

RESPONSES FROM NOVEMBER 1 AND 2 OPEN HOUSE DOWNSVIEW SECONDARY PLAN REVIEW COMMUNITY CONSULTATION

As part of the Downsview Secondary Plan Review community consultation process, an Open House/Drop-In was held at "The Hanger" athletic-recreational facility located at 75 Carl Hall Road at Parc Downsview Park on November 1 and 2, 2008. Participants were asked to respond to various aspects of land use, road and transportation options that were developed for analysis by the City and its consultants. For the four options presented, and the various aspects of those options, participants were asked to rank their preferences, and indicate their anticipated travel patterns to the national park. Responses were weighted based on these rankings, resulting in numerical scores for each of the possible responses. The percentages below represent the percent of the total number of points that resulted from the responses given for a particular question. All responses were given an assigned score, while lack of a response on the part of an individual participant for a particular question was given zero points.

Land Use Options

Respondents were fairly evenly split on Land Use Options 1 through 3, which garnered 30%, 26%, and 26% respectively. Option 4 trailed a bit at 18%.

Road Options

In terms of the three road options, Option 2 was most favoured at 40%, with Options 1 and 3 running roughly even at 31% and 29% respectively.

Transit Options

Transit Option #3 was clearly favoured at 45%, with Option 1 coming in second at 31%, leaving Option 3 the least favoured at 24%.

Current Travel Patterns:

Open house participants responded that they currently traveled to the site through a variety of means. Some responded that they consistently accessed the park in one way, while others accessed the park in a variety of ways. Weighted percentages of responses are as follows:

By Bus:	10%
By Wilson subway	10%
By Downsview subway	9%
On Bicycle	11%
On Foot	13%
By Car via Sheppard	17%
By Car via Allen Rd.	13%
By Car via Keele St.	17%

Future Travel Patterns:

When asked how they might travel to the park in the future, once new transit and park facilities are in place, participants responded that they would likely access the park as follows: (Future transit options are shown in **bold** below.)

By Current Bus Routes:	9%
By future Transit Connections (Light Rail, Bus):	8%
By future Sheppard West subway	7%
By Wilson subway	9%
By Downsview subway	8%
By future GO Train Station	7%

On Bicycle	8%
On Foot	10%
By Car via Sheppard	12%
By Car via Allen Rd.	10%
By Car via Keele St.	12%

Amenities and Services

When asked what amenities and service were most important both in areas surrounding the park that are proposed for future development, and within the park itself, participants responded as follows:

Retail Shops	15%
Services (Salons, Spas, Dry Cleaners, other)	9%
Grocery Stores	19%
Restaurant	19%
Entertainment	15%
Parking	11%
Other	12%

"Other" responses included: more park space, community recreation centre, and a water park.

Location of Preferred Amenities and Services

Along Keele Street

When asked where their preferred uses should be specifically located, participants responded primarily that park and recreation uses should occur along Keele Street, as opposed to other uses listed:

Retail	0%
Services (Salons, Spas, Dry Cleaners, etc.)	0%
Grocery	9%
Restaurant	9%
Entertainment	17%
Parking	0%
Other	65%

"Other" responses with regard to amenities along Keele Street included park land, a community recreation centre, and a water park.

National Park

Within the National Park, participants responded that retail, entertainment and food service amenities were heavily favoured. The percentage responses are as follows:

Retail	17%
Services (Salons, Spas, Dry Cleaners, etc.)	6%
Grocery	17%
Restaurant	25%
Entertainment	17%
Parking	11%
Other	7%

"Other" responses included a water park.

Along or Near Sheppard Avenue West

In areas along Sheppard Avenue West, near the proposed Sheppard West subway station, respondents indicated that retail and groceries were most heavily favoured.

Retail	23%
Services (Salons, Spas, Dry Cleaners, etc.)	12%
Grocery	18%
Restaurant	17%
Entertainment	14%
Parking	16%
Other	0%

W.R. Allen Road and Sheppard Avenue West

At or near the intersection of Allen Road and Sheppard Avenue West, entertainment, restaurants, services and groceries were most favoured:

Retail	9%
Services (Salons, Spas, Dry Cleaners, etc.)	18%
Grocery	18%
Restaurant	23%
Entertainment	27%
Parking	5%
Other	0%

Wilson Avenue near W.R. Allen Road

Along Wilson Avenue, near the Allen Road overpass, where there are currently a number of "big box" retailers, entertainment and restaurants were the most favoured amenities among respondents, with groceries and service uses coming in close behind.

Retail	16%
Services (Salons, Spas, Dry Cleaners, etc.)	19%
Grocery	19%
Restaurant	23%
Entertainment	23%
Parking	0%
Other	0%

Comments

Participants were also given an opportunity to make specific comments on the options presented at the Open House/Drop-In. Not all respondents made comments. Below are the comments that were received. Responses from participants were accepted through November 17, 2008.

Comments submitted on response forms to staff

Land Use Option 3 Stanley Greene area should be residential neighbourhoods, 2-storey maximum, <u>not</u> apartments
Park should be accessible to all modes of transit, including cars
Option 3 for land use is preferred. Would like to see the "apartment" community switched to a "neighbourhood." Keep George Butchart Road single lane east and west and fit with traffic calming features (i.e. speed bumps) especially where adjacent to Cuffley Crescent N. Keep all development behind the construction hoarding built by PDP.
Make "commuting" through park untenable for motorists, i.e. develop bike path along entire length of CN rail line from Finch to belt line trail; prefer west side. Emphasize shuttle bus service and Toronto bike sharing for transportation within park; keep private cars out of park.
I don't agree with the plan. I would prefer it to be green space or simple put all park. I live on the street where the park is supposed to be.
I don't agree with any of the options, particularly land use, as I live on Keelelgate Drive; grew up on Cuffley Crescent N. which is adjacent to the Stanley Greene neighbourhood. It is the only neighbourhood with houses that back onto

the park and therefore NO construction of any kind (no housing, no retail, no building, etc.) should take place there and should remain parkland.

Unfortunately I do not agree with any of the options. I live in the Cuffley Crescent North neighbourhood which would be adjacent to the Stanley Greene neighbourhood. I think this neighbourhood is the only neighbourhood which will be directly affected by this plan. The land use options for the area I mentioned should be evaluated more and there should be consultations specifically with these people to discuss their concerns, opinions and further recommendations.

Single dwellings only at south end.

I don't agree with any of the options. I live on Keelegate Drive which is near the Stanley Greene neighbourhood which appears to be the only neighbourhood with houses that back onto the park, therefore it should remain solely parkland

I would like to see nothing but park. No housings [sic], no buildings. I disagree with the plan.
Land Use -- Single homes only at south end.

It is important that the park remain a true park (green space). All medium and high density buildings should be kept to North eg. Sheppard and East. (Allen Rd. area). Keele Street is already built up enough.

Community centre with pool at south end of park off Keele St. "x" 1 [sic] Access path at south end of park [arrow pointing to upper right of page] 1 [sic] Tunnel under GO Train tracks for foot path for hikers.

To have more of water fountains and small lakes (ponds).

No Form submitted for response categories A and B (first page of feedback forms)

Whatever O.P. alternative is selected, there should be wording in the policy for linkage of park to the east when Bombardier no longer there. PDP should agree to making any land sales subject to a covenant that the purchasers agree to file applications which comply with O.P.

Land Use -- While we prefer Option 1 because of its greenspace/park space, it is our belief that it would be even better if south-west development is completely low-rise, single dwelling homes - no apartments, high rises or retail.

Road -- Opening an exit road to Wilson as we think Option 3 indicates will be essential to easing traffic flow.

Transit -- Our view is a combination of Option 1 and Option 2 would work best. **Travel** -- We live so close and only now use Sheppard Avenue E/W because the Keele Street access is not available due to work Downsview Park property. Otherwise, it is a nice walk from where we live to the lands. **Amenities and Services** -- We believe southern area (Keele and Wilson) plus west side of Keele at Sheppard now serve retail and services well, hence, the belief it should be where we suggest. As for parking requirement, like High Park, people will also be using cars to get to Downsview Park, and that north area would be an ideal location for parking. That people can walk to the park and enjoy (hopefully) what will be available along the way because it wouldn't be destroyed by parking in the area closer to the park.

Comments and other responses sent to staff following the Open House/Drop in other formats

Seventy petitions were received representing 38 addresses in the neighbourhood generally surrounding the south-west portion of the Secondary Plan Area. The petition indicated support for Land Use Option No. 3, with an additional request that development in the "Stanley Greene Neighbourhood" match on a one-to-one basis with what currently exists in the adjacent neighbourhood.

An e-mail dated November 3, 2008, with names of four individuals attached who are long-time residents of the neighbourhood area south of the plan area, briefly expressed the opinion that none of the PDP lands should be developed, and that the entire Secondary Plan Area should be developed as the National Park.

A letter dated November 17, 2008, from a group of approximately 20 residents living in the vicinity of Keele Street and Sheppard Avenue West outlined their preferences for land use and development options in the Secondary Plan Area. While they did not choose one of the four options specifically, they outlined what they felt was generally appropriate in each section of the plan area. A summary follows here:

Stanley Greene Neighbourhood: Zoning should ensure that single-family detached homes are built. Apartment or mixed-use, medium density development is not appropriate with adjacent pre-existing housing forms.

Keele Street Frontage: This frontage should remain entirely green, with no mixed-use development forms. We approve of the National Park as well as the Mixed-Use Park scenarios, as depicted in Options 1 and 2.

William Baker Neighbourhood: Encourage land uses that grow and encourage "prestige" employment uses. Also, this section of the plan area would be appropriate for a new fire station. It is crucial that the existing woodlot be preserved and protected.

Chesswood Neighbourhood: Mixed-use, medium density around the proposed Sheppard West TTC station is appropriate. The new condominium district just to the east of the Downsview TTC station along Sheppard Avenue West is an appropriate scale for this portion of the plan area.

Allen Road Neighbourhood: Increased residential intensification and commercial uses also makes sense for this portion of the plan area.

Road Options: Road links should be focused on the internal movements within the Park, as suggested in Option 1. No major arterial roads should be cut into the Park. Road networks within the Park should be considered only for park visitors, not as a thoroughfare for other traffic. Only limited infrastructure should be in place at or near the park that would encourage driving.

Transit: The group is supportive of improved transit service in the area to alleviate congestion in the area, and that the link between the GO Train and the new TTC station is ideal.

In response to the November 1 and 2 Open House/Drop-In, a letter from an individual residing in the neighbourhood that borders on the southwest portion of the Secondary Plan Area generally made the following comments:

Stanley Greene: Finds that only 11.5 acres of military housing in this area should be allowed, and in the exact location where the current military housing exists. The rest of this area should be left as passive green space. Zoning should not allow for institutional uses. The fire station and a community centre should be located further north, along the Sheppard Avenue corridor.

William Baker Neighbourhood: Only a small portion of the most eastern portion of this area should be developed (commercial, retail, fire station). Institutional development for this portion of the plan area would be ideal. The existing woodlot should be protected and intensified.

Sheppard Neighbourhood: The highest densities of the plan area should occur in this location. It should be a 24-hour neighbourhood where people can work and play.

Chesswood Neighbourhood: Appropriate for mixed use, R&D, Institutional, Business Park, retail and residential, due to its location across from an existing employment area.

Allen Neighbourhood: Appropriate for mixed-use (residential and retail) and community uses, as well as some commercial uses.

The letter proposes 110 acres of development, as opposed to 213 acres proposed by PDP.

PDP should place covenants on properties to ensure compliance with zoning laws, and prevent appeals to the Ontario Municipal Board.

Roads through the green space area should be limited.

There should be no traffic infiltration into surrounding established neighbourhoods.

A "north-south" roadway would be appropriate to service the southerly end of the Park to relieve pressure at the Keele/Wilson intersection.