



Update Downsview

Virtual Public Launch Event



Meeting Summary

January 25, 2022

*Prepared by Gladki Planning Associates
for the City of Toronto,
February 2022.*



Background

The City of Toronto is launching [Update Downsview](#), an update to the existing 2011 Downsview Area Secondary Plan. The updated Plan will set out the long-term vision for a complete community centred on transit investment, job creation, parks and open spaces, and community services and facilities that will meet the needs of existing and future residents and workers. This is a generational and transformative opportunity to plan for a new community within the City and reconnect the Downsview lands with the surrounding neighbourhoods. The Update will be coordinated with the Official Plan Amendment application made by Canada Lands Company and Northcrest Developments on the existing airport lands.

In 2018, Bombardier announced that their operations would be leaving the Downsview Airport and Bombardier Aerospace Campus by the end of 2023. The Bombardier lands are now owned by the Public Sector Pension Investment Board (represented by Northcrest Developments). In February 2021, City Council adopted [Site and Area-Specific Policy 596](#) (“SASP 596”) for a portion of the Downsview Area Secondary Plan area which requires, among other matters, an update to the Secondary Plan.

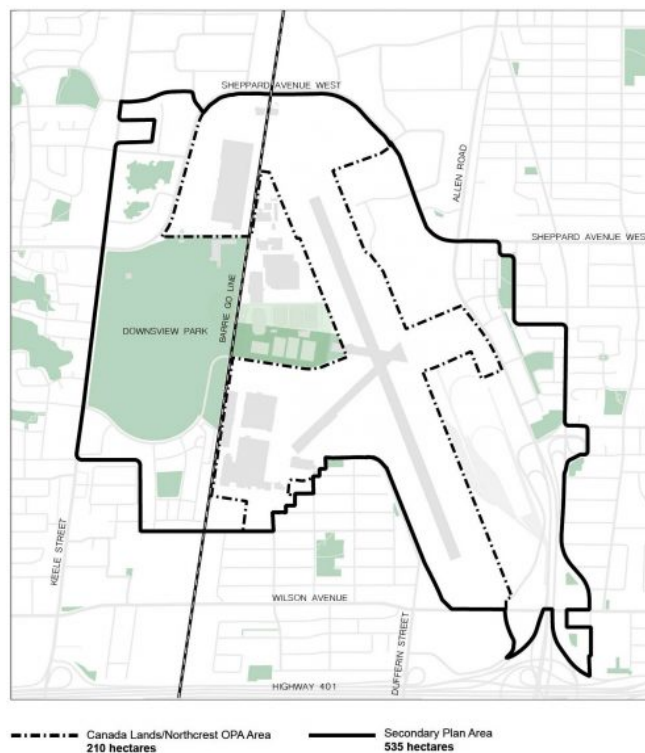


Figure 1: Downsview Secondary Plan area boundary

Through [Update Downsview](#), the City of Toronto is reviewing and updating the Downsview Area Secondary Plan based on the requirements of Site and Area-Specific Policy 596. The Downsview Secondary Plan area is generally bounded by Keele Street to the west, Wilson Heights Boulevard to the east, Sheppard Avenue to the north and Wilson Avenue and Highway 401 to the south (see Figure 1). These boundaries will be reviewed and may be further refined over the course of the Update Downsview process based on analysis and public consultation.



Update Downsview will promote connectivity between existing and new communities through the integration of multi-modal transportation networks, municipal services and infrastructure. Policies that ensure the provision of a complete and transit-oriented community will be applied throughout the Secondary Plan area to facilitate new housing, jobs, parks and open spaces, community services and several other community benefits.

Update Downsview will consider:

- Land use and built form
- Parks and open space
- Servicing and infrastructure
- Community services and facilities
- Transportation
- Employment
- Environment and sustainability
- Housing
- Community benefits and economic development

Further, Canada Lands Company Ltd. and Northcrest Developments submitted an [Official Plan Amendment application](#) (“OPA”) on October 14, 2021 to amend the Secondary Plan to reflect their vision for their lands. See Figure 1 for a map that shows the area of the OPA application. The Update Downsview process will be coordinated with a review of the OPA application made by Canada Lands Company and Northcrest Developments on the airport lands. Information on the OPA can be found on the [Application Information Centre](#).

Meeting Overview

On Tuesday, January 25, 2022, the City of Toronto hosted a Virtual Public Launch Event to share information with the public on the Update Downsview project, answer questions and receive comments. The meeting was also the first City-led public meeting on the OPA application. Based on the expert advice of the City’s Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the event was held online and phone-in only via WebEx Events. The event was promoted by sending 53,700 flyers to the addresses closest to the Downsview area, through the City of Toronto’s social media channels (Twitter, Facebook, Instagram), on the [Update Downsview webpage](#) and [City Planning Consultations webpage](#) and in the *North York Mirror* newspaper.

Two identical sessions were held from 1:00 – 3:00 PM and 6:30 – 8:30 PM. Over 250 participants participated live, including 231 public attendees as well as project team members and City of Toronto staff from City Planning, Urban Design, Transportation Planning, Transportation Services and Parks, Forestry and Recreation. For a full list of panelists in attendance, please refer to the Appendix on page 14. Gladki Planning Associates was hired to assist with the facilitation of the Virtual Public Launch event.



Following introductions and housekeeping by Gladki Planning Associates, Councillor Pasternak delivered opening remarks. Jessica Krushnisky from the City Planning division spoke on behalf of the City Team. Her presentation introduced the Downsview Area Secondary Plan update project (Update Downsview), including the Study Area boundaries, objectives, process, timeline, deliverables and topic areas. Next, representatives for Canada Lands Company Ltd. and Northcrest Developments outlined the developers' vision for the airport lands subject to the Official Plan Amendment application. Presentations are available for viewing on the [Update Downsview webpage](#).

Participants then had an opportunity to ask questions of the panel and share their thoughts. Feedback was accepted in writing through the Q&A function on WebEx and verbally through the Raise Hand function. Over 45 questions and comments were received.

Questions & Answers

The Q & A portion of the event gave rise to eight main question themes from the public:

- Project Phasing & Implementation
- Affordable Housing
- Parks & Open Spaces
- Transportation & Connectivity
- Community Services & Facilities
- Environment, Sustainability & Servicing
- Retail, Arts & Culture
- Miscellaneous/Other

Questions submitted at the virtual meeting have been consolidated and answered by staff below, based on the information presented by the City and the applicants on January 25.

Project Phasing & Implementation

- ***Will the project be developed in phases? If so, what is the phasing strategy and timeline? Which part of the site will be considered first?***

The Downsview area will be build out over approximately 30 years, in a series of phases. Proposed phasing will be brought forward for public comment in the future, with their implementation ultimately outlined in the updated Secondary Plan and Zoning By-law. It is anticipated that development will generally begin around the subway stations and the area of the former Bombardier operations and will move outwards from there. Each phase will contain all the elements to function as its own community with uses such as housing, jobs, retail, transit, community facilities, parks, etc.

The applicants' proposal begins with employment uses, building on the area's past legacy as an employment hub and responding to a need for jobs in this area and the broader city, particularly



as part of economic recovery from the COVID-19 pandemic. The proposal includes a large film and television production studio campus just north of the existing Bombardier hangars. New communities within the Downsview area will evolve as major infrastructure elements are realized.

- ***How have the City and applicants been collaborating on community consultation?***

The Virtual Public Launch Event on January 25th was the City's first meeting with the community for Update Downsview. Northcrest Developments and the Canada Lands Company – through [id8 Downsview](#) – have engaged in community consultation for almost two years, prior to the submission of their development application. In the future, collaboration between the City and the applicants on engagement will continue given the very similar geographies and topics. Consultation will be efficiently integrated between the City and the applicants to receive feedback on the City's Downsview Secondary Plan Update and also on the specifics of the Official Plan Amendment application.

- ***How will the vision of this project be implemented successfully?***

Implementation of the final vision for the Downsview area will be secured in a revised Secondary Plan, containing policies to guide the phasing and required infrastructure for each phase, as well as a Zoning By-law for the entire site indicating the land uses required in each of the phases. The policies governing the lands can also require that uses be built in step: that is, the next phase cannot begin until what is supposed to be done in the current phase (e.g., employment, housing) is completed.

Affordable Housing

- ***What exactly is affordable housing? Does it relate to monthly rent?***

The City updated its definition of affordable housing in the Official Plan in November of 2021. The former definition considered the average rent for a one-bedroom apartment in the City and set the affordable rent for new one-bedrooms just below that average market rent. The [new definition](#) of affordable housing considers the incomes of renter households, tying affordable rents to typical renter households. For example, one-bedroom units are now priced at a rate that is affordable to the 60th percentile one-person renter household, while two-bedroom units are tied to two-person renter household incomes and three-bedroom units to three-person renter household incomes:

- Bachelor units should be affordable to the 50th percentile one-person renter household. In 2021 this would have meant rent of \$812 (down from \$1,221);
- One-bedroom units should be affordable to the 60th percentile one-person renter household. In 2021 this would have meant rent of \$1,090 (down from \$1,431);
- Affordable rent for two-bedroom units in 2021 under the new definition would be \$1,661;
- Affordable rent for three-bedroom units in 2021 under the new definition would be \$1,858.



The City's new income-based definition was adopted by Council, but was appealed to the Ontario Land Tribunal. These appeals will need to be resolved before the new definition can be fully enforced when the City secures new affordable housing. More information about the new definition of affordable housing is available [here](#).

- ***What percentage of affordable housing will be wheelchair accessible?***

There is no specific policy in City Planning, but the Accessibility portion of the Ontario Building Code states that at least 15% of all suites in multi-unit residential buildings must be built with basic accessibility features, such as barrier-free pass of travel into the kitchen, bedrooms, bathrooms, etc.

- ***The Allen East District, which is within the Secondary Plan area, was just added to the City's future pipeline under the [Housing Now](#) initiative, which requires 30% affordable housing under 99-year affordable rental terms. The current Secondary Plan for the whole Downsview area and the Site and Area-Specific Policy specifies that 20% of units must be affordable: how many years is that affordability required? Can the applicants make a stronger commitment with respect to the percentage of affordable housing and a time period of more than 10 or 15 years?***

Update Downsview will result in an updated Secondary Plan which includes the area in the Allen East District. The affordable housing requirements for the entire Downsview Secondary Plan area will be reviewed through this study and will not be any less than what is currently required. Commercial uses on the Downsview site will need a work force that can afford to live in the area, too. The applicants are committed to meeting the minimum City requirements and looking for ways to exceed those requirements through partners and continued work. The current Secondary Plan does not preclude the applicants from additional work with the [Federal Lands Initiative](#) and other delivery programs to see more substantial affordable housing numbers and terms.

Parks & Open Spaces

- ***The park space shown on the concept plan is broken into very small parcels. Could these be integrated into one large park that might be more usable?***

The applicants' proposal includes some large neighbourhood-scale parks, many of them several acres in size. The goal will be to provide a variety of park sizes in the Downsview area, to ensure that some parks are large enough to be programmable for sports fields and that natural heritage and habitat areas are also provided.

- ***Will the various parks include facilities for sports such as baseball, football, soccer, etc.?***

An initial analysis, guided by the [Parks & Recreation Facilities Master Plan](#), found gaps in the provision of ice rinks, skate parks, bike parks, basketball courts and sports fields in the area. Large spaces will be required to ensure that these types of amenities can be provided.



- ***Would the new parks proposed in the Official Plan Amendment be conveyed to the City or would they be POPS (Privately-Owned Publicly Accessible Spaces)?***

The Framework Plan submitted by the applicants includes both public parks and private (but publicly accessible) open space. The updated Secondary Plan will require adequate parkland for the anticipated growth in the neighbourhood as well as adjacent neighbourhoods. There are existing policies in the Official Plan that require that 20% of the land area on a site this size must be dedicated to the City as parkland. This can be augmented with POPS, which are privately owned, publicly-accessible spaces that contribute to the overall public realm system of the area.

- ***What safety measures will be included in the parks (e.g., lighting)?***

As the plan moves from high-level to the particular details of every park, important design considerations such as how trees are planted, how pathways are lit and how signage is placed will be explored by the applicant team and City staff. Community consultation will continue and additional ideas are always welcome.

Transportation & Connectivity

- ***Is the runway part of the road network or is it included in the parks and open space component?***

The runway is one of the most unique features of the site and something to be expressed in an innovative, interesting and unique way. As such, it is absolutely imperative that it remains a publicly-accessible space for pedestrians and cyclists. The applicants' proposal aims to transition the runway to become an iconic pedestrianized street with opportunities for community events and activities, building on past history (e.g., SARSStock benefit concert). The runway may include winding components and east-west connectivity for commercial vehicles and deliveries. In the shorter term, the applicants plan to work with local businesses and organizations for interim activations in the space. The public street network and function of the network will be further informed by the larger Transportation Master Plan that is being conducted by the City and applicants.

- ***Given this development will increase the area's population, what is the plan to move traffic more efficiently and connect Dufferin Street through the Downsview lands? How are pedestrian/cycling connections across Highway 401 being considered to help integrate surrounding areas?***

A Master Environmental Servicing Plan will be completed as part of the Secondary Plan update. Part of that Plan will be to study and understand the flow of movement, transit capacity and car travel through the network and the integration of new improvements within the existing network. One of the anticipated [Big Moves](#) is the extension of Dufferin Street from Wilson Street through the Downsview lands to Sheppard Avenue. The Study will also promote [Complete Streets](#) to ensure that all users – including motorists, pedestrians, cyclists and transit users – are considered in the design of all streets. [Other City projects](#) are examining growth around Yorkdale Mall, including one



or more additional pedestrian/cycling crossings across Highway 401. Some of those elements will be considered while developing the Transportation Master Plan in relation to Update Downsview.

- ***How many and what type of crossings are being considered over the existing GO rail line(s)?***

[Update Downsview](#) will look at options for the location and type of rail crossings of the GO Barrie line to improve connections between the west and east sides of the Secondary Plan area. The applicants' proposal has a total of 4 new rail crossings, including two additional rail crossings under the rail line and two additional crossings over the rail line intended for pedestrians and cyclists. The existing crossing at Carl Hall Road is proposed to remain at street level.

- ***Will the smaller crossings get completed first?***

The phasing of future crossings is still being considered. Northcrest's proposed 1st District development, the area around the Bombardier hangers, includes a pedestrian/bike crossing over the rail line. This would provide access from the 1st District and east side of Downsview to Downsview Park. Phasing plays a key role in timing the prioritization and completion of large and small pieces of infrastructure to support existing and emerging communities and a well-connected network. Larger crossings featuring major infrastructure require more work with the City, so it is unlikely that crossings would be completed at the same time.

- ***What is the status of the feasibility study requested by City Council in July 2019 to build an east-west cycling and pedestrian bridge south of Highway 401 connecting Caledonia and Keele? This would be great for current and future residents of the Downsview Park area.***

Transportation Services staff reviewed the cycling-related requests from City Council and provided responses as part of the [2021 Cycling Network Plan Update](#). For a new pedestrian-cycling bridge at Bentworth Avenue over the rail line, an Environmental Assessment will be required with approval by rail owner Metrolinx. This potential crossing would also have impacts on private lands along Bentworth Avenue to the east of the corridor. The [Cycling Network Plan](#) indicates Bridgeland Avenue to the north of Bentworth Avenue as the key cycling connection. This connection is not identified as a priority at this time and is not in the [Cycling Network Plan 2022-2024 Near-Term Program](#). In the interim, improvements at Baycrest Park are being planned by the City's Parks, Forestry and Recreation and Transportation Services Divisions to include better cycling and accessible pedestrian connections to Ranee Avenue, Yorkdale station and area. For the longer term, the [Yorkdale Transportation Master Plan](#) is considering some relevant potential solutions, including new pedestrian-cycle bridge opportunities. Details are available at toronto.ca/yorkdalemasterplan.

- ***Is electrifying all the GO lines being considered?***

Yes. Metrolinx is adding track and electrification on the Barrie-Toronto route. Another future improvement to the GO Barrie line is 15-minute service, which will provide important connectivity to the GO Transit hub at Downsview station.



- ***Could the GO line and subway lines be buried?***

The GO line is a provincial project owned and managed by Metrolinx. The option of burying the line is outside of the City's scope of work.

- ***How will visitor parking be handled/monetized?***

It is too soon to consider parking provision on the site, but the City's recently-approved [new parking by-law requirements](#) will provide guidance. The Toronto Parking Authority will also be consulted. As per the Zoning By-law, there will be a required number of visitor parking spots within each of the buildings constructed, depending on the number and type of units. Typically, in North York permanent street parking is not encouraged.

Community Services & Facilities

- ***When will the first community centre be completed and open?***

The City of Toronto has applied to the federal government for funding for a new community centre on Keele, within the Downview Secondary Plan area. Canada Lands and Northcrest are collaborating with the offices of Councillor Pasternak and local MP Ya'ara Saks to try and advance this opportunity should the application be successful.

- ***Will the old farming area near the Canada Lands Company building become part of the park or parking for the community centre, or will there be two separate farming areas inside the park?***

The site plan for this specific area is not yet finalized. It is currently assumed that the farms in the north end and the emerging larger urban farm in the south end of the park will coexist for the foreseeable future. There could be an opportunity to integrate the best parts of the urban farm into the community centre site and the updated Secondary Plan could include policies on encouraging future urban farms in the area.

- ***Aside from the public realm and public art, are there frameworks within the development planning process that are designed to fund community amenities (markets, childcare, libraries, seniors' services and others)? Has this social infrastructure been considered in the plan?***

Any Secondary Plan or Master Planning exercise considers both hard infrastructure like pipes and roads as well as soft infrastructure like community centres, child care, libraries and [space for agencies](#). The updated Secondary Plan, Zoning By-law and other planning tools will outline how these elements will be funded and delivered in phases throughout the development of the site over a 30-year period. The applicants have engaged school boards, libraries, healthcare providers and seniors to gain input early and discuss the timing of delivering new infrastructure.



- ***At what point of the project will schools be built?***

Schools are vital community assets in any neighbourhood and it is vital that there is adequate capacity in the school system to handle the growing population. There is ongoing collaboration between the City, the school boards, Canada Lands and Northcrest to look at different models to deliver schools (e.g., locating them in the podium of buildings) and all parties agree about the importance of developing schools on this site. It is important to note that it is the provincial government that is responsible for funding schools.

Environment, Sustainability & Servicing

- ***Will the buildings contain environmentally-friendly features?***

By 2028, as per the [Toronto Green Standard](#) (TGS), all new development will be required to submit an energy model that demonstrates achievement of net-zero emissions. The TGS also contains many performance measures to address the urban heat island effect as well as green infrastructure and green streets. Community assets on the site (e.g., library, community centre) will be required to adhere to these standards as well. Parks and open spaces can be planned carefully to help respond to climate change adaptation and mitigation.

The applicants see the size and scale of Downsview as an opportunity to use new, innovative technologies to reduce greenhouse gas emissions in buildings and create an environment where people feel less reliant on automobile use. The applicants will ensure that they meet, and if possible, exceed the Toronto Green Standard.

- ***What level of remediation is expected for the airport lands and how long is that expected to take?***

Despite being a large, industrial site, very little contamination has been identified. Most of it relates to road salt used on the runway when it was more active. Some areas on the property have had fuel spills, but the investigations done to date show that those spills have not leached into the soil or into the ground water in any way that is dangerous. As a relatively clean site, there will be some remediation efforts but it is anticipated that those will be completed in a way that will not hamper development efforts. Some environmental work has already been completed at the large supply depot just south of Sheppard at the Downsview Park subway station that housed a number of goods for the military.

- ***Are there areas for on-site stormwater retention?***

Stormwater management for the entire site will be considered as part of [Update Downsview](#). The applicants have not proposed dedicated, standalone stormwater management ponds, which might be typical for other large-scale plans. Given the size of the area and the amount of new infrastructure needed, there is a unique opportunity to manage stormwater in an innovative, comprehensive way that is environmentally-friendly, sustainable and resilient. There may also be



opportunities to link into strategies that are already deployed in the area such as the stormwater pond planned in the Allen East District and the existing stormwater pond as part of Downsview Park. More information will be presented in future meetings as this servicing component becomes more defined through Update Downsview.

Retail, Arts & Culture

- ***How can the plan ensure shops/retail/commercial spaces attract people? Art galleries and local retail will create an authentic and attractive identity for the site, rather than a generic street with chain stores. Creatives have been pushed out of the city during the pandemic and cannot afford commercial rents.***

A range of retail, arts and culture are the types of uses needed in a new community in order to attract people and ensure success. The Secondary Plan will include policies for the area that promote these important elements. In addition, a full range of uses will be permitted in the area-specific Zoning By-law. In the short term, the applicants have partnered with the City on the Year of Public Art to launch an initiative called [Downsview XOXO](#).

- ***What is the vision for the site in terms of major civic cultural anchors that will attract people from across the region (e.g., theatre district, music district, artist communities)? Will this site be more akin to London's Covent Garden or Toronto's Queen Street?***

The size and scale of this project presents opportunities to host many different attractions, from small-scale community festivals to large events. The applicants have indicated interest in exploring permanent indoor and outdoor cultural features such as concert halls, auditoriums or theatres that build on Toronto's cultural scene and exemplars around the globe. Existing large-scale public-facing buildings on site could potentially be repurposed as destination buildings. The updated Secondary Plan will promote and provide guidance for these types of uses and the area-specific Zoning By-law will permit a wide range of non-residential uses to allow for maximum flexibility.

- ***Who can be contacted regarding possible interim activation events?***

Opportunities for interim uses on the site should be directed to Christopher Eby, Executive Vice-President of Northcrest Developments (ceby@northcrestdev.ca).

- ***What about bringing back the air museum? It moved several years ago and the building was never used.***

The air museum has been relocated and the building has been fully repurposed for the Centennial College Aerospace program. If there is a group that is interested in bringing an aerospace museum back, Northcrest Developments and Canada Lands Company are open to discussing the possibility.



- ***How will public art be designed to reflect the identity of the community/site? Will local artists be prioritized for designing public art pieces?***

Both the updated Secondary Plan and the Community Development Plan will provide policies and guidance on how the local community will be involved in all aspects of the long term planning and development of the site – including the procurement and implementation of public art.

The applicants have initiated public art on site through [Downsview XOXO](#) as part of the City's Year of Public Art. The project features local artists who have contributed installations that are now live. The applicants also intend to form an advisory committee of local art groups and organizations, including the North York Council for the Arts, to connect with local creators and gain input.

- ***The 1999 Downsview Park competition designated the lands east of the runway for a cultural campus. Is this no longer being considered?***

No decisions have been made regarding the specific uses east of the runway, other than likely permitting a wide range of uses that allow for flexibility. However, staff will also review what is envisioned in the current Secondary Plan to consider what fundamental elements should be retained and brought forward as Update Downsview proceeds.

- ***Will the Downsview Flea Market be maintained or will those buildings be affected by the development?***

The applicants' submission includes a major east-west road that would bi-sect the large depot building. The approval of this road would certainly impact all the current users of the building. Over time there may be opportunities to create more public-facing and accessible buildings that support a wide range of commercial activity such as market uses.

Miscellaneous/Other

- ***With all the planned development, what is the estimated population increase for the community?***

The large size of the site means that there is a long timeframe for development. The applicants' projections, to be realized over 30 years, are for 80,000-84,000 people and 41,000 jobs. The City is reviewing these projections and is considering other parts of the Downsview Area Secondary Plan, including district plans and stand-alone developments. Given the multiple phases required to build out the site, it is important to consider projections over a 30-year timeframe to ensure that all of the infrastructure is in place to support the new population and the existing communities in the area. This includes hard infrastructure like pipes and roads, but also soft infrastructure like community centres, child care, community agency space and park space.



- ***As this is a lengthy project, will the amount secured for Community Benefits be adjusted upward to account for inflation?***

In the past, community benefits have been provided through Section 37 of the *Planning Act*. This provincial legislation was recently changed and these benefits will now be secured through a Community Benefits Charge (CBC). The amount of the CBC for each development (as defined through a building permit) will be based on land value, and will be capped at 4% of the land value at the issuance of a building permit. Therefore, as the land value increases, the amount of the Community Benefit Charge will also increase. The details of the CBC by-law are being developed by City staff and will be presented to Council in March of 2022.

- ***For the community development plan, what plans are in place to help integrate the exist surrounding neighborhoods?***

One of the objectives of Update Downsview is the physical re-integration of the Downsview area into its surroundings. Integration is planned via greenways, cycling infrastructure, paths and a complete streets network. The development of the Community Development Plan will include a robust community consultation process and it will secure not only physical connections but also policies related to social and economic opportunities between the existing and future neighbourhoods.

- ***In terms of community development, what plans are in place to respond to First Nations principles?***

Canada Lands and Northcrest, through their pre-application consultation, have engaged with Indigenous rights holders and treaty holders, including the Mississaugas of the Credit, Six Nations of the Grand River, the Huron-Wendat as well as urban Indigenous groups. The City of Toronto is building on this established outreach to these communities. Initially, the design and programming of open spaces and the importance of the natural environment and sustainability have been identified as a key opportunity for Indigenous placekeeping at Downsview, and the applicants have expressed openness to partnership with Indigenous housing providers.



Comments

Additional comments received from meeting participants included the following:

- *It would be great to include arts and culture in the future supply depot.*
- *It is very encouraging to see Community Benefits being mentioned. I also want to reinforce the importance of the community being involved in shaping community benefits targets and priorities. The Toronto Community Benefits Network (TCBN) is advocating for a Community Benefits Agreement to be included with the process early on to identify hard targets and encourage accountability as the project develops.*
- *Use the runway for active transportation instead of closing major roads like Lakeshore Blvd to appease cyclists only.*
- *The way you have gone about this is very admirable. You want to hear input and you listen. Well done.*
- *Sounds like there are clear plans to help connect surrounding areas to the new parks and open spaces.*

All suggestions and comments that are received will be considered as staff continue to revise the plans.

Next Steps

Please visit the [Update Downsview webpage](#) for more information and to [complete the survey](#) or subscribe to receive updates related to the City's work on the Downsview Area Secondary Plan update. You can also continue to contact City staff to provide your comments or ask directly:

Jessica Krushnisky

Planner, Strategic Initiatives

City Planning Division

Jessica.Krushnisky@toronto.ca

To contact the id8 team regarding their development application, visit <https://www.id8downsview.ca/contact>.



Appendix

The following panelists were present at the event:

City of Toronto

Councillor James Pasternak

Strategic Initiatives, Policy, and Analysis

Sarah Phipps

Jessica Krushnisky (Presenter)

Community Planning - North York District

Perry Korouyenis

Transportation Planning

Andrew Au

Urban Design

Jack Krubnik

Community Services and Facilities

Kirsten Stein

Community Benefits

April Lim

Environment

Jane Weninger

Jane Welsh

Transportation Services

Matt Davis

Parks, Forestry, and Recreation

Corinne Fox

Paul Farish

Applicant Team

Northcrest Developments

Chris Eby

Canada Lands Company

David Anselmi

Urban Strategies

Emily Reisman