

SEPTEMBER 17TH 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"> ▪ Add extra lanes for more capacity on Sheppard ▪ Keele Street is at capacity ▪ Widen Keele Street ▪ Open more lanes on Sheppard between Keele Street and Allen Road
<i>Theme 2 – Limit connections</i>
<ul style="list-style-type: none"> ▪ No major roads through site ▪ Minimal roads in park ▪ Internal roads only that service site and not the community ▪ Do not expand existing roadways – tell them to take TTC ▪ Don't need any other road connections ▪ No through connection on Grandravine into park
<i>Theme 3 – Suggested connections</i>
<ul style="list-style-type: none"> ▪ Street pattern should link logically into existing ▪ Bridge across CN rail line at south to Ancaster neighbourhood ▪ Road connection north of woodlot between Keele and Sheppard ▪ By-pass road west of Keele Street in southwest area ▪ Secondary local road (George Butchart) ▪ Access across CN rail line ▪ Explore extension of Dufferin through the sit ▪ Dufferin Street connected (through plan area/ runway) ▪ Connect park to Allen across runway and to a road on the west side of the runway to Chesswood ▪ Tunnel for cars between Keele and Allen through park, bikes and pedestrians above ground ▪ Local road across Allen ▪ Vehicle road at the perimeter of the park ▪ Linkage for Ancaster community to park ▪ By-pass at Northwest corner of lands ▪ Build entrance at Bathurst for east-west bound traffic ▪ Arterial is needed ▪ Access points at Sheppard, Wilson and Keele Street east-west ▪ New arterial is needed to integrate, but don't reduce greenspace to facilitate transportation ▪ Can't travel through because there are no connections ▪ Connect Dufferin underground through the park to improve traffic flow ▪ Access from Allen road required ▪ New road connection on east side of runway ▪ From George Butchart, extend a road diagonal across lands to link around to Sheppard and Allen Roads ▪ East-west across Carl Hall linking Keele Street and Allen Road ▪ Access to Wilson Avenue through park from south end of Plan area ▪ Break up northwest neighbourhood (William Baker) with north-south and east-west roads ▪ Road connections across Stanley Greene to Ancaster ▪ Mid-park connection across rail line ▪ Loop around park and connect across the tracks
b) Should we have separate pedestrian and bike paths?
<i>Bike Comments</i>
<ul style="list-style-type: none"> ▪ Bikes should be separate from cars ▪ Curving bike path north-south through park connecting to Ancaster neighbourhood, Keele, around runway and to Allen ▪ Pedestrian/ bike paths connecting to Keele, southwest area and north ▪ Should be a bike route from Keele Street into park ▪ Should be bike entrances on Keele, Sheppard and Wilson ▪ Should be a bike path hierarchy – commuter and recreational ▪ Link a bike path to Humber and put parallel to the CNR ▪ Would like an exclusive bike/pedestrian path internal to the park only (no connectivity) ▪ Keep bike paths separate ▪ Build a bike path along the rail line from Finch hydro corridor to Kay Gardiner belt line ▪ Put in an east-west bike path ▪ Separate bike and pedestrian paths ▪ Would like designated bike paths – internally and on main street with linkages (Earl Bales Park) ▪ Bike path through entire park and crossing rail line

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

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