

# Downsview Area Secondary Plan Review

## Phase 1 Summary Memorandum

### **Appendix 3**

Summary of Comments from the September 17, 2008 Community Meeting,  
City of Toronto

## SEPTEMBER 17<sup>TH</sup> COMMUNITY MEETING – Summary of Comments

Question #1: How do you travel through the area?
a) Where should streets be located and where should they connect?
<i>Theme 1 – Add lanes on existing Roads</i>
<ul style="list-style-type: none"> <li>▪ Add extra lanes for more capacity on Sheppard</li> <li>▪ Keele Street is at capacity</li> <li>▪ Widen Keele Street</li> <li>▪ Open more lanes on Sheppard between Keele Street and Allen Road</li> </ul>
<i>Theme 2 – Limit connections</i>
<ul style="list-style-type: none"> <li>▪ No major roads through site</li> <li>▪ Minimal roads in park</li> <li>▪ Internal roads only that service site and not the community</li> <li>▪ Do not expand existing roadways – tell them to take TTC</li> <li>▪ Don't need any other road connections</li> <li>▪ No through connection on Grandravine into park</li> </ul>
<i>Theme 3 – Suggested connections</i>
<ul style="list-style-type: none"> <li>▪ Street pattern should link logically into existing</li> <li>▪ Bridge across CN rail line at south to Ancaster neighbourhood</li> <li>▪ Road connection north of woodlot between Keele and Sheppard</li> <li>▪ By-pass road west of Keele Street in southwest area</li> <li>▪ Secondary local road (George Butchart)</li> <li>▪ Access across CN rail line</li> <li>▪ Explore extension of Dufferin through the sit</li> <li>▪ Dufferin Street connected (through plan area/ runway)</li> <li>▪ Connect park to Allen across runway and to a road on the west side of the runway to Chesswood</li> <li>▪ Tunnel for cars between Keele and Allen through park, bikes and pedestrians above ground</li> <li>▪ Local road across Allen</li> <li>▪ Vehicle road at the perimeter of the park</li> <li>▪ Linkage for Ancaster community to park</li> <li>▪ By-pass at Northwest corner of lands</li> <li>▪ Build entrance at Bathurst for east-west bound traffic</li> <li>▪ Arterial is needed</li> <li>▪ Access points at Sheppard, Wilson and Keele Street east-west</li> <li>▪ New arterial is needed to integrate, but don't reduce greenspace to facilitate transportation</li> <li>▪ Can't travel through because there are no connections</li> <li>▪ Connect Dufferin underground through the park to improve traffic flow</li> <li>▪ Access from Allen road required</li> <li>▪ New road connection on east side of runway</li> <li>▪ From George Butchart, extend a road diagonal across lands to link around to Sheppard and Allen Roads</li> <li>▪ East-west across Carl Hall linking Keele Street and Allen Road</li> <li>▪ Access to Wilson Avenue through park from south end of Plan area</li> <li>▪ Break up northwest neighbourhood (William Baker) with north-south and east-west roads</li> <li>▪ Road connections across Stanley Greene to Ancaster</li> <li>▪ Mid-park connection across rail line</li> <li>▪ Loop around park and connect across the tracks</li> </ul>
b) Should we have separate pedestrian and bike paths?
<i>Bike Comments</i>
<ul style="list-style-type: none"> <li>▪ Bikes should be separate from cars</li> <li>▪ Curving bike path north-south through park connecting to Ancaster neighbourhood, Keele, around runway and to Allen</li> <li>▪ Pedestrian/ bike paths connecting to Keele, southwest area and north</li> <li>▪ Should be a bike route from Keele Street into park</li> <li>▪ Should be bike entrances on Keele, Sheppard and Wilson</li> <li>▪ Should be a bike path hierarchy – commuter and recreational</li> <li>▪ Link a bike path to Humber and put parallel to the CNR</li> <li>▪ Would like an exclusive bike/pedestrian path internal to the park only (no connectivity)</li> <li>▪ Keep bike paths separate</li> <li>▪ Build a bike path along the rail line from Finch hydro corridor to Kay Gardiner belt line</li> <li>▪ Put in an east-west bike path</li> <li>▪ Separate bike and pedestrian paths</li> <li>▪ Would like designated bike paths – internally and on main street with linkages (Earl Bales Park)</li> <li>▪ Bike path through entire park and crossing rail line</li> </ul>

<i>Pedestrian Comments</i>
<ul style="list-style-type: none"> <li>▪ Pathways through the park</li> <li>▪ Would like a path from subway to the park</li> <li>▪ Keep existing paths and connect north-south</li> <li>▪ Pedestrian path along Keele Street</li> <li>▪ Pedestrian connection across Keele Street near south end</li> <li>▪ Major pedestrian entrance at Keele (about midway) and a secondary entrance at the south end</li> </ul>
<b>c) Other Comments?</b>
<i>Transit Related</i>
<ul style="list-style-type: none"> <li>▪ Direct access to park from subway is good for special events</li> <li>▪ Shuttle service between park and sports area (north south alignment)</li> <li>▪ Satisfied with existing surface transit</li> <li>▪ Enhance transit along key routes (Wilson/Sheppard)</li> <li>▪ Enhance transit on Keele Street</li> <li>▪ TTC shuttle on west side of CN line between Sheppard and south end</li> </ul>
<i>General</i>
<ul style="list-style-type: none"> <li>▪ Roads take up a lot of space; need a balance</li> <li>▪ More development means a need for more capacity</li> <li>▪ No one uses the Allen Road</li> <li>▪ Connectivity is difficult</li> <li>▪ Lack of east-west link bottles everything up</li> </ul>

<b>Question #2: What land uses should go where?</b>
<b>Question #3: Where should different levels of development be located?</b>
<i>Northwest area of Plan</i>
<ul style="list-style-type: none"> <li>▪ Mixed use along north portion of Keele</li> <li>▪ Low density north of woodlot</li> <li>▪ Low around woodlot</li> <li>▪ Low rise along Keele Street to north</li> <li>▪ Mixed Use</li> <li>▪ Medium density</li> <li>▪ Don't develop woodlot</li> <li>▪ Park</li> <li>▪ Mostly park</li> <li>▪ Extend park northwards</li> <li>▪ Low residential on east side of Sheppard across from NW area</li> <li>▪ Keele/ Sheppard as a gateway</li> <li>▪ Single family dwellings</li> <li>▪ Low density (bungalows, single detached)</li> <li>▪ Medium density and mixed use</li> <li>▪ Retain woodlot</li> </ul>
<i>Along Keele Street between Sheppard and southwest area of Plan</i>
<ul style="list-style-type: none"> <li>▪ Commercial node at southeast corner of Keele and Sheppard</li> <li>▪ Keep existing park</li> <li>▪ Attractions (amphitheatre)</li> <li>▪ Retail at main pedestrian entrance (about midway): cafes</li> <li>▪ Commercial</li> <li>▪ No office building on Keele</li> </ul>
<i>Southwest area of Plan</i>
<ul style="list-style-type: none"> <li>▪ Low density</li> <li>▪ Park/ greenspace</li> <li>▪ Low density residential (military)</li> <li>▪ Single detached</li> <li>▪ Mixed use at Keele (medium; 6-8 storeys)</li> <li>▪ Community centre</li> <li>▪ New townhouses for military but retain low density character</li> <li>▪ Seniors housing and transit</li> <li>▪ Extension of existing low rise community</li> <li>▪ Recreation facility to stay</li> </ul>
<i>Along Sheppard Avenue and around the new subway station</i>

- High density and mixed use
- Mixed use (low to medium density along Sheppard)
- Commercial and mixed use around and near subways
- Medium to high density at Sheppard and Chesswood
- Commercial along the subway
- Mixed use by subway
- Medium residential (modern buildings)
- Low residential (interior to the site at the CN rail line and south of subway)
- Tech park
- Sports (interior to the site, east of the CN rail line)
- Medium density mixed use (different opinions re: residential, commercial, institutional)
- High density at subway
- Medium commercial
- Mixed use band along Sheppard between Keele and DND lands (three storeys)
- Mixed use and employment
- More density towards subway
- Medium density west of subway (residential and commercial)
- Mixed use southwest of subway
- Commercial retail to east of subway
- High tech park south of subway
- Medium residential near new subway
- Residential along Sheppard
- High density around subway
- Commercial at north end of runway

*Allen Road and Sheppard Avenue intersection, along Allen Road and Wilson Heights Boulevard*

- High density along Allen
- Residential is okay
- It taller, then at Allen and Sheppard
- Residential and Mixed Use
- Mixed Use
- Townhouses and semis
- Mixed use (four storeys) on west side of Allen
- Commercial (medium)
- Mixed use medium (more commercial based)
- R&D on west side of Allen
- Medium high density (no Jane-Finch)
- High density mixed use around intersion
- Low residential on east side at south end; medium density in mid-section
- High density at Downsview subway station; low density south of subway station
- Low to medium density on Allen
- High rises on corner of Allen and Sheppard
- Single family dwelling on Wilson Heights
- Commercial along Allen Road and Downsview subway

*Around the Wilson subway station and on Dufferin Street*

- Higher density to south along 401 and Wilson
- Higher density to south of Bombardier
- Mixed use on Dufferin near big box
- High density and big box at Dufferin and Wilson
- Commercial on south part of runway
- Employment where big box is
- Employment commercial

*Other Comments*

- Density along corridors
- Park should present itself to the street
- Get rid of the light at Allen and Sheppard
- Transition residential towards existing community
- No high density, only medium density
- Residential development near subway
- No legal authority to determine condo or apartment
- Reality no ability to say no to affordable housing
- Adaptive re-use of buildings
- Provisions for dentists/doctors/retail/grocery
- Legitimate safety issues along Sheppard and Keele Street but opportunities exist to improve
- Need density to get grocery
- Major issues – keep land as federal land; role for university/institutional; think about density (what it means for traffic and built form); no/limited interest in high rise built form itself
- Seniors housing
- Luxury homes

- Cultural and institutional uses – Major
- Reston, Virginia – town square as a focal point
- Community centre a priority within parks
- Assume that these will bleed into park
- Size of greenspace is a big issue
- Medium density seniors house as a priority (Cristy Gardens)
- No industrial
- Tourist centre
- Look at recycling storm run off for uses in park
- Look at copy of Central Park concept; learn from mistakes
- Consider additional uses for recreational
- Schools are needed when residential is added to area
- Concept of making all residential areas in Park car free (residents do not own their own vehicles/ autoshare)
- No hidden paths (security)
- New grocery stores
- Density along edge of park
- Fire hall off site
- Medium density seniors housing
- Predominantly low to medium density residential
- Medium density near the subway
- Plazas and shopping near subway
- No residential or commercial on Keele Street
- High density (approximately 10 storeys) but higher near subway
- No office on Keele Street
- Transition from existing neighbourhoods

**Question #4: Any other comments?**

*Ideas for Uses in the National Park*

- Badminton court
- Community garden
- No parking lots in the park
- Long and winding skating rink (ex: Gage Park in Brampton) under many well lit trees and the same path could be used as a roller blade path in the summer
- Planetarium, observatory with telescope
- Professional soccer stadium
- Outdoor skating rink
- Additional recreational activities (remote control car club)
- Grassed areas
- Area for events throughout the year
- Tourist centre
- Community roof top gardens
- Museum – put near subway station
- Community centres
- Enclosed concert centre for year round use
- Bocce ball
- Entertainment uses
- Ice rinks
- Amphitheatre by pond
- Institutional uses (campus on site)
- Aquatic centre