

UPDATE >>>> **DOWNSVIEW**

Taxiway West District Community Consultation Meeting #2

Meeting Summary

December 3, 2024, 6:00 – 8:30 p.m.
Ancaster Community Centre, 41 Ancaster Road

*Report prepared by City Planning
City of Toronto*

Attendees

Public Participants

Approximately 96 members of the public attended, many from the Ancaster neighbourhood.

City of Toronto:

Ward 6 York Centre

Councillor James Pasternak
Akheim Cooke
Phyllis Arturi

City Planning and Development Review

Andrew Au
Frank He
PC Wasserman
Sarah Phipps (Chairperson)
Shelly Cham
Sophie Knowles

Social Development, Finance and Administration

Sundus Balata

Parks, Forestry and Recreation

Erika Richmond
Leigh Lichtenberg
Natasha Petzold
Rosanne Clement
Tom Rowlinson

Transportation Services (EA)

Caitlin Lee
Kirk Brewer
Niki Siabanis

Public Consultation Unit, Policy Planning Finance and Administration (EA)

Jayne Armstrong
Michael Carroll
Robyn Shyllit

Applicant:

Northcrest Developments

Arleigh Hack
Aytakin Mohammadi
Chris Eby
Ian Hanecak
Peter Maleganovski
Soham Deshmukh
Trajce Nikolov
Urooj Khan

Third Party Public

Matthew Wheatley

Background

In Spring 2024, City Council approved the Downsview Secondary Plan, Urban Design Guidelines, Community Development Plan, Zoning By-law for Meanwhile Uses, and Master Environmental Servicing Plan (MESP). City staff are now carrying out district planning and phases 3-4 of the Downsview Major Streets Municipal Class Environmental Assessment (EA) Study that will build off the MESP. The EA phases 3-4 will develop the recommended designs for major streets and municipal servicing infrastructure in the Downsview project area.

The Taxiway West District (the “subject site”) is 1 of 15 districts identified in the Downsview Secondary Plan for more detailed planning. The Taxiway West District is 40.9 hectares (101 acres) and is located on the east side of the rail corridor, north of Wilson Avenue and the Ancaster community. It encompasses the hangar buildings that were last used by Bombardier and some surrounding vacant land. The Taxiway West District has been divided into north and south sub-districts for planning purposes. The subject site is owned by PSPIB Downsview Investments Inc. (“PSP”).

Northcrest Developments, a subsidiary of PSP, submitted a District Plan and associated Zoning By-law Amendment and Draft Plan of Subdivision applications to the City of Toronto on May 16, 2022. A second, revised submission of the applications was made on July 7, 2023, and the first Community Consultation Meeting was held on February 13, 2024.

A third submission of the Taxiway West District Plan, Zoning By-law Amendment, and Draft Plan of Subdivision applications was made on August 16, 2024. The second Community Consultation Meeting held on December 3, 2024, engaged community members and interested parties on the third application submission of the Taxiway West District and on the EA Phases 3-4.

Notification Area

Approximately 671 notices were delivered to addresses in the area bound by the subject site to the north, Murray Road to the west, Beffort Road to the east and properties on the south side of Regent Road to the south. Interested parties were notified by email. The event was also promoted online via the [City Planning and Development Review Public Consultation website](#), an e-update to the Update Downsview Listserv subscribers, and by Ward 6 Councillor Pasternak’s social media channels, website, and e-newsletter.

Meeting Agenda

6:00-8:30pm – Open House

6:30-7:15pm – Town Hall Presentations

- City's Environmental Assessment Update by Niki Siabanis
- City's District Plan Overview by Sophie Knowles
- Northcrest Development's Presentation by Arleigh Hack

7:15-8:10pm – Question-and-Answer (Q&A) Discussion

Community Feedback

Staff received feedback about the Taxiway West District Plan and the EA Phases 3-4 during the open house and facilitated Q&A discussion. The open house took place before, during, and after the presentations. There were two open house rooms, one for the Taxiway West District Plan and one for the upcoming EA Phases 3-4.

Feedback has been grouped into themes below. The Q&A discussions are summarized in Appendix 1.

Taxiway West District Plan

Parks

Many participants preferred larger, consolidated parks instead of multiple smaller parkettes. Participants shared that Robert Leek Memorial Park is under-used which they attributed to its location. Regarding Garratt Boulevard Park, some participants were satisfied with the proposed location with its connection to the existing Ancaster neighbourhood (especially for safety and visibility - 'eyes on the park'), while others did not want the park near Ancaster because of noise concerns.

Participants requested parks with active recreation elements and designs that are functional, intentional, and safe for children. Participants were not in favour of outdoor bocce courts as the existing ones are being used as dog-off leash areas. Participants were interested in the amenities listed below.

- Cafes or active uses at park edges
- Dog amenity area
- Naturalized space
- Outdoor gym
- Playground
- Pool and splash pad
- Skate park
- Skating rink
- Sports field, pickleball court, basketball court
- Unstructured spaces for informal gatherings

Community Services and Facilities

Participants would like a community recreation centre built in the Taxiway West District and requested that the existing Ancaster Community Centre provide more programming for youth in addition to kids programming. Participants expressed concerns about the potential traffic and noise impacts from the proposed stadium (located at the north end of the airport lands) on the Ancaster neighbourhood.

Community Benefits

Participants asked for defined community benefit targets that apply specifically to the Taxiway West District.

Affordable Housing

Participants asked about the definition of affordable housing, the quantity and type of proposed affordable units, and requested that there be supportive housing programs to assist people who are unhoused in the community.

Building Heights

Participants requested that the height of townhouses adjacent to the Ancaster neighbourhood be reduced.

Traffic and Street Network

Participants expressed concerns about vehicle traffic, the proposed street network, the impacts that future construction may have with respect to noise and dust, and the effect new residents may have on traffic.

There was a range in perspectives on how existing streets in the Ancaster community should connect with the Taxiway West District. Some participants felt that all local streets should be closed off from the Taxiway West District and traffic should be managed within the District. Several participants supported the proposed plan to keep Ancaster Road and Home Road closed to vehicles, and additionally advocated for closing the vehicle connection at Powell Road. On the other hand, some participants said that all local streets within the Ancaster community should connect to distribute vehicle traffic more evenly across the neighbourhood. In particular, some participants from the west side of the Ancaster community expressed frustration that more roads in the central and eastern parts are not proposed to be opened and were concerned that the proposed street network could place an unfair traffic burden on Garratt Boulevard and Murray Road.

There were suggestions for staff to consider one-way streets or temporary road connections to manage traffic. Other questions were about the detailed design of streets, speed limits, street grading, number of traffic lanes, traffic calming measures, and streetscaping.

Feedback about specific streets in the local street network is listed below.

- Consider phasing the opening of Streets M and N.
- Close Powell Road into a cul-de-sac.
- Clarify that Streets E, M, and N are not major east-west streets and that they have stop control.
- Clarify any changes to Carl Hall Road.
- Open Maniza Road and Home Road to through traffic.
- Do not change Hanover Road or connect it to Ancaster Road.
- Residents from Garratt Boulevard and Murray Road suggested additional road connections to spread vehicle traffic more evenly across local streets.

Parking

Participants expressed frustration with new parking restrictions and no parking signs near community parks and schools.

Phases 3-4 Environmental Assessment (EA)

Dufferin Street Extension

Participants shared concerns about the proposed Dufferin Street Extension and its proximity to the Ancaster community where Dufferin Street currently ends and turns into Beffort Road. Many residents in the Ancaster community expressed their preference to stagger the Dufferin Street Extension east to avoid potential noise and traffic impacts. One participant suggested that Dufferin Street should connect to Billy Bishop Way instead of Wilson Avenue, while other residents supported the MESP's preferred option to maintain the existing alignment with Dufferin Street south of Wilson Avenue.

Participants were generally concerned with how and where the Dufferin Street Extension will interact with local streets, specifically Katherine Road, Powell Road, Regent Road, and Home Road.

Public Consultation

Participants expressed an interest in being actively involved in the decision-making process, particularly regarding the Dufferin Street Extension.

APPENDIX 1: Q&A Discussion Summary

This summary of the Q&A discussion is not a verbatim transcript but is intended to provide a high-level record of questions, comments, and answers from the meeting. Questions have been grouped thematically.

Stadium

1. **Question:** Will traffic be mitigated during stadium events? Who did the sound tests and can the Ancaster community see the results?

Answer: The stadium is being managed through the City's Special Events Office. A Transportation Master Plan is required (among other technical requirements). The access point for attendees will be from Sheppard Avenue West. Noise impacts will be minimal on Ancaster given the orientation and location of the stage. Northcrest Developments will follow up with the Councillor's office and the community on the sound test results.

2. **Question:** How long would a stadium event last – one day or one weekend? How long is the lease? What does it mean to enforce a noise exemption?

Answer: The stage will be in the northern part of the runway and will face away from Ancaster. It will be seasonal, and not year-round, hosting 10-12 concerts per summer. A separate meeting about the stadium will be held and hosted by Councillor Pasternak. Live Nation, who is hosting the concerts, will attend that meeting.

3. **Comment:** The community is opposed to the proposed stadium because of the additional traffic and noise. We can already hear events at Downsview Park.
4. **Comment:** We are concerned about the stadium and the inconsistency in the proposed location. We call for the release of the noise study and request a plan to minimize noise impacts on the local community.

Affordable Housing

5. **Question:** Affordable housing is needed in the area. How much affordable housing is proposed and what does affordable housing mean? Will there be affordable housing units in apartments and townhouses? Will there be supportive housing programs (STEP programs) as part of this development to assist unhoused folks in the community?

Answer: Within the Taxiway West District, 10% of all housing will be affordable rental housing secured for 99 years, and an additional 5% will be attainable housing. The type and location of affordable housing is still being decided. We intend to meet a range of housing needs. The City has requested more detail about the proposed affordable and attainable housing units through the Housing Issues Report.

The Official Plan defines affordable rental housing as the gross monthly rent (inclusive of heat, hydro, hot water, and water) at or below the lesser of the average City of Toronto rent by dwelling unit type as reported by the Canada Mortgage and Housing Corporation, or 30% of the before-tax monthly income of renter households in the City of Toronto as follows:

- (1) studio units: one-person households at or below the 50th percentile income;
- (2) one-bedroom units: one-person households at or below the 60th percentile income;
- (3) two-bedroom units: two-person households at or below the 60th percentile income; and
- (4) three-bedroom units: three-person households at or below the 60th percentile income.

Attainable housing is intended to address the gap between market rate and affordable rental housing. The definition of attainable housing is in progress.

6. **Comment:** The redevelopment is positive, but it needs to include assistive housing STEP programs for people experiencing housing crises and affordability concerns.

Minor Street Network

7. **Question:** Closing Ancaster Road and Home Road is good, but Powell Road should not be connected to the District. Could this connection at Powell Road be closed in the near term (e.g. with a planter box) and only opened if the traffic volumes require it? What about one-way streets? Are there short-term solutions that can be studied, or an alternative plan in the future if road connections are not working well?

Answer: As the blocks in the District go into detailed design the road connections (either for vehicles or pedestrian/cycling only) will be designed as well. Other measures such as traffic calming, signage, one-way streets can be directed by City Council at any time. In addition, a Transportation Monitoring Plan is required and will be updated every 5 years. This will evaluate the effectiveness of the Transportation Management Plan and will be used to help identify any areas requiring improvements.

8. **Question:** Please clarify the entry points into the Taxiway West District. What other streets were considered for traffic? What existing streets will be connected?

Answer: There will be multiple entry points into the Taxiway West District including but not limited to access from Wilson Avenue and Downsview Park Boulevard. The existing driveway connections at the south end of the District will become new public streets, including Garratt Boulevard, the driveway at the west boundary of the site, and Hanover Road. In addition, Powell Road is proposed to be an east-west connection. The north-south Ancaster Road connection to the Taxiway West District has been revised to be pedestrian and bicycle-only.

- 9. Comment:** Consider the best ways to alleviate traffic in the Ancaster community. We understand that development is needed to build new homes, but traffic should keep moving and be directed away from the existing local roads.
- 10. Comment:** Keeping some local streets closed will put traffic pressure on Murray Road and Garratt Boulevard, which is unfair to residents on these streets.
- 11. Comment:** The Ancaster community does not accept opening Powell Road. Traffic in the District should be resolved without needing to connect to the community.
- 12. Comment:** Drivers do not follow posted speed limits on Keele Street, and Dufferin Street is already a mess. Community members are concerned about not being able to access driveways, speeding, and traffic.

Parking

- 13. Question:** Who received the recent poll about changes to parking restrictions around St. Nobert Catholic School?

Answer: The school requested the recent poll. The changes in parking restrictions are intended to address safety concerns around school drop-off and pick-up. The polling area was expanded to increase the number of responses.

Pedestrian Routes

- 14. Question:** Will the underpasses be accessible for pedestrians?

Answer: Yes, all of the major streets including underpasses are being designed as complete streets and will be accessible to pedestrians.

- 15. Question:** What does pedestrianization mean?

Answer: Pedestrianization is the act of making a street, neighbourhood, or public space feel safe, comfortable, and vibrant for people of all ages and abilities.

- 16. Question:** What is the meaning of pedestrianizing Ancaster Road?

Answer: A pedestrian road means that it is only used for walking and cycling. No vehicles are allowed.

Water and Stormwater Infrastructure

- 17. Comment:** There have been multiple floods in the area. Please update the local infrastructure prior to development to prevent future flooding.

Answer: The City is aware of the previous flooding incidents in the surrounding area. All Downsview developments, including the Taxiway West District, are following the City standard to ensure that development does not contribute to future

flooding. The City is implementing measures to mitigate flooding issues in the surrounding areas.

Public Consultation

18. Comment: Project information is spread across multiple webpages. There needs to be a central repository where project information is shared.

Answer: [The Downsview EA webpage](#) will become a central hub for all EA updates and consultation going forward. For previous project phases and ongoing information about District Plans, see the [Update Downsview webpage](#).

Construction Mitigation

19. Question: Will there be studies to consider the impacts of construction on the community including traffic, dust, and noise? It is important to consider impacts of air quality on children in schools and seniors.

Answer: The proposed construction access is from Allan Road via the runway to minimize construction vehicles coming through Ancaster. A Construction Management Plan will be required as a condition of site plan approval which will include strategies to mitigate impacts from construction like noise, dust, truck traffic, equipment storage, and a point person to resolve complaints. The applicant will provide this Construction Management Plan and the City will approve it.

Environmental Impacts

20. Question: Have there been studies done on the environmental impacts of jet fuel previously stored on the site or to ensure construction will not contaminate groundwater?

Answer: An Environmental Site Assessment has been submitted and is undergoing peer review. A Record of Site Condition will be required which will summarize the environmental condition of the site including past and current land uses, any evidence of contamination, and any remedial action taken to date. This process will confirm if remediation is needed and ensure the lands are safe for future development.

Phases 3-4 Environmental Assessment (EA)

21. Comment: What types of public consultation can we expect as part of the EA?

Answer: The EA team is here this evening to introduce the EA Phases 3-4 process and listen to preliminary feedback. Upcoming consultation includes two stages: Stage 1 provides an opportunity for comment on early alternative designs (Spring 2025) and Stage 2 provides an opportunity to review detailed design recommendations for all major infrastructure (Spring 2026).

In addition to the public consultation events, consultation activities may include interest group meetings, youth engagement, participation in community events and

hosting public events for the broader area impacted by the Downsview redevelopment.

22. Question: The MESP did not address the concerns of some of the Ancaster community members as it relates to road capacity and connections to local roads. The project team did not listen to some of the Ancaster community during the MESP and nothing has happened between the MESP and now to address our concerns. We are concerned that no revisions were made to the MESP and that the Phases 3-4 EA will use the MESP as a baseline. Can we get a commitment that the following 5 concerns be addressed in a revised MESP before the Phases 3-4 EA? What has happened over the past 5 months to address the community's traffic concerns?

Traffic Concerns:

- Minimize the use of existing roads.
- Ensure new roads have sufficient capacity and do not rely on connections to the existing neighbourhood.
- Design the road network to direct cars away from the Ancaster neighbourhood.
- Consider moving the Dufferin Road Extension further east, to direct traffic away from the Ancaster neighbourhood.
- Keep all existing dead end street connections closed. Do not connect them to the Taxiway West District.

Answer: The MESP identified the preferred mobility network alignments that meet the overarching project goals and the Province's MCEA requirements. City staff met with Ancaster residents in January 2024 to listen to feedback and concerns. As a result of this consultation, staff committed to evaluating an additional alignment for the Dufferin Street Extension during Phases 3-4 that shifts Dufferin Street to the east. This additional alignment was included in the staff report as part of the May 2024 Update Downsview package. Following Council's adoption of the MESP and a 30-day review period, EA Phases 1-2 are now complete, and study recommendations cannot be modified beyond what was included in Council's May 2024 motion.

The draft evaluation criteria for early alternative designs include the full MESP criteria and have been modified to incorporate local resident concerns around property, traffic, air quality, and noise impacts. Staff are balancing many different interests and are trying to incorporate all of the feedback while limiting the potential impacts to existing local communities. Our final recommendations serve the broad public interest by balancing overarching City and project policies and objectives, technical analysis, and public feedback.

The evaluation criteria are available for public review, and take-home leaflets are available in the EA room. Later in the EA Phases 3-4, when an alignment has been determined for Dufferin Street, additional evaluation criteria will assess the street-level design. The EA team's participation in tonight's meeting is an early touchpoint prior to the EA getting underway to keep residents informed of how the process is

designed and how to participate in future engagement opportunities. There will be more public consultation opportunities in Spring 2025.

23. Question: Wilson Avenue from Dufferin Street to Keele Street is already very busy. Will Katherine Road and Gilley Road connect to Dufferin Street? Dufferin Street and Wilson Avenue will be at capacity and will add stress to local streets.

Answer: The design of the Katherine Road and Dufferin Street intersection will be assessed through the EA Phases 3-4 process. There is no answer about Katherine Road yet. Gilley Road, Powell Road, and Home Road are not proposed to be connected to Beffort Road or Dufferin Street. The MESP Phases 1-2 process identified the preferred mobility network alignments that fulfill the Province's MCEA requirements, which were [approved by City Council](#).

As part of the MESP, traffic models were developed to simulate and analyze the future vehicular volumes on the future Downsview mobility network. The peak hour analysis indicated that in the future scenario where all planned development has been built, Dufferin Street and Wilson Avenue would operate under busy, but acceptable conditions for an urban context. The connecting local street network, particularly local streets within the Ancaster community were shown to operate at better conditions with the connected major street network.