to Dufferin Street, Billy Bishop Way or Allen Road.

Feedback on the Draft Evaluation Criteria

- **Consider the overall impact of alternatives.** It is important to look at all the alternatives to understand overall impact on communities, instead of focusing on the alternatives

separately and one by one. The whole picture should support pedestrian use for the entire site, as opposed to creating barriers or cutting off access.

- **Prioritize a focus on providing local access.** Concern that end-to-end service will create more opportunities for cars to cut through local areas, generating local traffic resulting in dangerous streets for cyclists and pedestrians.
- **Ensure the design of these streets to be pedestrian-focused and cyclist-friendly shouldn't be the sole focus because the weather can make it unappealing to be outside of one's car.** Along with the appreciation for other ways of transportation, remember that cars are not the villains.
- **Consider the environmental impact** new streets and connections will create on the natural habitat and residents in general, including the impact on the stormwater management.
- **Clarify what kind of traffic impact studies have been or will be conducted in this area.** Participants would like to know what to expect in terms of impact on the local communities.

Draft Community Development Plan Priorities

The City of Toronto provided an overview presentation on the draft Community Development Plan priorities. Following the overview, participants were divided into six break-out rooms to discuss the presented draft priorities and share their feedback. The integrated summary of these discussions is captured below. For more information, please refer to Attachment 1: Detailed Breakout Room Discussions.

General Feedback

- **General support and appreciation for the seven draft Community Development priorities.** Participants shared that these were good priorities with great examples. Most of the feedback focused on providing more examples or emphasizing important aspects of the priorities. There were no major concerns raised.

Priority 1 – Access to Healthy and Affordable Food

- **Prioritize access to culturally appropriate food for our multicultural city.** Grocery stores, community gardening and greenhouses on rooftops of new buildings should be included to provide diversity of options.
- **Strong support for more urban farming, community gardens, farmers' markets and more opportunities for accessing fresh and cheap vegetables.** Continue building on the legacy of the local urban farms and community gardens in Downsview (for example, Downsview Park and Merchant Market) to provide year-round access to growing food.
- **Offer access to specialty providers such as bakers, butchers, etc.** Unlike big chain stores, these are places that people can visit and get to know the businesses. Consider introducing permanent, daily, and affordable markets such as St. Lawrence Market, with specialty items.
- **Prioritize affordability.** There need to be more affordable options for fresh vegetables, food markets and grocery stores, especially for seniors and youth.

Priority 2 – Access to Housing

- **Support for having a diversity of housing options and reasonably sized units.** There should be a good mix of mid-rise rentals, ownerships, and high-rises that are reasonably sized. Don't replicate the tiny Downtown condos that do not have enough space for families.
- **Housing needs to be near other supports and services.** Everyone needs a place to live – including young families, youth, and seniors. Consider how different people would access these spaces. For example, for senior housing there is a need for accessible space near other seniors supports and key amenities. Similarly, families and other residents should also have access to amenities, such as daycares, schools, stores, etc. nearby.
- **Quality affordable units, and access to programs.** The new buildings need to offer affordable and quality (well built and maintained) spaces to live in. For example, consider a rent-to-own program and various co-ownership programs.
- **Consider the type of dwellings where you can live and work.** There is a desire for mixed-use spaces for living and even running your business (i.e. live-work units). There are examples of mixed-use buildings in Markham that incorporate retail stores on the ground floor and residential units above.
- **Building housing that is culturally appropriate for the needs of different communities.** This includes housing for multi-generation households or different family sizes. A participant shared that this was also important from a First Nations perspective.
- **Consider removing stress tests as requirements for mortgages.** It can be a barrier to ownership that disqualifies a lot of equity-seeking people from accessing ownership.
- **Support for the City using tools to ensure affordable housing commitments are met.** It's important to hold the landowners accountable to the commitments to affordable housing and to ensure their needs are not put ahead of public policy priorities.

Priority 3 – Access to Employment Opportunities

- **Appreciation for the idea of an inclusive economy.** An inclusive economy sounds amazing but curious to know how it could be implemented.
- **Offer more training opportunities for the creative and tech industries.** Training is a key aspect of ensuring employment opportunities in the area.
- **Partner with employment agencies and agencies that provide pathways to jobs.** There is an agency in Scarborough called Heritage Skills Development, and a place like that in Downsview would be great to see.
- **Prioritize jobs for youth in the Downsview area.** Youth often need jobs right after graduation, it will be good to have access to employment opportunities for them, especially ones that don't ask for many years of experience, as the youth spent those years in school.
- **We need to foster a community culture focused on sharing resources.** Land is very expensive and there needs to be ways to share more so that life is more affordable for all.

Priority 4 – Establishing an Inclusive Economy

- **Increase access to local stores that are not plazas or big box stores.** This area is depressed economically, and a big factor is how the strip plazas are configured and the large number of big box stores. There needs to be more promotion of small businesses in the area.

- **Providing community kitchens for shared use could help to support small/local businesses.** Community kitchens can also bring community members together (e.g., seniors can teach younger people how to cook and pass on recipes).

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- **Strong support for prioritizing more community centres in the area.** Participants have heard about the plans to build a community centre near Sheppard and Keele (northwest of the Downsview lands). There also needs to be a community centre in the southeast area of the site.
- **Lack of access due to how community centres are programmed are a bigger problem than the lack of space.** For example, a non-profit that provides classes for seniors at a community centre can have only 1 hour of paid access (reduced from 3 hours originally) to a space in the community centre, even though the rest of the community centre and the space in the community centre at other times is not always being used. So, the non-profit cannot use the community centre to its full potential.
- **Provide priority to non-profits in the area, like Toronto Wildlife Centre.** These non-profits should be given some sort of priority and housed in Downsview.
- **Design a pedestrian or cycling loop going around the perimeter of the site.** This can help people connect to different parts of the site as well as provide an opportunity for recreation.
- **Prioritize more libraries throughout the site.** Library programs offer many benefits to the community.
- **Think beyond the Downsview lands to ensure regional collaboration.** Ensure this plan is connected to other plans in the area (e.g., plans for east of Allen Road). When creating recreation spaces, it is important to think of access and integration of nearby communities. Whatever type of recreation or public space is created should be physically accessible to all in a variety of ways.
- **Offer recreation programs including dance (tango and swing), skating and baseball.** Downtown and other places in the city should not be the only place these activities are available.

Priority 6 – Arts, Heritage and Education

- **Include a meeting place to activate the area and be a focal point.** There needs to be a meeting place or a square like Nathan Phillips Square in front of City Hall and Mel Lastman Square in North York.
- **Prioritize more space for local festivals, street fairs and public art.** Downsview could use a local jazz festival and other arts-based activities such as street fairs, murals, and seasonal ones like fireworks or Christmas events, to keep the community from having to leave Downsview for entertainment.
- **Repurpose and use new spaces to create rehearsal space for musicians, and other events.** It would benefit the community's artists, especially if these rehearsal stations are close to subway stations for easy access. The Hangar space can be used to host festivals and group gatherings.
- **Celebrate the aviation history of the area.** Participants would like to see the Hangars kept, and the aeronautical museum brought back to Downsview.
- **Include non-denominational and multi-faith spaces,** both indoor and outdoor spaces.

- **Think about connecting to other areas in the city that have had success with events (e.g., Taste of the Danforth, The Bentway).** Create exchange programs between different parts of the city so that we can learn from one another and don't have to create new all the time. Another suggestion was to connect food festivals with farmers' markets.
- **Toronto Lands Corporation (TLC), on behalf of the Toronto District School Board (TDSB), shared that they are working with the City on the Downsview Community Services and Facilities (CSF) Strategy** and with Northcrest Developments and Canada Lands Company for the planning of schools in the Downsview area. TLC/TDSB confirmed that they are fully informed about the process for incorporating education in Downsview.

Priority 7 – Community Safety & Wellbeing

- **Prioritize parks and greenspaces for local communities to use.** Access to free greenspace is important for residents and existing parks are protected from development. The outdoor parks are also only “green” half the year. There needs to be thought around different types of enclosures in greenspaces that can make them accessible and usable for the entire year.
- **Reduce car usage and traffic.** Consider how the volume of cars and speed can be changed to make it safer for pedestrians and cyclists. One suggested option was to have government incentives (such as paying people) to reduce the usage.
- **Consider different types of mobility and different mobility needs.** Different types of mobility (e.g., driving, walking, cycling) should be segregated so that everyone has a safe place.
- **Include health services within all the community centres and public facilities.**

NEXT STEPS

Councillor Pasternak thanked participants for their contributions and reminded everyone that his office is always available to listen and answer any questions. Northcrest, Canada Lands and the City of Toronto thanked everyone who joined the meeting and encouraged participants to continue sharing their feedback and staying in touch. The facilitation team reminded participants to send additional feedback one week after the meeting date for it to be incorporated into the summary. They noted that a meeting summary, along with the presentation slides and recording of the presentations, would be shared following the meeting.

The conveners also encouraged participants to reach out to any of the project contacts from the City of Toronto, Northcrest and Canada Lands:

Ian Hanecak from Northcrest at ihanecak@northcrestdev.ca

Manon Lapensée from Canada Lands at mlapensee@clc.ca

Jessica Krushnisky from the City of Toronto at Jessica.Krushnisky@toronto.ca

ATTACHMENT 1 - Breakout Room Discussions

Please find your breakout room discussion by using the facilitators and project team members names and review the draft detailed notes. When the City of Toronto, Northcrest, Canada Lands, and/or their consultants responded to questions or offered comments, the responses are written in *italics*.

Environmental Assessment Breakout Room #1: Trajce + Yulia

Overall Sentiment

The discussion focused primarily on process-related questions regarding the OPA application and environmental assessment, and questions of clarification. There was some insight shared regarding the East-West and North-South Street Network Alternatives.

East-West Street Network Alternatives

- **Prefer to see Alternative A implemented over the other alternative.** Alternative A has an underpass north of the Depot, and was selected because it does not encroach on the Downsview Park area.
- **Do the Southern East-West Street Network Alternatives include an underpass and an overpass?**

Response: Yes, the Southern East-West Street Network Alternatives include an underpass and overpass. Options H1 and H2 are both in the same location and will follow the same general alignment.

North-South Street Network Alternatives

- **Prefer to see only Option G, so only one north-south corridor, that is away from the neighbourhood and the park, and closer to Allen Road.** Consider having only one connection as opposed to two connections currently presented as north-south options.
Response: Yes, we did consider one corridor vs two corridors at the beginning. The main concern for us with one corridor was that a lot of people would be trying to go through one corridor and use it as a thoroughfare.
- **Consider making Alternative G a “heavier” use corridor that would absorb heavier traffic away from the community.** Make Alternative D more pedestrianized or more oriented towards transit, cycling, etc.

Other Feedback

- **The Framework Plan (also known as the submitted OPA Application) is difficult to access and read.** Consider preparing at least 12 hard copies available for pick up at the Downsview Hub.
Response: Yes, we can take it back to the team and follow up with you on the printed copies of the Framework Plan.
- **There seems to be an anti-car bias in your proposals.** Please clarify the reasoning behind this approach.

Response: It is not the intention to bring an anti-car bias, not whatsoever. The idea is to design a place where transit and active modes of transportation are equally accessible and present an equally good option for commuters in the future.

- **Clarify if there are any changes in the diagrams of the Framework Plan that show an extended underpass, north of the sports fields.** It is difficult to provide any feedback on the information that is new and was not reflected in the id8 Framework Plan. Participants are left with a two-year-old Framework Plan that only shows one option. Participants are put in an awkward position to provide feedback on new information that they see or hear for the first time during this meeting.

Response: The Framework Plan has not been changed since it was submitted to the City of Toronto as part of the OPA application. Part of Update Downsview led by the City of Toronto is to look at the Framework Plan. Concurrent to the Update Downsview Process which looks at how to update the 2011 Downsview Lands Secondary Plan, is an Environmental Assessment work led by the City of Toronto, Northcrest and Canada Lands as co-proponents. The purpose of the Environmental Assessment is to look at all possibilities for major infrastructure, including the one proposed in the Framework Plan, and determine which option would work best based on the evaluation criteria. That's why we are here today – to present and seek feedback on the proposed options and the evaluation criteria. The materials will be shared with participants following the meeting.

- **This whole area was once planned to be turned into one big green space – a Central Park for Toronto.** Over the years we see more and more being chipped away from this area – and it just seems a shame. The opportunity we have right now, we will never have again – to turn the space that has nothing built on it with adjacent greenspace to it into a great forested area with trails all through it. Seems like a terrible lack of foresight and nothing new for Toronto. It seems you are developing everything and putting a few open greenspaces here and there, and it seems it will all be developed, and there is no point to this quite frankly.

Response: It is very important to note that the Downsview Park that we all love is not being developed, it is not part of this discussion or application. It is kept as is, and, in fact, through this work, we are looking at how we can bring greenspace to the Downsview lands, as now it is one large piece of concrete. We are looking to bring 100 acres of new parks and open space beyond the Downsview Park, thinking about how to deliver additional connected greenspaces to the area.

Overall Sentiment

Participants shared insights regarding traffic and congestion in local areas. There were mixed opinions on the different alternative options and a desire for more graphics and visuals of alternatives.

East-West Street Network Alternatives

- **The diagrams shared do not graphically explain the underpass alternatives.** It is not clear from the shared images of the Northern East-West Alternatives if Alternative A, the underpass, would be longer than Alternative B, the overpass at the depot.
- **Consider pedestrian safety, which includes visibility, lighting, and security, in the selection of the different alternatives.** If the underpass is longer, please consider the safety impacts it would have on pedestrians, especially for children trying to get to school. As the process evolves, safety should be added to the considerations along with the potential conflict between different road users in a confined underpass.

Response: At the north end, the scale of development demands that there be a consideration for underground alternatives. If safety is of concern in any underground situation, that's something that's assessed critically, if it becomes one of the drivers for choosing one option over the other that would be something that's considered later in the process.

- **There are mixed opinions on the Southern East-West Street Network Alternatives.** A participant shared their preference for the overpass, Alternative H1, because it seems like it would be cheaper to construct. Another participant shared their preference for Alternative H2, underpass, because it would aesthetically look better.

Response: We have not confirmed those details. As part of our evaluation, we will get into the relative cost between the alternatives. Cost is one of the Evaluation Criteria being considered when making determinations, along with everyone's input before putting recommendations in front of the City Council.

- **Do either of the Southern East-West Street Network Alternatives cut into greenspace more than the other?** Select the option that protects as much greenspace as possible.

Response: We haven't marched that far down. Green areas or streetscaping trees are considered inherently in the design process as we move forward into later stages. If a greenspace were to be taken out of service, it would be part of the evaluation.

- **How do these alternatives alleviate the traffic flow on Sheppard Avenue and Dufferin Street during rush hour?** There is currently a lot of traffic in the area there during rush hour, especially coming off Arleta Avenue heading east on Sheppard Avenue to Yonge Street. There is also a lot construction and traffic on Keele Street.

Response: The Environmental Assessment process considers traffic flow at all connection points, whether they be existing or proposed or proposed to be modified. It works with the data to understand how those intersections and roads work now. We work to consider the future volumes and what sorts of improvements or adjustments are needed to manage the traffic.

- **Provide more clarity on whether the new roads are two or four lanes.** It is unclear in the presentation.

Response: We simply haven't completed enough evaluation to be certain what will serve it appropriately. We know that we'll need two main corridors there. There still needs to be fundamental conversations with transit organizations, and then decisions can be made to support a recommendation.

North-South Street Network Alternatives

- **There is a preference for Alternative C + F for the North-South Street Network Alternatives.** It is nice that it criss-crosses and connects to alleviate more traffic than the other alternative. People using Alternative C + F can go left, right or down to Dufferin Street, Billy Bishop Way or Allen Road.

Other Feedback

- **There is traffic and congestion on Keele Street.** There is ongoing road work and congestion on Keele Street, Wilson Avenue and Sheppard Avenue. Local communities are looking for shortcuts such as Tavistock Road to avoid congestion. Despite these efforts, there is still a need to go on Keele Street which has most of the congestion at Keele and Sheppard Avenue.
- **Why are there so many condo developments in the area?** There are many people who want to purchase single-family homes and not condos. It has been challenging for families to purchase a home and there is an opportunity with this development to build more single-family homes.

Response: The OPA application contemplates building heights from townhouses mid-rise, low-rise and mid-rise buildings all the way to high-rise buildings closer to major transit stations. We're also looking at the city's intensification and housing policies and the desire to create more housing. The site is located strategically in an area that is in proximity to three transit stations. In short, we're looking at the right density and types of housing.

- **Is there a plan for building new schools?** Most of the schools in the area are over capacity.

Response: There will be new schools as part of this process. A representative from the Toronto District School Board shared that they are part of the City's Community Services and Facilities Working Group for Downsview, and that they are in talks with Northcrest and Canada Lands to determine when/where schools go and should come online.

Environmental Assessment Breakout Room #3: Greg + Stephanie

Overall Sentiment

Participants appreciated the presentation and the good work on the considerations for the alternatives. They also shared some key considerations and advice for the evaluation criteria.

East-West Street Network Alternatives

- **General concern about these street connections giving people alternative ways to get to other major arteries which will impact the local communities surrounding Northern East-West Alternatives.** These streets will help alleviate traffic on major streets but will turn them into busy and noisy streets impacting local communities. Participants are

concerned these street connections will become “unattractive” like Keele Street or Dufferin Street, and full of traffic which can be dangerous to pedestrians and cyclists.

Response: The goal is not to create through-streets but creating and designing streets that people will want to bike and walk through.

- **What is the difference between Alternative A and Alternative B? Neither of the Northern East-West Alternatives seem to create a big difference on the route Sheppard Avenue.**

Response: The main difference is that Alternative A is trying to avoid the Depot and Alternative B is cutting through the Depot and creating separate buildings. These Alternatives are not meant to get people from one site to another but are meant to serve the development growth plan, support transit and provide service to the Downsview GO Station. These routes also look at cycling, pedestrian walkways and overall creating complete streets.

- **Concern that Alternative B from Northern East-West Alternatives will cut through the Depot will impact the community.** The Depot has thick walls and there is fear of demolition and construction debris will negatively impact the surrounding community.
- **Share more information on benefits of the Northern East-West Alternatives.** It would be interesting to understand the advantages of cutting through the depot in Alternative B.
Response: Alternative B crossing through the Depot Building requires removal of a portion of the Depot Building but provides a street and block structure that optimizes development potential near transit i.e., more development density within immediate proximity to transit, and more regular development parcels. There is ability to maintain the integrity of the cultural heritage value and attributes of the Depot Building and adaptively reuse the building.
- **Avoid using the Southern East-West Alternatives to provide increased access to existing neighbourhoods and major roads.** Would like to keep the block/barrier that the Bombardier Airport strip creates, as it prevents cars from entering the Ancaster neighbourhood to connect to other major street arteries.

Evaluation Criteria

- **It is important to look at all alternatives for their overall impact to the community, instead of focusing on the alternatives separately and one by one.** The whole picture should support pedestrian use for the entire site as opposed to creating barriers or cutting off access.
- **Important to understand that making these streets pedestrian and cyclist-friendly shouldn't be the sole focus because the weather can make it unappealing to be outside of your car** Along with the appreciation for other ways of transportation, remember that cars are not the villains.
- **Prioritize focus on providing internal access.** Concern that end-to-end service will create more opportunities for cars to cut through local areas, create local traffic, and dangerous streets for cyclists and pedestrians.
- **Consider what type of environmental impact new streets and connections will create on the natural habitat or residents in general, for example stormwater management.**

- **Clarify what kind of traffic impact studies have been or will be conducted in this area.** Clarify what to expect in terms of impact to the local communities.

Other Feedback

- **Enlarge graphics and images from the presentation.** Some of the current images/maps are too small to see.
- **Concern with the increase in population in the community with new developments being built every year.** The new volume of people is already affecting traffic.
- **Integrate native species into new parks and greenspaces and continue to protect parkland.** Consider Milkweed plants and other natural species to attract bees, birds and insects to the parks which is important for the ecosystem.
- **The other side of Allen Road has development proposals coming in and taking away parkland.** There is a specific concern with the removal of a park at Sheppard and Banting Road for a new development. *Following the meeting, the project team provided the following response: As part of the Council-adopted Allen East District Plan, the current Banting Park is planned to be reconfigured and expanded by 0.26 hectares from its original size (total 2.64 hectares).*
- **The Downsview area still doesn't have TTC service** for the Stanley Green area – the community has been told it's coming but it still hasn't arrived.

Environmental Assessment Breakout Room #4: Andrew + Matthew

Overall Sentiment

Participants discussed mixed opinions on the different alternatives, specifically the Northern East-West Street Network Alternatives, including suggestions to explore other alternatives. There was also general feedback shared about the role of cars in the Downsview lands.

East-West Street Network Alternatives

- **There were mixed opinions on the Northern East-West Street Alternative B impacts on the Depot building.** Alternative B would be cutting through the Supply Depot building and impacting its heritage value and disrupting/exposing potential chemicals by cutting through the supply depot (e.g., asbestos). On the flipside, Alternative B will connect the road to the future William Baker district road network, specifically, the central east-west road in William Baker and cutting through the supply depot because the building is too large currently.
Response: Alternative B has advantages in terms of the development of the Downsview West District. One key advantage is that it allows for more development north of the supply depot near the TTC subway and GO transit station.
- **Consider other alternative(s) in the process.** Explore an alternative that wraps around the Supply Depot building to the north, then heads south, west of the building connecting to Sheppard West in the same location as Alternative B. Consider having the Northern East-West Alternatives head south on the east end of the site (through the National Defense Department) to connect instead of cutting into the Supply Depot.

Response: There are other alternatives, proposed and being considered, including this alternative. Alternative A & B are being shared because they are the two most feasible options. Currently, with the DND Lands being there it is not possible to take the road or roads through these lands.

Southern East-West Alternatives

- **Clarify if the proposed Southern East-West Alternatives result in any loss of the lands from Downsview Park.**

Response: The loss of park area would be limited to the footprint of the southern East-West street. In order to create the "Ravine Underpass" to reflect the City Nature vision articulated in the Framework Plan, the area around the street would be regraded and replanted to ensure its integration in a naturalized landscape.

Other Feedback

- **Would it be possible to put the streets for cars underground to allow for space and a safer environment for pedestrians?**

Response: It is not feasible from a cost perspective to bury streets underground.

- **Clarify if the streets will be exclusively for cars.** It is unclear from the presentation.

Response: No, the streets are being designed for multiple users, including cars, cyclists, pedestrians, etc. The proposed designs are focused on people, not just cars. Some streets will be primarily pedestrian focused.

Community Development Plan Breakout Room #1: Sundus + Yulia

Priority 1 – Access to Healthy and Affordable Food

- **There needs to be access to culturally appropriate food.** We are a multicultural city, and every culture has something to bring to the community – that's what makes us interesting and diverse. Grocery stores should reflect that. Some grocery stores have "international" isles, which allows access to different foods. Also, consider community gardening and greenhouses of the rooftops on new buildings, including affordable housing.

Priority 2 – Access to Housing

- **Consider accessibility options to support people that require them** – from seniors to people with special needs.
- **Consider the type of dwellings where you can live and work** – e.g. lofts where you can run a little business and live in at the same time. There is an area in Markham by Markham Stouffville Hospital with stores on the ground floor and residential units above.
- **Affordable housing needs to be well maintained.**
- **There is a need for a rent-to-own program** that would reduce the uncertainty of being dependent on landlords and the rental market and bring more certainty to those who want to continue living in the area.
- **Consider building housing on top of the malls.**

Priority 3 – Access to Employment Opportunities

- **Training is key.** Before you get job, you need training. So, training is an important aspect of ensuring employment opportunities in the area. Consider training in the creative industries to support the film campus and also in IT.
- **Partner with employment agencies and agencies that provide pathways to jobs.** There is an agency in Scarborough called Heritage Skills Development, and a place like that in Downsview would be great to see.

Priority 4 – Establishing an Inclusive Economy

- **There needs to be better access to the stores.** This area is depressed economically. A big factor is how the strip plazas are configured – where you have parking in front of the stores, which prevents people from walking and “window” shopping. Another factor is big box stores.

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- **Lack of access due to how community centres are programmed are a bigger problem than the lack of space.** For example, a non-profit that provides classes for seniors at a community centre can have only 1 hour of paid access (reduced from 3 hours originally) to a space in the community centre, even though the rest of the community centre and the space in the community centre at other times is not always being used. So, the non-profit cannot use the community centre to its full potential.
- **There are already many non-profits in the area,** like Toronto Wildlife Centre. These non-profits should be given some sort of priority and housed in Downsview.
- **Consider an outdoor skating rink.**

Priority 6 – Arts, Heritage and Education

- **There is a need for a meeting place.** A square comes to mind. There is Nathan Phillips Square in front of City Hall and Mel Lastman Square in North York. It would be great to have something similar in Downsview that would be a focal point and focal meeting place for everybody.

Priority 7 – Community Safety & Wellbeing

- **Parks and greenspaces need to be available for the community to use.** A lot of the people in the area are not high-income and parks are free to use. So it's important to ensure there are more greenspaces and parks for people and the ones that exist are protected from development.

Other Feedback

- **Walkability and access to commodities for everyday needs,** like grocery stores, are really important. In most European cities, you can walk around and get what you need within your neighbourhood. We need self-sustained areas like these.
- **There is a platform for Jane-Finch area, where the community can ask each other for different services they need** – e.g. painters, plumbers, and electricians. You can use such platforms to better connect with people.

Priority 1 – Access to Healthy and Affordable Food

- **Strong support for more urban farming, community gardens, and farmers' markets, and more opportunities for good and cheap vegetables.** The urban farm in Downsview Park has been important for the community. We need more local access to local foods for future generations, especially with increasing prices. Consider having more urban farms, community gardens and farmer markets for local farmers.
- **Build a community through better access to food.** Downsview already has the Merchant Market but that doesn't appeal to everyone. The area would benefit from having more specialty providers such as bakers, butchers, etc. These are places that people can visit and get to know these businesses, unlike the big chain stores. Consider introducing permanent, daily, and affordable markets such as St. Lawrence Market with specialty items.

Priority 2 – Access to Housing

- **Support for a diversity of housing options that are a good size.** People, including Downsview residents, are looking for places to live. There should be a good mix of mid-rise rentals, ownership, and high-rises that are reasonably sized. Don't replicate the tiny Downtown condos that are not enough space for families.
- **Building housing that are culturally appropriate for different communities.** This includes multi-generations households or different family sizes. A participant shared that this also important from a First Nations perspective.
- **Families and other residents need to have access to amenities** such as daycares, schools, stores, and other amenities close to housing.

Priority 3 – Access to Employment Opportunities

- **No comments from the group on this priority.**

Priority 4 – Establishing an Inclusive Economy

- **Appreciation for the idea of inclusive economy.** Inclusive economy sounds amazing but curious about how it could be implemented.

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- **Support for community space for recreation.** There needs to be more local spaces for recreation like dance (tango and swing). Downtown should not be the only place these activities are available. It is a fun way to get together and meet people in the community.

Priority 6 – Arts, Heritage and Education

- **More space for local festivals, street fairs and public art.** Downsview could use a local jazz festival and other arts-based activities such as street fairs and murals.

Priority 7 – Community and Safety Wellbeing

- No comments from the group on this priority.

Other Feedback

- **Plan and vision shared during engagement should be reflected in the process.** There was frustration shared about how Stanley Green unfolded. There is a desire for a mechanism based in the community to ensure the proposed plans are implemented.

Community Development Plan Breakout Room #3: Elise + Stephanie

Priority 1 – Access to Healthy and Affordable Food

- The priority looks good and no further suggestions.

Priority 2 – Access to Housing

- There needs to be access to affordable home ownership.
- Consider adding co-ownership as another element to be added to this list.
- There were two questions regarding financing and commitments to affordable housing.
 - Question 1: Can you get rid of stress tests because even if one has a down payment, the stress tests make it difficult to get a mortgage?
Response (City): The stress tests involve a multitude of different stakeholders and it is not up to the City to remove the stress test.
 - Question 2: What tools does the City have to ensure Canada Lands and Northcrest stick to their affordable housing commitments? How will they be held accountable to not put their needs ahead of affordable housing, like what has happened at some other PSP buildings on Thorncliffe and Cowan Ave?
Response (City): Affordable housing that is required and secured by the City through its legislative powers will be either transferred to the City/a non-profit housing provider (i.e. no longer owned by PSP/Northcrest), and/or will be secured through legal agreements.

Priority 3 – Employment Opportunities

- **Prioritize jobs for youth in the Downsview area.** Youth often need jobs right after graduation, it will be good to have access to employment opportunities for them, especially ones that don't ask for many years of experience, as the youth spent those years in school.

Priority 4 – Establishing an Inclusive Economy

- No comments from the group on this priority.

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- **There is a lack of community centres on the East side of the Downsview lands.** Create various types of activities for people and youth to join, that is safe and accessible.
- **When creating these spaces, it is important to think of access and integration of nearby communities.** Whatever type of recreation or public space that is created should be physically accessible to all through a variety of ways. They should be easy to

walk/cycle to, so people aren't always relying on cars. It is also important that there be wayfinding/signage that lets the community know that these places exist and instructs how to get there.

Priority 6 – Arts, Heritage and Education

- **Prioritize local events**, including seasonal ones like fireworks or Christmas events, to keep the community from having to leave Downsview for entertainment.
- **Repurpose and use new space to create rehearsal spaces for musicians.** It would benefit the community's artists, especially if these rehearsal stations are close to subway stations for easy access.
- **Support for keeping the Hangars**, and the aeronautical museum be brought back. The Hangar space can be used to host festivals and group gatherings.
Response [id8 Project Team]: Most Hangars in the area are being kept and there is no major change planned for that area.

Priority 7 – Community and Safety Wellbeing

- **Include health services within any of the community centres/public facilities.**

Other Feedback

- **Transportation and ease of access to all facilities need to be improved so there are more connections and entrances to facilities.**

Community Development Plan Breakout Room #4: Alicia + Matthew

Priority 1 – Access to Healthy and Affordable Food

- **Think about how food will be provided/delivered to people**, especially people who cannot afford healthy food, including seniors.
- **Suggest looking at ways to provide/maintain gardens in the winter** (e.g., greenhouses).
- **It would be good to promote farmers' markets in the area.**

Priority 2 – Access to Housing

- **Build houses that are not 3-storeys, not more than 2-storeys.** Grandparents would not be able to climb all the stairs. Multiple storeys are also difficult when raising children.
- **The size of rooms in houses is also important.** Rooms need to be large enough for people to move around.
- **There needs to be a balance between affordability and quality in the new housing.** We don't want to end up with a "dump".
- **Think about housing for all stages of life** that can change/adapt as people's lives change.

Priority 3 – Employment Opportunities

- **Foster a culture and community that are more focused on sharing resources.** Land is very expensive, so we need to find ways to share more so that life is more affordable for all.

Priority 4 – Establishing an Inclusive Economy

- **Find ways to promote small businesses in the area.**
- **Provide community kitchens for shared use** could help to support small/local businesses. Community kitchens can also bring community members together (e.g., seniors can teach younger people how to cook / pass on recipes).

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- **Build more community centres.** Participants have heard there are plans to build a community centre in the northwest part of the site/Downsview lands. There also needs a community centre in the southeast area of the site.
- **Create a pedestrian / cycling loop go around the perimeter of the site.** This can help people connect to different parts of the site as well as provide an opportunity for recreation.
- **Prioritize libraries throughout the site.** Library programs offer so many benefits to the community.
- **Think beyond the Downsview lands.** Ensure this plan is connected to other plans in the area (e.g., plans for east of Allen Road).

Priority 6 – Arts, Heritage, and Education

- **Include non-denominational and multi-faith spaces,** both indoor and outdoor spaces.
- **Integrate more spaces for food festivals.** These could be connected to farmers' markets.
- **Think about connecting to other areas in the city that have had success with events** (e.g., Taste of the Danforth, The Bentway). Create exchange programs between different parts of the city so that we can learn from one another and don't have to create new all the time.

Priority 7 – Community Safety and Wellbeing

- **Think about different types of mobility and different mobility needs.** Different types of mobility (e.g., driving, walking, cycling) should be segregated to everyone has a safe place.
- **Include more destinations on travel routes.**
- **Our outdoor parks are only “green” half the year.** Need to think about different types of enclosures in greenspaces that can make them accessible / usable for the entire year.
- **Need to find ways to reduce cars and traffic** (both the volume of cars as well as the speed of cars) to make the area safe for pedestrians and cyclists.
- **Encourage the government to pay people to give up their cars.**

Other Feedback

- Our organization, York Centre Seniors Steering Committee, wants to be more connected to the City on this process. We spoke with someone from the City back in June of this year and have not heard anything since then, which is disappointing. We have a lot of great ideas that we want to be able to share. We need to connect more than twice per year.

Community Development Plan Breakout Room #5: Rosemary+ Khly

Priority 1 – Access to Healthy and Affordable Food

- General agreement that this is a good priority to include in the process.

Priority 2 – Access to Housing

- General agreement that this is a good priority.
- Shared question of clarification about what was meant by housing.
Response (City): City staff explained the different types of housing, including affordable housing.
- Provide opportunities for affordable housing and senior housing. They are important, particularly senior's housing so that people can grow old in a very accessible area with many accessible amenities.

Priority 3 – Access to Employment Opportunities

- No comments from the group on this priority.

Priority 4 – Establishing an Inclusive Economy

- No comments from the group on this priority.

Priority 5 – Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

- Questions of clarification about having a baseball diamond in Downsview and the presences of parks. The current nearest baseball diamond is quite far for ages 12-17.
Response (City): City staff will share this feedback with PF&R – the desire to access community space for sports. Yes, parks are a key component of the plan.

Priority 6 – Arts, Heritage and Education

- No comments from the group on this priority.
- The Toronto District School Board shared that they are working closely on a Community, Services and Facilities (CSF) Plan with Northcrest Developments and Canada Lands Company for the planning of schools in the Downsview area and that they are fully informed about the process for incorporating education in Downsview.

Priority 7 – Community Safety and Well-being

- No comments from the group on this priority.

Other Feedback

- **Question of clarification about the meaning of the draft Community Priorities to homeowners.**

Response (City): The City of Toronto is asking about community priorities to understand what the community wants to see in this development. It's important for the community to be involved from the beginning so that the plan for this area can start with the priorities, then go to actions and more detailed planning.

Community Development Plan Breakout Room #6: Sarah + Jelena

NOTE: This breakout room did not have specific feedback on the priorities. Participants used the opportunity to ask other questions related to the broader project and questions indirectly connected to the Community Development Plan. Questions and comments have been organized by the topics. Responses were provided by City of Toronto staff.

Housing

- **There should be consideration for intergenerational housing on this site**, not only dedicated units for young families and separate retirement homes. It would contribute to a better sense of community and have benefits for all age groups.

Built Form

- **What types of buildings will there be on site and how tall will they be?**

Response (City): There will be a range of buildings, primarily midscale – between 8-12 stories. There will also be taller buildings, especially near the subway stations. At the moment heights of buildings have not been specifically decided. The District Plans will provide more details when they get written about both heights and building forms.

- **Will the variety of housing types have any effect on property values for existing homes?**

Response (City): Studies have shown that a variety of housing types with the sort of site changes and community benefits that we are proposing here (parks, transit, employment areas, mixed use buildings, cycling, community connections, etc.), increase property values overall. A mix of incomes and property types has not been shown to lower property values.

- **Will the height restrictions based on flights going to Pearson remain in effect?**

Response (City): The height restrictions currently in place relate only to the Downsview Airport, not any Pearson flights. These height restrictions related to Downsview will cease to be in effect as soon as the airport is closed.

Existing Buildings on Bombardier lands

- **What will happen with the Bombardier buildings that remain? Are they meant for employment or residential?**

Response (City): The hangar buildings are proposed to be kept, and will be used for employment – uses such as startups, incubation spaces, coworking, artist spaces. That

part of the site is designated for employment uses, so those buildings will not be used for housing.

- **On the plans, there are residential buildings planned for the area that is currently the Bombardier delivery center.** There is a concern about the age of the bombardier depots and potential contamination and asbestos issues when they get demolished. Is there a plan for this?

Response (City): Yes, any demolition work will require a permit and a demolition plan to be submitted to the City, which includes safety and disposal.

Congestion, Traffic

- **How will parking and crowds be accommodated on the site during festivals, street fairs etc.?**

Response (City): The proponents are working to ensure that transit and other modes of transportations are a viable choice for getting to and from the site as well as moving within in. There are 3 subway stops serving the area, and plans will encourage cycling and walking. The mix of uses on the site is meant to support all transportation options, so that people who live on the site will have access to all the services they may need – e.g. employment, library, community center, school, park – easily accessible by walking, cycling and transit.

- **How many people do you anticipate moving into this area and how many new units will be created?**

Response (City): Within the plans shown today, it is anticipated that 80,000 residents on the OPA lands will be added over the next 30 years. This is typical for other developments like this. We are mandated to intensify by the province and by A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

- **Concerns about traffic, congestion in an area where it is already “unbearable”.**

Accessibility

- **How are accessibility issues being addressed?** In particular for those who have mobility issues and can't walk long distances.

Response (City): There will be TTC access within the site – not only with the subway stations currently serving the site, but also with bus routes through the site with connections to the subway stations. There will be as many options as possible.

- **What are “low barrier” community events?**

Response (City): Low barrier events primarily refer to expense – so, the intention is that events will not be expensive to attend, with many events being free.

- **Will existing parkland and gardens remain as they are, will there be any changes to greenspace?**

Response (City): There will only be additional greenspace and parks added, none of the existing parkland will be taken away.

- **How will you ensure accessibility to the park and greenspaces by multiple groups?**

How will this be managed to ensure equitable access?

Response (City): We don't have a full and complete answer for you at the moment.

However, we agree that access to public parks is very important, and we strive to make

sure that access is equitable. We are aware that there are incompatible uses in some cases, and we will be working on ensuring through design and communication that conflicts are avoided. There is a city-wide Reconciliation Action Plan that is being developed, and the Parks Department will be among the first to implement it as part of their broader strategy. This document is available on the City's website.

Indigenous Voices

- **Who is in charge of the project and how are the ensuring that Indigenous voices are part of this process?** The Indigenous consultant should be part of the process at this point, and available to answer questions.

Response (City):

- *Sarah – responsible for the Update Downsview Study overall, Project Director*
- *Sundus – Community Development Plan*
- *Jessica – Secondary Plan process*
- *Multiple city divisions are involved in the project overall*
- *An Indigenous facilitation consultant, Bob Goulais, is also involved at all levels of the project. He has led focus groups as well as multiple stakeholder meetings as part of his role. This outreach and engagement is ongoing.*

Other

- **There is not a lot of diversity reflected in the people who are speaking today and who are the face of the project in general.**

ATTACHMENT 2 – AGENDA

MEETING PURPOSE

to provide an update and seek feedback on the work that has happened since the last townhall and in June, 2022, including:

- the EA update on the proposed key east-west and north-south connections options and the evaluation criteria; and
- the draft Community Development Plan priorities.

Resources:

www.id8downsview.ca
[Update Downsview](#)

id8 Downsview Townhall

Thursday, December 8, 2022

6:00 – 8:00 pm

[Via Zoom](#)

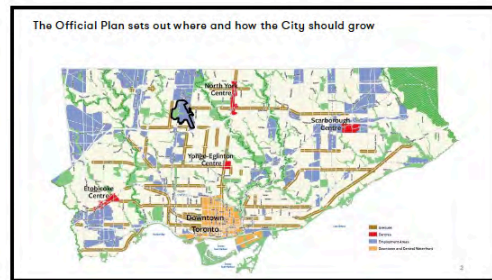
PROPOSED AGENDA

| | |
|----------------|--------------------------------------------------------------------------------------------------------------------------|
| 6:00 pm | Land Acknowledgement, Introductions, Agenda Review <i>Third Party Public</i> |
| 6:07 | Opening Remarks <i>Councillor James Pasternak</i> <i>MP Ya'ara Saks</i> |
| 6:12 | Overview of planning processes in Downsview <i>Chris Eby, Northcrest</i> <i>David Anselmi, Canada Lands</i> |
| 6:25 | Update Downsview <i>Jessica Krushnisky, City of Toronto</i> |
| 6:30 | Environmental Assessment Update <i>Greg Moore, HDR</i> |
| 6:45 | Small group discussions |
| 7:15 | Return to Plenary |
| 7:15 | Community Development Plan <i>Sundus Balata, City of Toronto</i> |
| 7:20 | Small group discussions |
| 7:55 | Return to Plenary for Closing Remarks & Next Steps |
| 8:00 pm | Closing Remarks & Next Steps <i>Northcrest, Canada Lands, and City of Toronto</i> |

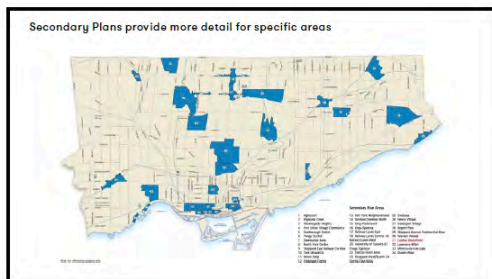
ATTACHMENT 3 – COMBINED SLIDES



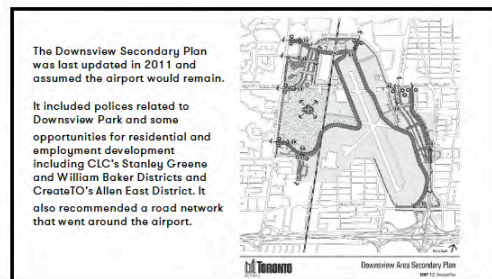
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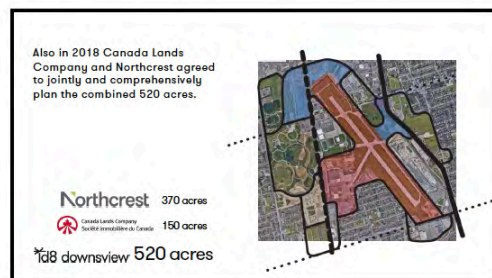
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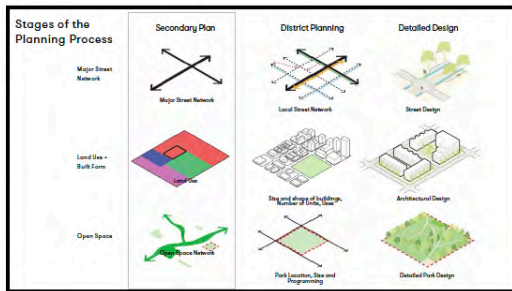
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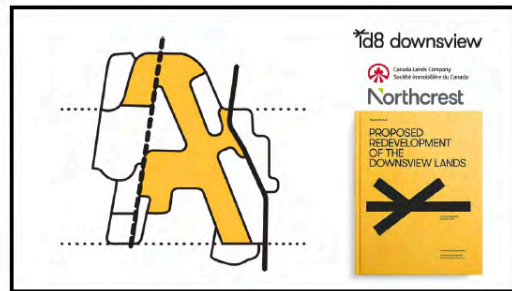
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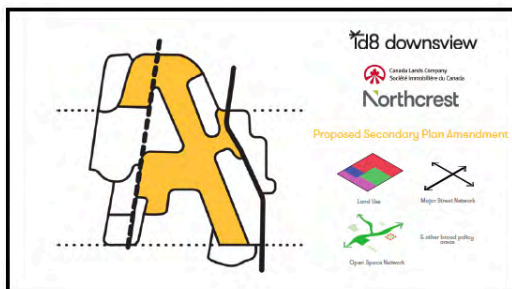
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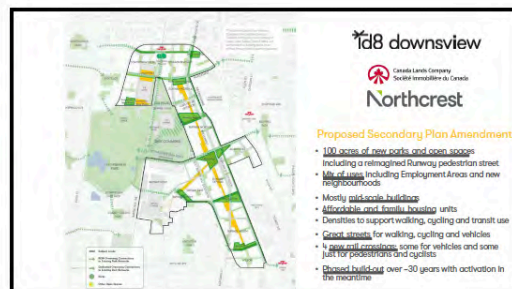
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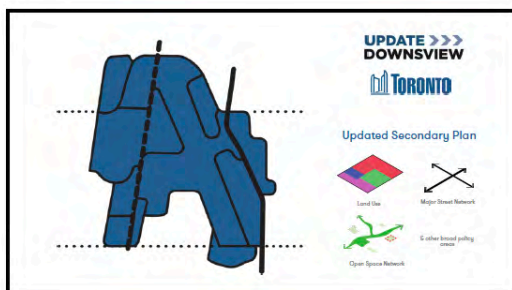
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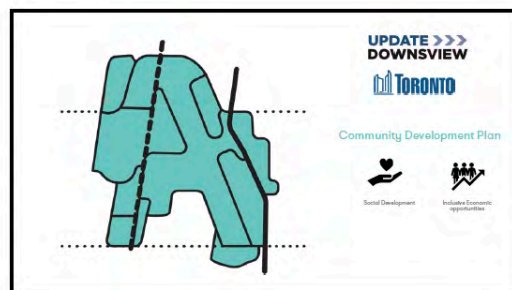
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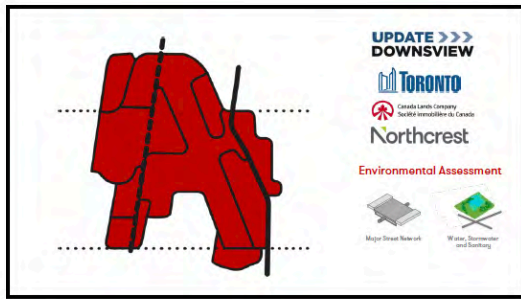
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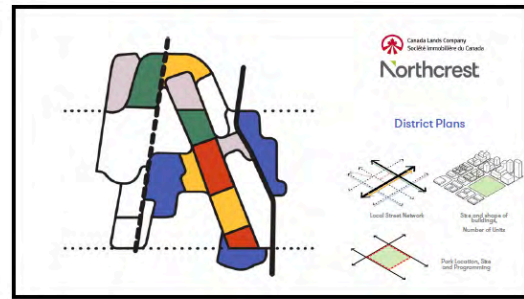
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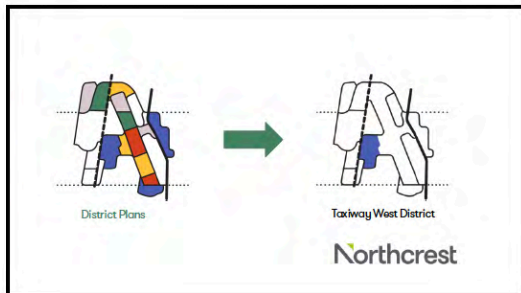
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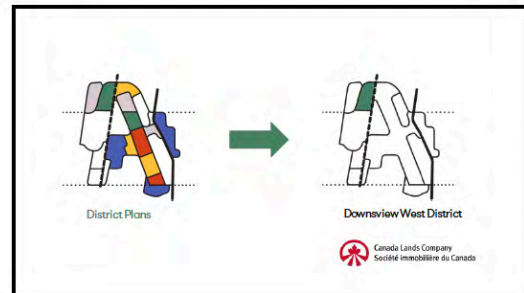
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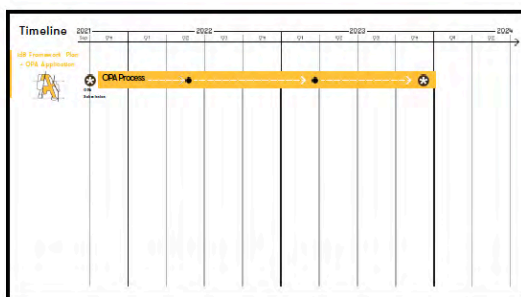
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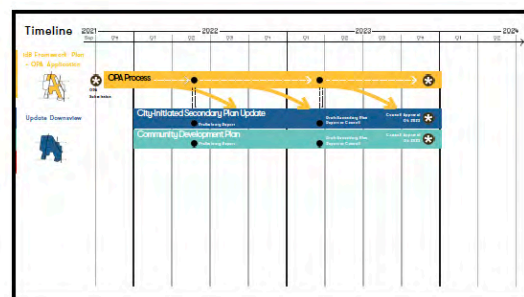
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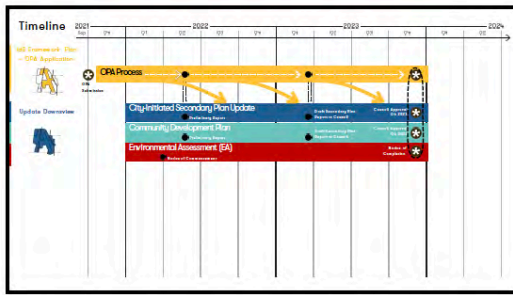
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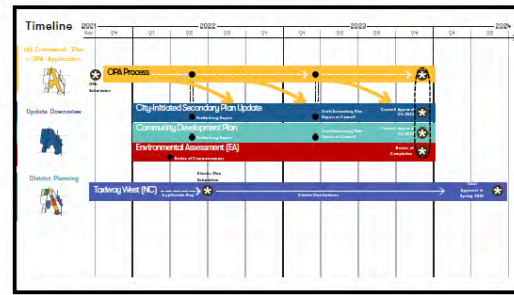
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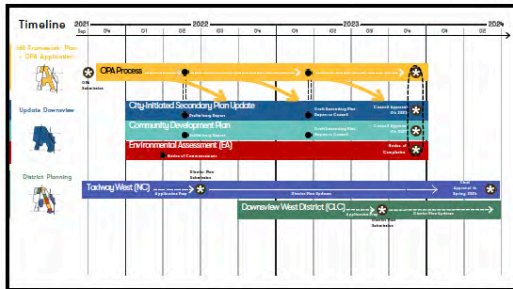
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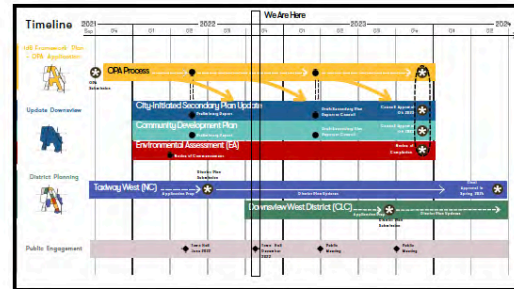
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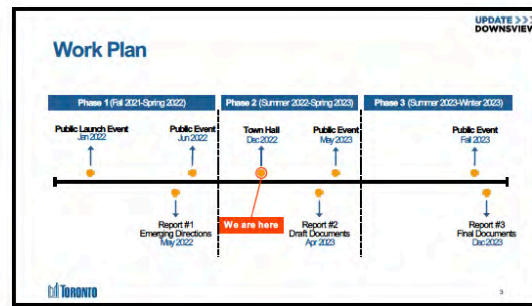
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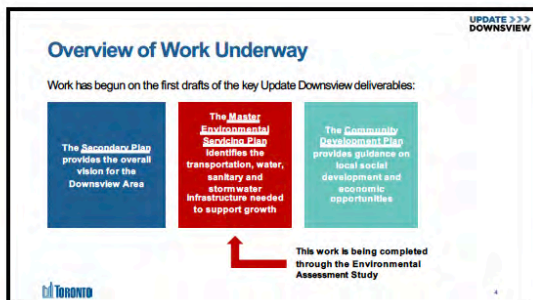
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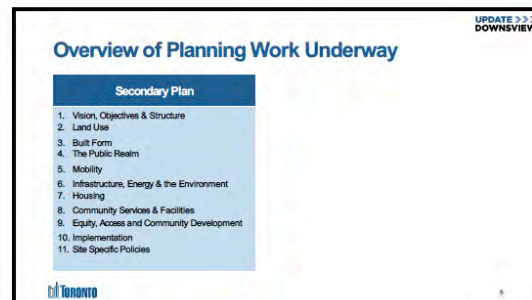
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Agenda

1. Environmental Assessment Process Update
2. Street Network Alternatives
3. Draft Evaluation Criteria
4. Next Steps and Public Meeting #2

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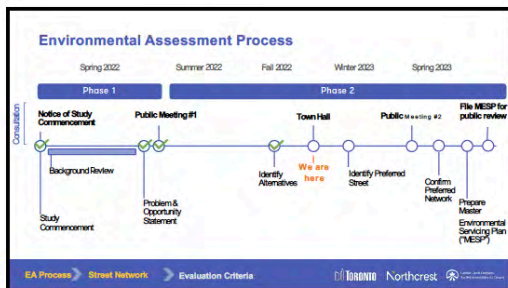
Environmental Assessment Overview

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.

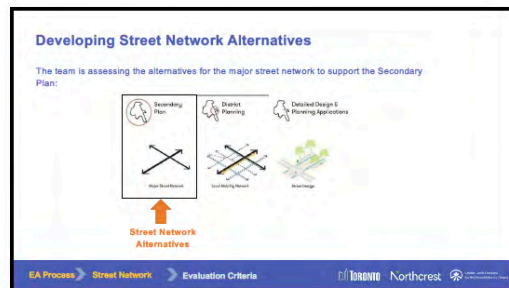
One of the key deliverables of Update Downview is a Master Environmental Servicing Plan (MESP), which will document the Integrated Planning Act and Municipal Class EA Study.

Environmental Assessment

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Developing Street Network Alternatives

Street network alternatives involve:

- Ensuring streets are green, beautiful and safe for all users
- Prioritizing cycling, pedestrian and transit connections through the site.

** Note - The City of Toronto is currently reviewing the cross-sections (i.e. number of lanes, dimensions, etc.).*

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Developing Street Network Alternatives

- Street network considers 2 north-south corridors and 2 key east-west corridors

36

Screening the Street Network Long List

Long List Screening

- A long list of potential street connections were identified to cast a wide net and capture all potential options.
- Alternatives from the long list that are proven to be technically feasible, and that meet the transportation objectives were carried to the Short List.

Short List Evaluation - Next Steps

- The Short List will be evaluated using a detailed evaluation criteria.
- This work is currently underway and will be presented at the next public meeting in Spring of 2023.

The next set of slides presents the long list and the screening to the short list of alternatives.

EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

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East-West Street Network Alternatives

EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

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Long List of East-West Street Network Alternatives

- 15 different alternatives were identified and analyzed.
- 10 of these alternatives were screened out as they were not technically feasible or did not provide sufficient east-west connectivity.

LEGEND

- Existing Intersections
- Proposed Intersections
- Study Area
- Alignment Options
- Existing Streets
- Planned Major and Minor Streets

EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

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Short List of Northern East-West of Street Network Alternatives

Alternative A: Underpass North of the Depot

LEGEND

- Existing Intersections
- Proposed Intersections
- Study Area
- Alignment Options
- Existing Streets
- Planned Major and Minor Streets

EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

40

Short List of Northern East-West of Street Network Alternatives

Alternative B: Underpass Through the Depot

LEGEND

- Existing Intersections
- Proposed Intersections
- Study Area
- Alignment Options
- Existing Streets
- Planned Major and Minor Streets

EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

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Short List of Southern East-West Street Network Alternatives

Alternative G: Overpass (Connecting to the Island)

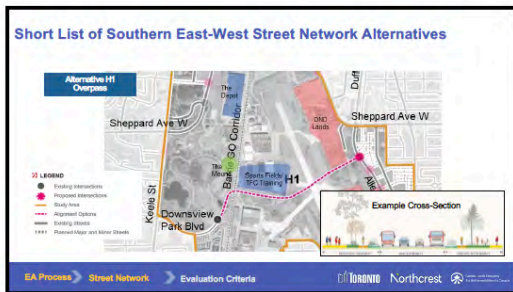
LEGEND

- Existing Intersections
- Proposed Intersections
- Study Area
- Alignment Options
- Existing Streets
- Planned Major and Minor Streets

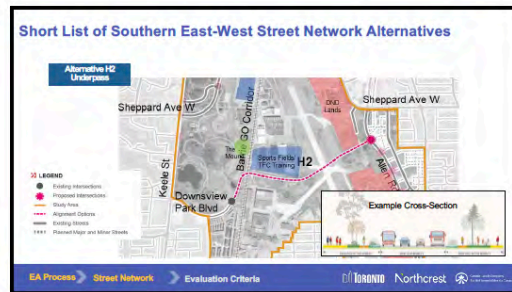
EA Process > Street Network > Evaluation Criteria

TORONTO Northcrest

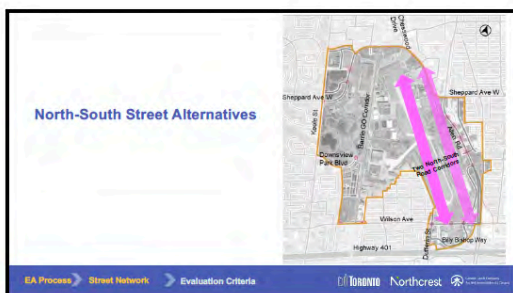
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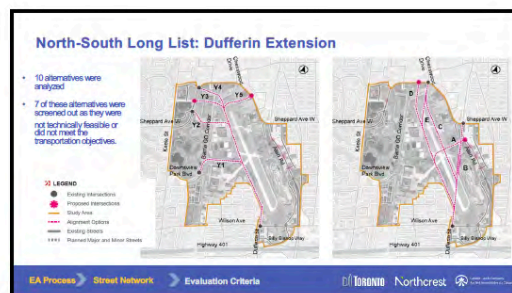
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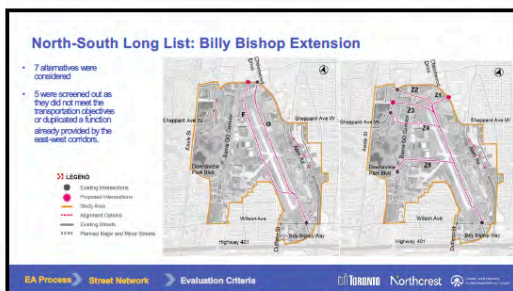
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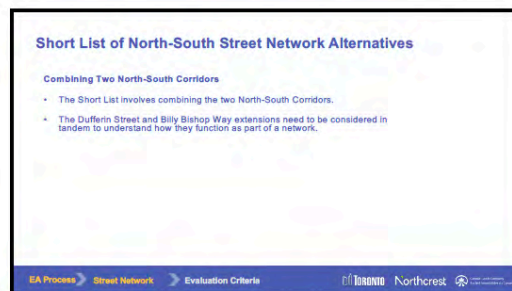
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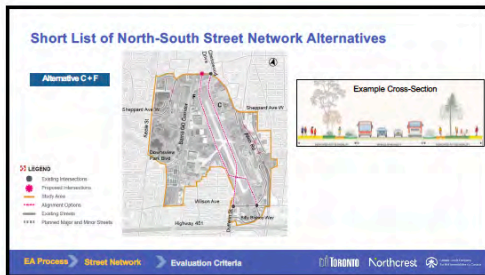
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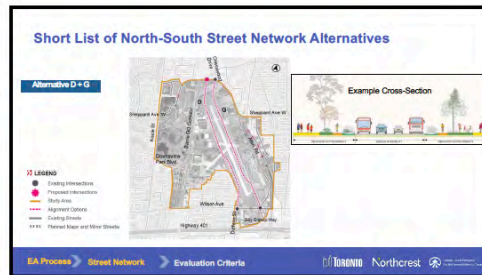
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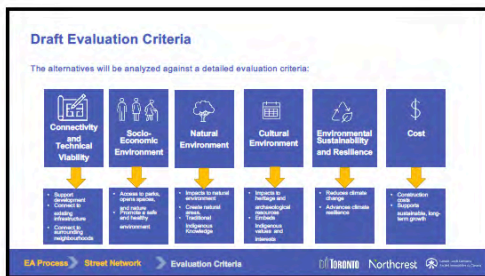
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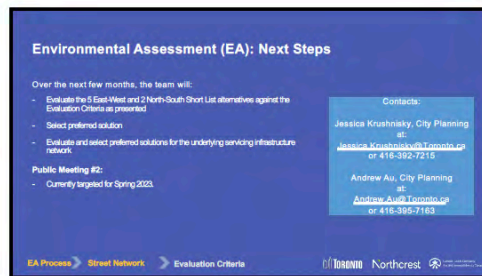
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DRAFT Community Priorities UPDATE >>>
DOWNSVIEW



Access to Healthy and Affordable Food



Access to Housing



Access to Employment Opportunities



Establishing an Inclusive Economy



Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies



Arts, Heritage and Education



Community Safety and Wellbeing

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Access to Healthy and Affordable Food



Some examples are:

- Community farming
- Community gardening
- Healthy and affordable food grocery stores closer to home

Do you have more feedback on the draft priorities?
Email: etlves@janefinchcentre.org or call 416-663-2733, ext. 300




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Access to Housing



Some examples are:

- Deeply affordable housing
 - Rent-geared-to-income (RGI)
 - Supportive/transitional housing
- Affordable home ownership
- Senior's housing
- Affordable rental housing

Do you have more feedback on the draft priorities?
Email: etlves@janefinchcentre.org or call 416-663-2733, ext. 300




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Access to Employment Opportunities



Some examples are:

- Social procurement targets for equity-deserving communities
- Opportunities for community members to secure jobs beyond entry-level positions, taking living experiences into account (i.e. moving into senior management positions, etc)
- Establishing long-term jobs on the site (e.g. film campus)

Do you have more feedback on the draft priorities?
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Establishing an Inclusive Economy



Some examples are:

- Affordable commercial spaces
- Incubation and co-working spaces
- Communication channels and coordination opportunities between local businesses and resident-led grassroots groups

Do you have more feedback on the draft priorities?
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Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies



Some examples are:

- Low-barrier access to long-term community and non-profit spaces
- Subsidized spaces for grassroots groups
- Opportunities for co-location for resident-led and grassroots organizations

Do you have more feedback on the draft priorities?
Email: etlves@janefinchcentre.org or call 416-663-2733, ext. 300





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Arts, Heritage and Education

Some examples are:

- Cultural street fairs and festivals
- Barrier-free arts programming
- Low-barrier spaces for artists' practices

Do you have more feedback on the draft priorities?
Email cdm@toronto.ca or call 416-663-3733, ext. 300



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Community Safety and Wellbeing

Some examples are:

- More green spaces (such as parks)
- Access to more healthcare facilities (like community health centres)
- Low-barrier community events and activities

Do you have more feedback on the draft priorities?
Email cdm@toronto.ca or call 416-663-3733, ext. 300



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Next Steps

- ❑ Present the draft priorities to Council in Spring 2023
- ❑ Once we receive Council approval, we will be engaging communities to identify short, medium and long-term actions that become part of the Community Development Plan to be presented to Council at the end of 2023
- ❑ Implementation of the Community Development Plan from 2024 onwards




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Do you want more information? Do you want to stay involved?

UPDATE DOWNSVIEW:

Get more info! Visit the City's Update Downsview webpage: <https://www.toronto.ca/updates/downsview/>

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