

UPDATE >>>> DOWNSVIEW

‘What We Heard’ Report

Part 3 of 3: Virtual Public Meeting

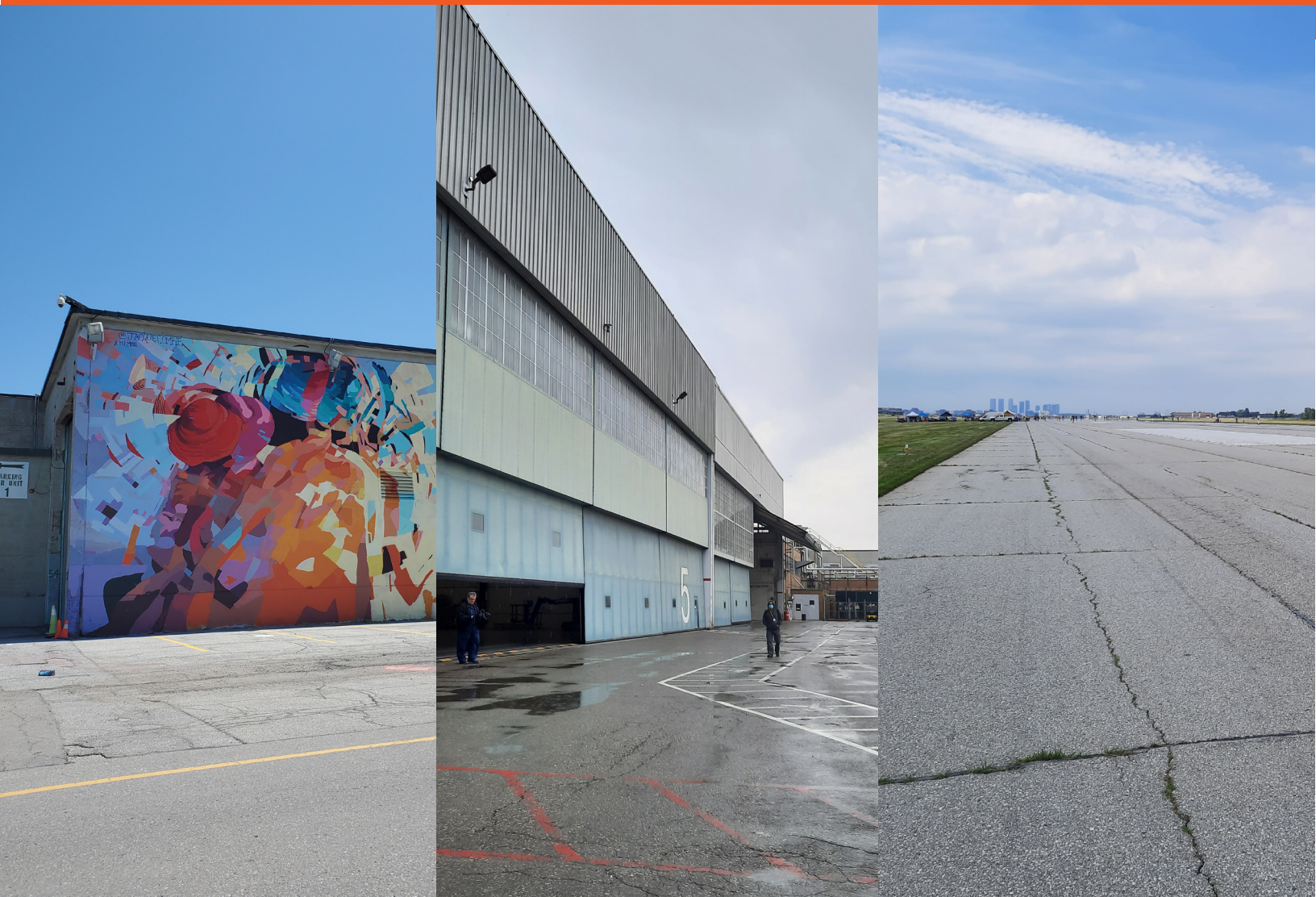
June Consultation Activities for the Update Downsview Study

June 20 – June 25, 2022

Report prepared by City Planning

City of Toronto

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Introduction

The Update Downsview Study is reimagining the future of the Downsview area and creating a new framework to guide change. To this end, the Project Team presented its first [Staff Report](#) to the May 31st Planning and Housing Committee, which outlined 17 Emerging Directions, and initiated the associated Environmental Assessment Study in April.

To begin Phase 2 of the Study, the Project Team delivered a number of public engagement activities, centered around the week of June 20th to 25th, to obtain feedback on the Emerging Directions and the Environmental Assessment Study, as well as additional input to consider as the Update Downsview Study progresses. The public engagement activities also provided information on the Official Plan Amendment (OPA) application submitted by Northcrest Developments and Canada Lands Company (CLC) (the Landowners) as well as the Taxiway West district application submitted by Northcrest Developments. The purpose of this **'What We Heard Report'** is to provide an overview of the public consultation activities and summarize the input received. The 'What We Heard Report' (WWH Report) consists of three parts (separate PDFs):

- › WWH Report Part 1: Downsview Public Library Pop-Up
- › WWH Report Part 2: Survey & Off-Site Pop-Ups
- › **WWH Report Part 3: Virtual Public Meeting & Public Correspondence**

This document (WWH Part 3) will focus on the input received through the question and answer period of the Virtual Public Meeting held on Monday, June 20th, 2022 as well as public correspondence received thus far via e-mail and telephone.

High Level Key Themes

The following is a high level summary of the key themes we heard through public input, across all of our activities:

- › Need for more housing options, including affordable housing;
- › Concern about proposed intensity of development and increased traffic congestion;
- › Need for improved pedestrian, cycling and transit infrastructure;
- › Need to address existing traffic issues, including through better connectivity;
- › Desire for a wide range of additional community services and facilities, including parks and open spaces;
- › Importance of achieving equitable economic development objectives;

- › Interest in additional programming and events in the area, particularly related to children/youth and celebrating cultural diversity; and,
- › Ensuring access to retail and jobs through new development.

Overview

Part 3: Virtual Public Meeting of the **What We Heard Report** provides an overview of the content presented at the Virtual Public Meeting and focuses on the Question & Answer portion of the meeting, organized by topic. Topics include: project phasing & implementation; built form & housing; parks & open spaces; transportation & connectivity; community services & facilities; environment, sustainability & servicing; retail, employment, arts & culture; and miscellaneous. This report also provides a summary of the comments submitted by email or telephone call since project commencement.





Virtual Public Meeting

On Monday, June 20th, 2022, the City hosted a Virtual Public Meeting to provide an update to the public on the Update Downsview Study and development applications in the area, initiate Phase 1 of the Municipal Class Environmental Assessment (EA) Act Study, answer questions and receive comments. The event was promoted through the City of Toronto's social media channels (Twitter, Facebook, Instagram), the [Update Downsview webpage](#), e-updates to subscribers, the *Toronto Star*, *North York Mirror*, and *Lo Specchio* newspapers, the applicant's id8 Downsview distribution list and social media, and through posted signage at the Toronto Public Library (Downsview Branch). A flyer was also mailed to approximately 55,000 households to provide information on the engagement activities and the Notice of Study Commencement.

The Virtual Public Meeting was held from 6:30 – 8:30 PM on WebEx. Over 110 people participated live, including public attendees, the Landowners project team members and City of Toronto staff from City Planning, Transportation Services, Engineering and Construction Services, Toronto Water, Social Development, Finance and Administration, as well as Parks, Forestry and Recreation. For a full list of staff panelists in attendance, please refer to the Appendix.

On behalf of the Update Downsview Study's Core Team within the City Planning division, Jessica Krushnisky began with introductions and housekeeping, followed by opening remarks delivered by Councillor Pasternak. Next, Sarah Phipps, Project Director of Update Downsview provided a presentation to update the public on the Update Downsview Study as well as the Environmental Assessment (EA) Study, including key boundaries, emerging policy directions, process, priorities, deliverables, timelines and next steps. Chris Eby, Executive Vice-President of Northcrest Developments provided a presentation which outlined the developers' vision for the recently submitted Taxiway West District (Northcrest 1st District). Presentations were posted on the [Update Downsview webpage](#) in July 2022. A recording of the meeting is available upon request.

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 30 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
- › Built Form & Housing
- › Parks & Open Spaces
- › Transportation & Connectivity
- › Community Services & Facilities
- › Environment, Sustainability & Servicing
- › Retail, Employment, Arts & Culture
- › Miscellaneous

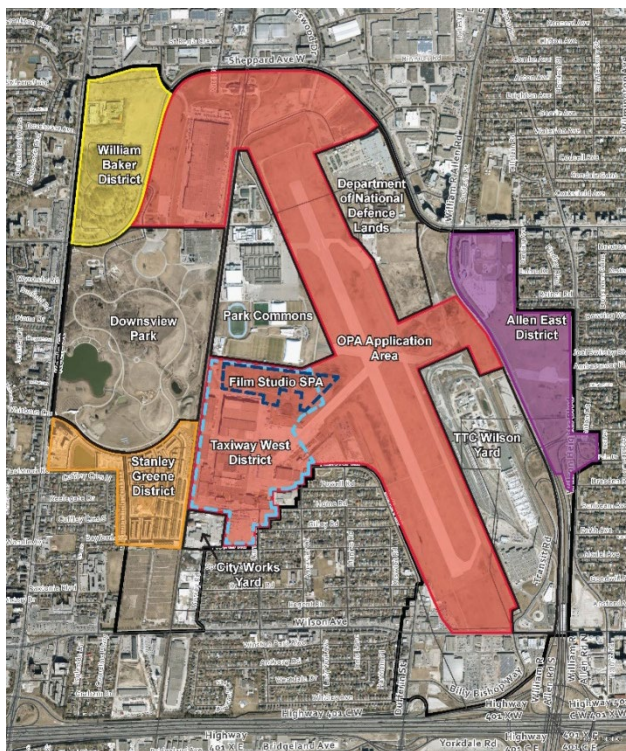
Questions submitted at the virtual meeting have been consolidated and answered by staff below, based on the information presented by the City and the applicant on June 20, 2022 and existing policies ([In-Force Downsview Secondary Plan](#), [Site and Area Specific Policy 596](#)). The below responses have been summarized based on what was said at the Virtual Public Meeting and have been reviewed by City staff for accuracy.

Project Phasing & Implementation

How long are the Study and proposed development expected to take, if approved? Will the project be developed in phases?

The Update Downsview Study is in the early phases. An updated Secondary Plan is targeted to be presented to Council at the end of 2023. Once the updated Secondary Plan is in place, the City can consider the approval of District Plans within the OPA lands. The lands will be built out over 30 years and in multiple phases.

Below is a map and corresponding list of aligned development applications. All applications within the Secondary Plan Area will be coordinated and reviewed in conjunction with the work that is being advanced through the Update Downsview Study. This will ensure the coordinated development of a new planning framework for the Secondary Plan Area.



- **Official Plan Amendment (OPA) application:** Application submitted to the City by Canada Lands Company and Northcrest Developments. The application is currently under review. *Subject to future district plans.*
- **Taxiway West District:** District Plan application submitted to the City by Northcrest Developments. The application is within the OPA application area and is currently under review.
- **Film Studio Site Plan Application (SPA):** SPA submitted to the City by Northcrest Developments. The application is within the OPA application and is currently under review.

- **Stanley Greene District:** Substantially built, with some ongoing construction in the western portion of the site.
- **Allen East District:** District Plan adopted by City Council.
- **William Baker District:** District Plan, Draft Plan of Subdivision, and Zoning By-law Amendment application submitted to the City by Canada Lands Company and is currently under review. The Final Report for Phase 1 was adopted at the City Council meeting in July 2022.

Will the current airport functions no longer exist?

Bombardier will be closing their operations at the Downsview Airport and Bombardier Aerospace Campus by the end of 2023. This facilitates the opportunity for the lands to be redeveloped for new uses.

Built Form & Housing

Has there been consideration to learn from what has and hasn't worked in the past? Will lessons learned from other master-planned communities be considered?

City staff are reviewing what has been successful in projects across the City and internationally. Due to the scale of Downsview, there are not the same constraints as elsewhere in the City. This allows for new opportunities including those related to street



design, phasing, varying built forms, environmental and sustainability measures, and sunlight and comfort on streets and open spaces.

What is considered affordable housing? Does it relate to family-net income or is it based on the family income threshold for monthly rent?

The City recently updated its definitions of affordable rental housing and ownership housing in the Official Plan. The former definitions were based on average market rents. For example, one-bedroom rental units were considered affordable if their rent was at or below the average rent for a one-bedroom apartment.

The [new definitions](https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/definitions-of-affordable-housing/) of affordable housing were approved by Council in November of 2021 and account for before tax household incomes when setting affordable rents and affordable ownership prices. The new definitions are currently under appeal but could be in-force and effect late 2022 or in 2023. More information is available at:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/definitions-of-affordable-housing/>

There will be a requirement for affordable housing in each district. Under this obligation affordable housing could be delivered in a number of ways including new Housing Now projects led by CreateTO, affordable rental units, rent-geared-to-income (RGI) units, and affordable ownership units. As per the emerging direction outlined in the Staff Report, affordable housing opportunities will be maximized and prioritized throughout the Update Downsview Study. Further, the in-force Site and Area Specific Policy 596 (SASP 596) mandates affordable housing to be delivered within the lands through various approaches.

Many presentations include summer time scenes to illustrate a welcoming neighbourhood and accessible spaces. What will happen on rainy days and throughout the winter to maintain accessibility to all spaces?

It is important that there is year-round use of public spaces across the site. City staff will look at the entire Secondary Plan area and ensure areas such as parks, streets, and public spaces have appropriate access to sunlight and are designed to be enjoyed year-round. The Secondary Plan will contain policies that relate to ensuring thermal comfort and year-round use, with subsequent District Plans providing more detail in terms of implementation. Further, the applicant's Framework Plan considers micro-climate and opportunities to improve conditions through the proposed street grids and built form.

The Framework Plan submitted includes a built form that has a higher density, with some stacked and back-to-back townhomes included. Will there be single-detached units?

The application includes a mix of housing types but does not include single-detached homes. However, there are currently single-detached homes provided through the existing Ancaster neighbourhood.



The City is currently reviewing the application and will consider the interface and transition between new and existing communities as well as the types and scales of built forms. The Secondary Plan is required to meet provincial density targets within 500-800 metres of subway stations, which will mean higher densities near existing transit stations.

Transportation & Connectivity

Has there been consideration for street design, including the integration of narrow streets that don't encourage speeding?

The City and Landowners are committed to designing streets that are safe, comfortable, accessible, and contribute to biodiversity. One of the emerging directions in the [Staff Report](#) includes prioritizing robust transit and active transportation networks, with a goal of making streets for not only cars but people as well so that all modes of transportation can be used safely and comfortably. An emphasis will be placed on the need for pedestrian, cyclist, and transit connections. Lower speed limits and safe streets are supported within the City's Vision Zero Road Safety Plan and Complete Streets Guidelines and will continue to be prioritized.

We encourage the community to provide input on the type of mobility/ street network you would like to see as well as how to emphasize active transportation networks and connections.

Will Yukon Lane be integrated with the Downsview lands, either for pedestrian or cyclists?

As part of the Municipal Class Environmental Assessment (EA) Study, the City and Landowners are conducting a Transportation Master Plan (TMP) which will address the Sheppard Street extension. Yukon Lane has been identified and the Project Team will work together to determine opportunities given the sensitive adjacent uses. The City and Landowners will continue to prioritize pedestrian and cyclist safety as well as improved access to necessary infrastructure that supports active transportation and a complete community.

What type of vehicle will the proposed complementary shuttle be? For example, a TTC bus, a train-like vehicle, or self-driving?

City staff are reviewing the Landowner's submission which includes a proposal for the inclusion of a shuttlebus. Autonomous vehicles are currently not permitted to drive on public roads, though this could be considered in the future if permitted and proven to be safe.



Will pedestrian crossings be a high priority? There currently does not seem to be many within the Study Area which results in people jaywalking.

Pedestrian and cyclist safety and connectivity within the Secondary Plan area are being assessed and will be prioritized through the Update Downsview Study and the application. Crashes recorded in the area are also being considered to identify existing issues and improvements required in the street network.

There is a goal of reducing auto-dependency, as well as supporting a significant modal shift and the implementation of a well-integrated, robust active transportation network with enhanced linkages. The proposed development will introduce new driveways, streets, signalized intersections, and other traffic calming measures for people to safely cross streets. In addition, the City of Toronto's Vision Zero Road Safety Plan will be considered as an objective of the Secondary Plan update. Policy development through the Update Downsview Study will encourage the provision of safe connections for pedestrians and cyclists, and the future construction of infrastructure will support active usage in the area.

In addition to the pedestrian crossings proposed, what will be done to ease traffic along streets like Keele Street and Sheppard Avenue West? With 40,000 new jobs and 80,000 new residents within the OPA lands, how will congestion be eased along major arteries?

The Transportation Master Plan (TMP) is a long-term plan being undertaken as part of the EA Study and Secondary Plan work that will look into all modes of transportation. One of the objectives of this Study is to move more people through transit and active transportation as well as reconnect the community with the surrounding street network.

The City and Landowners are looking to create a robust North-South and East-West road system as well as a complete community where people work and live in same area to reduce travel. The new street network will include the integration of various traffic calming measures such as signalized traffic lights, landscaping, speed bumps, and speed limits. In addition to enhanced multi-modal transit linkages, transit stations and future transit in the area will be leveraged to reduce auto dependence.

Will the proposed overpasses be accessible?

There is a statutory requirement that ensures all public spaces, including overpasses and underpasses, are accessible.



Community Services & Facilities

Will the existing Hangar continue to offer space for recreational activities?

Yes, the Hangar, Scotiabank Pond Arena, and the associated recreation that takes place will continue. Existing and future facilities will be considered within the larger plan to continue supporting sports and recreation in the community.

Environment, Sustainability & Servicing

Will the Environmental Study review the water infrastructure in this area?

Yes, the Study will assess water and other servicing infrastructure within the Downsview and surrounding area to ensure adequate connectivity and capacity of the municipal servicing network is provided in order to best service the Downsview area. This work will also help to mitigate the impacts of development to surrounding areas.

In addition, basement flooding studies for the Downsview and surrounding area have also been completed to identify problems and potential solutions for mitigation. The Update Downsview Study and EA Study will consider various City policies, guidelines, and studies, including the basement flooding studies, for future design and construction solutions.

How will the land, water, and environment in general be protected from contamination as it pertains to the existing and planned film studios within the OPA lands?

The Landowners are committed to mitigating and reducing environmental impact as well as maintaining clean and secure sites. The increasing digitalization of the film industry has also allowed for a much cleaner process overall. The Landowners continue to strive to support environmental sustainability and will adhere to all environmental rules and regulations. The Landowners will publicly report on all environmental targets and goals and identify how they will be achieved.

Will Garratt Park be treated with a bioswale, similar to Downsview Park? Given the proposed increase in density, how will municipal infrastructure, including water pressure, be satisfied?

The City is leading a process that will provide direction to upgrade transition watermain and a pumping station to improve water pressure in the area. Water pressure will be considered through continued work. The EA is considering all infrastructure requirements given the projected population increase and will ensure that infrastructure is built in phases which meet the needs of the growing population. While the specific design of parks, including Garratt Park, will be completed at the district planning stage, the Secondary Plan will include high level policy direction on topics such as blue-green infrastructure and environmental sustainability.



In regards to the Environmental Assessment being conducted, will 'Just Transition' be considered when looking at green jobs, changing infrastructure, and fossil fuels being phased out - especially considering the 30+ year development timeline?

As per the emerging directions in the [Staff Report](#), the City will strive to achieve a net-zero emissions community and support climate resilience, expand and enhance the natural environment and its ecological integrity, as well as prioritize robust transit and active transportation networks. Overall, the Update Downsview Study, including the updated Secondary Plan and Master Environmental Servicing Plan (MESP), will address various topic areas including climate resilience, sustainability, and biodiversity as well as the ways in which these can be achieved, such as through blue-green infrastructure and reduced auto-dependency.

Further, the Community Development Plan (CDP) is being developed in conjunction with the updated Secondary Plan and will promote local social and economic development strategies and inclusive economic opportunities for local communities. These strategies will guide how communities are supported and affected by growth and redevelopment as well as leverage redevelopment in a way that is equitable and inclusive, for example by focussing on employment, training and business development opportunities. The CDP will engage with the community to achieve desired outcomes and provide an accountability mechanism to support the ongoing implementation.

It is also recognized that the Downsview area has long been an employment centre—as it has included de Havilland in the 1920s, the military base, and Bombardier's presence on the site. The intention is to continue the legacy of Downsview as a significant centre for employment and innovative industries by requiring the development of employment uses alongside residential development. Industries that could thrive in Downsview could include digital media, advanced manufacturing, green technology and life sciences. A portion of the lands will be designated as General Employment, which only permits non-residential uses. The projected number of jobs in the entire Secondary Plan area is estimated to be between 45,000 - 50,000, providing employment opportunities for people who live nearby and across the city. This number will be further refined throughout the Study process and as development continues.

Retail, Employment, Arts & Culture

Will jobs be offered to the local community, prior to outsourcing to other communities?

The Update Downsview Study includes the delivery of a Community Development Plan (CDP), which aims to promote inclusive economic development locally. The Update Downsview Study process includes engagement with local residents and other stakeholders to identify needs and priorities, such as community service facilities, arts and culture gaps, and food resilience strategies. The CDP will prioritize building local capacity and supporting residents and businesses within the community as it continues to grow and change. The Landowners have also been working with a number of local



groups, including Centre for Connected Communities, on a workforce development program that prioritizes workforce development, skills training and jobs for local people.

How will you ensure that local arts and culture organizations have a respected voice in developing initiatives?

Through Update Downsview there will be many opportunities for local arts and culture organizations to provide input on the Secondary Plan, Community Development Plan, and applications for the site. As per the emerging direction in the [Staff Report](#), the City recognizes the importance of establishing Downsview as a hub for arts and culture and will support initiatives that enhance the area's rich cultural heritage and local identity. Proposed buildings and public spaces, including the reimagined runway, will serve as new spaces for incubators, public art, education, events, gathering, creativity, innovation, historical preservation and celebration. Further, the Landowners have engaged a Community Resource Group which includes representatives of arts and culture groups, participated in the City's ArtWorksTO program, and launched XOXO Downsview to present public art projects and early activation of the site.

Can the name of a district include the word 'runway' so that people can remember what the land was used for?

Yes, this is something that can be considered in recognition of the historic connections to the land and land uses.

Miscellaneous

How will this development help lower automobile insurance rates?

This is not within the City's mandate.

It appears the applicant's Framework Plan proposes to demolish a portion of the Supply Depot to construct a road and rail underpass. Has preserving the building to use it for the purposes for which it was designed (i.e. a warehouse) been considered?

No final decision has been made regarding the Supply Depot building. The application looks at the building use along with the transportation network and urban design parameters of the overall district. The Supply Depot is approximately 18 acres (7 hectares) in size and is located within a 70 acre (28 hectares) district. The future building use will be complimentary to the emerging neighbourhood and avoid increasing the presence of trucks in the community. The City is currently reviewing options for an East-West street through the northern portion of site and is assessing the heritage attributes of the Supply Depot building.



Will taxes increase?

There are a number of mechanisms that the City can apply to ensure that developers contribute to the cost of new infrastructure to support growth. City Council is responsible for making the final decision on tax rates.

Comments

Additional comments received from meeting participants included the following:

- › It is a great idea to include film studios;
- › It is through complete communities and mid-rise developments like this that families like ours can stay in Toronto;
- › Don't build the Mayan pyramids we see downtown (i.e. don't build the stepbacks we traditionally see that are associated with angular plane requirements);
- › Given the new development on the north side of Sheppard and Allen, it would be nice to have pedestrian and cycle access along Yukon Lane;
- › The water pressure in Stanley Greene neighbourhood reduces significantly once the water flows into individual lots;
- › More crossings would improve walkability;
- › Transit isn't very accessible during the long winters;
- › There are mid-rise buildings in Europe and Asia that create complete communities and look aesthetically pleasing;
- › Other master-planned communities like the West Don Lands may have planned the streets too wide. Yukon Lane seems like an obvious connection and I am unclear as to why Sheppard Street can't run straight through the lands. If it is because these are Department of National Defence (DND) Lands, were there any discussions regarding swapping some of the lands with the existing lands to the north or west;
- › The Wilson Heights area is prone to flooding due to the capacity of the stormwater drain; and,
- › The pressurization of water has been weak in the area (i.e. Garratt Park) and there aren't pumping stations.



Email and Phone Call Comments

The below is a summary of the comments and feedback we have received from the public to date for the Update Downsview Study.

Built Form, Land Use and Housing:

- › Prefer transition to neighbourhoods being townhouses to stacked townhouses.
- › Need a grocery store, walk-in clinic and lab within walking distance for people living in condominiums near Sheppard/Dufferin.
- › Consider need for emergency and natural disaster shelters.
- › Include more theatres.
- › Could the Supply Depot be repurposed instead of being bisected by a roadway, which is costly and not ecological. It is a well-built, unique structure and a municipal heritage property. Its existence through the Cold War should be acknowledged.
- › Include affordable and deeply affordable housing in the plan. Market value is not affordable.
- › Community supports for the homeless or precariously housed that have/will be incorporated into the plan serving the area.
- › There should be mandates to include a percentage of subsidized units.
- › Good to have a mix of private homes and mid-rise buildings.
- › Downsview Park can accommodate a new hockey arena, baseball field, football field, basketball court, soccer pitch and community center. Some facilities can be shared by multiple sports and accommodate amateur and professional athletes.
- › Consider how hotels/motels can accommodate visitors, athletes, fans.
- › Need a modern community centre near Dufferin and Sheppard, with a library sport activities and schools.

Environment, Parks and Open Space:

- › Concerns about parking lot between Bombardier buildings and Ancaster community:
 - Lights are too bright and cause disturbances for wildlife and sleeping patterns.
 - No security and waste not disposed properly in parking lot.
 - Flooding caused by impervious parking lot – rain flows through residential properties.
- › Noise concerns:
 - Unbearable noise caused by airplane testing.
 - HVAC unit is very loud on roof of Bombardier building at 123 Garratt Blvd.



- Tractor trailers idling in Bombardier parking lots and along Garratt Blvd.
- › Incorporate edible landscaping (i.e. raspberry patches, nut trees suitable to our climate, white mulberry trees, and other food-producing plants).
- › Proposed film studio should apply for an Environmental Compliance Approval to assure noise reduction.
- › Need more trees along Sheppard Avenue West, helps create fresh air.
- › What is best for future communities might not be best for Downsview Park (e.g. the vehicular/cycling/pedestrian connections proposed across the Barrie TO line).
- › Condominiums at Sheppard and Dufferin are organized well, though there's no playgrounds for kids or areas for fresh air within walking distance.

Infrastructure and Servicing:

- › Concerns about flooding events and servicing issues (water pressure).
- › Concern about nearby gas tanks (north in Duke Heights) and overall safety.
- › Overhead vs. below ground hydro, fibre optics.
- › Should pursue a low-carbon District Energy system given the size of the lands.
- › Create a self-sustainable community in terms of energy, soft and hard infrastructure.
- › Downsview can play an important role for addressing climate change and resilience.
- › There is a level crossing problem affecting Carl Hall Road.
- › The Barrie GO line grade could impact/accommodate future residents.
- › The application lacks an east-west street at/near Downsview Park GO/Subway station. Pedestrians on one side of tracks can only travel to the other by entering/exiting the station and taking an escalator (inconvenient).
- › Condominiums at Sheppard and Dufferin are between two roads with very intense traffic. The dust, gas, and noise pollution result in not being able to open windows at home. A pathway through or near the DND lands would improve walking access to the Runway North park.
- › Residents/workers in the planned Downsview East and Downsview West districts are far apart and have to rely on the Northern Crossing, which isn't convenient as it abuts less-populated mixed-use areas. Crossing should be routed around Supply Depot.

Mobility:

- › High 80 km/hr speeds in Ancaster community are not safe.
- › Poor traffic light timing on Wilson Avenue, Keele Street, and Sheppard Avenue West.
- › Demonstrate how snow removal will improve with new streets and more homes.



- › Bombardier buildings are not visually pleasant, suggest adding a green buffer area with tall trees. There is also a lot of traffic when Bombardier work shifts start and end.
- › Advocate building a subset of new developments with zero car ownership zones (only used by service vehicles), with parking at periphery/underground. Some aspire to live in car-free neighbourhoods.
- › Some existing roads are in rough conditions.

Other:

- › Opportunities to collaborate with the Jane Finch Initiative consultation process.
- › Look at international strategies/approaches to collaboration.
- › Concern that a higher level zoning would allow for future development to be more flexible and not abide by vision.
- › Work completed by residents and City should be entrenched into detailed zoning by-laws. Important to ensure the vision, design and community vision are maintained.

Note: Please refer to WWH Report Part 1: Downsview Public Library Pop-Up as well as WWH Report Part 2: Survey & Off-Site Pop-Ups for additional summaries of the public consultation activities that occurred throughout the week of June 20th to June 25th, 2022.



Staying in Touch

Please visit the [Update Downsview webpage](#) for more information and to subscribe to receive updates related to the City's work on the Downsview Area Secondary Plan update. A short [survey](#) has been made available on the Update Downsview webpage if you are interested in providing additional feedback on the Update Downsview Study. You can also continue to contact City staff directly to provide your comments or ask questions:

Update Downsview Study

Jessica Krushnisky
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Environmental Assessment (EA) Study

Andrew Au
Program Manager, City of Toronto
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416-395-7163

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



Appendix

The following panelists were present at the Virtual Public Meeting:

City of Toronto

- › Councillor James Pasternak – York Centre
- › Sarah Phipps (Presenter) – Overall Study
- › Jessica Krushnisky (Moderator) – Overall Study
- › Shayna Stott – Environment
- › Perry Korouyenis – Application
- › Andrew Au – Transportation
- › Edward Presta – Transportation
- › Dawn Hamilton – Urban Design
- › Kirsten Stein – Parks and Open Space
- › Sundus Balata – Community Development Plan
- › John Smith – Inclusive Economic Development
- › Vivian Yao – Infrastructure
- › Mijin Lee – Water/ Wastewater Services

Applicant Team

Northcrest Developments

- › Chris Eby

Canada Lands Company

- › David Anselmi

Urban Strategies

- › Emily Reisman