

An aerial photograph of a city, likely Los Angeles, showing a mix of urban development, green spaces, and a river. The image is overlaid with a semi-transparent blue filter. The text is white and positioned in the upper left and center of the image.

# DOWNSVIEW MAJOR STREETS

Phases 3 & 4 Environmental Assessment Study

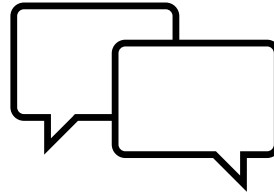
Public Meeting #1  
June 18, 2025

2025-06-06 10:44am



# Agenda

- 1. Project Team**
- 2. Study Background**
- 3. Early Alternative Designs – Evaluation Findings**
- 4. Draft Evaluation Criteria for Alternative Designs**
- 5. Next Steps**
- 6. Discussion**



**PROJECT TEAM**

1

# Project Team



- **City of Toronto**

- **Niki Siabanis**, Senior Project Manager, Major Projects, Transportation Services
- **Kirk Brewer**, Project Lead, Major Projects, Transportation Services
- **Caitlin Lee**, Transportation Engineer, Major Projects, Transportation Services
- **Mijin Lee**, Senior Engineer, Toronto Water
- **Frank Difei He**, Transportation Planner, City Planning
- **Jason Diceman**, Senior Coordinator, Public Consultation Unit

- **Parsons**

- **Mani Shahrokni**, Project Manager
- **Syed Imam**, Senior Transportation Engineer
- **Salina Chan**, Deputy Project Manager
- **Irene Hauzar**, Consultation Lead





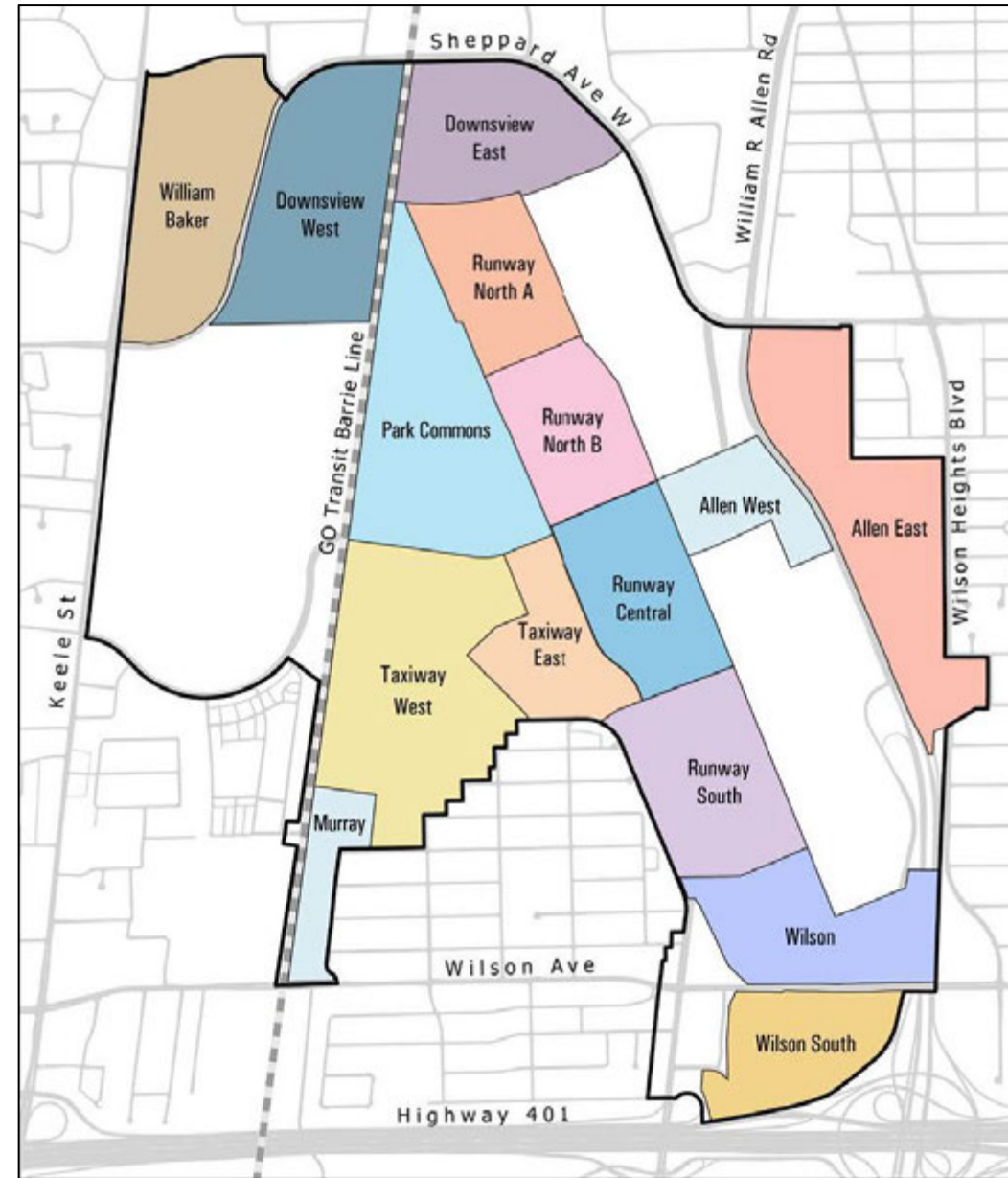


**STUDY BACKGROUND**

2

# Update Downsview Timeline

- 2018** ● **Bombardier announces** that their operations will be leaving the Downsview Airport and Bombardier Aerospace Campus in 2024.
- 2024** ● The **Update Downsview Secondary Plan, Community Development Plan, Urban Design Guidelines, and the Master Environmental Servicing Plan (Phases 1-2 EA)** were approved by Council and set the long-term vision for a complete community centered on sustainable transportation, job creation, parks and open spaces, community services and facilities that will meet the needs of existing and future residents, visitors and workers.
- 2025** ● **Phases 3-4 EA** commenced to advance the major streets and servicing infrastructure identified in the Phases 1-2 EA.




**Downsview Secondary Plan District Map**



# Downsview 2051



2051  **Over the next 30 years,** Downsview will become home to an estimated 110,000 new residents and 47,000 new jobs across 15 new districts.



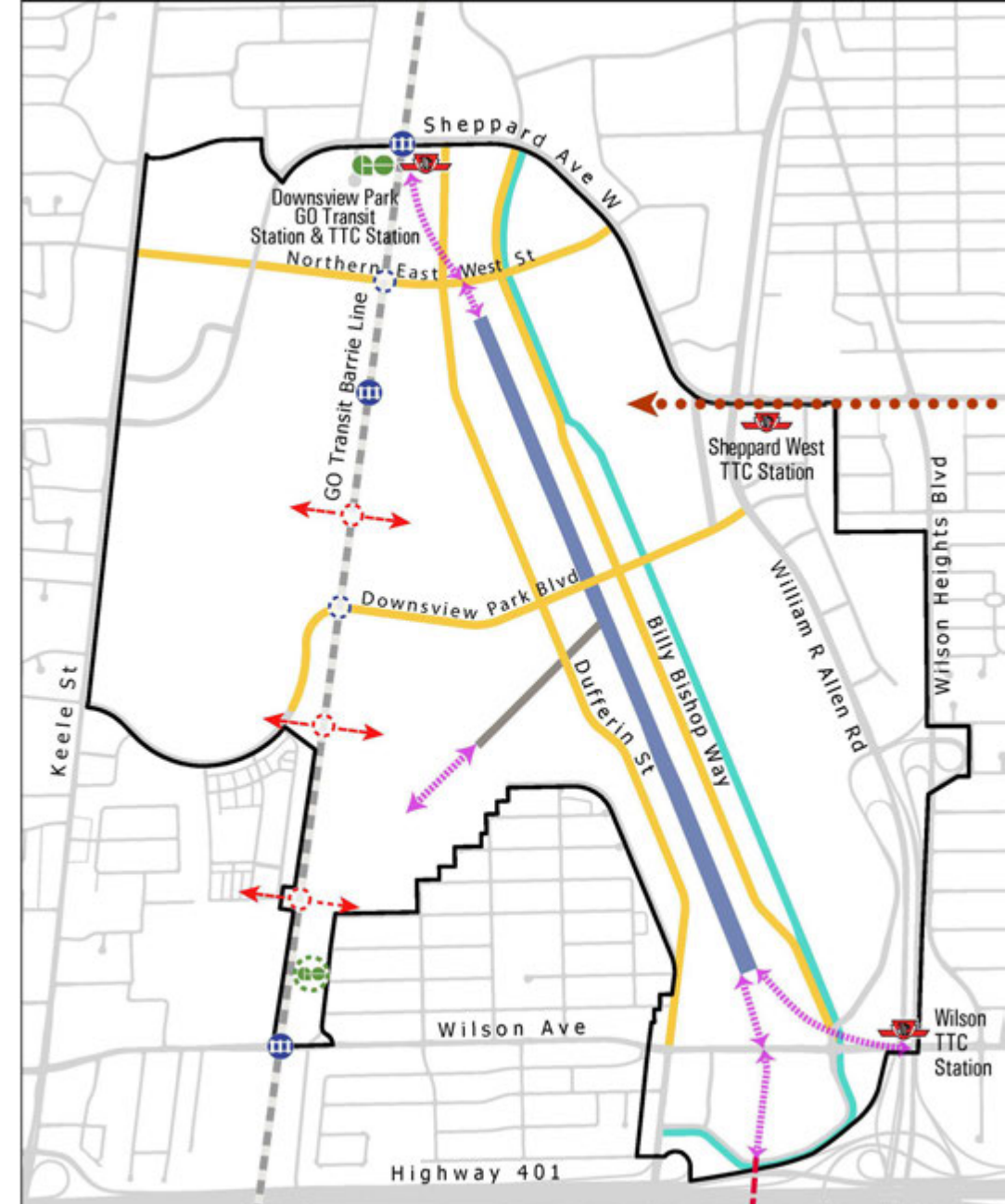
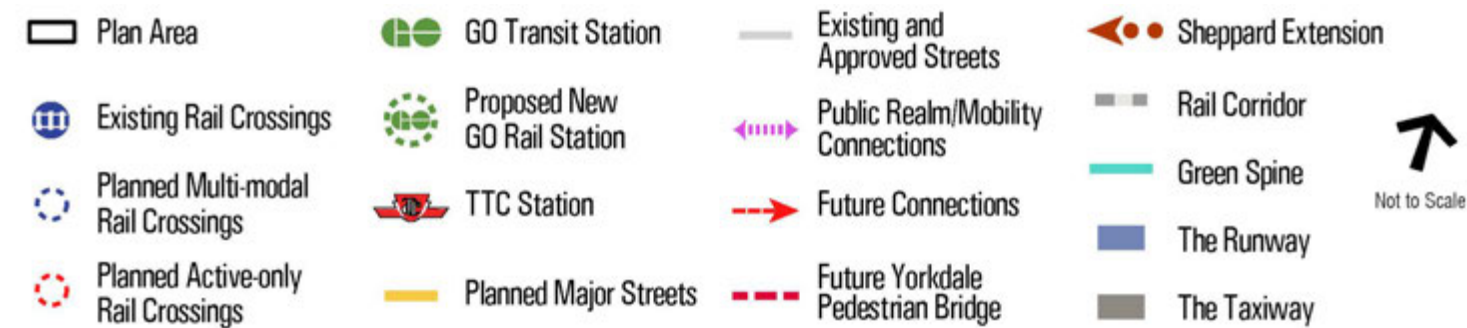
Taxiway District Conceptual Renderings



Downsview West District Conceptual Rendering

# Phases 1-2 EA Recommendations

- The **Phases 1-2 EA** recommended the general location and requirements for the preferred mobility network, and municipal servicing (water, sanitary and stormwater infrastructure)







**PHASES 1-2 EA**

- Identified problems, opportunities, and new infrastructure needs
- Evaluated and recommended alternative solutions

No additional EA study required

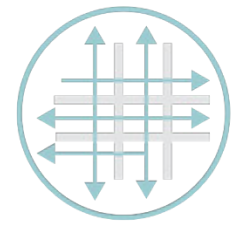
Additional EA Study required

District Planning is outside the EA scope

EA scope

DISTRICT PLANNING PROCESS

PHASES 3-4 EA STUDY PROCESS



Local street network



Built form



Community Facilities



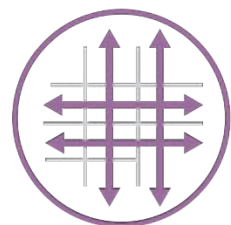
Local parks



Pedestrian bridges



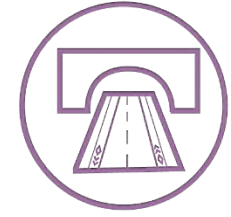
Local transit routes



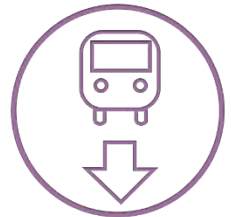
Four new major streets



Major servicing infrastructure



Two rail underpasses

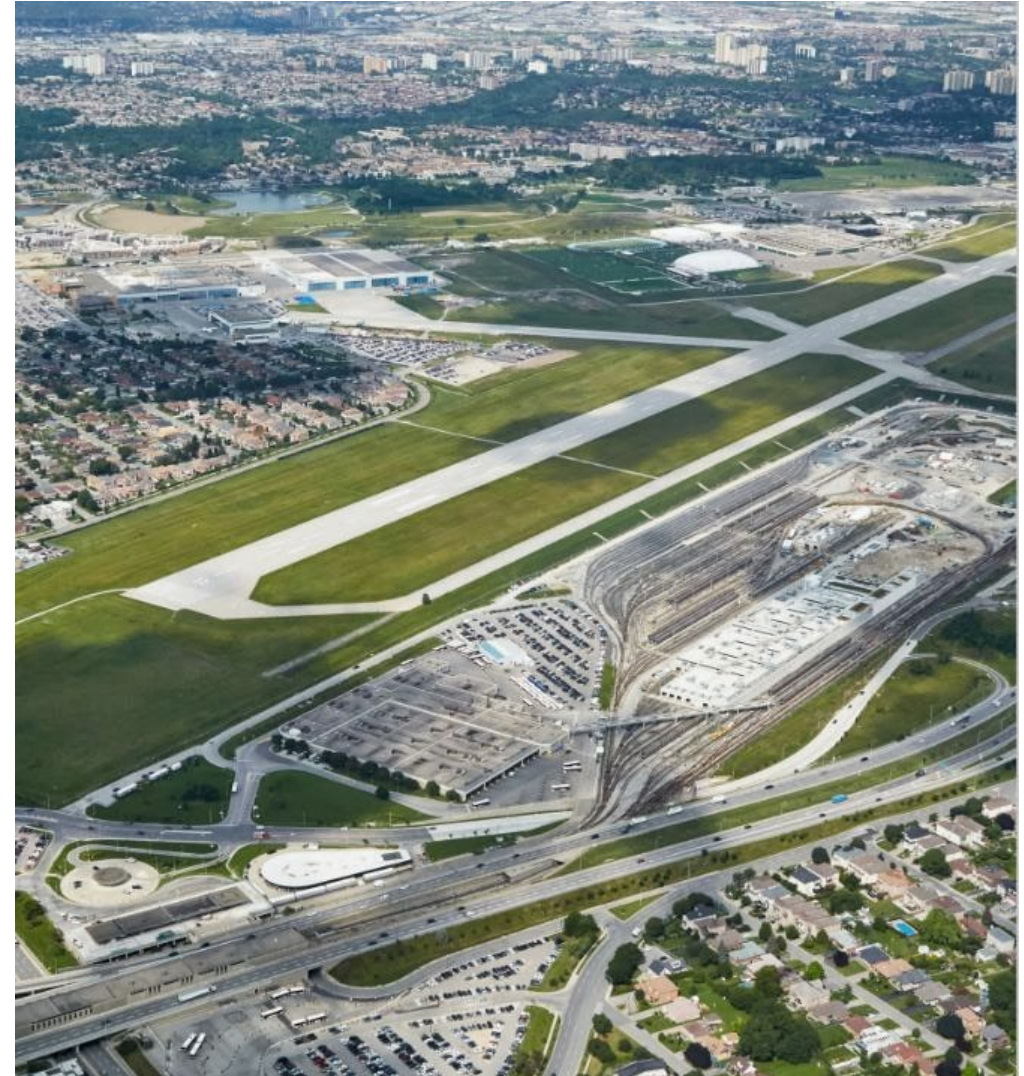


Dedicated north-south bus lanes

# Phases 1-2 EA Problems Identified



- ▶ **Street network connectivity is challenged** by rail corridor and runway, and interrupted key north-south and east-west streets
- ▶ **Walking and cycling networks lack connectivity** through the Airport Lands results in long travel distances
- ▶ **Bus routes and bus terminals are busy** while TTC Subway and GO Transit services are underutilized





# Phases 1-2 EA Opportunities Identified



- ▶ Integrated land use and mobility strategy to **reduce auto dependency**
- ▶ A **complete multi-modal mobility network** to improve safety and connections to the surrounding street network
- ▶ **Dedicated facilities for pedestrians and cyclists** that optimizes access to transit and local services / destinations
- ▶ Improve **access to GO and TTC Subway Stations** and introduce a robust local bus network in support of regional transit expansion



**Major Street Example: Rendering of Six Points, Etobicoke**



# Phases 1-2 EA Opportunities Identified



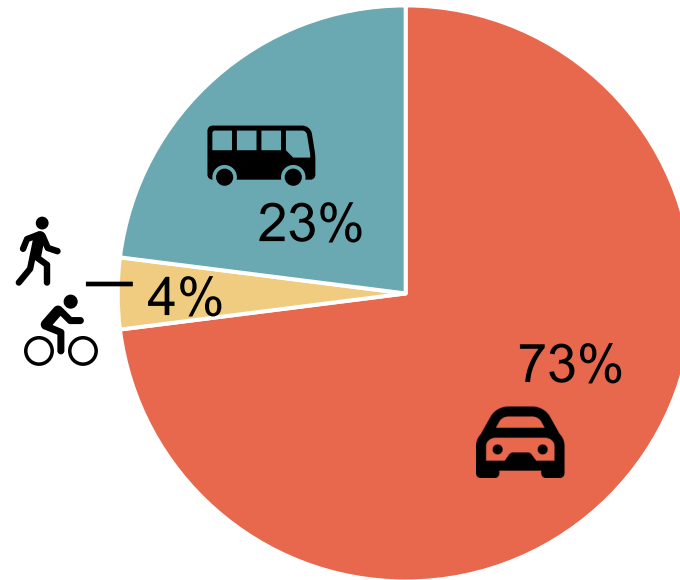
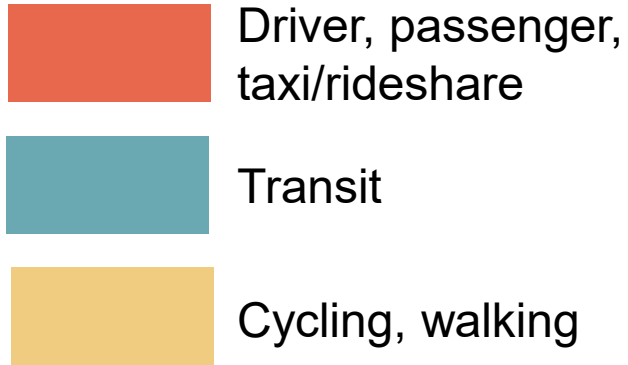
- Improve **connections to / from the surrounding mobility network** and enhance safety at intersections and interchanges
- Integrate green infrastructure (GI) with the mobility network, including the provision of **green streets and an enhanced tree canopy**
- Increase **interconnectivity** of the municipal water and wastewater network
- Integrate stormwater management through the **use of open spaces** to manage overland flows and alleviate flooding



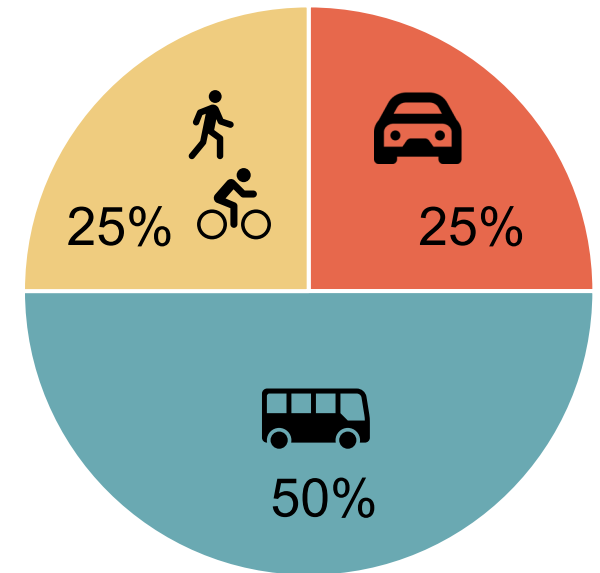
Major Street Example: Rendering of Six Points, Etobicoke



# How Will People Get Around?



Today



Future Target

# What will future Major Streets in Downsview be like?



Major streets in Downsview will include:

- 1 Comfortable and safe spaces for walking, and relaxing
- 2 Green Streets with trees and planting areas
- 3 Dedicated cycle tracks
- 4 Buses in mixed traffic on some streets, with dedicated bus lanes on one street
- 5 1-2 lanes of general-purpose traffic in each direction, with 40 km/h travel speeds

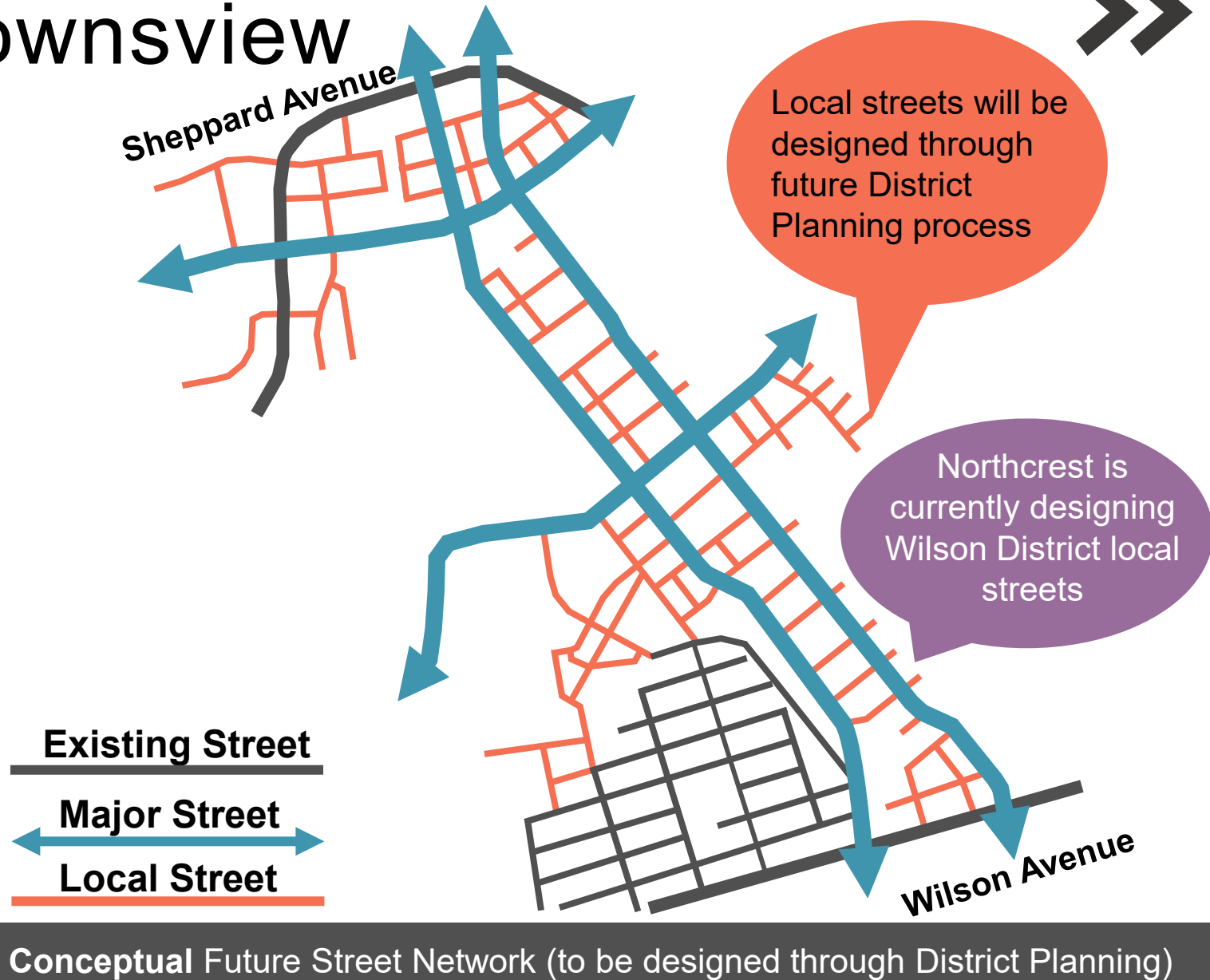


**Major Street Example: Queens Quay**

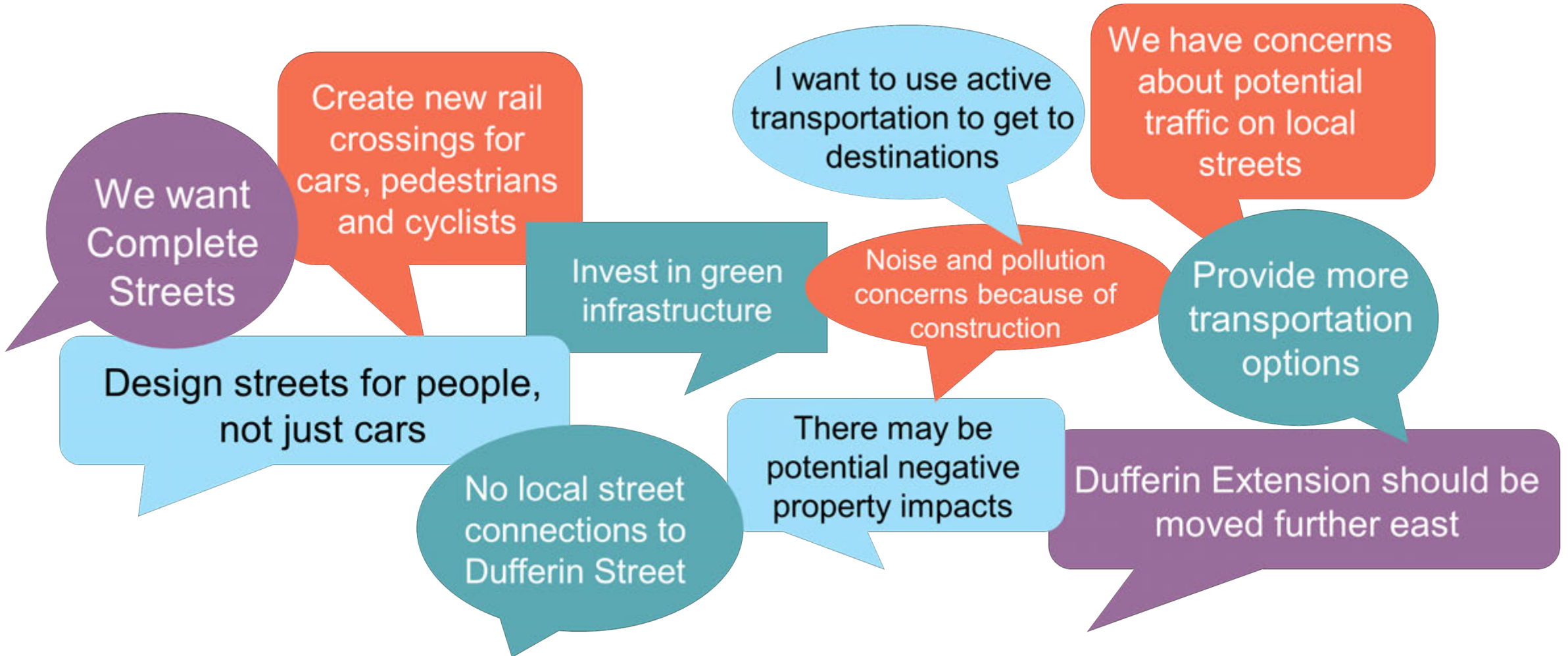


# Minor Streets in Downsview

- Minor streets will be designed as each District area develops, and will:
  - connect local areas within Districts
  - connect to the major street network
  - provide safe and comfortable spaces for all road users



# What we heard in Phase 1-2 Public Consultation

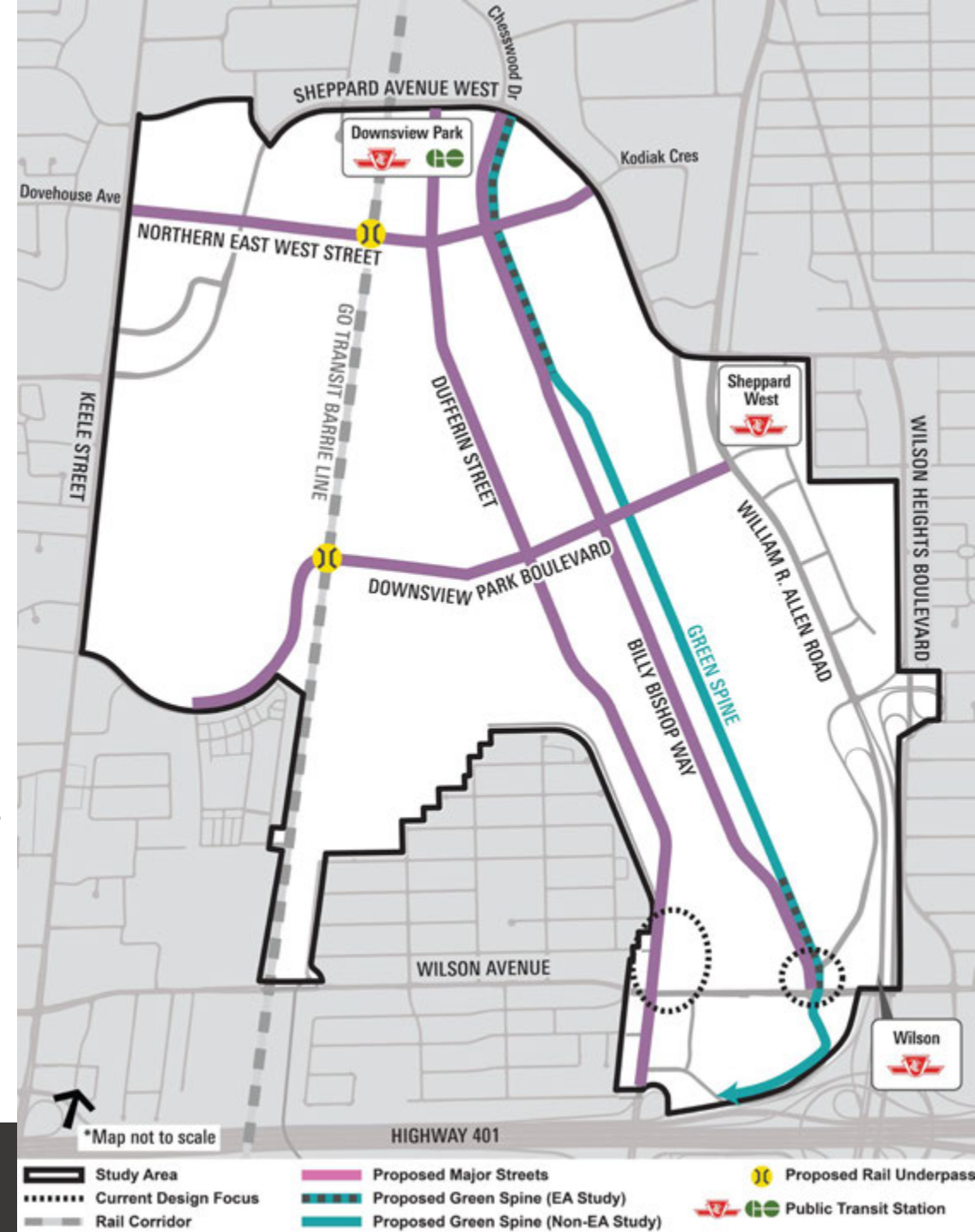




# Phases 3-4 EA Overview

The Phases 3-4 EA will study:

- Two new east-west major streets, including two underpasses crossing the GO Barrie Rail Line
  - Northern East-West Street
  - Downsview Park Boulevard Extension
- Two new north-south major streets
  - Dufferin Street Extension
  - Billy Bishop Way Extension
- Dufferin Street complete street upgrades and widening from Wilson Avenue to Highway 401
- Dedicated bus lanes along one of the north-south major streets
- Portions of the Green Spine, a 3 km active transportation and green infrastructure route
- Major municipal servicing infrastructure (water, sanitary and stormwater), including a new sanitary sewer through Downsview Park



# Phases 3-4 EA Process







# EARLY ALTERNATIVE DESIGNS EVALUATION FINDINGS

3



# Early Alternative Designs



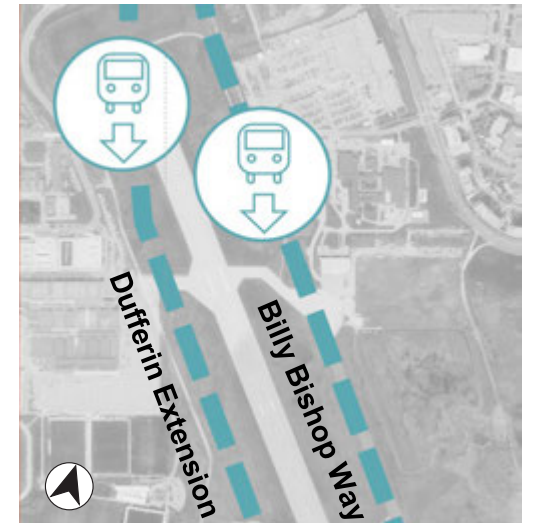
The Phases 1-2 EA process recommended additional study during Phases 3-4 to determine the following three Early Alternative Designs:



**1. Dufferin Extension alignment at Wilson Avenue**



**2. Transit Road intersection with Billy Bishop Way and Wilson Avenue**



**3. Location of dedicated bus lanes**

# Early Alternative Design Evaluation Criteria



Detailed Evaluation Criteria developed during the Phases 1-2 EA as well as additional public and stakeholder were used to evaluate Early Alternative Designs. The criteria are organized under 6 categories:

1. Connectivity and Technical Viability
2. Socio-Economic Environment
3. Natural Environment
4. Cultural Environment
5. Environmental Sustainability and Resilience
6. Costs

# Early Alternative Design Evaluation Criteria



## 1. Connectivity and Technical Viability



Mobility Network Performance and Connectivity



Feasibility and Constructability



Constraints in the Built Environment



Traffic Impacts



Phasing with Population Growth and Land Use Development



Property Impacts



# Early Alternative Design Evaluation Criteria



## 2. Socio-Economic Environment

	Supports Transit-Oriented Development		Reduce Personal Auto Use
	Noise Impacts		Aligns with Transportation Design Best Practices
	Promote Access to Parks		Air Impacts
	Movement of Goods and Services		Community Benefits
	Location of Employment Areas		Consistent with Policy Framework

# Early Alternative Design Evaluation Criteria



## 3. Natural Environment



Impacts to the Natural Environment

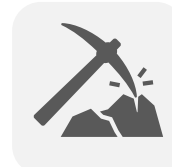


Creation of Natural Areas

## 4. Cultural Environment



Impact to Heritage Resources and Landscapes



Impact to Archaeological Resources



Impact to Indigenous Interests and Rights



Stewardship and Cultural Uses of the Land



# Early Alternative Design Evaluation Criteria



## 5. Environmental Sustainability and Resilience



Reduces Greenhouse Gas Emissions



Climate Change Resilience



Reduce Embodied Carbon

## 6. Costs



Life Cycle Costs

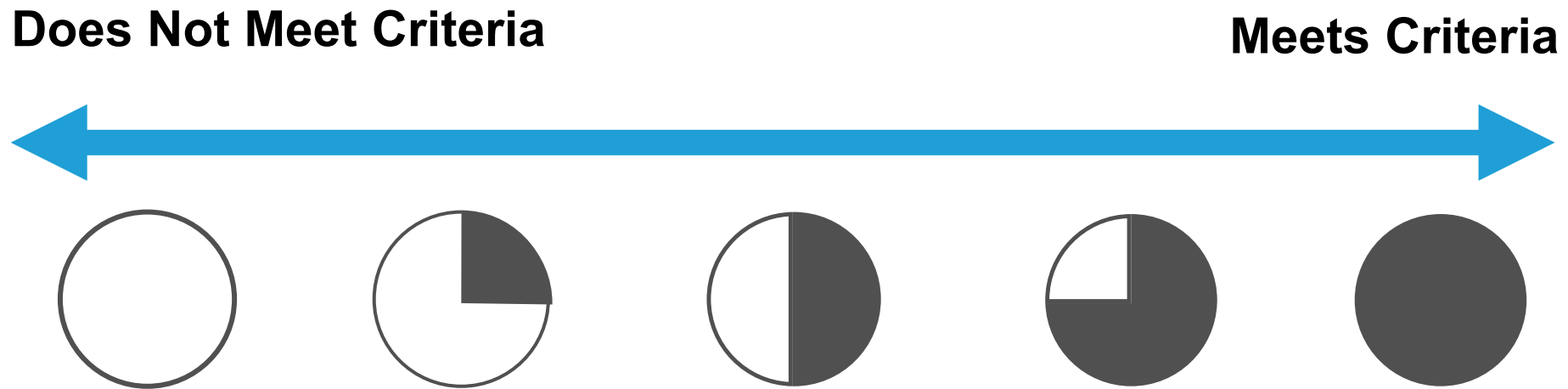


Land Impacts



# Evaluation Criteria Rating System

A level rating system was used to evaluate and compare each alternative design:







# Dufferin Street Extension

The Dufferin Street Extension will connect Wilson Avenue to Sheppard Avenue.

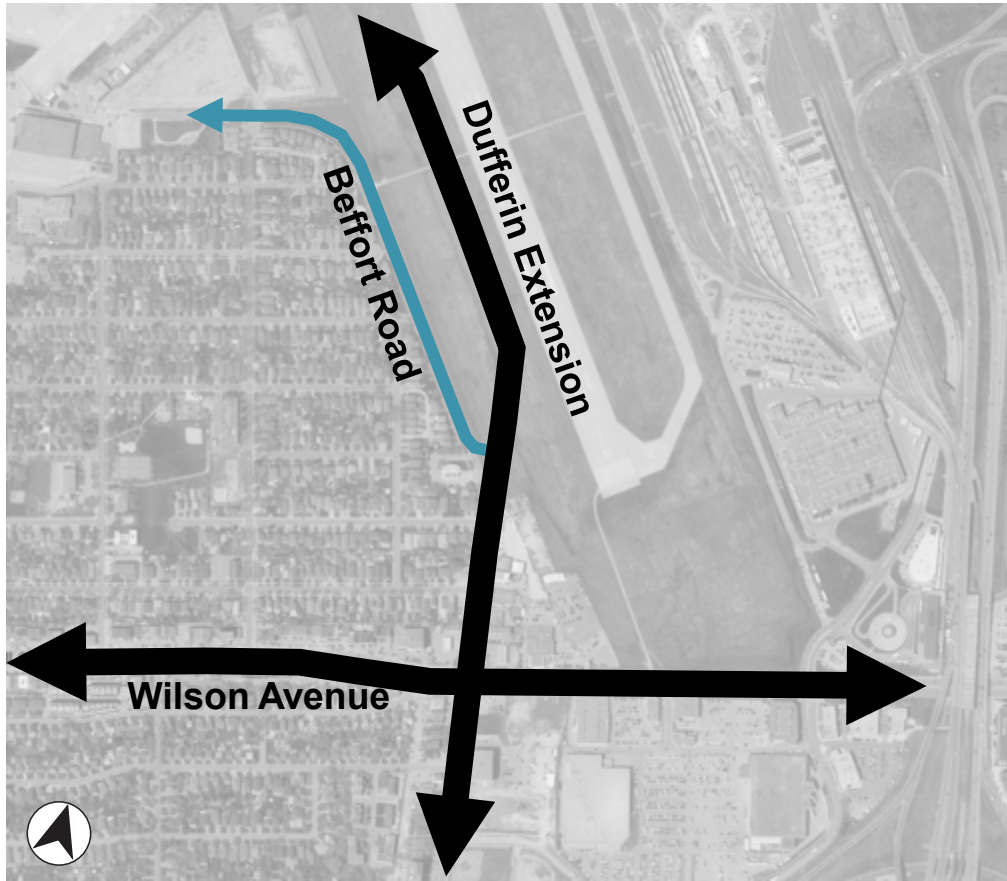
- **Option A** – The MESP recommended a continuous connection of Dufferin Street Extension to Dufferin Street south of Wilson Avenue
- **Option B** – Following feedback from Ancaster residents, staff committed to studying an offset Dufferin Street Extension to connect with the Smart Centre entrance east of the existing Dufferin Street





# Option A: Continuous Connection

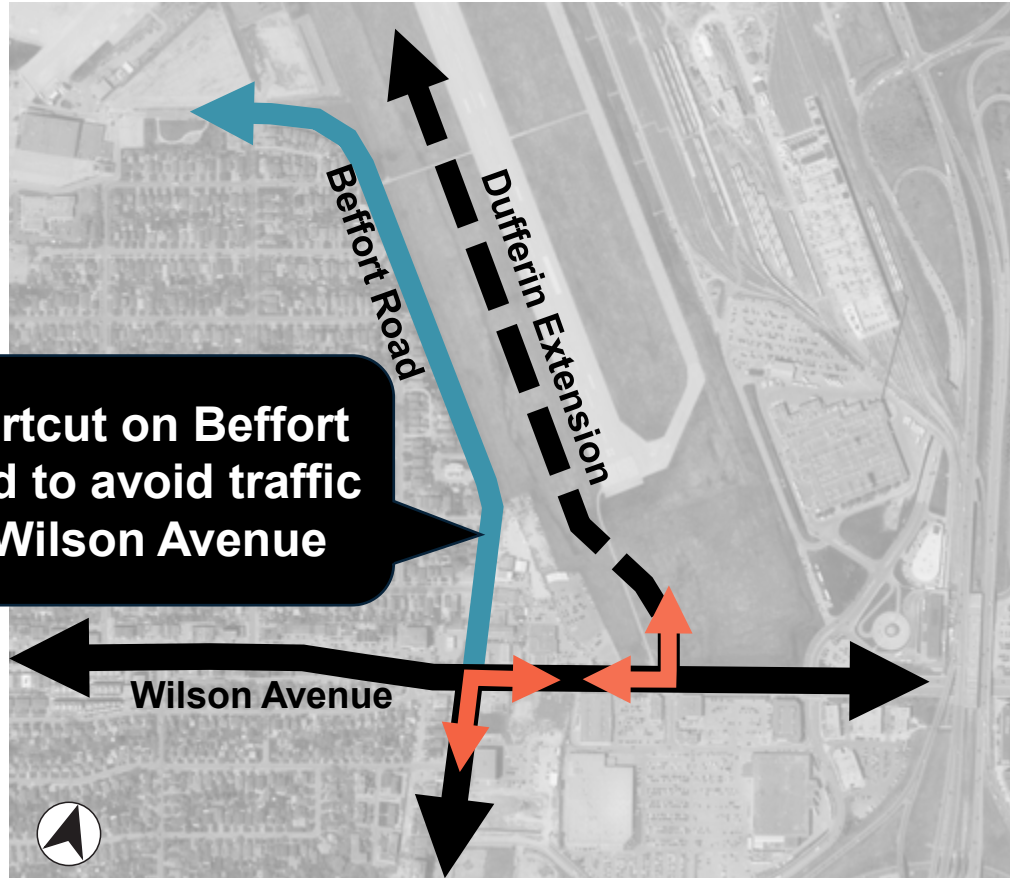
## Evaluation Key Findings



- **Direct arterial connection:** Dufferin Extension provides a continuous and intuitive north-south alignment with Dufferin Street south of Wilson Avenue and broader mobility network for pedestrians, cyclists, vehicles and transit.
- **Traffic stays on the arterial:** Through traffic remains on Dufferin Street rather than using Beffort Road, leaving Beffort Road as a local street resulting in lower impacts from non-local traffic.
- **Better transit connectivity** for Ancaster neighbourhood and Park Commons
- **Property impacts** to existing properties; To be further evaluated and minimized during detailed design



# Option B: Offset Connection Evaluation Key Findings



- **Indirect connection:** Dufferin Extension connects to Wilson Avenue approximately 300m east of the existing Dufferin Street intersection.
- **Wilson Avenue Congestion:** Through traffic must make multiple turns across Wilson Avenue, increasing congestion and delay.
- **Increased non-local traffic:** Drivers are more likely to use Beffort Road and other local streets to shortcut, increasing traffic volumes through the neighborhood.

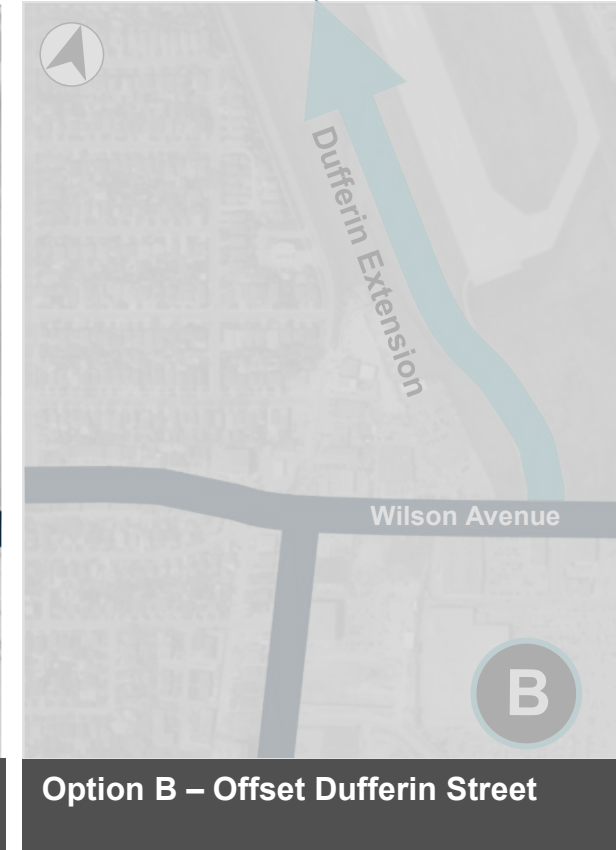


# Dufferin Street Extension Evaluation Preferred Option



## Option A (Continuous Dufferin Alignment) – Preferred Option

- Better overall performance of arterial street network, and least impact on local streets
- Direct north-south connection for pedestrians, cyclists, vehicles and transit between Sheppard Avenue and Wilson Avenue
- No additional left turns to cause congestion and safety concerns along Wilson Avenue
- Supports improved transit service to the Ancaster neighbourhood and Park Commons
- Potential property impacts; Requires additional assessment to minimize impacts



# Dufferin Street Extension Evaluation Summary



Does Not  
Meet Criteria



Meets  
Criteria

Category	Weighting	Option A – Dufferin Street to Dufferin Street south of Wilson Avenue	Option B – Dufferin Street offset to Power Centre entrance
Category 1: Connectivity and Technical Viability	High	●	○
Category 2: Social Environment	High	●	○
Category 3: Natural Environment	Medium	N/A	N/A
Category 4: Cultural Environment	Medium	N/A	N/A
Category 5: Environmental Sustainability and Resilience	High	N/A	N/A
Category 6: Economic Sustainability	Medium	◐	◑
Overall		<b>Preferred</b>	

# Transit Road/Billy Bishop Way

Transit Road currently connects to Wilson Avenue/Billy Bishop Way at a signalized intersection. The EA considers two possible alignments of the Transit Road/Billy Bishop Way intersection.

- **Option A** – connect Billy Bishop Way to Wilson Avenue and realign Transit Road to intersect with Billy Bishop Way
- **Option B** – maintain the existing Transit Road intersection with Wilson Avenue and have Billy Bishop Way intersect with Transit Road





# Transit Road/Billy Bishop Way Intersection Evaluation Key Findings

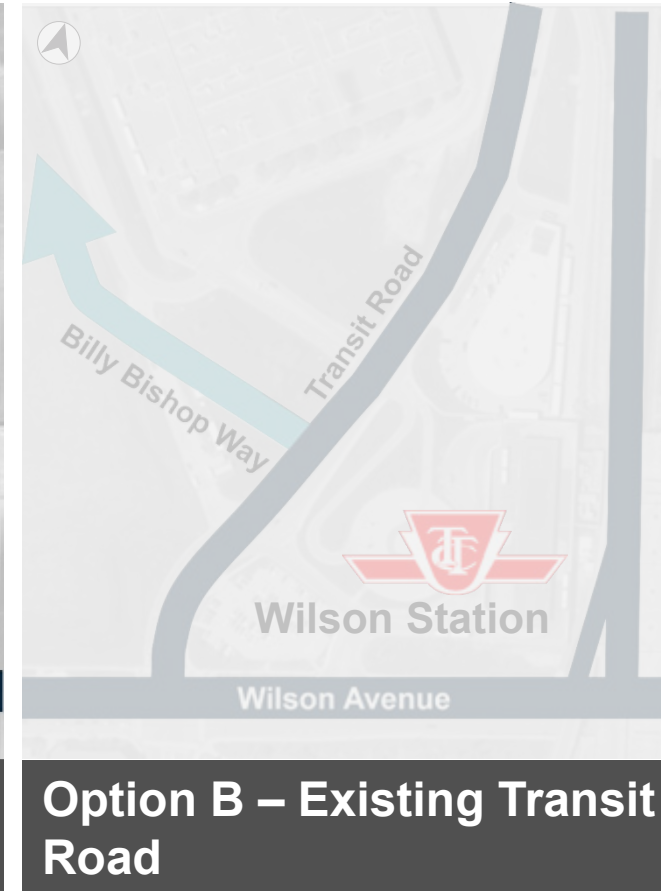


## Option A (Re-aligned Transit Road) - Preferred Option

- Creates more regular intersection geometries
- Causes bus passenger delay to due to additional turn
- Continuity of Billy Bishop Way from Sheppard Avenue West to south of Wilson Avenue (auto and active modes)
- Size and shape of development parcels allows more logical development patterns near higher-order transit



Option A – Re-aligned  
Transit Road



Option B – Existing Transit  
Road

# Transit Road/Billy Bishop Way Evaluation Summary



Does Not  
Meet Criteria



Meets  
Criteria

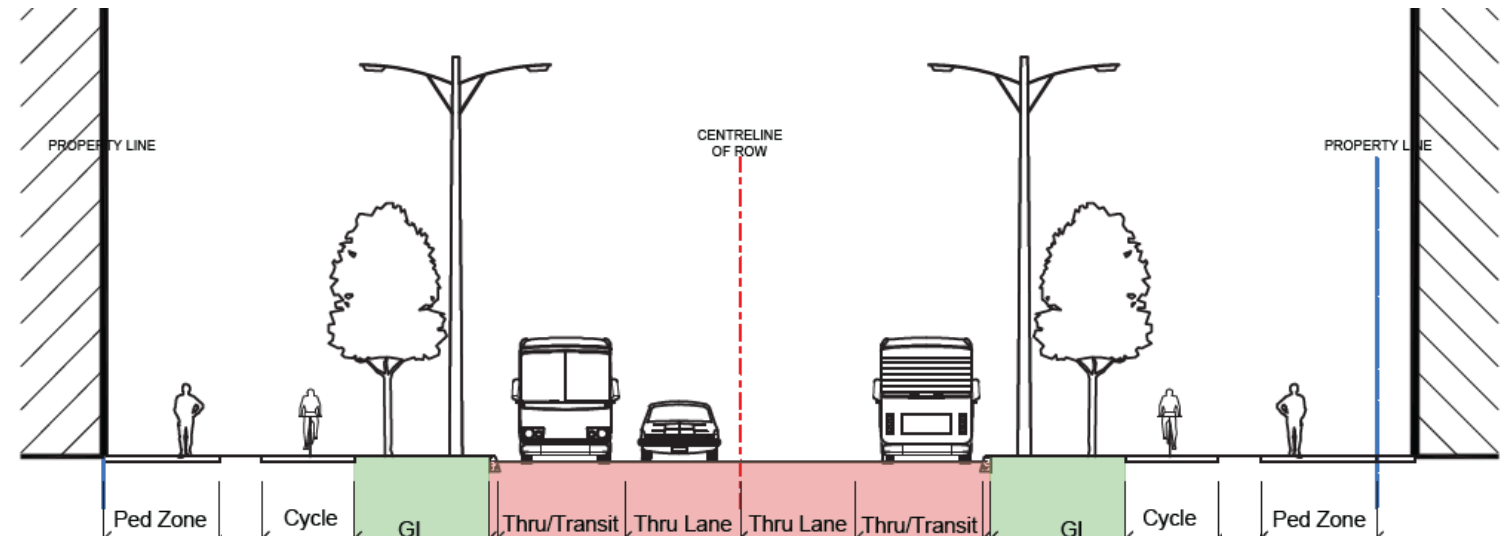
Category	Weighting	Option A – Realigned Transit Road	Option B – Existing Transit Road
Category 1: Connectivity and Technical Viability	High		
Category 2: Social Environment	High		
Category 3: Natural Environment	Medium	N/A	N/A
Category 4: Cultural Environment	Medium	N/A	N/A
Category 5: Environmental Sustainability and Resilience	High		
Category 6: Economic Sustainability	Medium		
Overall		<b>Preferred</b>	



# North-South Dedicated Bus Lanes

The Phases 1-2 EA recommended that dedicated bus lanes be provided on one of the new north-south major streets. The EA also recommended that the north-south major streets be limited to two general-purpose through lanes each, so the route selected will contain two additional bus-only travel lanes.

- **Option A –**  
Dedicated Bus Lanes on Dufferin Street Extension
- **Option B –**  
Dedicated Bus Lanes on Billy Bishop Way Extension



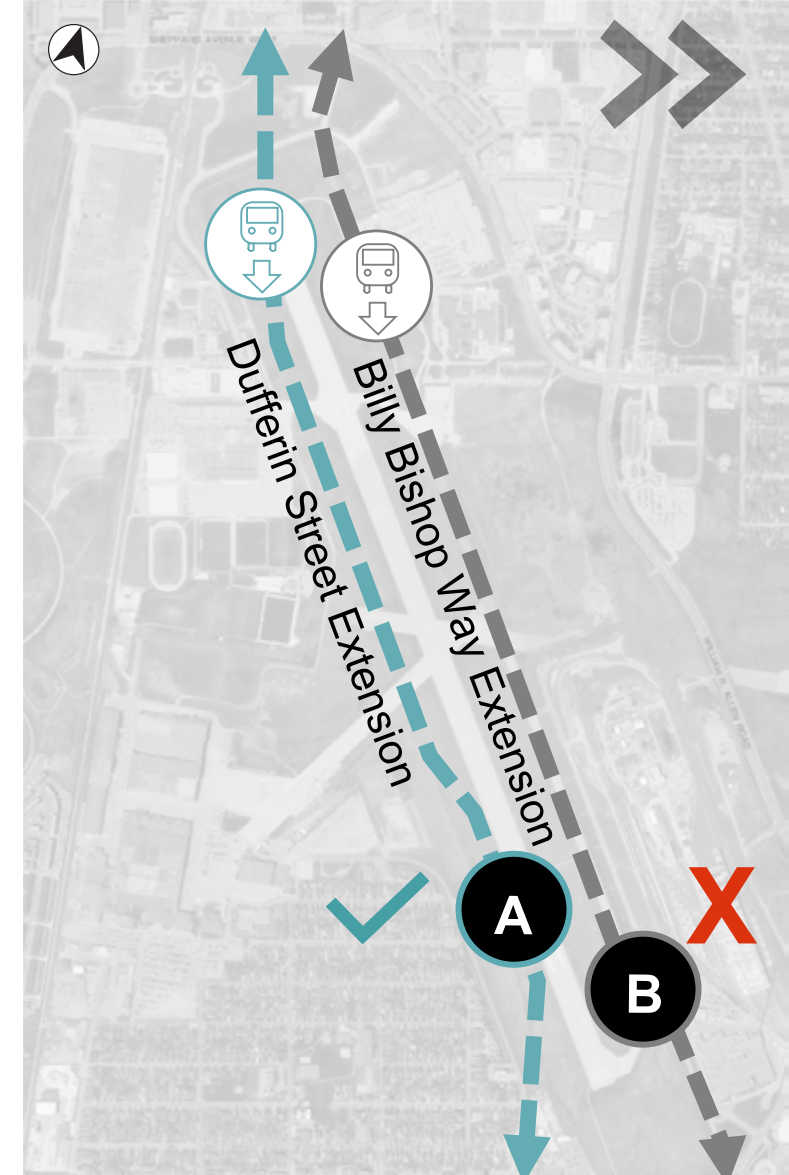
**Conceptual street design with dedicated bus lanes  
(Source: Phases 1-2 EA)**



# North-South Dedicated Bus Lanes Evaluation Key Findings

## Option A (Dufferin Street) – Preferred Option

- Logical extension of Dufferin Street dedicated bus lanes on new Dufferin Street extension
- Continuous north-south priority bus services and operational efficiency
- Alignment of phasing with population growth and land use development - Dufferin Street will be delivered 10+ years sooner
- Supports transit network connectivity and continuity
- Property impacts will be further evaluated and minimized during detailed design, and will include future consultation



**Preferred Option - Bus Lanes on Dufferin Extension**

# North/South Dedicated Bus Lanes Evaluation Summary



Does Not  
Meet Criteria



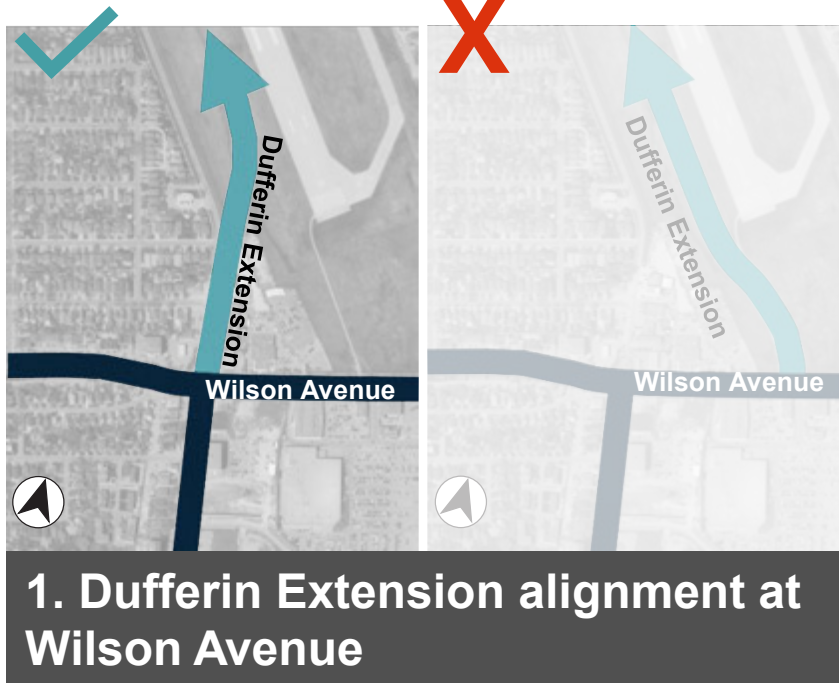
Meets  
Criteria

Category	Weighting	Option A – Dedicated Bus Lanes on Dufferin Street	Option B – Dedicated Bus Lanes on Billy Bishop Way
Category 1: Connectivity and Technical Viability	High		
Category 2: Social Environment	High		
Category 3: Natural Environment	Medium	N/A	N/A
Category 4: Cultural Environment	Medium	N/A	N/A
Category 5: Environmental Sustainability and Resilience	High	N/A	N/A
Category 6: Economic Sustainability	Medium		
Overall		<b>Preferred</b>	

# Early Alternative Designs Summary



The following summarizes the three Early Alternatives Design recommendations for Stage 1 of this study:







# DRAFT EVALUATION CRITERIA FOR ALTERNATIVE DESIGNS

4



# Major Street Alternative Designs (Stage 2)



- With major street network alignments established, the next stage of the EA will develop and evaluate **Alternative Designs for All Major Streets** with focus on:
  - Design Concepts (look and feel of streets based on function)
  - Street cross-section design (widths of sidewalks, bike lanes, vehicle lanes, and green infrastructure)
  - Underpass design
  - Intersection design
  - Minimizing property impacts
- The MESP evaluation criteria will be refined to align with the alternative design stage.
- Alternative design recommendations will be presented in 2026





# Draft Evaluation Criteria for Alternative Designs

## 1. Connectivity and Technical Viability



Mobility Network Performance and Traffic Impacts



Property Impacts



Connections to Existing and Planned Infrastructure



Utility Impacts



Feasibility and Constructability



Metrolinx and Rail Coordination

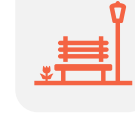


Prioritize Multi-modal / Non-Auto Travel

## 2. Socio-Economic Environment



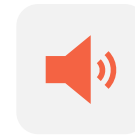
Construction Staging Impacts



Streetscaping and Community Benefits



Aligns with Downsview Secondary Plan and District Planning



Noise Impacts



Air Quality Impacts





# Draft Evaluation Criteria for Alternative Designs

## 3. Natural Environment



Street Trees



Natural Heritage Features



Stormwater Management and Green Infrastructure



Environmental Sustainability and Resilience



Environmental Input from Indigenous Perspectives

## 4. Cultural Environment



Cultural Heritage Resources and Landscapes with Cultural Heritage Values



Indigenous Interests and Rights and Use of Land / Resources for Traditional Purposes



Archaeological Resources

## 5. Costs



Life Cycle Costs



Property Costs

An aerial photograph of a park with rolling green hills, a winding paved path, and scattered trees. In the background, a city skyline is visible under a clear blue sky. The image is overlaid with a semi-transparent blue filter.

**NEXT STEPS**

5

# Get Involved



View further information on the project web page and provide your feedback.



## Public Consultation Event #1

**Location:** Virtual meeting

**Date:** June 18, 2025

**Time:** 6:30 to 8:30 pm

Register to join on the project web page

### Contact:

Jason Diceman, Senior Public Consultation Coordinator

Tel: 416-338-2830

Metro Hall, 19th Floor, 55 John Street Toronto, ON. M5V 3C6

**Comment deadline:** Monday, July 8, 2025



**Complete the online survey**



**Email**

[DownsviewEA@toronto.ca](mailto:DownsviewEA@toronto.ca)



**Learn more and subscribe at**  
[www.toronto.ca/DownsviewEA](http://www.toronto.ca/DownsviewEA)



A large outdoor art installation featuring numerous colorful dreamcatchers hanging from a metal frame. The dreamcatchers are made of various materials, including wood, metal, and fabric, and are decorated with intricate patterns and designs. The background is a clear blue sky, and the ground is covered in green grass.

**THANK YOU**  
**Questions?**