

Update Downsview >>

City Update on Draft Documents | Environmental Assessment Study

May 29, 2023 | Public Meeting

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Information collected during this study will be used to assist the co-proponents in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in the study documentation.

Please contact Alicia Rinaldi at Alicia.Rinaldi3@toronto.ca or 416-338-6284.

Visit the project website to get involved and learn more:

toronto.ca/UpdateDownsview

- View our information boards
- Sign up for e-updates
- Learn more about this week's Open House at Downsview Public Library (Main Floor Meeting Room)



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

We acknowledge all Treaty peoples – including those of us who came here as settlers – as migrants in this generation and generations past and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent.



Introductory Remarks

Councillor James Pasternak

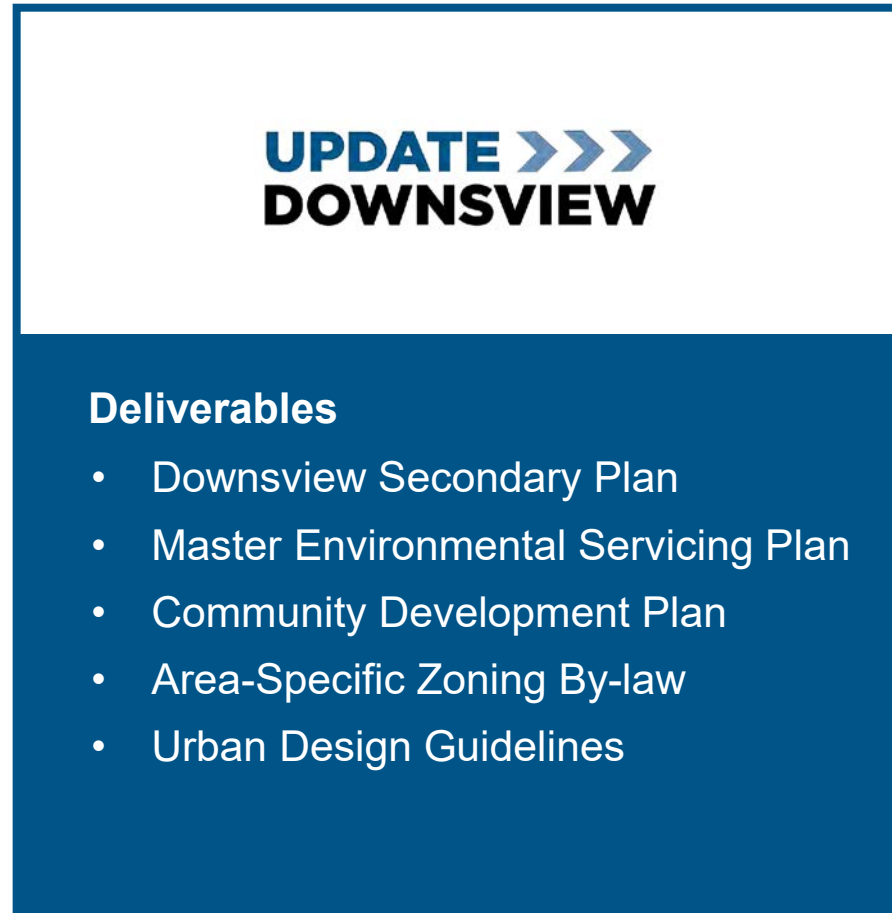
York Centre



Presentation Outline

1. Welcome and Councillor Remarks 6:30 pm
2. Recap: What is Update Downsview? 6:40 pm
3. Timelines
4. Draft Secondary Plan
5. Draft Urban Design Guidelines 6:55 pm
6. Draft Community Development Plan 7:00 pm
7. Environmental Assessment 7:05 pm
8. Next Steps 7:25 pm
9. Questions & Answers 7:30 – 8:25 pm

What is Update Downsview?



Will direct the
development of...



**District Plans &
other area
applications**



In progress:

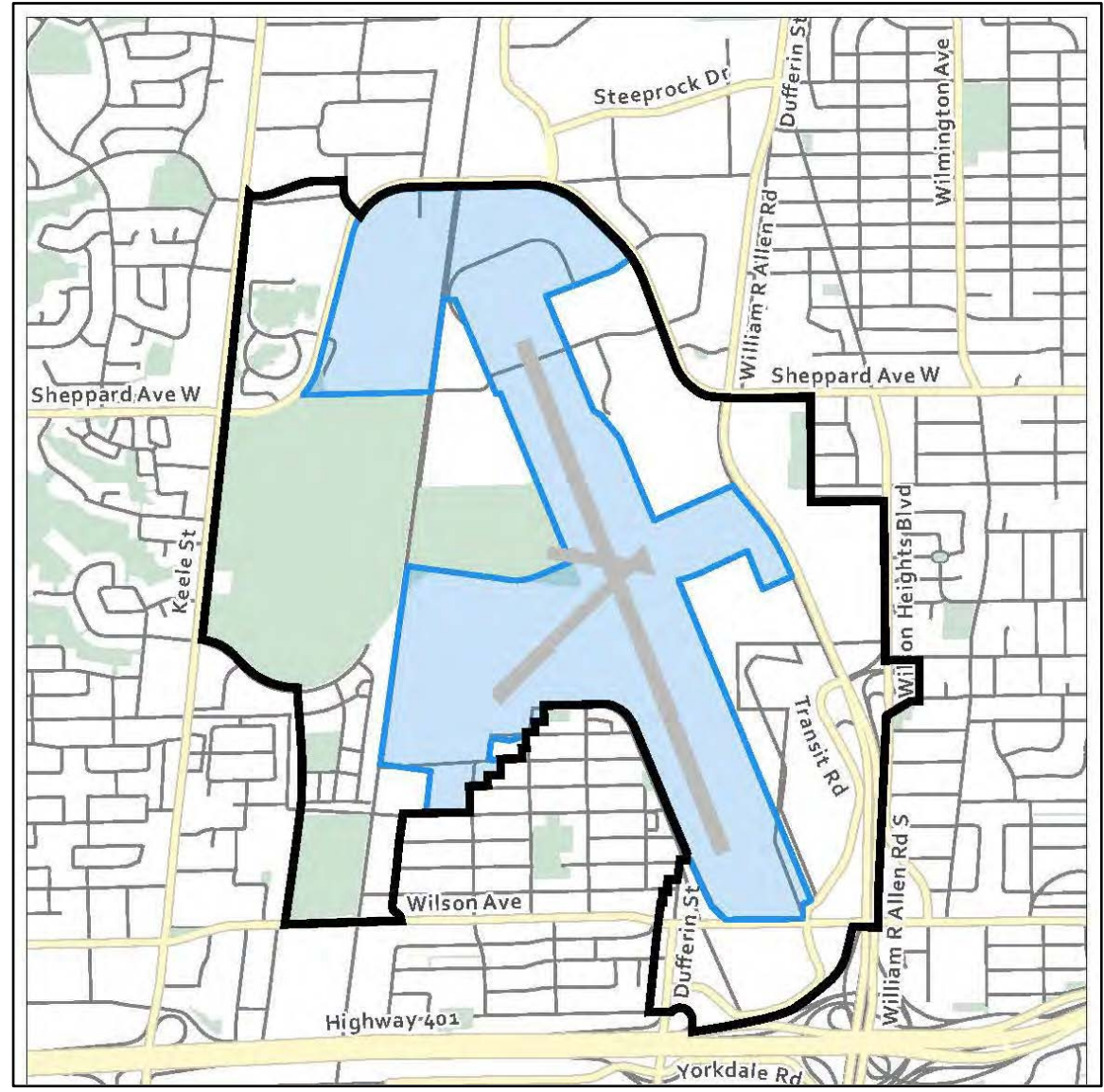
- **Film Studio** – 8 studios, 4-5,000 jobs (direct and indirect)
- **Northcrest 1st District** – 2,900 units, 5,000 residents

Secondary Plan Boundary

Draft Secondary Plan Area
 560 hectares
 Estimated Population: 110,000
 Estimated Units: 60,000
 Estimated Jobs: 47,000

Canada Lands/ Northcrest Official Plan Amendment (OPA) Area
 210 hectares

*Full build-out over approximately 30 years



Building a New ‘City in the City’

In total, the draft Secondary Plan area is anticipated to add approximately 110,000 residents and 47,000 jobs by full build out over the next 30 years.

To give a sense of the scale of this future development:

City of Brantford
Population: 104,688



City of Thunder Bay
Population: 108,843

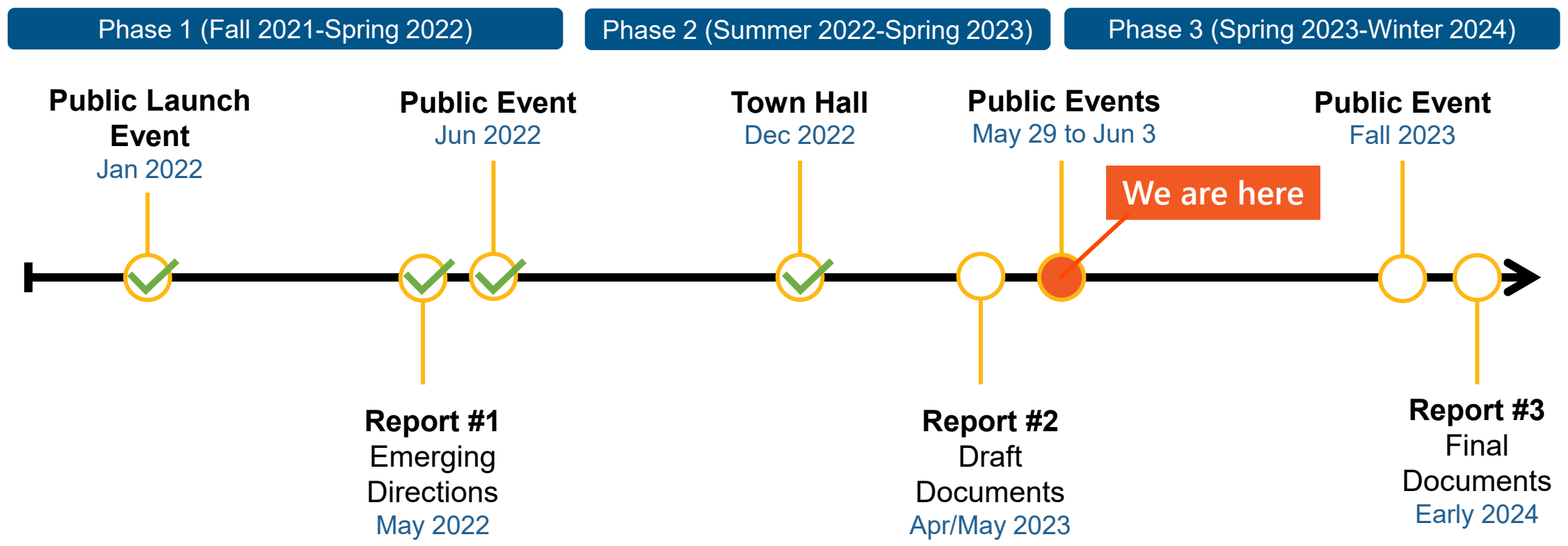


City of Waterloo
Population: 121,436



**All numbers are from 2021*

Where Are We Now?

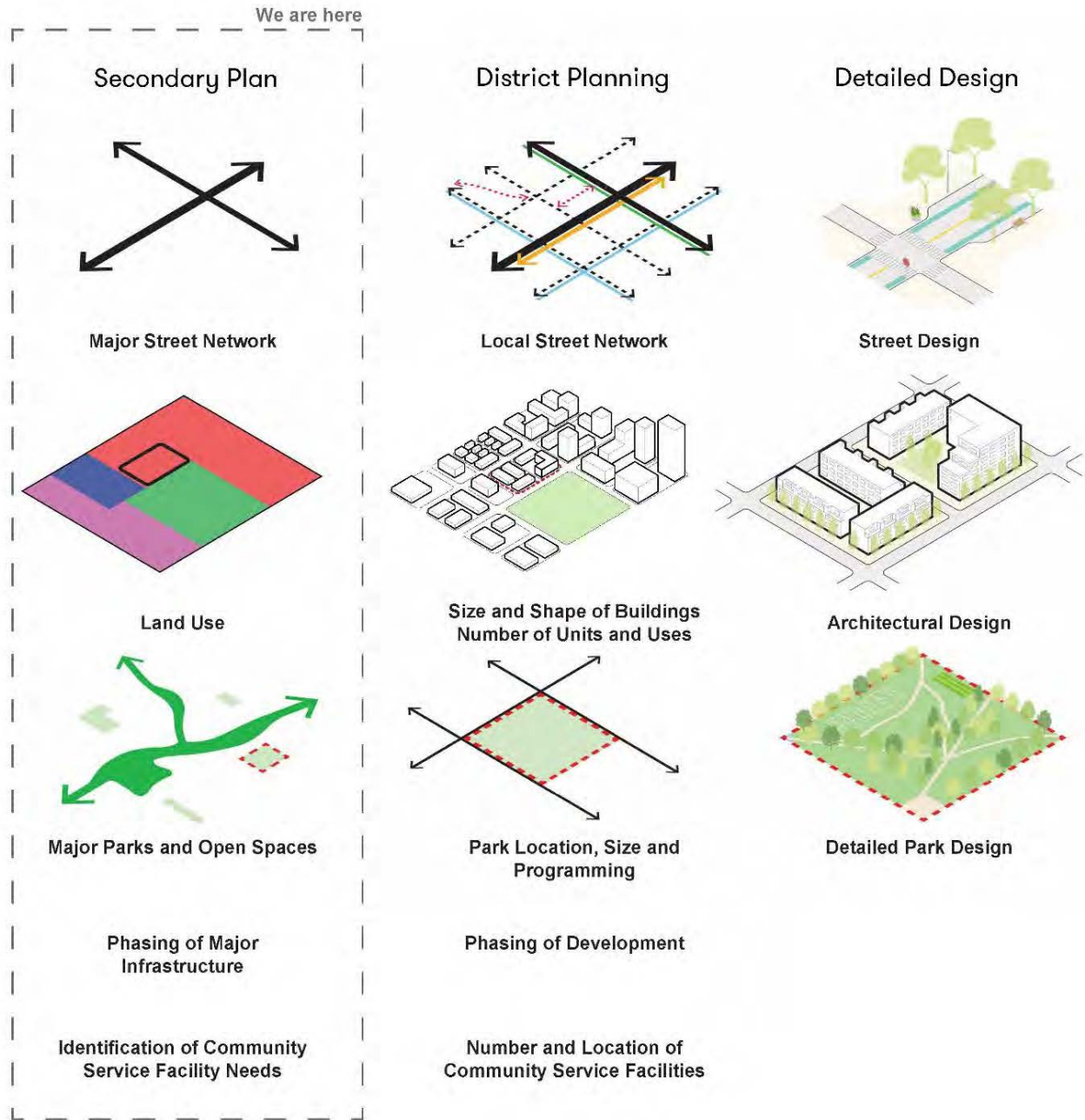


Draft Secondary Plan



Scale of Plan

- Because the Secondary Plan Area is so large, smaller-scale District Plans will be required
- The Secondary Plan is a framework Plan, with a focus on key structural elements



An Overview

The draft Downsview Secondary Plan outlines a new vision for the area, guided by 2 overarching goals:



Climate resilience & sustainability



Achieving equitable outcomes

Objectives

The objectives can be summarized under 4 categories:

Reduce barriers to success

- Social investment
- Quality jobs
- Housing options
- Meeting daily needs
- Needs of Indigenous, Black and equity deserving communities

Liveable communities

- Prioritizing the public realm
- Employment node
- Range of housing options
- Services and amenities
- Coordinate mobility and development

Climate resilience

- Net zero emissions
- Green infrastructure
- Sustainable design
- Transit and active transportation
- Connecting people to nature

Recognize uniqueness of Downsview

- Indigenous presence
- Cultural heritage
- Cultural diversity
- Unique public space

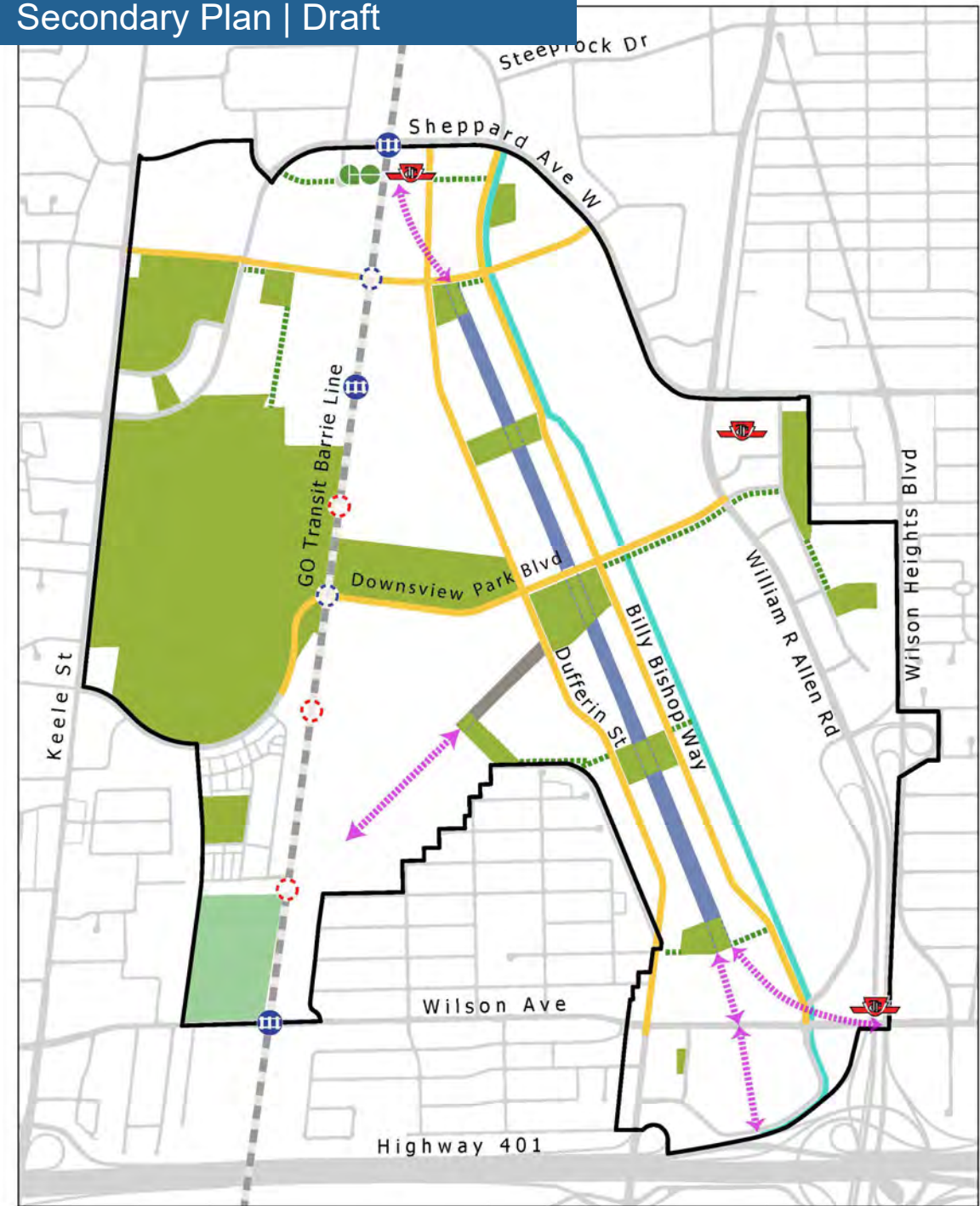
A Connected Parks and Green Space System



- › **8 new major parks**
- › **Greenways to support the green space network connectivity**
- › **Comfortable micro-climates including trees and naturalized spaces**
- › **A Ravine Underpass will create a green connection under the existing rail line**

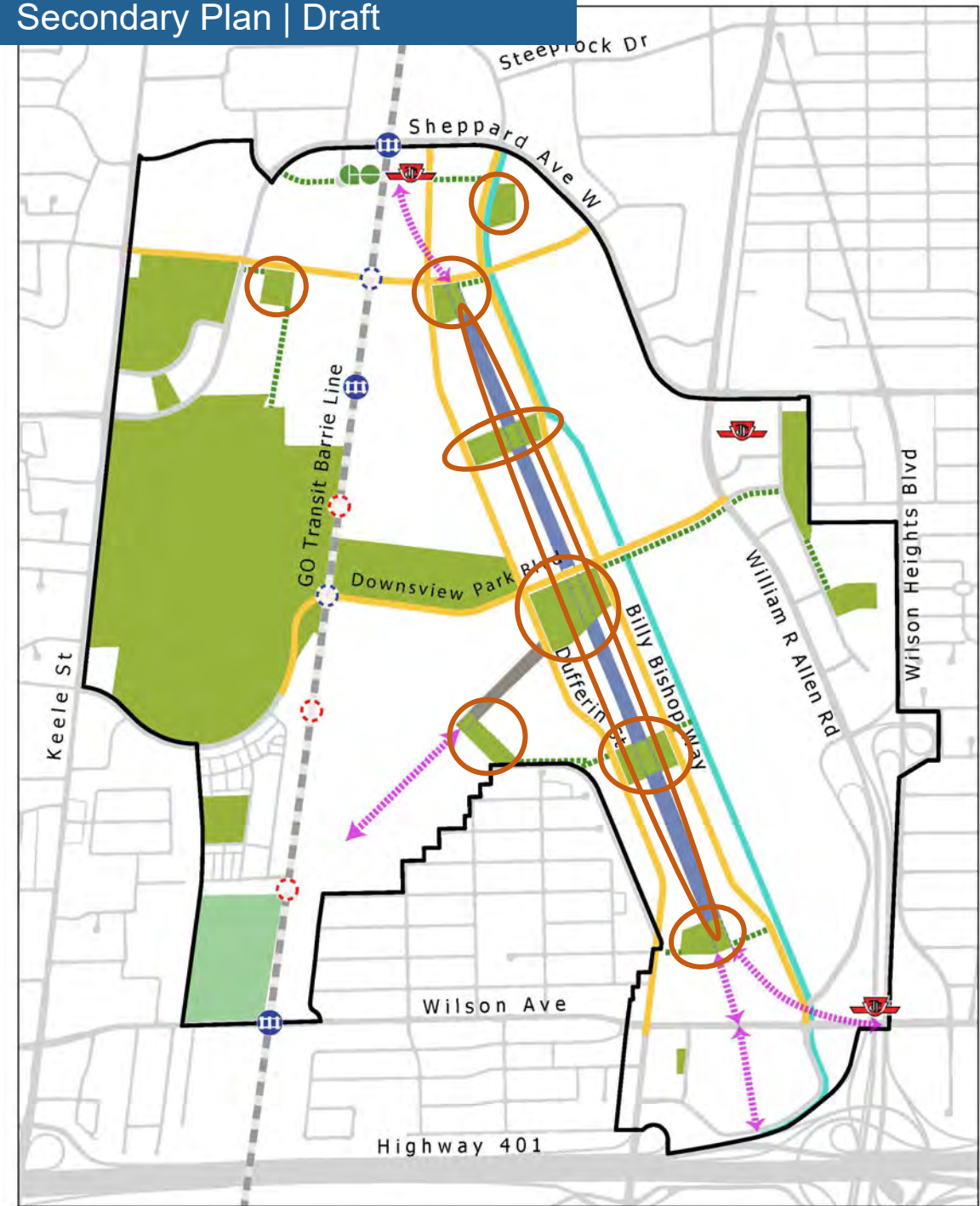
Public Realm Plan

- | | | | |
|------------------------------------|-----------------------|-----------------------------------|-------------------------|
| Plan Area | GO Transit Station | Existing and Approved Streets | The Runway |
| Existing Rail Crossings | TTC Stations | Greenways | The Taxiway |
| Planned Multi-modal Rail Crossings | Rail Corridor | Green Spine | Major Parks |
| Planned Active-only Rail Crossings | Planned Major Streets | Public Realm/Mobility Connections | Other Open Spaces Areas |



Public Realm Plan

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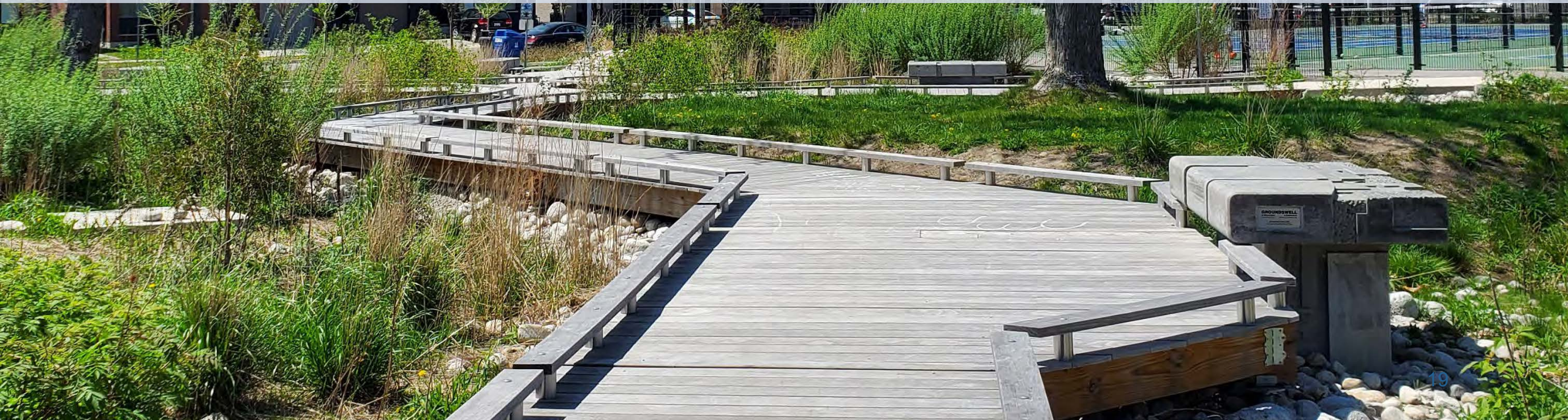
Unique Public Spaces for Public Life & Culture



- › **The Runway and Taxiway will be publicly accessible pedestrian corridors**
- › **Maintain and frame views along portions of The Runway and Taxiway**
- › **The Runway will have a minimum width of 20m, up to 60m in some areas**
- › **Space for arts and culture will be focused on The Runway and in parks**
- › **Encourage clustering of arts and culture uses, including a film hub**

Respond to the Climate Emergency

- › **Support Toronto's net zero emissions target**
- › **Encourage district energy or other low carbon energy production**
- › **Explore and identify embodied carbon mitigation strategies**
- › **Implement a decentralized stormwater management approach, including green infrastructure and nature-based solutions**



Recognize Indigenous Presence

- › **Acknowledge Indigenous worldviews and perspectives**
- › **Celebrate Indigenous cultures in the public realm**
- › **Recognize the shared responsibility to the land and water as well as traditional knowledge related to water systems**

More and Safer Options to Get Around

- › **Support decreased car dependence by promoting walking, cycling and transit for most daily trips**
- › **Require complete streets that accommodate all users**
- › **Build a Green Spine will serve as a dedicated north-south active transportation corridor**
- › **Improve local transit**



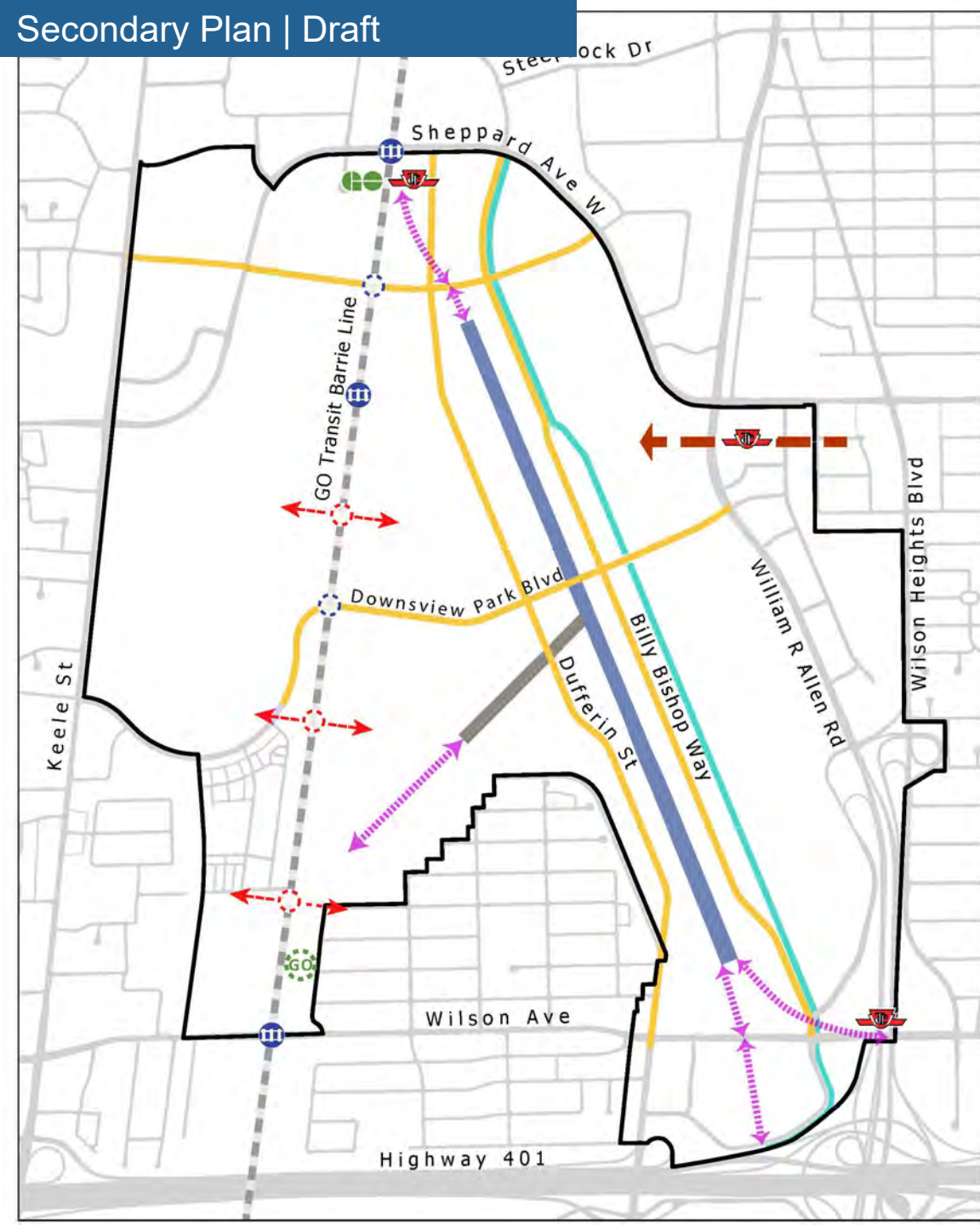
Improve Connectivity

- › **Build a new major street network (north-south and east-west connections)**
- › **2 new streets under the rail corridor**
- › **3 new pedestrian and cycling rail bridges**



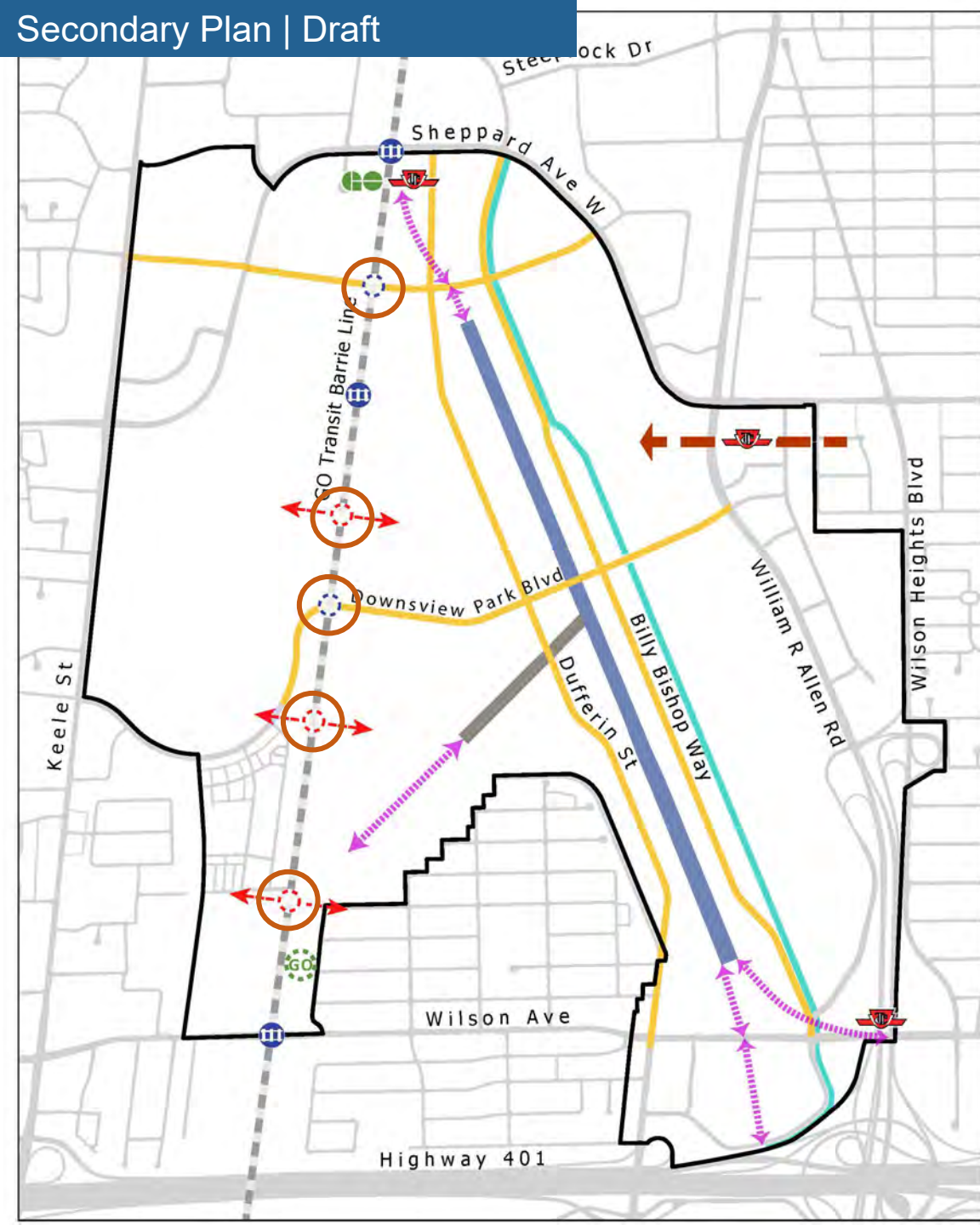
Mobility Network

-  Plan Area
-  GO Transit Station
-  Planned Major Streets
-  Future Connections
-  Existing Rail Crossings
-  Potential New GO Transit Station
-  Existing and Approved Streets
-  Green Spine
-  Planned Multi-modal Rail Crossings
-  TTC Stations
-  Public Realm/Mobility Connections
-  The Runway
-  Planned Active-only Rail Crossings
-  Rail Corridor
-  Potential Sheppard West Subway Extension
-  The Taxiway



Mobility Network

- Plan Area
- Existing Rail Crossings
- Planned Multi-modal Rail Crossings
- Planned Active-only Rail Crossings
- GO Transit Station
- Potential New GO Transit Station
- TTC Stations
- Rail Corridor
- Planned Major Streets
- Existing and Approved Streets
- Public Realm/Mobility Connections
- Potential Sheppard West Subway Extension
- Future Connections
- Green Spine
- The Runway
- The Taxiway



More Housing Options



- › Encourage a full range of housing options
- › Require 40% of housing units to have 2+ bedrooms
- › Require affordable housing

Access to Amenities and Recreation Options

- › **2+ new community recreation centres**
- › **20-30 child care centres**
- › **11 elementary schools and 1 secondary school**
- › **1 expanded and/or relocated library within the Downsview area**
- › **New community agency space**
- › **Promote a variety of retail spaces**



Sufficient Servicing & Transportation Capacity



- › Reduce car dependence and prioritize transit, cyclists and pedestrians
- › Ensure adequate water, sanitary, and stormwater infrastructure

Access to Good Jobs and Business Supports



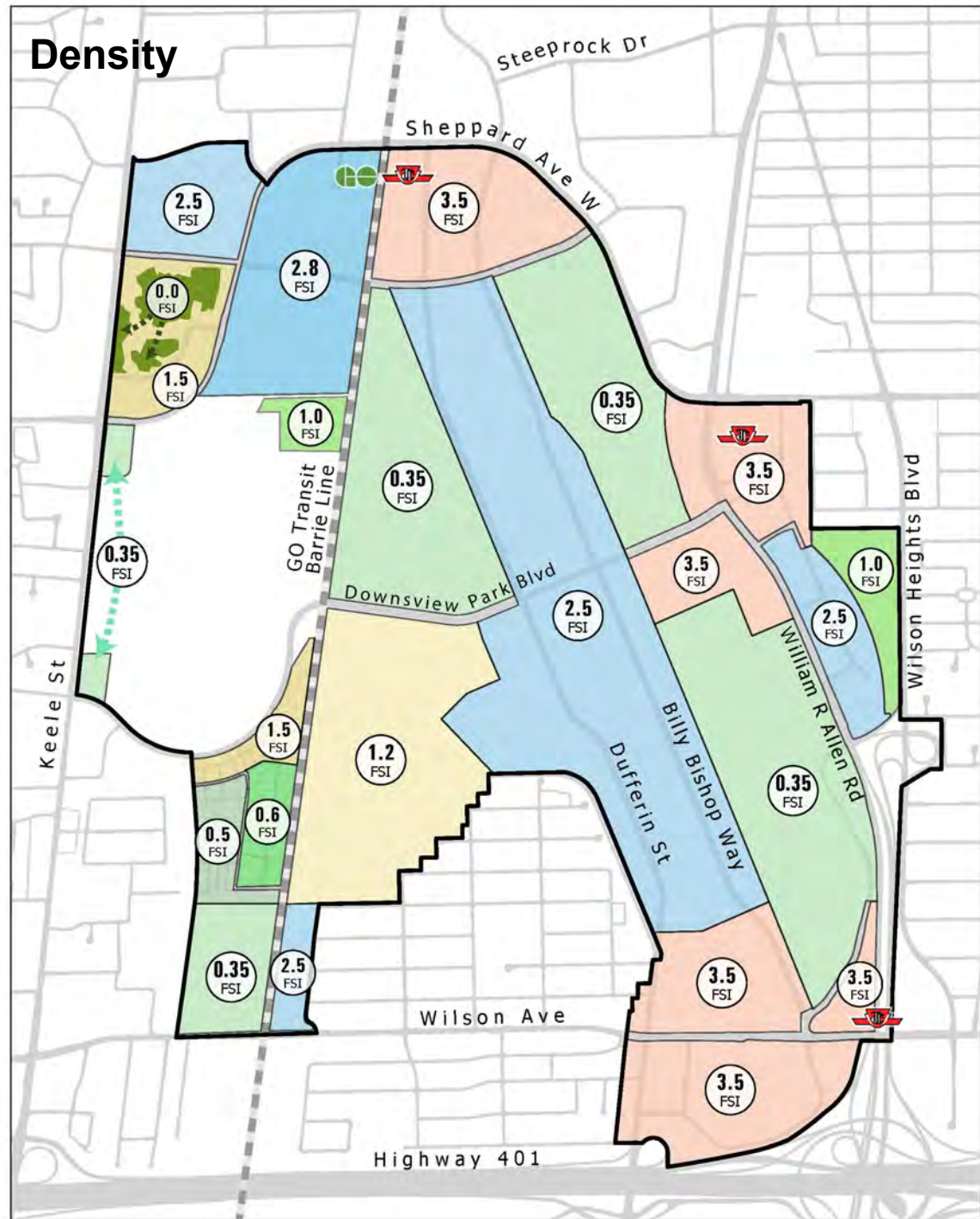
- › **Protection of employment-only areas**
- › **Phasing to ensure jobs are created in coordination with housing**
- › **Focus on advanced manufacturing and research industries**

Appropriate Built Form



- › **Highest densities near transit stations**
- › **Primarily mid-scale, with high rises where appropriate**
- › **Transition to adjacent communities**

Density



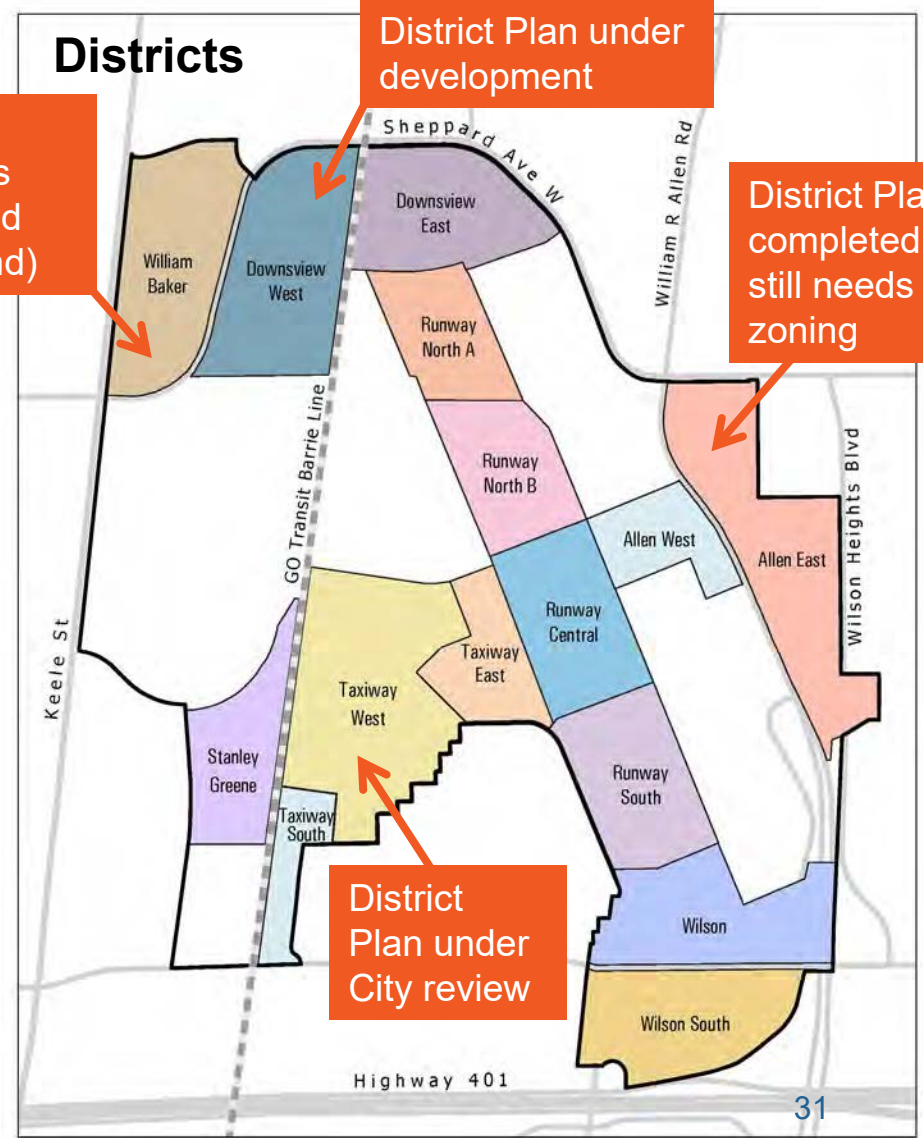
Plan Area



Not to Scale

What are the Next Steps for Development to Get Started?

- District Plans are required prior to development proceeding – and will include further public consultation
- There are 15 Districts in the Plan area
- Development is anticipated to take around 30 years (multiple phases) – this presents opportunities for interim uses
 - › Animate the site
 - › Provide local amenities, retail uses, services or activities
 - › Provide interim connections for people who want to move through the site
 - › Create green space/plantings



Draft Urban Design Guidelines



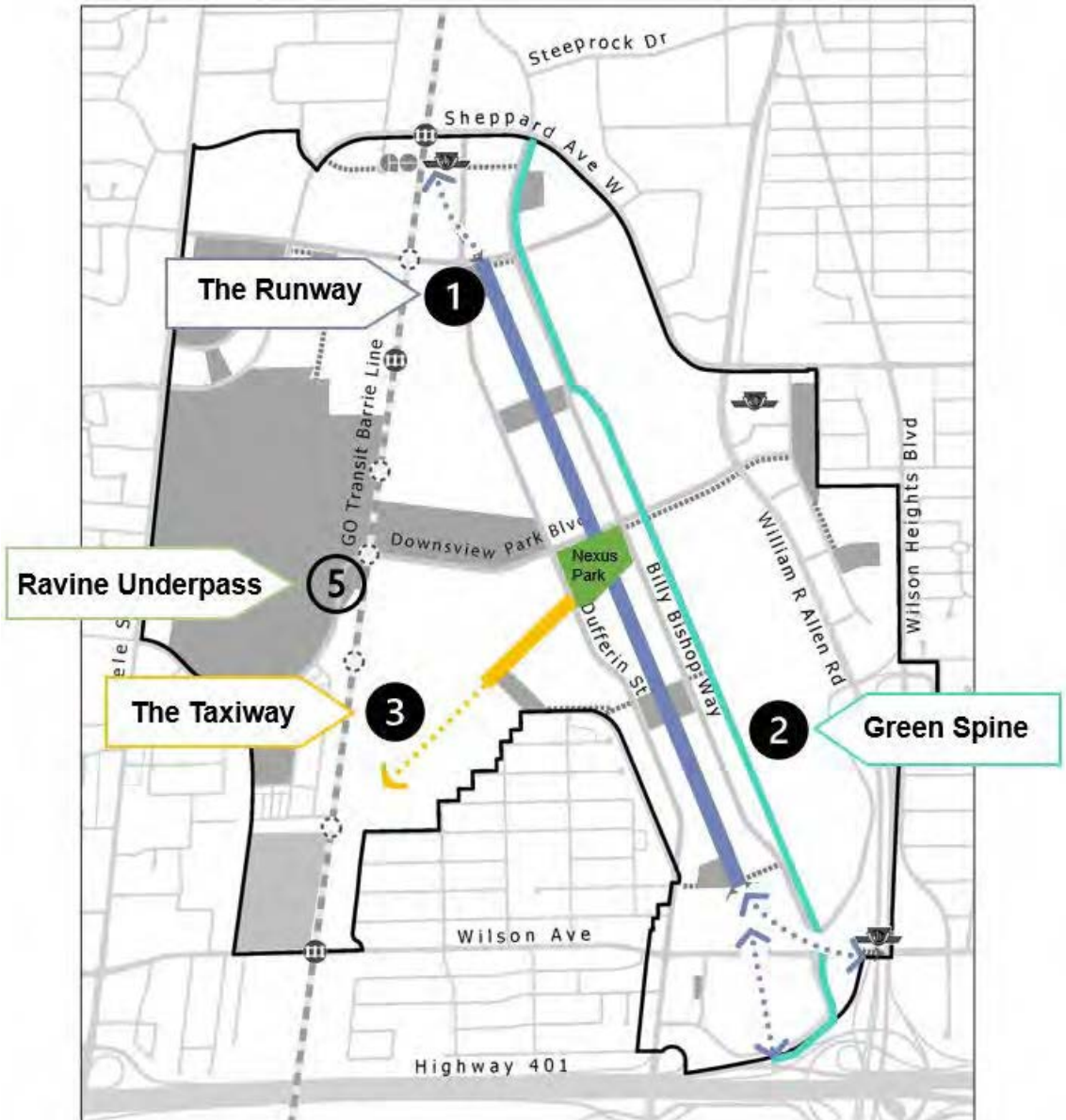
Draft Structure

Structural elements include:

- ① The Runway
- ② The Green Spine
- ③ The Taxiway
- ⑤ Ravine Underpass (one of the rail crossings)

Area wide guidelines include:

- Built form approach, safety, public art, character areas or elements



Draft Community Development Plan



Recap: What is a Community Development Plan?

A Community Development Plan (CDP) is a plan that combines social and economic development strategies to guide how communities are supported and affected when growth and development are anticipated. It ensures **equitable opportunities** for residents, community groups, agencies, businesses, local anchor institutions, and other stakeholders of the Downsview & Jane Finch Study Area and surrounding communities.



Ideas



Access to Healthy and Affordable Food

Ideas Heard:

- Community gardens;
- Edible landscapes;
- Community kitchen.



Access to Housing

Ideas Heard:

- Co-op housing;
- Affordable and home ownership with appropriate unit sizes.



Access to Employment Opportunities

Ideas Heard:

- Apprenticeships;
- Jobs in construction;
- Hire Indigenous, Black and equity-deserving businesses and contractors.



Establishing an Inclusive Economy

Ideas Heard:

- Micro retail, small business;
- Incubator;
- Support for women and Indigenous businesses.

Ideas



Access to Recreation and Below Market Rent Spaces for Non-Profit Agencies

Ideas Heard:

- Satellite offices for services/agencies;
- Community centre, libraries with youth hubs;
- Open and green naturalized spaces.



Arts, Heritage and Education

Ideas Heard:

- Artist access to studio/maker spaces;
- Outdoor pavilions for arts and culture to take place;
- Resource centre for newcomers.



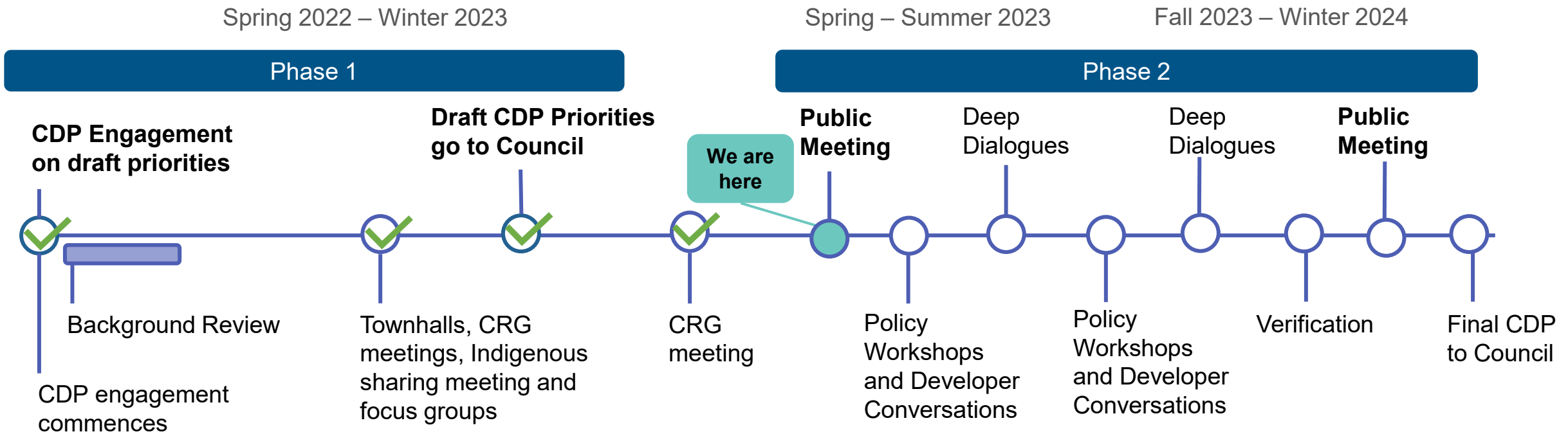
Community Safety, Health and Wellbeing

Ideas Heard:

- Community health centre;
- Community safety program;
- Spaces for health and wellness.

Next Steps

- Further engagement to determine short, medium and long-term actions based on CDP priorities
- Present a final CDP to Council early 2024 including monitoring, reporting and governance structures
- Implementation of the Community Development Plan from 2024 onwards



Environmental Assessment



This is an overview of our preferred options for the Update Downsviiew Environmental Assessment.

Our team and the full evaluation detail will be available at the Downsviiew Library all week to help answer any of your questions or concerns.

UPDATE 3.3.3
Environmental Assessment Process Overview

WHAT IS AN ENVIRONMENTAL ASSESSMENT?
The City of Toronto Council's Council Directive and Resolution...
WHERE ARE WE NOW?
Phase 1: Initial Assessment... Phase 2: Public Consultation... Phase 3: Final Assessment...
PUBLIC PROCESS AT A GLANCE
1. Public Consultation... 2. Final Assessment...
Next Steps
1. Public Consultation... 2. Final Assessment...

UPDATE 3.3.3
East/West Street Network Evaluation Short-List

Short-List Evaluation of the Northern East/West Street Options
Option 1: ...
Option 2: ...
Short-List Evaluation of the Southern East/West Street Options
Option 3: ...
Option 4: ...

UPDATE 3.3.3
Water and Sanitary Infrastructure Network Evaluation Long-List & Short-List

Long-List Evaluation of the Water Infrastructure Network
Option 1: ...
Option 2: ...
Short-List Evaluation of the Water Infrastructure Network within the Secondary Plan Area
Option 3: ...
Option 4: ...

UPDATE 3.3.3
Water and Sanitary Infrastructure Network Evaluation Short-List & Preferred Street Network

Short-List Evaluation of the Sanitary Infrastructure Network Within the Secondary Plan Area
Option 5: ...
Option 6: ...
Preferred Street Network within the Secondary Plan Area
Option 7: ...

UPDATE 3.3.3
North/South Street Network Evaluation Short-List & Preferred Street Network

Short-List Evaluation of the North/South Street Options
Option 8: ...
Option 9: ...
Preferred Street Network within the Secondary Plan Area
Option 10: ...

Environmental Assessment Overview

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

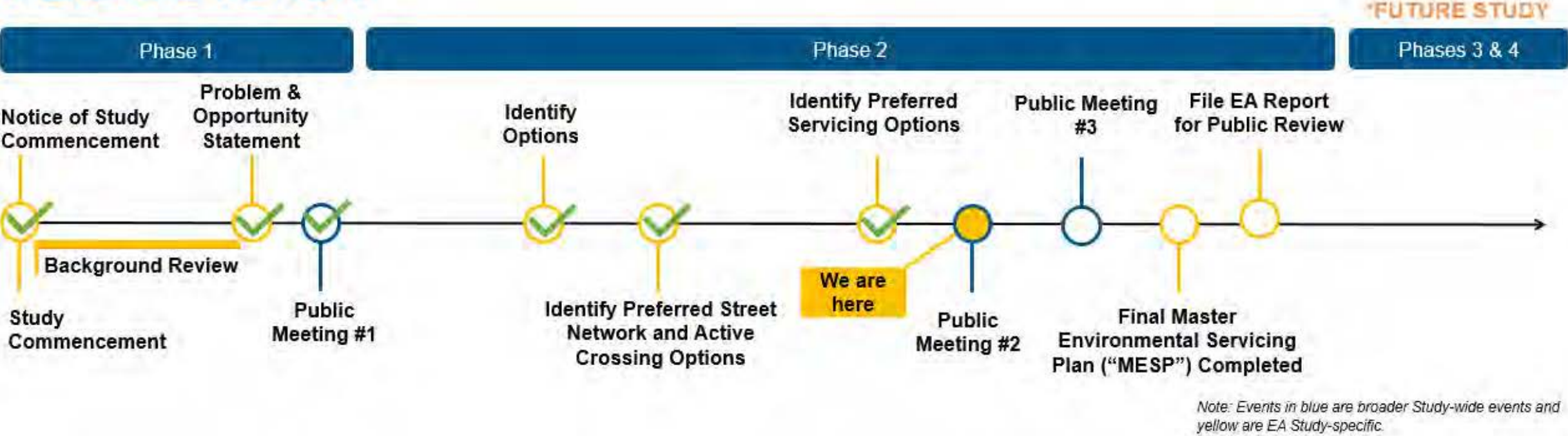
The City of Toronto, Canada Lands Company and Northcrest Developments, as co-proponents, are undertaking an Integrated Planning Act and Municipal Class Environmental Assessment (“EA”) Study to identify the transportation, water, sanitary and stormwater infrastructure required to support the Secondary Plan for Update Downsvew. This EA Study will result in a Master Environmental Servicing Plan (“MESP”), which is one of the key deliverables of Update Downsvew.

The EA Study identifies the preferred options for ‘framework infrastructure’. Local streets and details will be further refined in future phases of work.



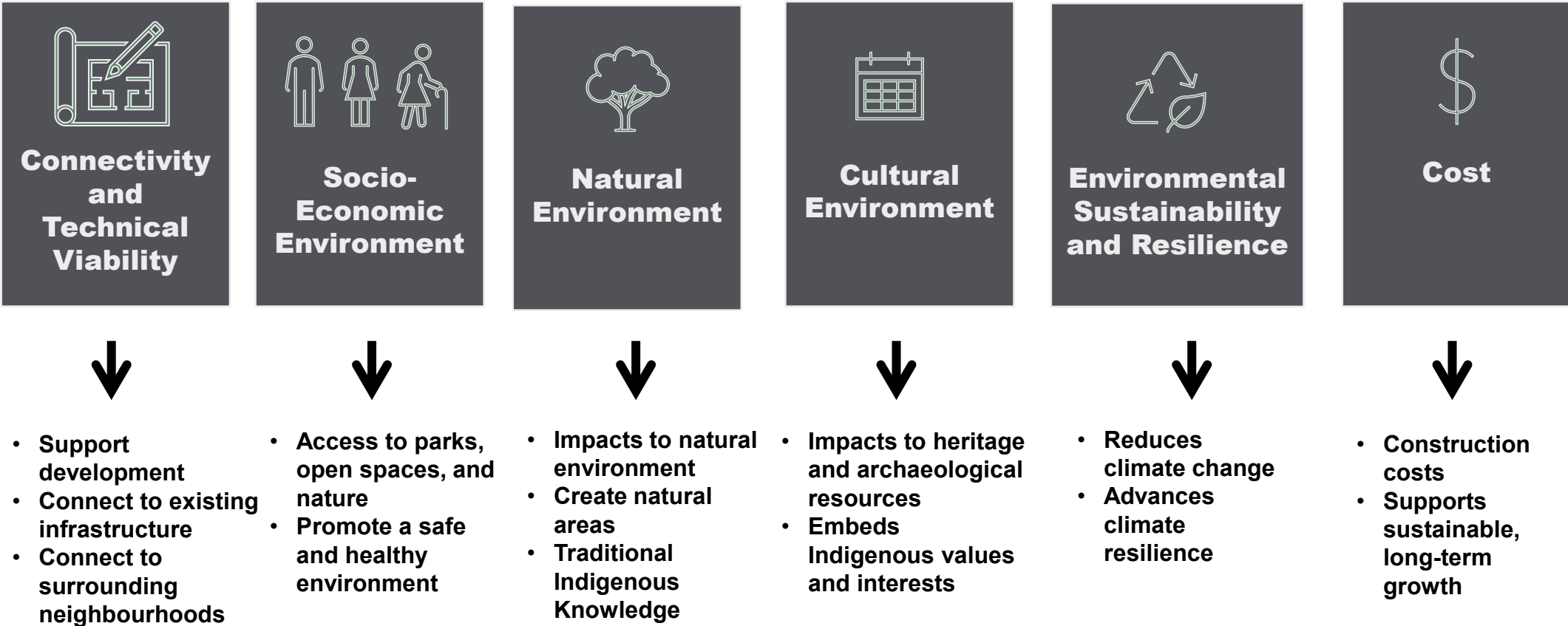
Environmental Assessment Process

WHERE ARE WE NOW?



Evaluation Criteria

The options were analyzed against detailed evaluation criteria:



How do we get to the Preferred Options?

Prepare the 'Long-List' Options:

This is a list of all possible options to make sure everything is considered, even unlikely options



Prepare the 'Short-List' Options:

All the Long-List options are reviewed against the Long-List criteria – the options that 'pass' become the 'Short-List'



Select the Preferred Options:

All the Short-List options are reviewed against the Short-List criteria – the options that score highest become the 'Preferred Options'

**EA Process:
Evaluation of Street
Network Options**

Developing Street Network Options

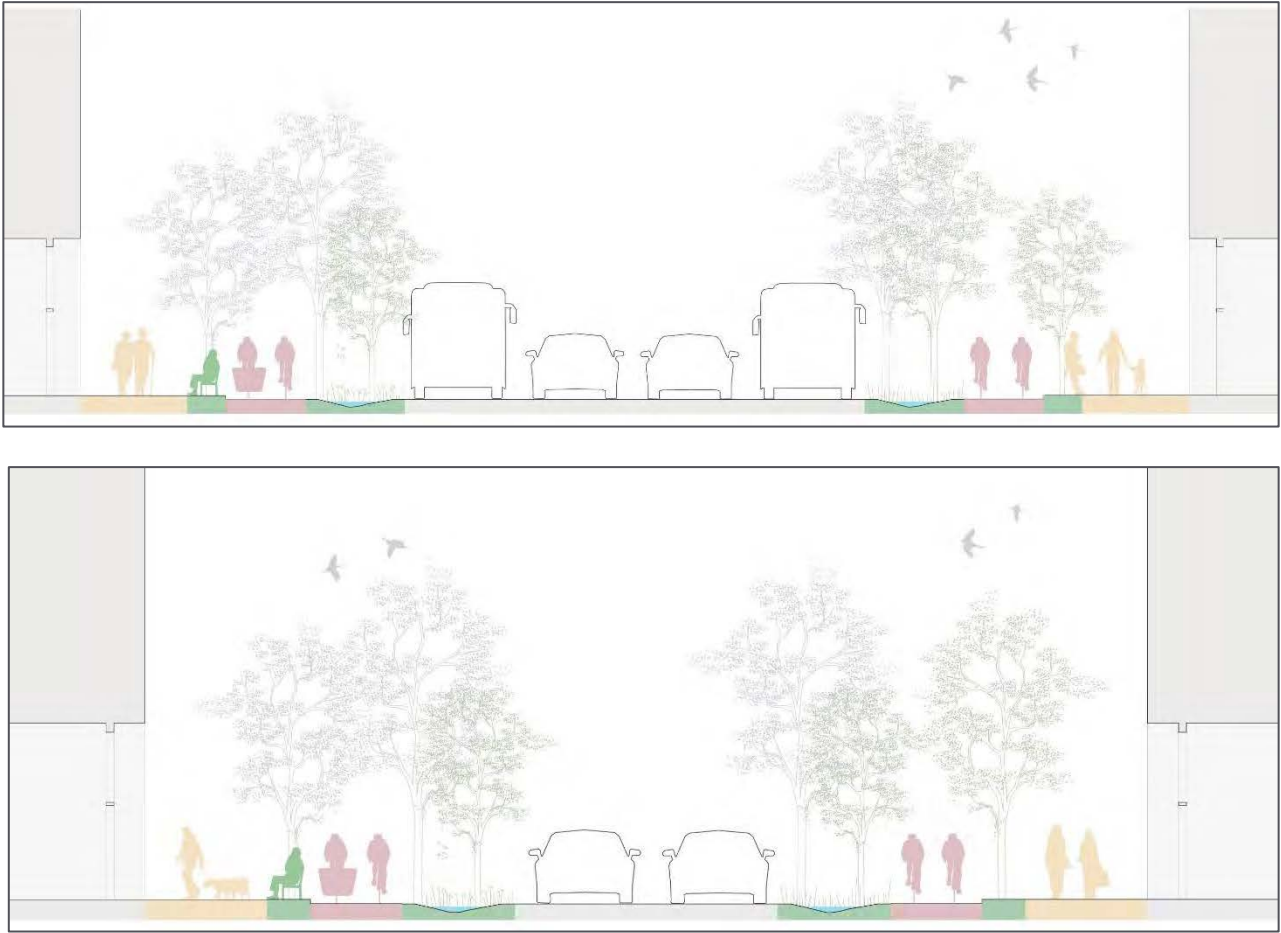
Example Street Cross-Sections

The Update Downsvievw vision is to create great **public spaces that are green and beautiful, where people feel comfortable and safe— not to create throughfares.**

Streets are being planned and designed to **prioritize cyclists, pedestrians, transit, and public realm vibrancy.**

Vehicle lanes will be minimized.

Street designs and dedicated transit lanes will be further studied in the next phase of the Environmental Assessment.



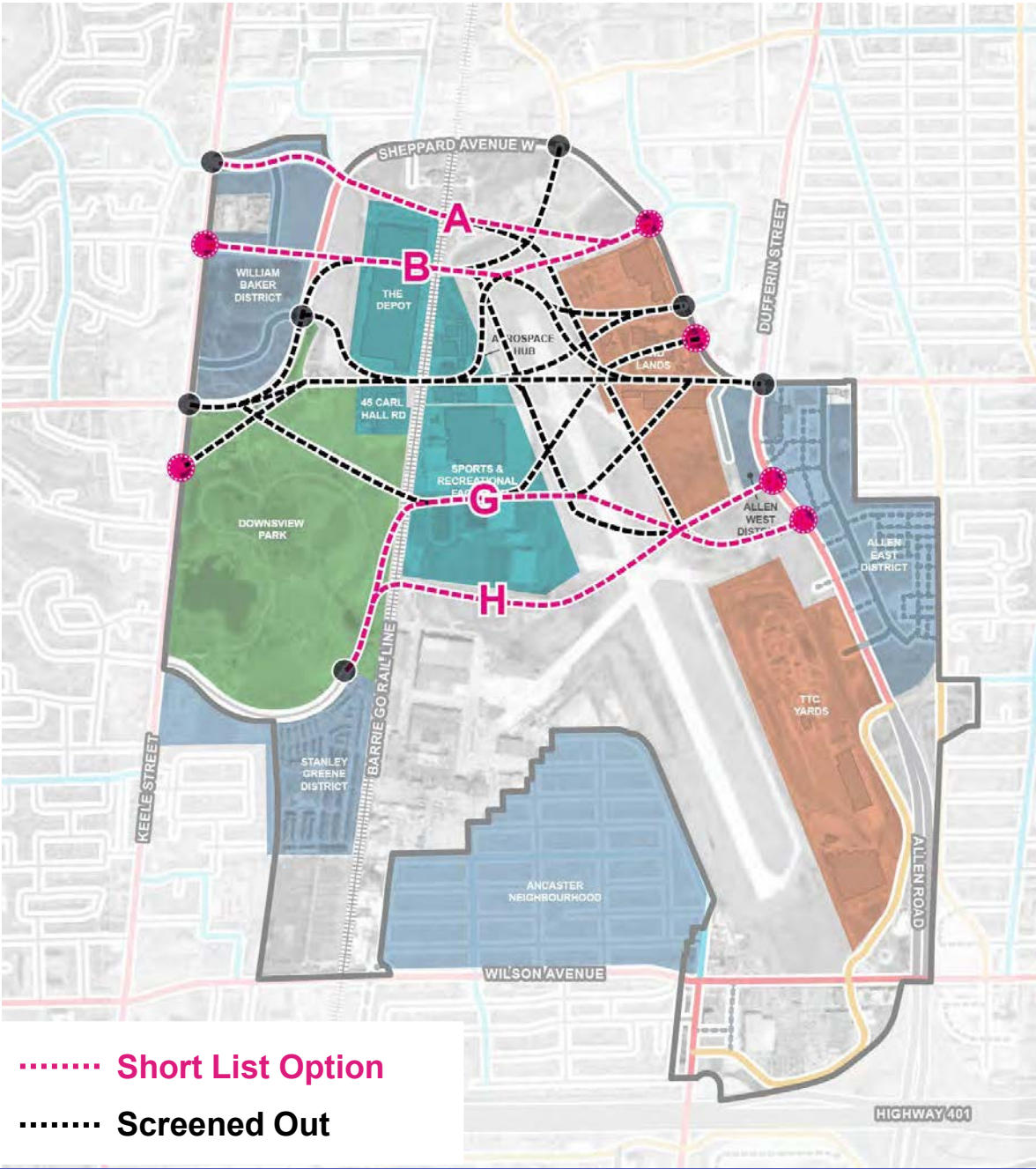
East-West Street Network Options

The East-West street Long-List includes **15 different options**.

10 options have been screened out because they are not technically feasible or do not provide the needed connectivity.

- One of the long-list options proposed a direct connection across Sheppard Avenue West, which is not feasible because of the existing Department of National Defense Lands.

The remaining **5 options** are the Short-List.



Northern Street Preferred Option: Option B Underpass North of the Depot

PREFERRED

- × Requires removal of a portion of the Depot Building
- ✓ Provides better street and block structure
- ✓ Optimizes development potential near transit
- ✓ Provides an opportunity to reuse and maintain Depot Building attributes
- ✓ Provides more even spacing of rail crossings
- ✓ Optimizes potential for a logical street network and intersections
- ✓ Minimizes impacts to terrestrial and wildlife resources
- ✓ Creates natural connection to existing William Baker Woodlot

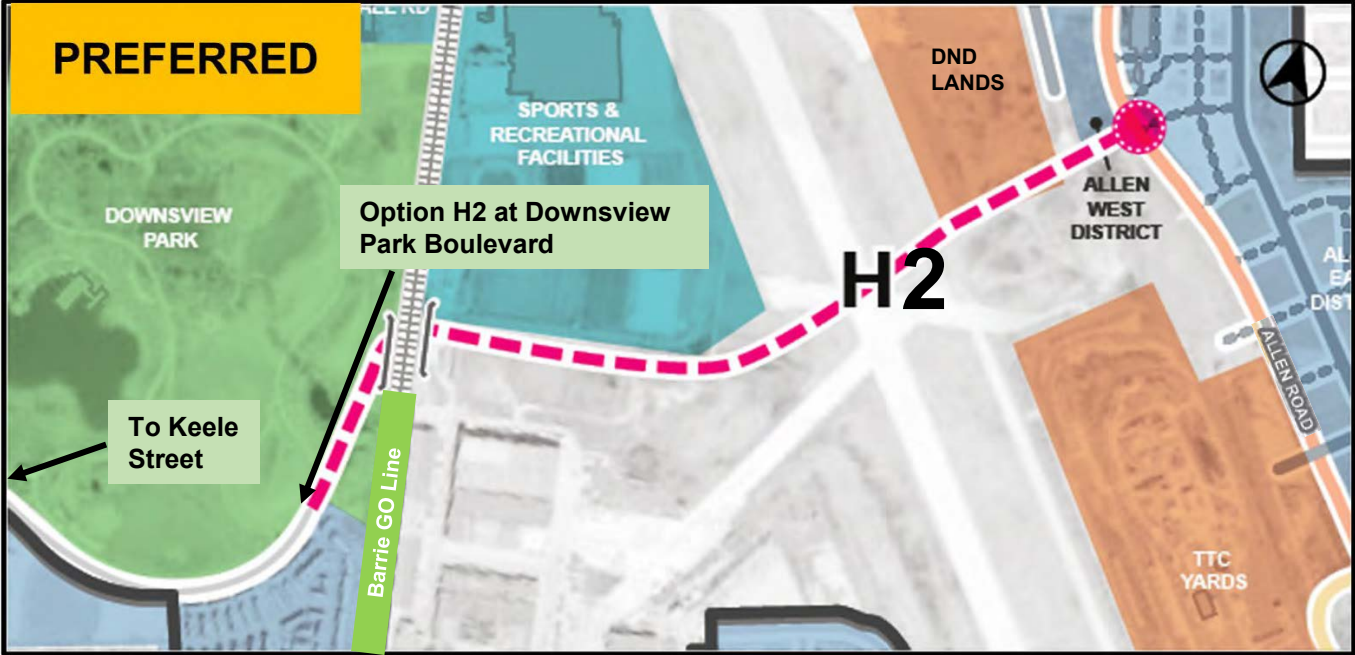


Option B: Underpass through Depot

Southern Street Preferred Option: Option H2 – Underpass at Downsview Park Blvd.

PREFERRED

- ✓ Avoids property impacts on Downsview Park and Parks Commons
- ✓ Provides better active connections to Downsview Park with underpass
- ✓ Better naturalized connection with underpass
- ✓ Accommodates stormwater conveyance and Green Infrastructure
- ✓ Provides better connectivity between parks and natural/open spaces
- ✗ Has higher capital cost
- ✓ Opportunity for the "Ravine Underpass"



Option H2: Underpass

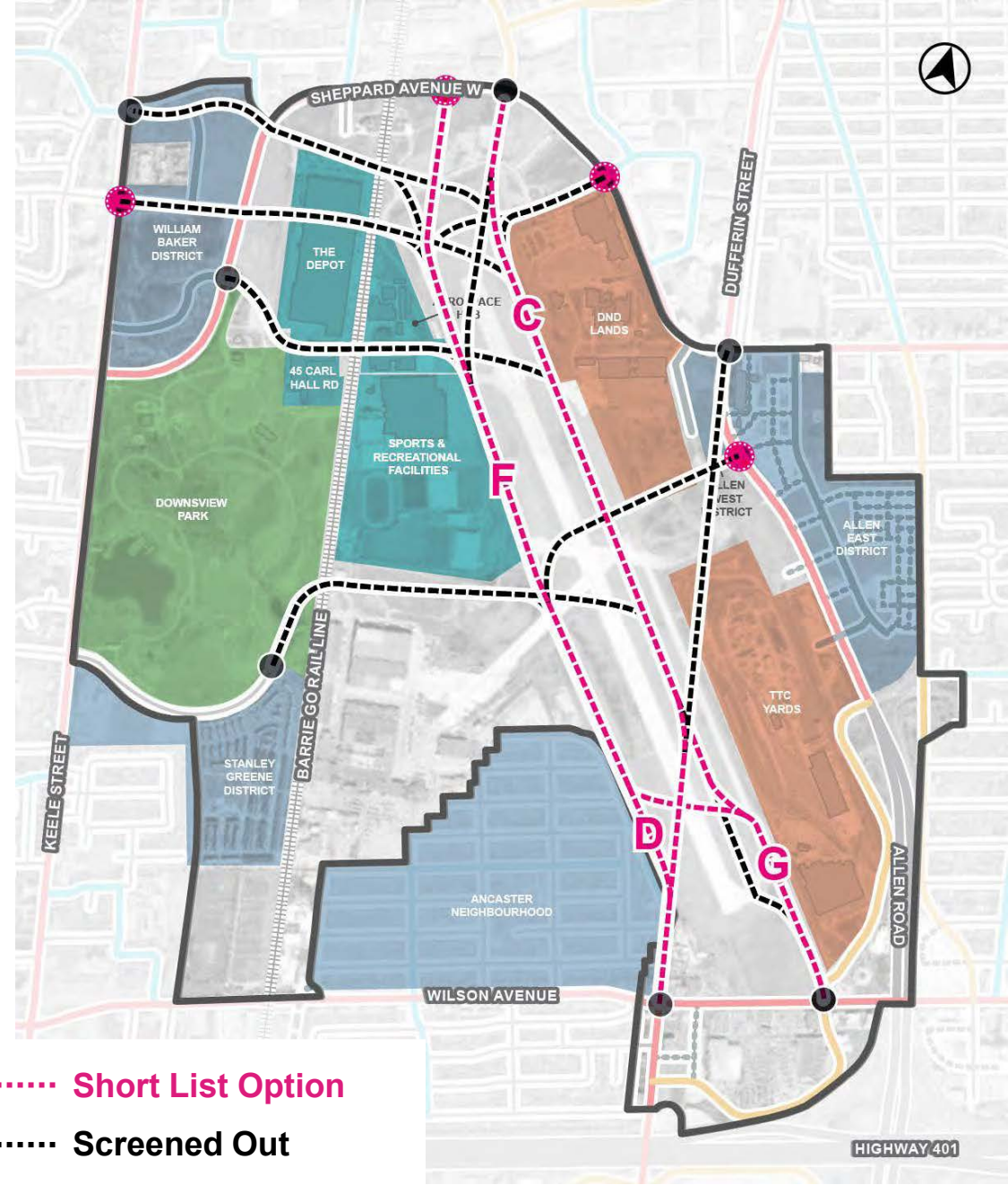
North-South Street Network Options

The North-South street Long-List includes **17 different options**.

13 options have been screened out because they are not technically feasible or do not provide the needed connectivity.

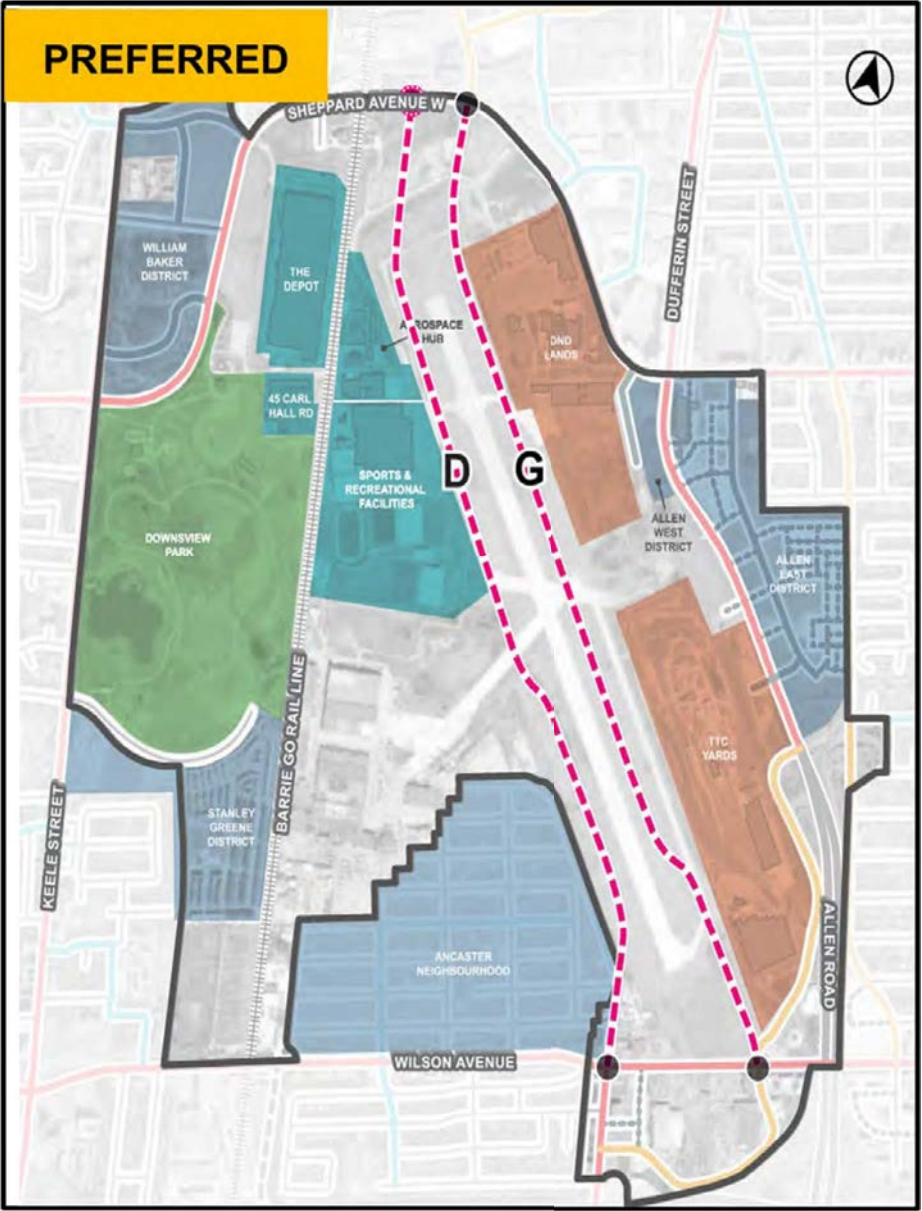
- One of the long-list options proposed a direct connection across Dufferin Street, which is not feasible due to impacts on the TTC Wilson Yard.

The remaining 4 options are the Short-List.



Preferred Option: Option D+G “Parallel Streets”

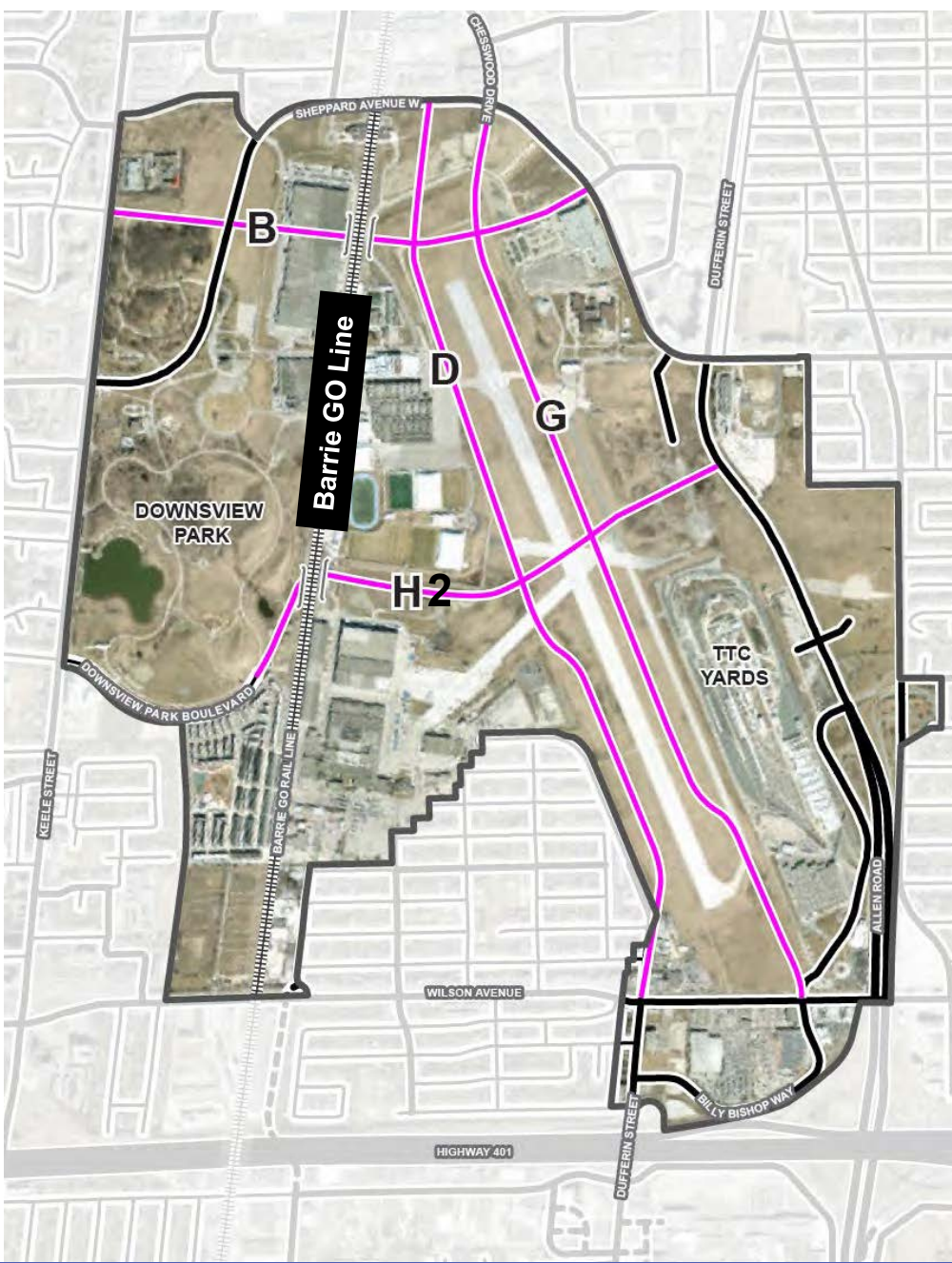
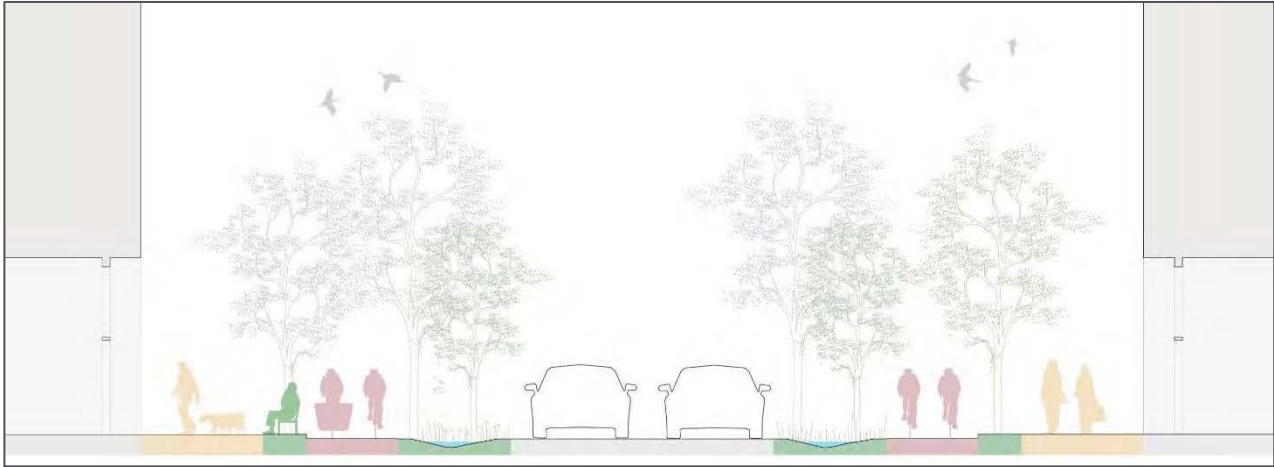
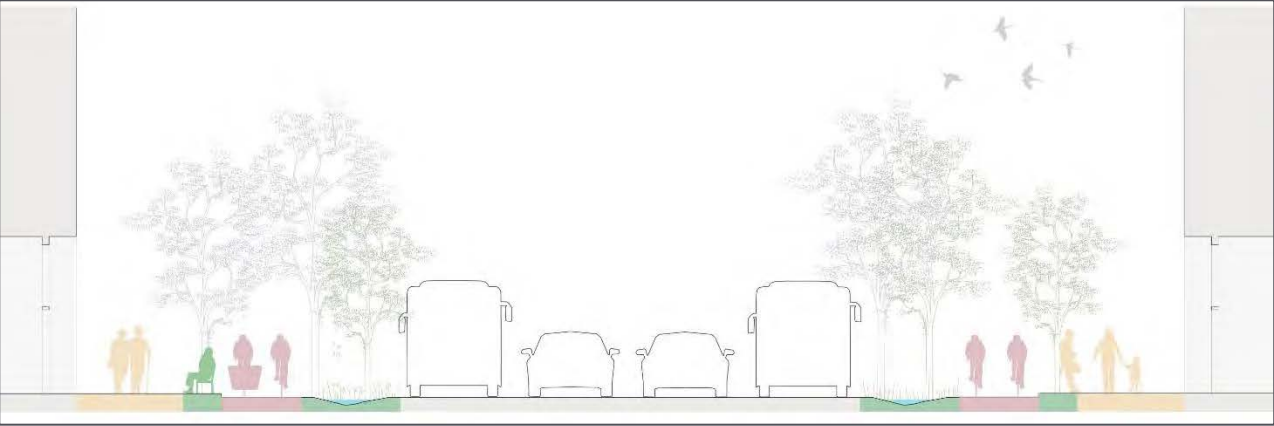
- PREFERRED**
- × Does not provide a direct connection between Dufferin from south of Wilson to Chesswood Drive north of Sheppard Avenue
 - ✓ Avoids crossing of the Planned Runway Open Space
 - ✓ Supports logical street and block layout
 - ✓ Maintains the heritage attributes of the Runaway
 - ✓ Promotes balanced access to parks and natural/open spaces
 - ✓ Simplifies grading requirements
 - ✓ Has limited impacts to existing terrestrial and wildlife habitat








Option D + G: Parallel Streets

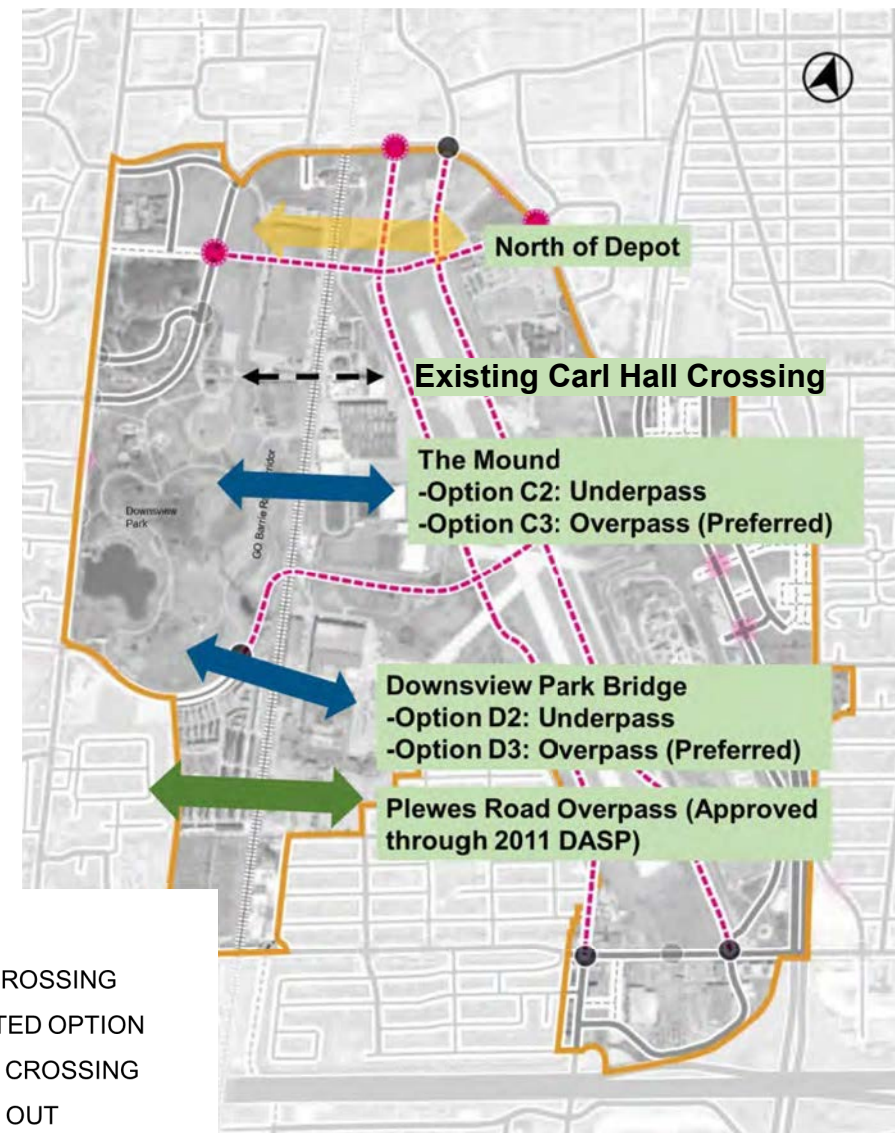
Preferred Framework Street Network

Example Street Cross-Sections

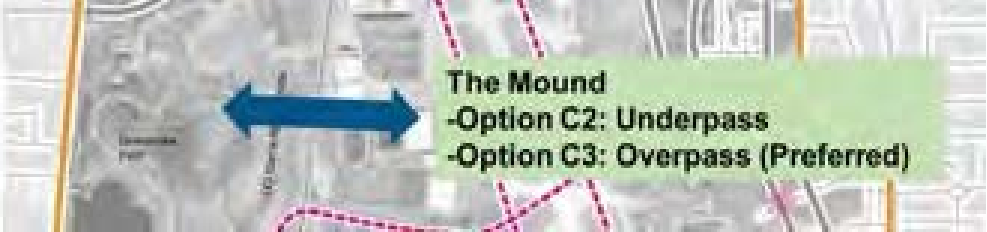


Separate Active Rail Crossings

-  **North of Depot:** Screened out due to proximity to the existing pedestrian crossing at Downsview Park Station and the Northern Street.
-  **Existing Carl Hall Road Crossing:** Screened out through evaluations for the Framework Street network, though will be studied in future District Planning process.
-  **The Mound:** Carried forward to review crossing over or under as part of the Short-List.
-  **Downsview Park Bridge:** Carried forward to review crossing over or under part of the Short-List.
-  **Plewes Road Overpass:** Approved through the 2011 Downsview Area Secondary Plan.

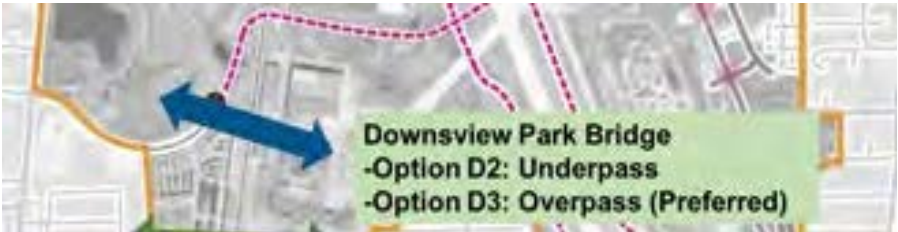


Preferred Options: Overpass Options (Over the Railway)



C3: Mound Overpass

- PREFERRED**
- ✓ Provides a cost-effective cyclist/pedestrian crossing
 - ✓ Creates a viewpoint from top of overpass
 - ✓ Provides direction connection to top of the Mound
 - ✓ Minimizes grading and earthworks
 - ✓ Has minimal impacts to natural environment



D2: Downsview Park Bridge Overpass

- PREFERRED**
(to be carried forward to future design phases)
- ✓ Provides a cost-effective cyclist/pedestrian crossing
 - ✓ Creates a viewpoint from top of overpass .
 - ✓ Minimizes grading and earthworks.
 - ✓ Has minimal impacts to the natural environment
 - ✓ Has lower costs
- The landing site on Downsview Park will be further evaluated in future design phases.

EA Process: Servicing Options

Water and Sanitary Infrastructure Network Evaluation

Long-List Evaluation of the Water and Sanitary Infrastructure Network

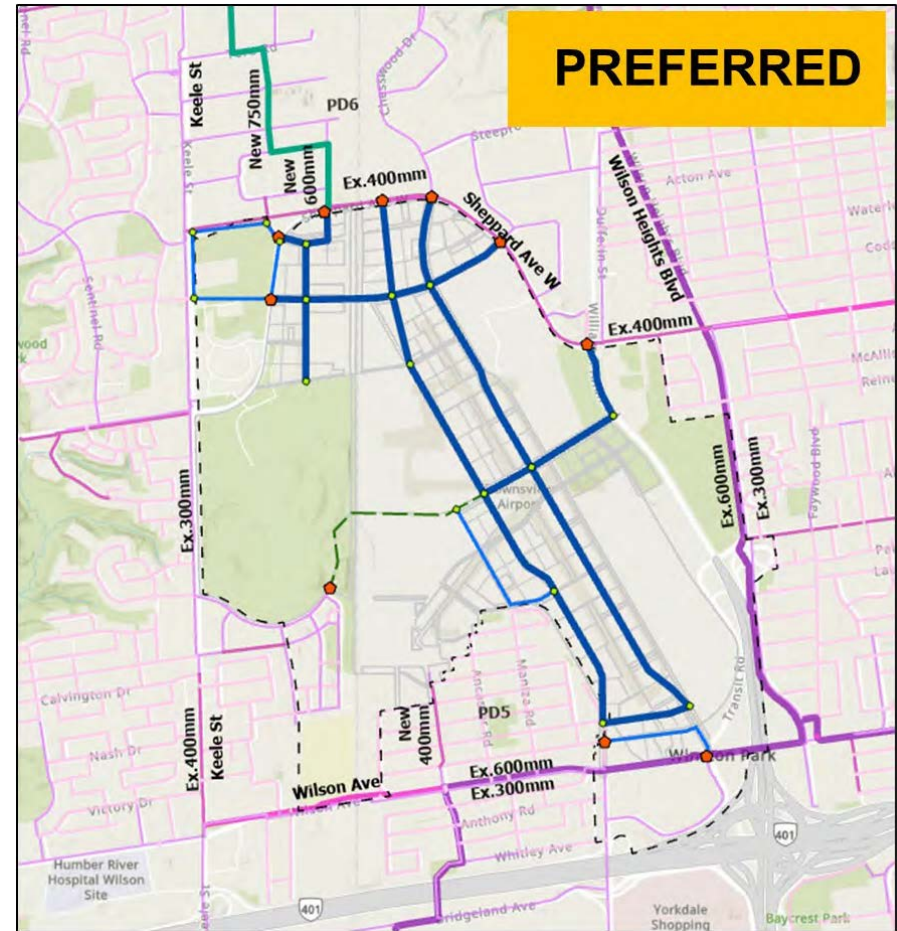
| Option 1: Do Nothing | Option 2: Expand/Enhance Existing System | Option 3: Implement Water Reduction Measures | Option 4: Limit Community Growth |
|--|--|--|---|
| <p>This option contemplates no changes to the water infrastructure network. This is not technically viable and is set aside.</p> | <p>Analyze options for expanding and enhancing the existing system to meet the demands generated by development in the Update Downsview Secondary Plan</p> | <p>Explore and analyze options to implement water reduction measures throughout the existing and new water infrastructure network.</p> | <p>Limit community growth to the available capacity of the existing water distribution network. This is not good planning nor in line with the priorities of the City of Toronto. This option is set aside.</p> |
| <p>SCREENED OUT</p> | <p>CARRIED FORWARD TO SHORT-LIST EVALUATION</p> | <p>CARRIED FORWARD TO FUTURE DESIGN PHASES AS PART OF OPTION 2</p> | <p>SCREENED OUT</p> |

Preferred Water Distribution Option

Option WS#2C: Two Parallel Main Feeds

PREFERRED

- ✓ Offers a more resilient, connected and a flexible network
- ✓ Accommodates the planned growth and development
- ✓ Avoids impacts to existing neighbourhoods
- ✓ Minimizes impacts to natural environment
- ✓ Avoids impacts to archaeological and heritage resources
- ✓ Has greater flexibility to accommodate phasing
- ✓ Has similar capital costs to WS#2B
- ✓ Has greater potential to mitigate system issues.

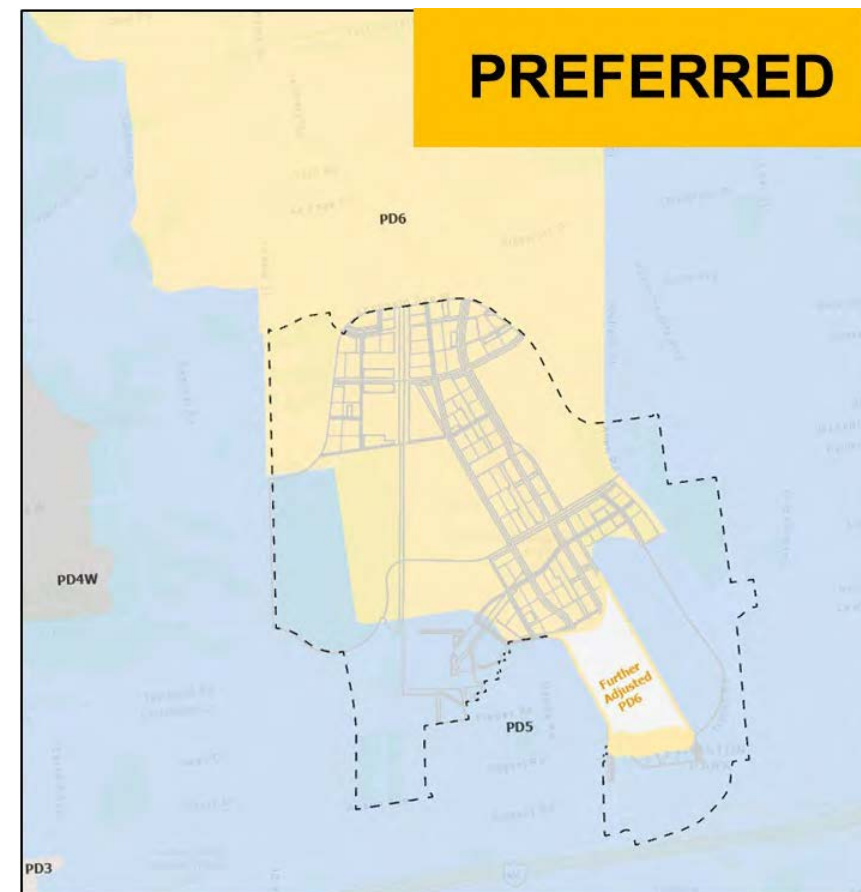


Preferred Water Distribution Option

Option WS#2B: Extend PD5/6 Further South

PREFERRED

- ✓ This option accounts for the future growth within Downsview Area and thus proposes further refinement to consider the latest development proposals.
- ✓ Improved pressure conditions within the Downsview Area
- ✓ Limit/Minimize impacts from proposed development on adjacent neighbourhoods
- ✓ Marginal increase in operational and capital costs.

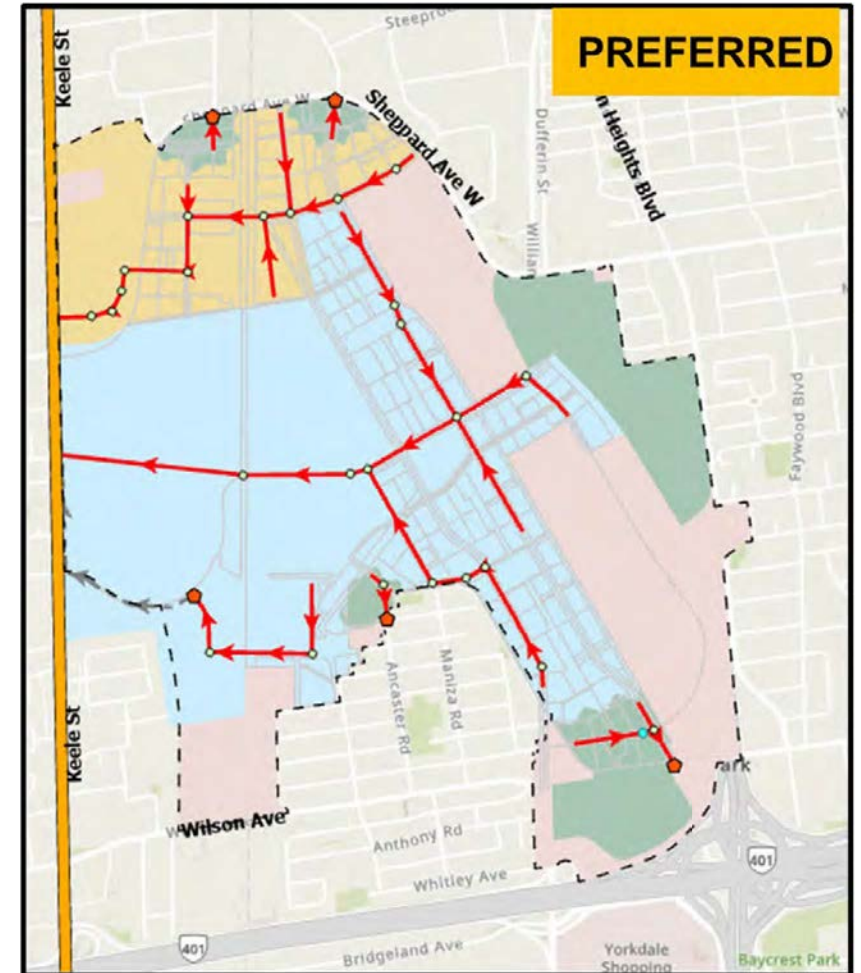


Preferred Sanitary Distribution Option

Option WW#2E and WW#2C: Optimize Flows to the Keele Relief Sewer

PREFERRED

- ✓ Utilizes available residual capacities in existing network
- ✓ Balances construction between north and south areas and supports planned development
- ✓ Has greater flexibility to support phasing
- ✓ Limits off-site improvements and minimizes impacts to existing neighbourhoods
- ✓ Has minimal impact to the natural environment
- ✓ Avoid impacts to archaeological and heritage resources
- ✓ Has lower capital costs

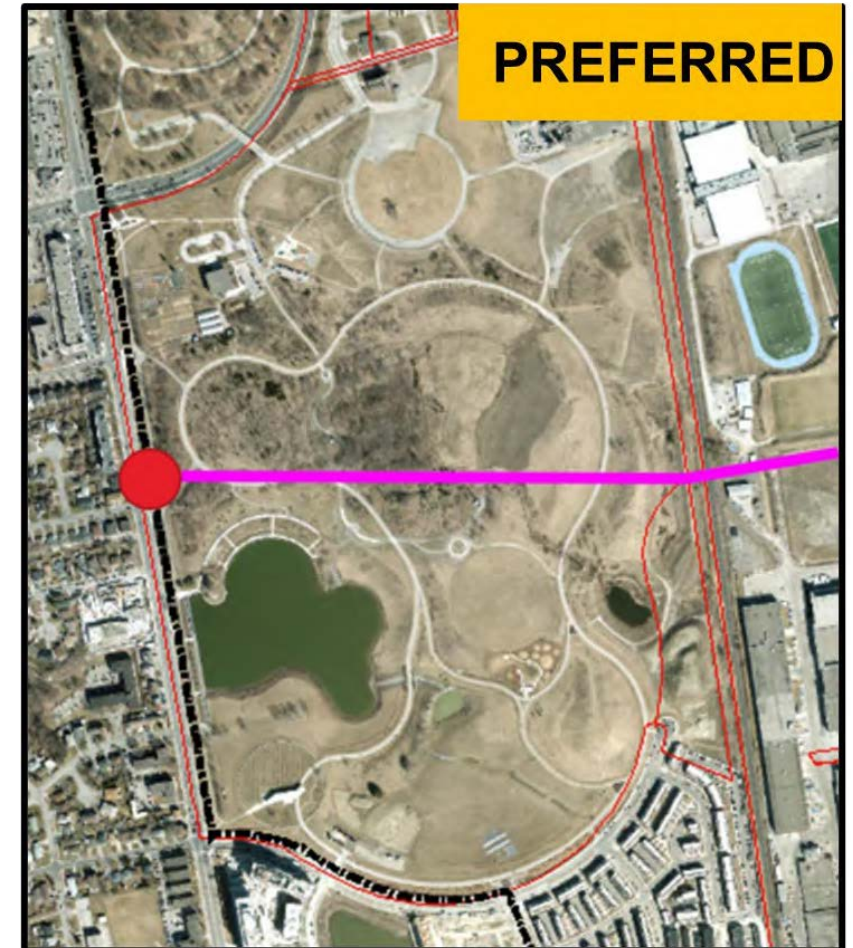


Preferred Connection to the Keele Relief Sewer

Option WW#2F: Direct through Downsview Park

PREFERRED

- ✓ Has shortest infrastructure length and shallowest depth.
- ✓ Avoids impacts to uses within Downsview Park
- ✓ Has minimal impacts to existing Stanley Green neighbourhood.
- ✓ Has least construction complexity (only requires 2 drop shafts)
- ✗ Requires an easement through the park
- ✓ Has minimal impacts to natural environment
- ✓ Avoids impacts to archaeological and heritage resources
- ✓ Has lower capital costs
- ✓ Requires less maintenance



Stormwater Infrastructure Network Evaluation

Long-List Evaluation of the Stormwater Infrastructure Network

| Option 1: Do Nothing | Option 2: Implement a Grey Infrastructure Only Stormwater Network | Option 3: Implement both Grey and Green Infrastructure in a parallel and redundant system | Option 4: Implement a fully integrated and decentralized stormwater management system | Option 5: Limit Community Growth |
|--|---|---|--|---|
| <p>Strategy suggests no changes to the drainage of the site or the stormwater infrastructure network. This is not technically viable and is set aside.</p> | <p>Strategy will meet requirements of the WWFMG and Design Criteria primarily through grey infrastructure methods only.</p> | <p>Meets requirements of the WWFMG and Design Criteria through grey infrastructure, with green infrastructure implemented as a parallel system at private development, POPS and streets</p> | <p>Meets WWFMG and Design Criteria through a combination of green and grey infrastructure. Green Infrastructure will be implemented at private development, POPS, streets, and public parks.</p> | <p>Limit community growth to the available capacity of the existing stormwater infrastructure network. This is not technically viable given the scale of proposed development and is set aside.</p> |
| <p>SCREENED OUT</p> | <p>CARRIED FORWARD TO SHORT-LIST EVALUATION</p> | <p>CARRIED FORWARD TO SHORT-LIST EVALUATION</p> | <p>CARRIED FORWARD TO SHORT-LIST EVALUATION</p> | <p>SCREENED OUT</p> |

Preferred Stormwater Management Infrastructure

Option 4: Integrated Decentralized System

PREFERRED

- ✓ Supports planned development
- ✓ Prioritizes managing stormwater at source
- ✓ Provides greater flexible phasing
- ✓ Has greater flexibility in achieving WWFMG requirements through Green Infrastructure
- ✓ Provides greatest potential to provide additional wildlife habitat and promote biodiversity
- ✓ Provides greatest flexibility in continuing to achieve the WWFMG's under climate change
- ✓ Requires no offsite improvements
- ✓ Has no impact to archaeological or heritage resources



Next Steps



Next Steps

May – November: Ongoing Public Consultation

May – End of 2023: Ongoing Environmental Assessment Study Work

- Over the next few months, the team will evaluate and recommend offsite infrastructure improvements in the Study Area – to be presented in the Fall

Fall 2023: Target Date for Next Public Meeting

- Will present the refined Study Deliverables, Environmental Assessment and final Master Environmental Servicing Plan

Spring 2024: Final Deliverables presented to Council and Master Environmental Servicing Plan filed to ERO for public review

Visit the Open House!

**This Week at the
Downsview Public
Library in the Main
Floor Meeting Room**

- **City team and applicants will be available all week**
 - › **Drop-in 11 a.m. – 7:30 p.m. Tuesday May 30 to Friday June 2 and 9 a.m. – 4 p.m. Saturday June 3**
 - › **Check out our boards and other reference material**
- **Interested in scheduling a time to meet with specific staff and/or discuss a specific topic during the week? Contact Alicia Rinaldi at Alicia.Rinaldi3@toronto.ca or 416-338-6284 to coordinate a time.**

Thank You

Let's stay connected!

For more information, or to provide feedback, please contact:

For Update Downsview

Alicia Rinaldi, City Planning at: Alicia.Rinaldi3@toronto.ca or 416-338-6284

For the Environmental Assessment Study

Andrew Au, City Planning at: Andrew.Au@Toronto.ca or 416-395-7163



New to the study?

Visit the project page at www.toronto.ca/UpdateDownsview on the City of Toronto's website for more information.



On Twitter?

Use the hashtag #UpdateDownsview. From time to time, we will post information from the official City Planning account @CityPlanTO.



Subscribe for e-updates!

Subscribe to our e-updates at www.toronto.ca/UpdateDownsview to receive periodic updates and notices about upcoming meetings and events.

Facilitated Discussion/ Q&A



Panelists available for Q&A Today

City of Toronto

- Councillor James Pasternak – York Centre
- Sarah Phipps – Overall Study
- Jessica Krushnisky – Overall Study
- Perry Korouyenis – Site-Specific Applications
- PC Wasserman – Urban Design
- Andrew Au – Transportation
- Edward Presta – Transportation
- Tyler Lasko – Transportation
- Natasha Petzold – Parks and Open Spaces
- Sundus Balata – Community Development Plan

- Mijin Lee – Water/Wastewater Services
- Vivian Yao – Infrastructure

Applicants

- Aytakin Mohammadi – Northcrest Developments
- Kristy Shortall – Northcrest Developments
- David Anselmi – Canada Lands Company
- Emily Reisman – Urban Strategies

EA – Technical Consultants

- Greg Moore – HDR
- Joshua Battiston – ARUP
- Mark Pomeroy – WSP

Facilitated Discussion

You can ask a question of the panelists verbally or in writing:



Raise Hand:

1. Open “**Participants**” pop-up screen.
2. Click the **Raised Hand icon** in the bottom right hand corner.
3. When it is your turn, the facilitator will call your name, un-mute you and invite you to ask your question. Afterward, click again to **lower your hand**.



*Note: If calling in, dial *3 to raise/lower your hand.*



Q&A:

1. Click on the **circle with the dots** and select the **Q&A** pop-up screen.
2. Type in your question. Be sure to address it to “**All Panelists**” by clicking the drop-down menu on the top.
3. When it is time for your question, the facilitator will read it out loud.



Q&A Guidelines

- We will call on one voice/question at a time.
- Please be brief and limit yourself to one question or comment at once so others can speak, too. There will be other opportunities to engage.
- After we answer each written question, it will be made visible to all attendees in the Q&A box. We will group similar questions to avoid duplication.
- Be respectful. The City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.

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Visit the project website to get involved and learn more:

toronto.ca/UpdateDownsview

- View our information boards
- Sign up for e-updates
- Learn more about this week's Open House at Downsview Public Library (Main Floor Meeting Room)



Thank You

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