

Downsview Major Streets Environmental Assessment Phases 3 & 4

Public Consultation Report
August 2025



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Appendix A – Communication and Promotional Materials

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Executive Summary

This Public Consultation Report details the activities and feedback received during the first stage of consultation for the Downsview Major Streets Environmental Assessment (EA) Phases 3 and 4 that took place between May 27, 2025, and July 8, 2025. During this consultation period, members of the public, interest groups, and Indigenous Communities were engaged to provide feedback on the Early Alternative Designs for:

- Dufferin Street Extension:
 - Option A – Continuous Dufferin Street (Preferred Option)
 - Option B – Offset Dufferin Street
- Transit Road/Billy Bishop Way Intersection
 - Option A – Re-aligned Transit Road (Preferred Option)
 - Option B – Existing Transit Road
- North-South Dedicated Bus Lanes
 - Option A – Dufferin Street (Preferred Option)
 - Option B – Billy Bishop Way Extension

Consultation activities included meetings, discussions, presentations, distribution of notices, and an online survey. There was participation from Indigenous Communities, community interest groups, property owners, and the general public.

Many comments were received throughout the consultation process. The main themes that were discussed include traffic, property impacts, green space, multi-modal transportation, and safety. Feedback generally supported the preferred Early Alternative Design options. Key themes and values that respondents identified include:

- Maintaining existing and increasing park space and green space
- Alleviating traffic congestion from existing roads and intersections
- Implementing active transportation and public transit infrastructure
- Incorporating urban design improvements, such as greenery, lighting, and spaces for patios
- Improving accessibility to various uses and connectivity of transportation infrastructure
- Providing business development opportunities

Participants also expressed concerns regarding the project. Major concerns included potential property impacts and disruption to existing communities. Other concerns included:

- Increased noise and air quality impacts due to the implementation of additional roads and new developments
- Traffic congestion due to increased development and reduction of vehicle lanes for dedicated bus routes and/or cycling lanes
- Bus delays due to traffic congestion
- Long construction/project implementation timeline
- Road safety for various users, such as cyclists, pedestrians, and motorists

- Impacts to wildlife and natural areas within the Downsview Major Streets EA study area

All public comments have been tracked and reviewed for response. The City will remain available to engage with property owners and interested groups as further work is prepared for the second stage of public consultation targeted for the spring of 2026.

Overview

The City of Toronto is carrying out Phases 3 and 4 of the Downsview Major Streets Municipal Class Environmental Assessment (EA) Study that will further develop the work started in Phases 1 and 2 as part of the Master Environmental Servicing Plan (MESP) completed and approved by City Council in Spring 2024. Phases 3 and 4 will develop the recommended designs for major streets and municipal servicing (stormwater, sanitary, and sewer) infrastructure in the project area.

The Downsview Major Streets EA will develop designs for the following:

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

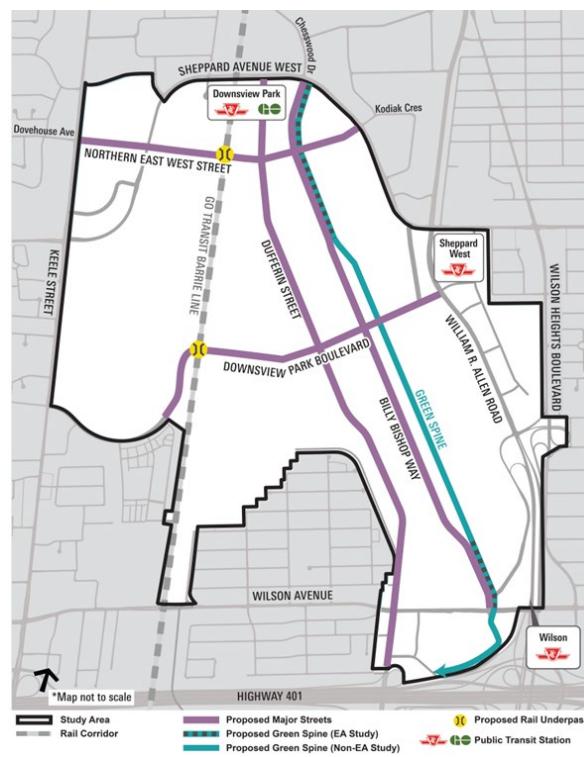


Figure 1: Map of the Downsview EA Phases 3 & 4 Study Area

This report details the consultation activities and feedback received during the first stage of consultation for the Downsview Major Streets EA, which took place from May 27, 2025 to July 8, 2025. During this consultation period, members of the public, interest groups, and Indigenous Communities were engaged to provide feedback on the Early Alternative Designs for:

- Dufferin Street Extension:
 - Option A – Continuous Dufferin Street (Preferred Option)
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- Transit Road/Billy Bishop Way Intersection
 - Option A – Re-aligned Transit Road (Preferred Option)
 - Option B – Existing Transit Road
- North-South Dedicated Bus Lanes
 - Option A – Dufferin Street (Preferred Option)
 - Option B – Billy Bishop Way Extension

The City engaged with Indigenous Communities and a range of interest groups including residents, businesses, property owners, government and review agencies, institutions, community organizations, and the general public. A wide range of complementary communication and consultation activities were utilized to encourage broad participation. The City of Toronto is committed to engaging interest groups in a meaningful way that is transparent, inclusive, contemporary, and accountable. The City engaged with Indigenous Communities and a range of interest groups including residents, businesses, property owners, government and review agencies, institutions, community organizations, and the general public.

Notification & Consultation Activities

Notification

A variety of methods were used to notify interest groups and members of the public for each meeting that was held during the first stage of consultation for the Downsview Major Streets EA Phases 3 and 4:

- Project Webpage: toronto.ca/DownsviewEA (13,300 visitors)
- Physical Notice Distribution:
 - Ancaster Community Meeting notices distributed by Canada Post neighbourhood mail (1,700 copies)
 - Public Consultation/Notice of Commencement distributed through a private flyer-delivery service (2,270 copies total – 525 to the Dovehouse Avenue Area, 330 to the Chesswood Drive and Kodiak Crescent Area, 1090 to the Stanley Greene Area, and 325 to the Najib Abboud Lane Area)
- Email Notice Distribution:
 - Email to project list (over 700 subscribers)
 - Email notice to interest group list including resident associations, community groups, organizations, institutions, and elected officials (390 contacts)

- Email notice to Indigenous Communities: Mississaugas of the Credit First Nation, Six Nations of the Grand River, Huron Wendat Nation, the Williams Treaties First Nations consultation coordinator (representing Alderville First Nation, Curve Lake First Nation, Mississaugas of Scugog Island First Nation, and Hiawatha First Nation), Haudenosaunee Chiefs Confederacy Council, and Kawartha Nishnawbe.
- Email notice to agencies and utilities (37 contacts)
- Social media: Ads on Facebook and Instagram, targeting postal codes M3J, M3H, M2R, M3L, M3M, and M3K

Consultation Activities

Members of the public and interest groups were invited to share comments and ask questions through online and in-person events, at community meetings, a Business Improvement Association (BIA) meeting, an online survey, and through phone, email, or written letters.

Feedback was received through the following activities:

- An in-person Ancaster Community Interest Group meeting and presentation on May 27, 2025, from 6:30 to 8:30 p.m. at the Ancaster Community Centre, attended by 73 people
- An in-person Downsview Community Resource Group meeting on May 29, 2025, from 6:00 to 8:00 p.m. at the YZD Experience Centre, attended by 33 members
- An in-person Wilson Village BIA meeting and presentation on June 16, 2025, from 7:00 to 8:30 p.m., at Buzz Buzz Pizza, 822 Wilson Avenue, attended by 29 people
- A virtual meeting and presentation with potentially impacted property owners on June 17, 2025 from 6:30 to 8:00 p.m., attended by 14 people
- A virtual public meeting and presentation on June 18, 2025, from 6:30 to 8:30 p.m., attended by 48 people
- A total of 79 email/phone comment submissions were received between May 3, 2025 to July 8, 2025. All comments were recorded and reviewed for consideration and response by City Staff

The following sections summarize the time, location, notification methods, attendees, and overall purpose of each consultation activity. Notification and consultation materials can be found in Appendix A.

Ancaster Community Meeting

The meeting was attended by City Staff, Consultants (including Parsons, Aercoustics Engineering, and Alliance Technical Group), Northcrest Developments, Councillor Pasternak (Ward 6) and staff, and 73 community members.

Jason Diceman, Senior Public Consultation Coordinator in the City's Public Consultation Unit facilitated the meeting. Niki Siabanis (Senior Project Manager from the City's Transportation Services Major Projects Unit), Mani Shahrokni (Project Manager from Parsons), and Salina Chan (Deputy Project Manager from Parsons) presented on the

progress of the project, the Early Alternative Design evaluation process including Ancaster residents' proposed Alternative Design Option "C", the preferred option for each Early Alternative Design, and draft evaluation criteria for all major streets. A question-and-answer session followed the presentation where attendees asked questions either verbally or in writing, and City Staff and Consultants provided answers. Participants were provided a comment sheet to record feedback during the meeting, and/or to submit to the City afterwards, and a notetaker recorded minutes. City Staff and Parsons also spoke with attendees following the meeting and recorded additional comments.

Community Resource Group (CRG) Meeting

City Staff, Northcrest Developments, and Canada Lands reconvened the Downsview CRG as directed by City Council. The purpose of the meeting was to tour and discuss development plans on the Downsview Lands. The EA Team attended the meeting to present the Downsview Major Streets EA to the CRG. The meeting was facilitated by Third Party Public and was attended by 33 CRG members, City Staff, Parsons, Canada Lands Company, and Northcrest Developments. Representatives from local organizations who participated in-person are listed below:

1. Afro Caribbean Farmers' Market
2. Ancaster Public School Parent Council
3. Arbo Village Seniors Association
4. Black Urbanism Toronto
5. Centennial College
6. Downsview Lands Community Voice Association
7. Duke Heights BIA
8. Eritrean Community Network
9. Mary Centre
10. North York Arts
11. North York Community House
12. Our Greenway Conservancy
13. Philippine Legacy and Cultural Alliance
14. Play Forever
15. Right Path World Arts Centre
16. TNG Community Services
17. Toronto Urban Growers
18. TTCriders
19. Working Women Community Centre
20. York University
21. Youth Now on Track Services (YNOT)
22. Seven community members not affiliated with a specific group

Third Party Public facilitated the meeting and presented an overview of the CRG Process and a review of the CRG membership Terms of Reference. Community Planning Staff, Canada Lands Company and Northcrest Development provided an overview of the Downsview Secondary Plan and the Downsview Community Development Plan Priority Areas. Following that presentation, City Staff and Parsons presented on the Downsview Major Streets EA Phases 3 and 4. Opportunities for

questions and feedback followed the presentations. City Staff asked the following questions:

- Do you have any comments or questions on the Early Alternative Design recommendations?
- What do you/your organization consider important factors when we develop alternative designs for major street infrastructure (sidewalk widths, cycle tracks, street trees, transit, intersection design, etc.)? How can major street infrastructure help reflect community values?
- Are there any evaluation criteria that should be considered that are not on the draft list? Would you suggest any changes to the current draft list?

Responses were recorded and grouped into the following themes: traffic, transit, and congestion; pedestrian and cycling; green infrastructure; cultural planning; water infrastructure, and other feedback.

[Wilson Village Business Improvement Area \(BIA\) Meeting](#)

The Wilson Village BIA invited City Staff and Parsons to attend a BIA meeting to share information about the Downsview Major Streets EA. The meeting was attended by City Staff, Parsons, Ward 6 Councillor, and 29 BIA members.

The meeting was facilitated by Tony Kyriakopoulos, the Chair of the Wilson Village BIA. Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) and Salina Chan (Deputy Project Manager from Parsons) presented on the project history, Early Alternative Design findings and draft evaluation criteria for all major streets. A question and answer period followed the presentation.

[Potentially Impacted Property Owners Meeting](#)

45 letters were sent by Canada Post registered mail inviting property owners to attend. The meeting was attended by 14 people.

The meeting was facilitated by the City's Public Consultation Unit, and featured a presentation by Niki Siabanis (Senior Project Manager from the City's Transportation Services Major Projects Unit) on the study background, conceptual designs developed during Phases 1 and 2, potential property impacts, Early Alternative Designs, next steps, and the project timeline. The presentation was followed by a question and answer period. Participants provided additional comments through the online survey and emails following the meeting, and a notetaker recorded minutes.

[Public Event #1](#)

The meeting information was included as part of the 2,270 Notice of Commencement flyers distributed to the Downsview area. Social media directed interested individuals to the project website, which provided details about the meeting. 48 people attended the meeting.

Jason Diceman (Senior Coordinator in the Public Consultation Unit) facilitated the meeting and Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) presented study background information, followed by Salina Chan

(Deputy Project Manager from Parsons) who presented the evaluation findings of the Early Alternative Designs and draft evaluation criteria for all major streets. Kirk Brewer presented the project's next steps, followed by a question and answer period. Participants were asked to provide comments through the online survey, and a notetaker recorded minutes.

The materials prepared for Public Event #1, including the information panels and presentation slides were posted to the project webpage on June 4, 2025, and hard copy printed materials were made available upon request.

Agencies and Utilities

A total of 37 agencies (local, provincial, and federal government agencies, railway, and utility companies) were sent email notification on June 10, 2025, about the Downsview Major Streets EA and were invited to share comments and ask questions via phone, email, or written letter. A total of 7 comment submissions were received between June 10, 2025 and July 8, 2025. All comments were recorded and reviewed for consideration and response by City Staff.

The following agencies were notified by email:

- Aptum/Beanfield/Metroconnect/Cogeco/A2B Fibre Inc./Distributel
- Bell
- Canada Lands Corporation
- Canadian Pacific Kansas City Railway (CPKC Rail)
- CN Rail
- Cogeco Data Services Inc
- CreateTO
- Enbridge Gas Distribution
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Hydro One Inc.
- Imperial Oil
- Infrastructure Ontario
- Metro Fibrewerx
- Metrolinx
- Ministry of Citizenship and Multiculturalism (MCM)
- Ministry of Municipal Affairs and Housing (MMAH)
- Ministry of Natural Resources (MNR)
- Ministry of Transportation (MTO)
- Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of the Solicitor General
- National Defence Canada
- Ontario Power Generation (OPG)
- Prestige Telecom
- Rogers Cable Systems

- Rogers Telecommunications
- Sun-Canadian Pipe Line Company Ltd.
- Telus
- Tera Span Networks
- Toronto and Region Conservation Authority (TRCA)
- Toronto Hydro
- Toronto Parking Authority
- Toronto Police Services
- Toronto Transit Commission (TTC)
- Trans-Northern Pipe Line
- Vidéotron Ltd.
- Zayo/Allstream

Indigenous Communities

The following Indigenous communities were called and/or sent email notification by John Beaucage (Principal, Counsel Public Affairs) and the City's Public Consultation Unit describing the Downsview Major Streets EA, and were asked to share comments and questions via phone, email, or written letter:

Counsel Public Affairs Outreach

- Six Nations of the Grand River
- Mississaugas of the Credit First Nation
- Huron Wendat Nation
- Williams Treaties First Nations consultation co-ordinator (representing Curve Lake First Nation, Alderville First Nation, Mississaugas of Scugog Island First Nation, and Hiawatha First Nation)

City of Toronto Public Consultation Unit Outreach

- Haudenosaunee Chiefs Confederacy Council
- Kawartha Nishnawbe First Nation

A meeting with Mississaugas of the Credit First Nation was organized by Ian Hanecak (Senior Manager, Community Relations, Northcrest Developments), and took place virtually on May 27, 2025, from 10:00 to 10:30 am. The meeting was attended by City Staff, Counsel Public Affairs, Northcrest Developments, Canada Lands Company, and two representatives from Mississaugas of the Credit First Nation. The purpose of this meeting was to share updates on the Downsview Major Street EA and better understand the perspectives of the Mississaugas of the Credit First Nation on the project. Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) presented on the study background, Early Alternative Designs, and evaluation criteria. Following the presentation, participants asked questions, provided feedback, and discussed any interests or concerns.

A meeting with Six Nations of the Grand River was organized by Ian Hanecak (Senior Manager, Community Relations, Northcrest Developments), and took place on virtually on May 29, 2025, from 1:00 to 2:05 pm. The meeting was attended by City Staff,

Counsel Public Affairs, Northcrest Developments, Canada Lands Company, and eight representatives from Six Nations of the Grand River. The purpose of this meeting was to share updates on the Downsview Major Street EA and better understand the perspectives of the Six Nations of the Grand River on the project. Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) presented on the study background, Early Alternative Designs, and evaluation criteria. Following the presentation, participants asked questions, provided feedback and discussed any interests or concerns.

Online Survey

An online survey was available on the City's project webpage from June 4, 2025 to July 8, 2025. 396 respondents started the survey, and 270 respondents completed all questions. The survey included background information on the project, six questions about the project options, and demographic questions. Participation was anonymous.

Feedback Summary

Ancaster Community Interest Group Meeting Comments

Questions and comments from the May 27, 2025 Ancaster Community Interest Group meeting are summarized below:

Topic	Question and Comment Summary
Community Impacts	<ul style="list-style-type: none"> Concerns regarding increased noise and traffic in the Ancaster community due to increased public events, new developments, and proposed street alignments Clarification on whether other ongoing / planned developments in and around the community were factored into the project considerations Clarification on whether a green buffer will be maintained between the community and the proposed street alignments
Consultation and Public Involvement	<ul style="list-style-type: none"> Local concerns and proposals need to be adequately considered in the evaluation of options Request for more robust engagement Request for more visual examples of each design option
Property Impacts	<ul style="list-style-type: none"> Clarification about the timing of notifications to impacted property owners Concern about property impacts and property acquisition
Street Design and Evaluation	<ul style="list-style-type: none"> Clarification on the evaluation results for the Dufferin Extension options Clarification on the efficacy of T-intersections versus offset intersections General support for the offset Dufferin Extension Option B Clarification regarding whether an overpass was considered for the Dufferin extension Clarification on why two new major north-south streets are required

Topic	Question and Comment Summary
Safety	<ul style="list-style-type: none"> • Request to add stop signs at Garratt Boulevard and Plewes Road
Transportation and Connectivity	<ul style="list-style-type: none"> • Residents suggested additional alternatives to the preferred alignments, including widening Allen Road and adding connections to Transit Road • Clarification on the meaning of pedestrian-friendly neighbourhoods

Community Resource Group Meeting Comments

Questions and comments from the May 29 Community Resource Group meeting are summarized below:

Topic	Question and Comment Summary
Active Transportation	<ul style="list-style-type: none"> • Suggestions to design for a variety of uses and users (e.g. children, seniors, people with disabilities, etc.) • Interest in including street furnishing, such as benches, plantings, shaded areas, public washrooms, and art • Support for safety interventions, such as physical separation from cars • Suggestions for encouraging cycling through design, such as having smooth surfaces for cycling, covered parking stations, and tool/air stations
Community Impacts	<ul style="list-style-type: none"> • Support for the integration of green infrastructure and community spaces, such as a community garden • Interest in the integration of community amenities and public gathering spaces • Interest in celebrating the cultural diversity of the Downsview area
Public Transit	<ul style="list-style-type: none"> • Interest in local and regional transit connectivity, including connections to Wilson Station
Safety	<ul style="list-style-type: none"> • Interest in lowering speed limits on residential streets
Traffic Impacts	<ul style="list-style-type: none"> • Concerns about worsening traffic congestion with additional development • Clarification on how congestion will be minimized with the Dufferin extension
Water Infrastructure	<ul style="list-style-type: none"> • Suggestion to consider water use and treatment as well as economic impacts related to water management

Wilson Village Business Improvement Area Meeting Comments

Questions and comments from the June 16, 2025 Village BIA meeting are summarized below:

Topic	Question and Comment Summary
Consultation and Public Involvement	<ul style="list-style-type: none">• Clarification on why Option A is the preferred option for the Dufferin Extension and how community input is incorporated into the Project
Economic Development	<ul style="list-style-type: none">• Concerns regarding potential impacts to the Wilson Village BIA sign at Dufferin Street and Wilson Avenue• Clarification on potential impacts to the timing of BIA projects/investments
Phasing and Timeline	<ul style="list-style-type: none">• Clarification on Phases 3 & 4 EA timing and the construction timeline of the proposed street network. Interest in earlier delivery of the project
Traffic Impacts	<ul style="list-style-type: none">• Concerns regarding the proposed streets' ability to accommodate increased traffic volumes• Concerns about severe congestion on Wilson Avenue during Highway 401 incidents

Potentially Impacted Property Owners Meeting Comments

Questions and comments from the June 17, 2025 Potentially Impacted Property Owners meeting are summarized below:

Topic	Question and Comment Summary
Consultation and Public Involvement	<ul style="list-style-type: none">• Requests for more opportunities to provide input going forward• Request for transparency on how property impacts are considered in the evaluation of alternatives
Property Impacts	<ul style="list-style-type: none">• Questions around when property owners will be notified whether their property will be impacted• Concern around right-of-way impacts of Dufferin Street widening• Questions around how compensation is provided for land acquisition and the maximum land that could be taken from a property
Transit and Connectivity	<ul style="list-style-type: none">• Questions around future transit routes and whether Dufferin buses will bypass Wilson Station• Requests for clarity around roadway upgrades and widenings to current roads, such as Sheppard Avenue and Wilson Avenue

Public Event #1 Comments

During the June 18 Public Event #1 meeting, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Consultation and Public Involvement	<ul style="list-style-type: none">• Some requests for more transparency and meaningful involvement in decision-making• Concern around scoring and weighting methods used in evaluation process
Community Impacts	<ul style="list-style-type: none">• Some Ancaster community members in opposition to the Dufferin Street extension, citing increased traffic, insufficient consultation, and health impacts from pollution• Concern around potential property impacts and request for clarity on how properties will be affected• Concern around demolishing part of the Supply Depot Building at 40 Carl Hall Road
Infrastructure Effectiveness and Safety	<ul style="list-style-type: none">• Some residents of the Stanley Greene neighbourhood report ongoing water pressure issues, request infrastructure improvements• Concern around safety at the Carl Hall Road rail crossing• Request for noise fences to mitigate noise impacts• Requests for dedicated cycling infrastructure and safer pedestrian routes on major roads
Phasing and Timeline	<ul style="list-style-type: none">• Concern around uncertainty of timelines and potential adjustments to the phasing plan• Requests for clarity on when construction would begin
Traffic and Connectivity	<ul style="list-style-type: none">• Concern around current and future congestion, particularly on Wilson Avenue, Dufferin Street, and Highway 401 access• Concern around whether extensions would create attractive connections to Highway 401• Concern surrounding existing limited motor vehicle access routes to Stanley Greene• Concern about heavy truck traffic along the Dufferin Street Extension resulting in impacts such as increased traffic congestion, noise and pollution

Agency and Utilities Comments

Comments received from Agencies and utilities are summarized below:

Topic	Comment Summary
General	<ul style="list-style-type: none">• Confirmed receipt of project notification email and requested to remain updated if relevant impacts are anticipated• Updated contact information• Provided general information regarding agency-specific interests, such as regulatory requirements, and instructions on if/when to be engaged

Indigenous Community Comments

Questions and comments from the virtual meeting held with the Mississaugas of the Credit on May 27, 2025, are summarized below:

Topic	Comment Summary
Consultation	<ul style="list-style-type: none">• Request to be engaged and informed in a timely manner throughout the project process
Economic Development	<ul style="list-style-type: none">• Request to consider economic development opportunities
Environmental Studies	<ul style="list-style-type: none">• Interest in reviewing environmental reports

Questions and comments from the virtual meeting held with the Six Nations of the Grand River on May 29, 2025, are summarized below:

Topic	Comment Summary
Consultation	<ul style="list-style-type: none">• Request to be engaged and informed in a timely manner throughout the project process• Inquiry about the availability of capacity funding• Questions about the availability of First Nations language translation services• Clarification on how input will be taken into consideration in upcoming studies
Cultural Significance	<ul style="list-style-type: none">• Information about how Indigenous communities' relationship with the natural environment is interconnected with cultural and socio-economic environments, and how those interests may be impacted by the project
Design	<ul style="list-style-type: none">• Interest in the inclusion of commemoration opportunities
Economic Development	<ul style="list-style-type: none">• Request to consider economic development opportunities
Environmental Studies	<ul style="list-style-type: none">• Interest in reviewing the Stage 1 Archaeological Assessment and other project documents• Interest in environmental components, including Species at Risk and species of interest to Indigenous communities
Evaluation Criteria	<ul style="list-style-type: none">• Suggestion to increase the weighting of the natural environment criteria or creating an additional criterion for cultural and socio-economic impacts due to the interconnected nature of the criteria• Concerns regarding impacts to nearby properties and other natural areas, including Downsview Park

Email and Phone Communication

Interested parties and individuals provided additional comments to City Staff by email and phone call. 72 comments were received via email and/or phone. Questions and comments received are summarized below:

Topic	Question and Comment Summary
Consultation Activities	<ul style="list-style-type: none">• Clarification on the format of consultation activities• Request for general information about the Phases 3 & 4 EA• Request to remain informed and participate in consultation activities• Request for copies of the presentation slides and relevant studies, such as noise, air quality, and traffic studies• Contact information updates• Advocacy for inclusion of / representation from the Carl Hall Road neighbourhood• Concern about transparency from the City regarding the EA process
Community Impacts	<ul style="list-style-type: none">• Concerns about potential property impacts due to the Dufferin Street extension• Concern about impact to land value as a result of the proposed street network• Concern about potential impacts to existing businesses• Concern about impacts to the Ancaster Community from the preferred alignments, such as increased traffic, community safety, increased air and noise pollution, and reduced green space
Traffic and Connectivity	<ul style="list-style-type: none">• Concern about sufficiently managing existing traffic congestion and projected traffic volumes• Concern about the Rogers Stadium impacting existing traffic, including increased pedestrian activity during concerts and congestion at Carl Hall Road• Concern about accessibility and connectivity in the Stanley Greene neighbourhood, given the limited vehicle access to Keele Street via Downsview Park Boulevard• Suggestion for alleviating traffic by providing a multi-modal transportation network• Concern about traffic capacity to accommodate existing and future traffic at Carl Hall Road

Online Survey

Responses received to each question in the online survey are described in this section. Out of 396 respondents who started the survey, 270 respondents completed all questions.

Question 1: Please describe your relationship to the Downsview Major Streets EA study area. (Select all that apply)

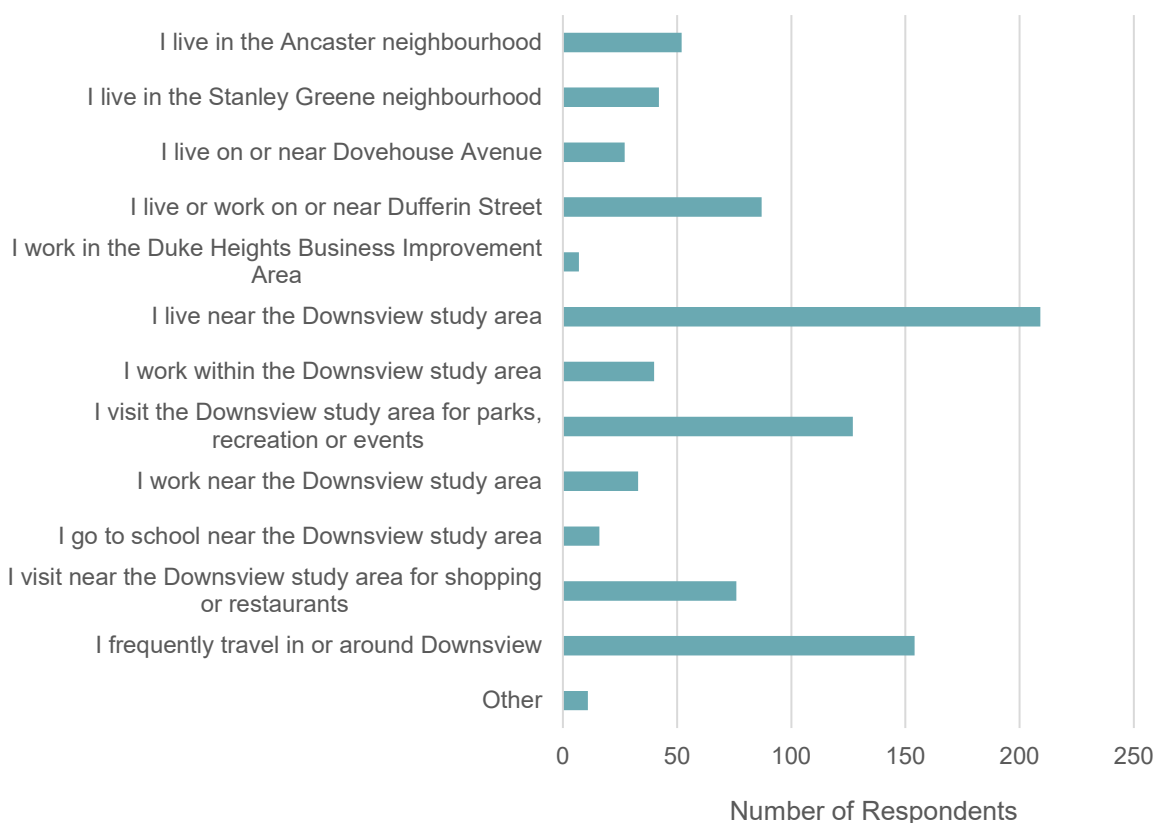


Figure 2. Bar Chart of Respondents' Relationships to the Downsview Major Streets EA Study Area

Respondents were able to select up to 13 options to describe their relationship to the Downsview Major Streets EA study area, and a total of 396 respondents completed the question. The three most common responses identified were:

1. I live near the Downsview study area
2. I frequently travel in or around Downsview
3. I visit the Downsview study area for parks, recreation or events.

Approximately 50 – 100 respondents live in the Ancaster neighbourhood, live or work on or near Dufferin Street, and/or visit the Downsview study area for shopping or restaurants.

Less than 50 respondents identified the following uses for the Downsview study area:

- I live in the Stanley Greene neighbourhood
- I live on or near Dovehouse Avenue

- I work in the Duke Heights BIA
- I work within the Downsview study area
- I work near the Downsview study area
- I go to school near the Downsview study area
- Other

Respondents that selected 'Other' included people that travel through the area and people who used to live or work in the area.

Question 2: What are the first three (3) characters of your postal code?

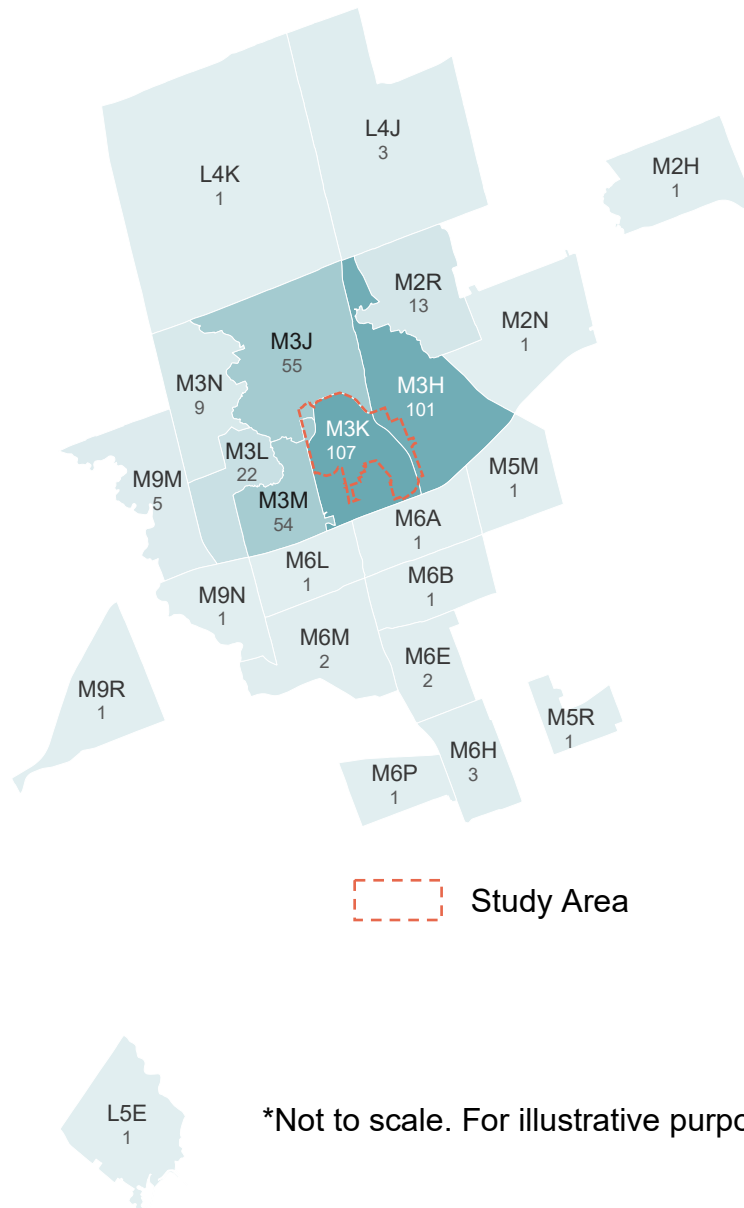


Figure 3. Map of Respondents by Postal Code

Respondents were able to enter the first three digits of their postal code, and a total of 396 respondents completed the question. The two most common responses were M3K

and M3H. M3K includes the Ancaster, Stanley Greene, and Winston Park neighbourhoods and M3H includes the Bathurst Manor, Wilson Heights, and Downsview Park neighbourhoods. Other respondents are located in the surrounding areas, as shown in the above map.

Question 3: How do you typically travel in and around the Downsview area?
(Select all that apply)

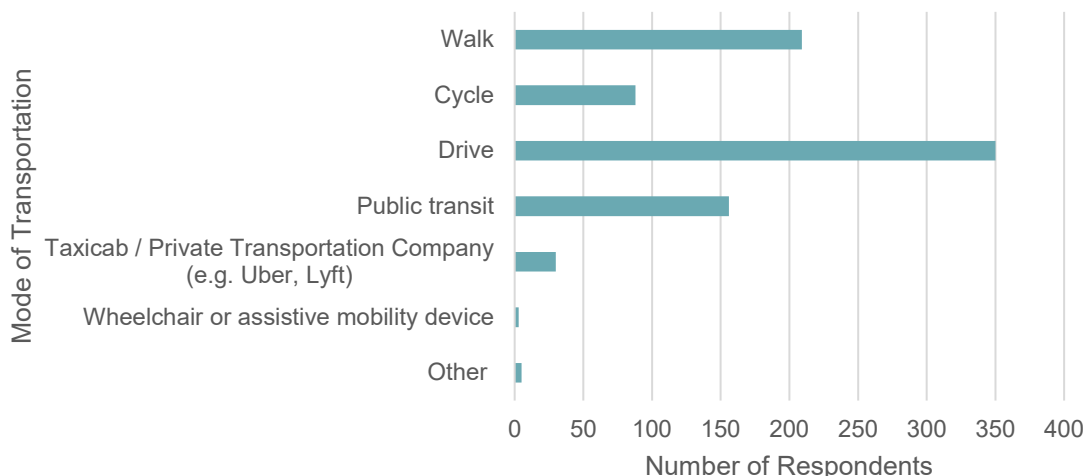


Figure 4. Bar Chart of How Respondents Travel In and Around the Downsview Area

Respondents were able to select up to 7 options to describe how they travel in and around the Downsview area, and a total of 396 respondents completed the question. The most common mode of transportation was by driving, which represented 88% of respondents. Walk (53%) and public transit (39%) were the second and third most common responses. Some users also cycle (22%), use private transportation companies (8%), or use wheelchair or assistive mobility devices (1%) to travel in and around Downsview. Those who selected other modes of transportation included options such as electric scooters and higher-order transit.

Question 4: Provide your comments on the Dufferin Street Extension evaluation and preferred option.

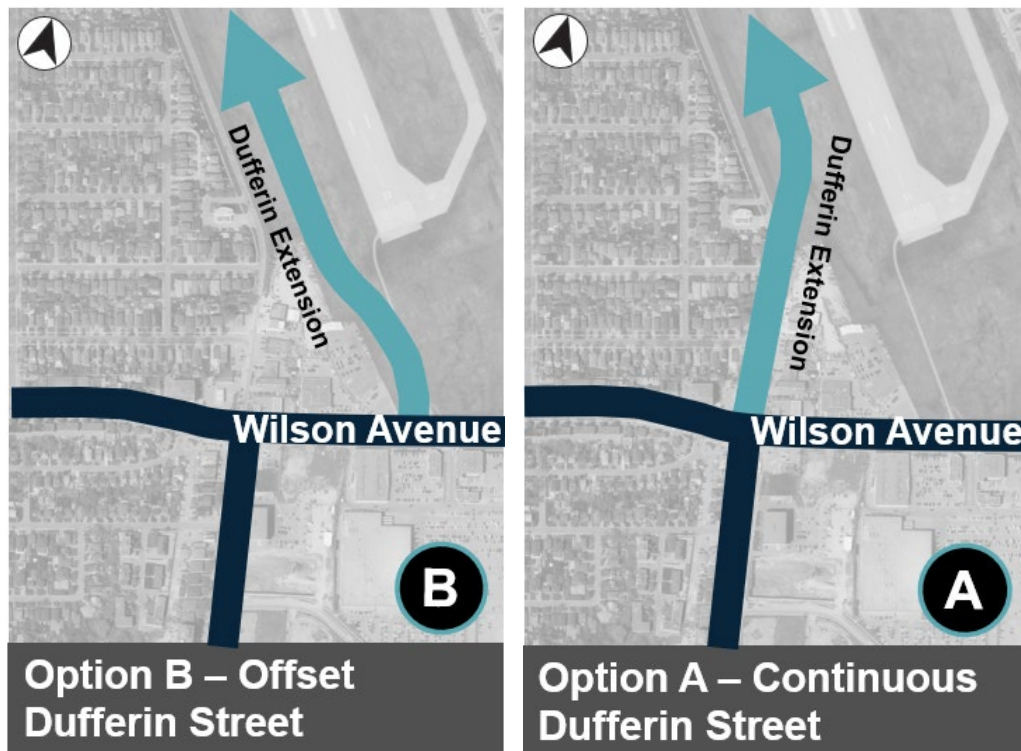


Figure 5. Dufferin Street Extension Options

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

- **Option A (Preferred Option):** The Master Environmental Servicing Plan 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

Respondents were asked to provide feedback on the Dufferin Street Extension evaluation and preferred option, and a total of 257 respondents completed the question. The following table summarizes the open-ended feedback received from respondents.

Topic	Comment Summary
Community Impacts	<ul style="list-style-type: none"> • Concerns about property impacts and expropriation • Concerns about increased traffic on local streets and increased traffic congestion due to the proposed designs • Support for urban design improvements • Some respondents indicated opposition to the potential increase of higher density housing (e.g., condos) and associated noise and traffic impacts in the Downsview area • Interest in alleviating traffic congestion from existing roads/intersections • Interest in more community amenities • Concerns about increased noise impacts
Early Alternative Design Options	<ul style="list-style-type: none"> • Support for extending Dufferin Street to alleviate existing congestion and improve connectivity • Interest in understanding where the proposed Dufferin Street Extension will connect in the north. • Suggestions for connections at the north end of the proposed Dufferin extension. • Many respondents who preferred Option A noted it seemed like the more logical/practical choice • Some respondents who preferred Option B cited reduced impacts on the existing community as a reason, such as pedestrian safety, noise, and traffic increase on local streets, compared to Option A • Some respondents who preferred Option A cited reasons including improved safety (e.g., minimizing left turns), less traffic congestion, reduced travel time, and easier navigation compared to Option B
General	<ul style="list-style-type: none"> • Interest in minimizing impacts to Downsview Park
Land Use	<ul style="list-style-type: none"> • Interest in maintaining existing parks and green spaces
Natural Environment	<ul style="list-style-type: none"> • Concerns about potential environmental impacts / interest in limiting environmental impacts
Transportation	<ul style="list-style-type: none"> • Support for active transportation • Concern that bike lanes will worsen traffic congestion by taking away lanes for cars • Questions about whether there is enough demand to warrant the inclusion of bike lanes

An analysis of the expressed preferences found the following spread between respondents who prefer Option A, respondents who prefer Option B, and respondents who did not support either option.

Expressed Preferences for Dufferin Street Extension Options

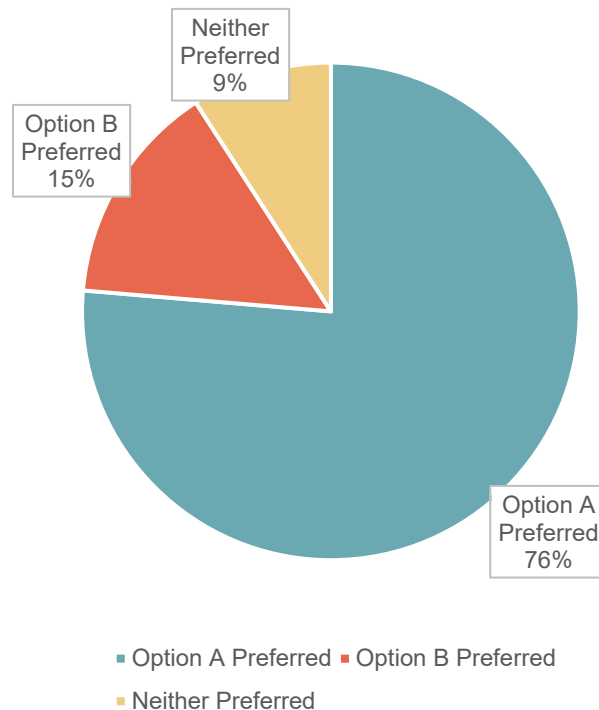


Figure 6. Pie Chart of Expressed Preferences for Dufferin Street Extension Options

Of the individuals who expressed a preference, 76% preferred Option A (Continuous Dufferin Street), 15% preferred Option B (Offset Dufferin Street), and 9% did not support either option.

The responses from this question were cross-referenced with Question 1 to further to assess how preferences may vary based on where respondents live and/or their relationship to the study area. There is some overlap in responses, as individuals had the option to self-identify with multiple categories.

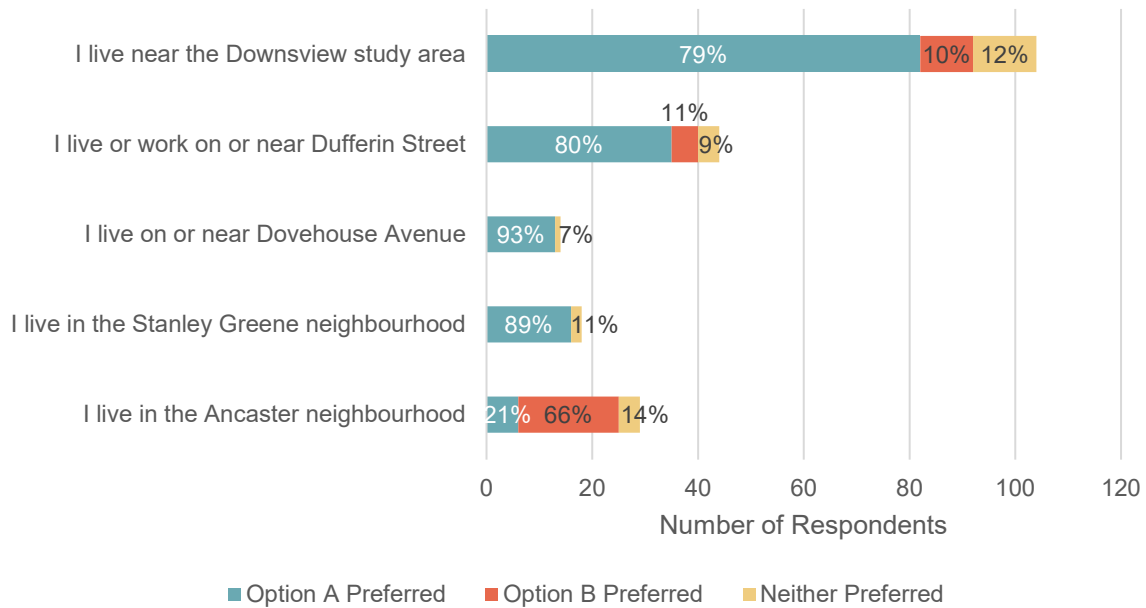


Figure 7. Expressed Preferences for Dufferin Street Extension Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Live

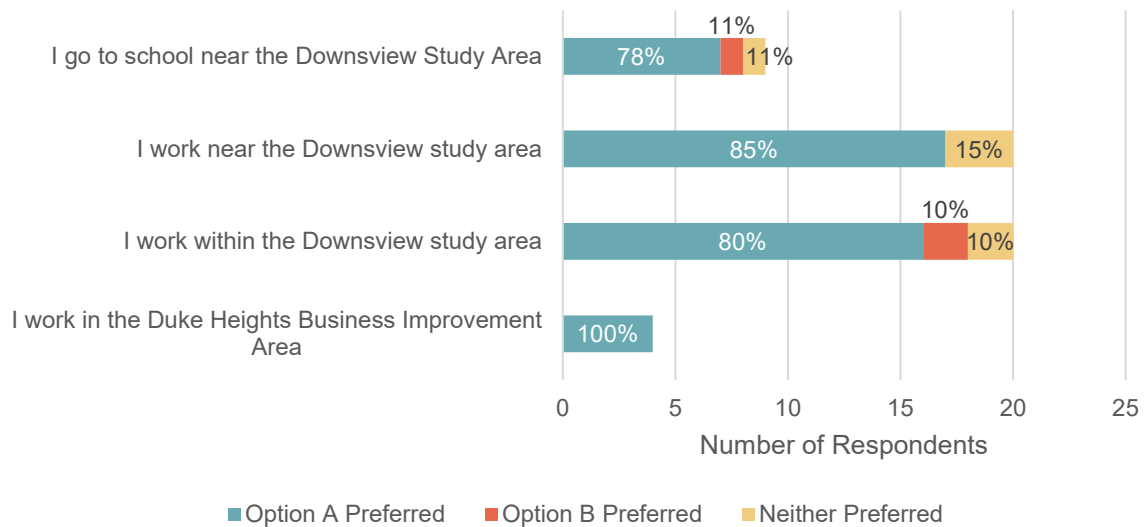


Figure 8. Expressed Preferences for Dufferin Street Extension Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Work and Study

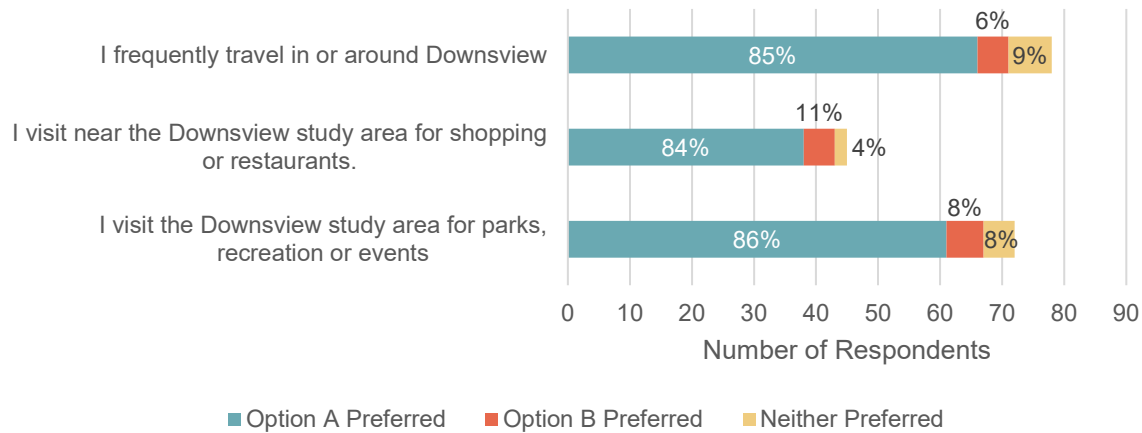


Figure 9. Expressed Preferences for Dufferin Street Extension Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Visit

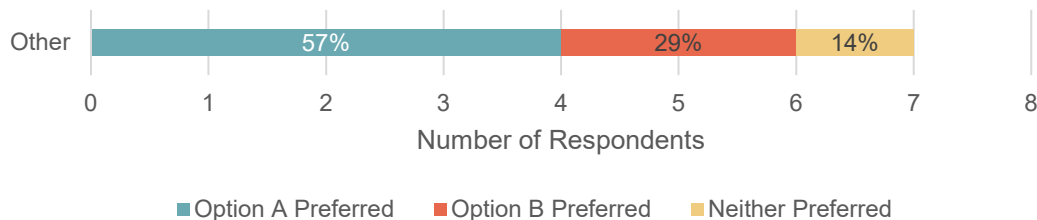


Figure 10. Expressed Preferences for Dufferin Street Extension Based on Relationship to Downsview Major Streets EA Study Area, Based on Respondents Who Selected 'Other'

The data indicates that Option A is the predominant preference across most categories of where people live, work, study, and visit. Option A is preferred by most groups, particularly among residents of the Stanley Greene neighbourhood, those living on or near Dovehouse Avenue, those living or working on or near Dufferin Street, and those living near the Downsview study area. Similarly, Option A is favored by individuals working or studying within or near the Downsview study area and the Duke Heights BIA, and by those visiting the area or frequently traveling in or around Downsview. Respondents that selected 'Other', which included people that travel through the area and people who used to live or work in the area, also indicate a preference for Option A. However, residents of the Ancaster neighbourhood stand out by predominantly preferring Option B. While Option B receives some support across all categories, it is secondary to Option A, which emerges as the overall preferred choice.

Question 5: Provide your comments on the Transit Road/Billy Bishop Way Intersection evaluation and preferred option.

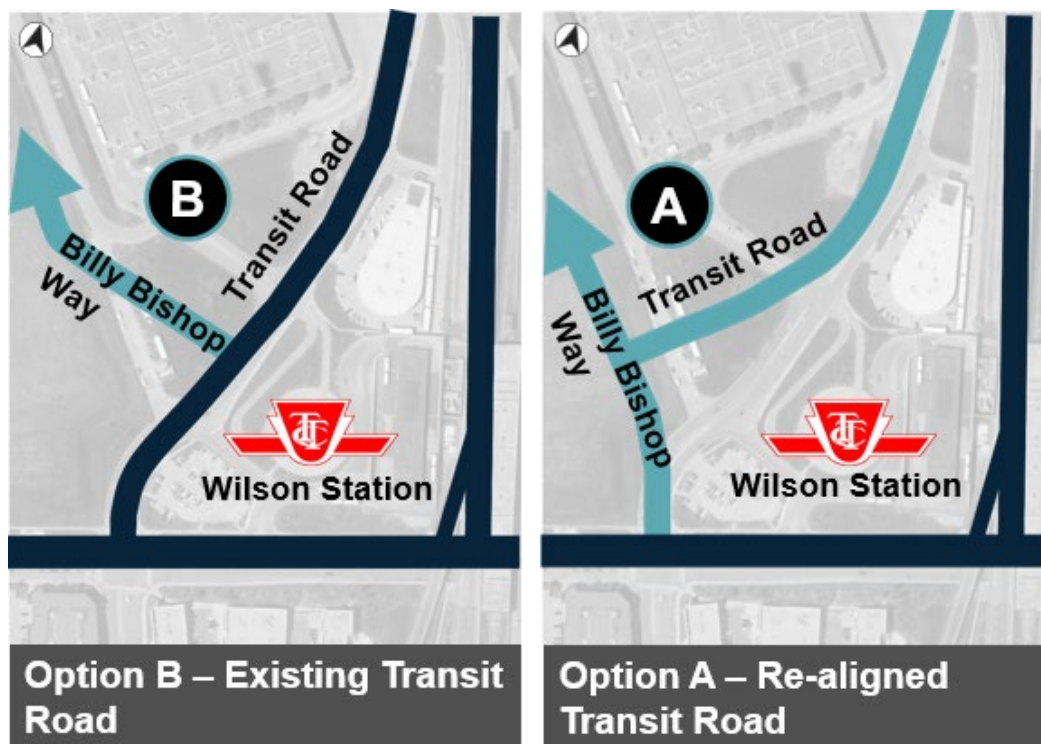


Figure 11. Transit Road/Billy Bishop Way Intersection Options

Transit Road currently connect to Wilson Avenue/Billy Bishop Way at a signalized intersection. The Downsview Major Streets Phases 3 & 4 Environmental Assessment considers two possible alignments of the Transit Road/Billy Bishop Way Intersection:

- **Option A (Preferred Option):** 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

Respondents were asked to provide feedback on the Transit Road/Billy Bishop Way Intersection evaluation and preferred option, and a total of 210 respondents completed the question. The following table summarizes the open-ended feedback received from respondents.

Topic	Comment Summary
Community Impacts	<ul style="list-style-type: none"> • Interest in alleviating traffic congestion from existing roads/intersections, such as Wilson Heights Boulevard and Chesswood Drive • Interest in maintaining good traffic flow by considering traffic circles and effective signal timing

Topic	Comment Summary
Early Alternative Design Options	<ul style="list-style-type: none"> • Need for additional clarity on the differences between the two Early Alternative Design options • Concern if the proposed roads will adequately support future traffic demand • Indifference to the proposed designs as long as traffic flow is maintained • Some respondents who preferred Option A cited reasons including increased safety at the Wilson Station passenger pick up/drop off area, improved traffic flow, and improved connectivity • Some respondents who preferred Option B cited reasons including improved bus access to Wilson Station, less impact to traffic/community disruption during construction, and interest in maintaining the status-quo • Design suggestions, such as replacing the intersection of Transit Road and Billy Bishop Lane with a roundabout and reducing the number of lanes on Transit Road
General	<ul style="list-style-type: none"> • Interest in avoiding impacts to Downsview Park
Land Use	<ul style="list-style-type: none"> • Interest in avoiding impacts to existing green spaces. A few respondents suggested creating more park space / green space instead of adding a road
Natural Environment	<ul style="list-style-type: none"> • Concerns about potential environmental impacts / interest in limiting environmental impacts
Transportation	<ul style="list-style-type: none"> • Support for dedicated bus lanes • Support for integrating public transit • Concerns about bus delays, including congestion for buses entering Wilson Station bus terminal • Interest in creating options for multi-modal travel
Safety	<ul style="list-style-type: none"> • Concern about pedestrian safety at intersections

An analysis of the expressed preferences found the following spread between respondents who prefer Option A, respondents who prefer Option B, and respondents who did not support either option.

Expressed Preferences for Transit Road/Billy Bishop Way Intersection

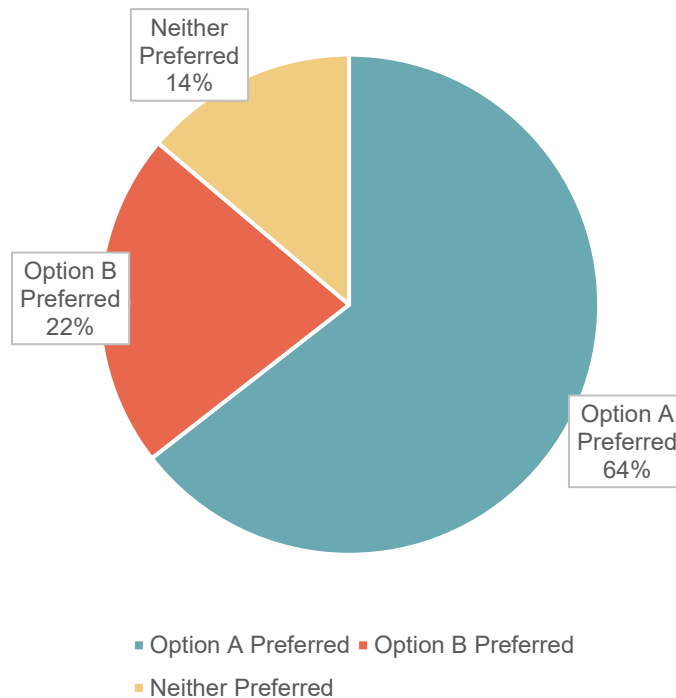


Figure 12. Pie Chart of Expressed Preferences for Transit Road/Billy Bishop Way Intersection

Of the individuals who expressed a preference, 64% preferred Option A (Realigned Transit Road), 22% preferred Option B (Existing Transit Road), and 14% did not support either option.

The responses from this question were cross-referenced with Question 1 to further to assess how preferences may vary based on where respondents live and/or their relationship to the study area. There is some overlap in responses, as individuals had the option to self-identify with multiple categories.

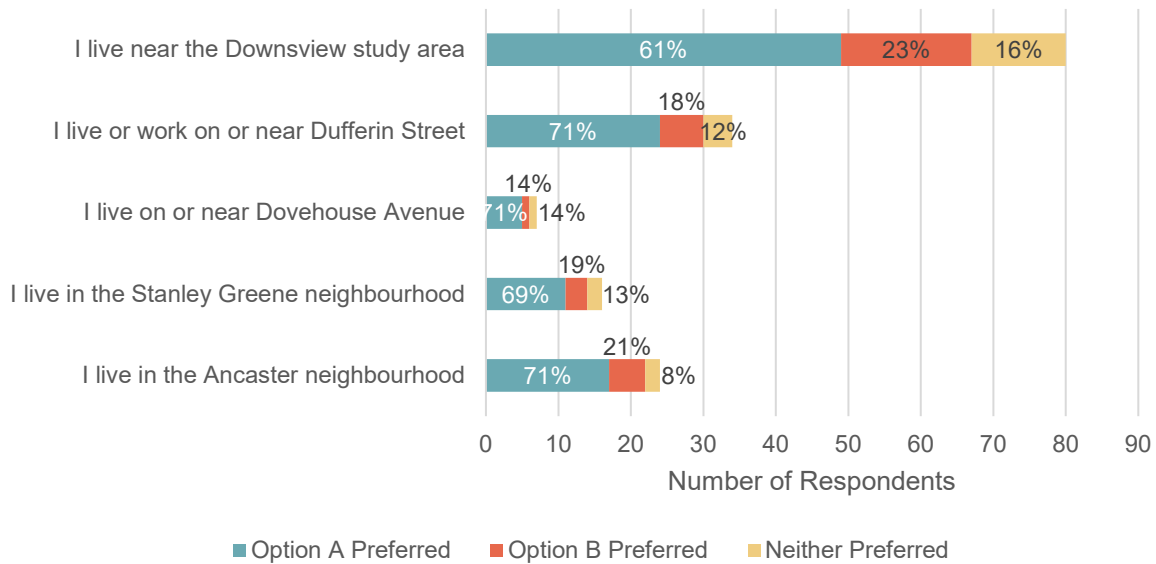


Figure 13. Expressed Preferences for Transit Road/Billy Bishop Way Intersection Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Live

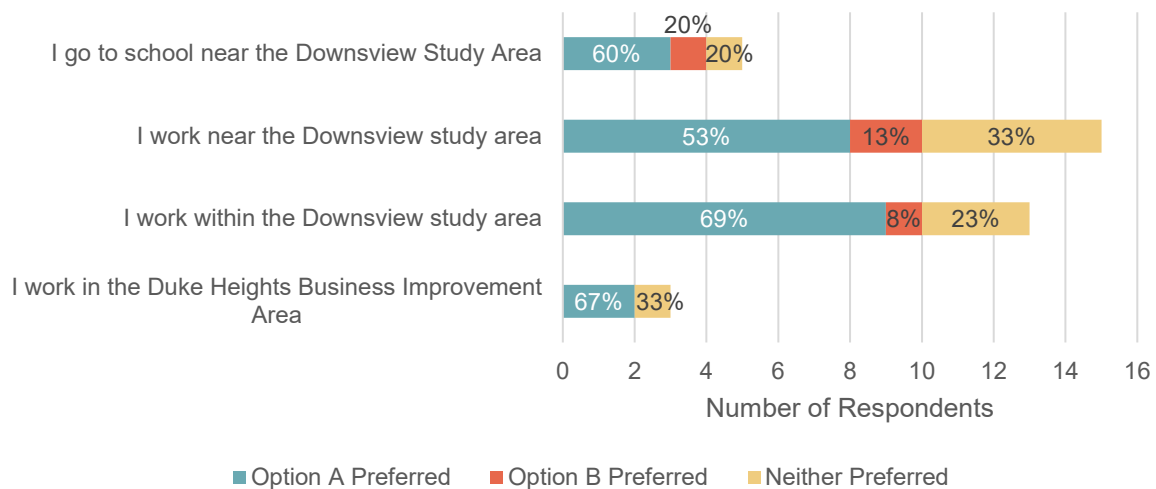


Figure 14. Expressed Preferences for Transit Road/Billy Bishop Way Intersection Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Work and Study

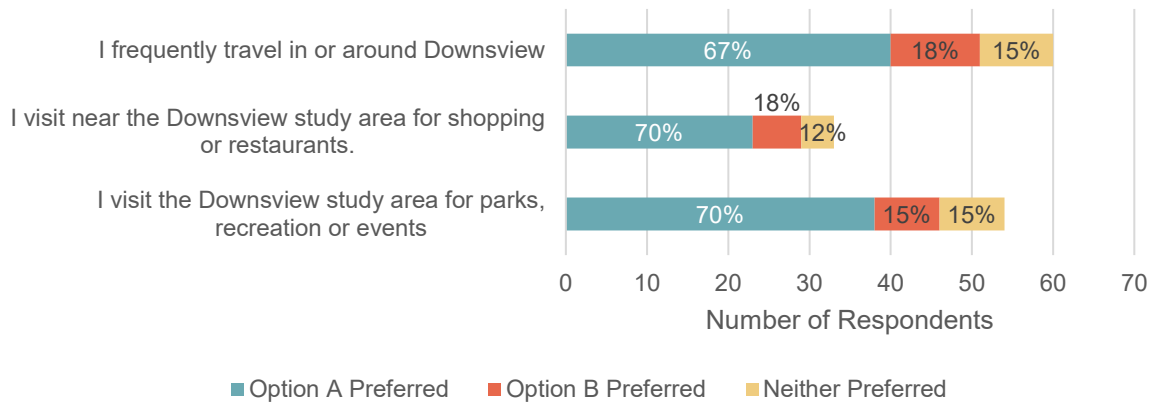


Figure 15. Expressed Preferences for Transit Road/Billy Bishop Way Intersection Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Visit

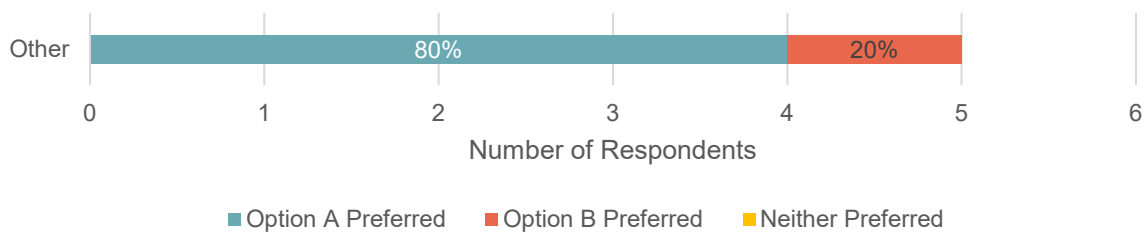


Figure 16. Expressed Preferences for Transit Road/Billy Bishop Way Intersection Based on Relationship to Downsview Major Streets EA Study Area, Based on Respondents Who Selected 'Other'

The data indicates that Option A is the predominant preference across most categories of where people live, work, study, and visit. Among residents, those living in the Ancaster neighbourhood, Stanley Greene neighbourhood, on or near Dovehouse Avenue, on or near Dufferin Street, and near the Downsview study area all show a stronger preference for Option A. Similarly, Option A is the preferred choice for individuals working or studying within or near the Downsview study area and the Duke Heights BIA. Option A remains the dominant preference by those visiting the area or who frequently travel in or around Downsview. Respondents that selected 'Other', which included people that travel through the area and people who used to live or work in the area, also indicate a preference for Option A. While Option B receives some support across all categories, it is secondary to Option A, which emerges as the overall preferred choice.

Question 6: Provide your comments on the North-South Dedicated Bus Lanes evaluation and preferred option.

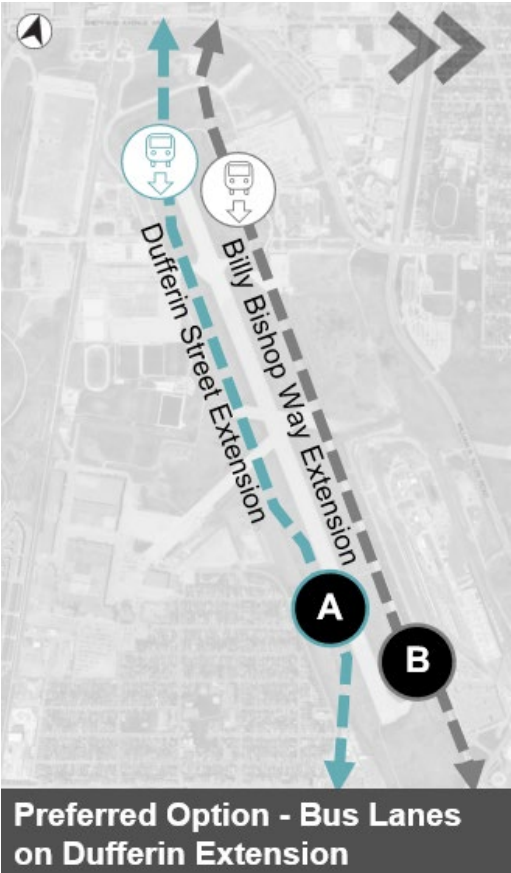


Figure 17. North-South Dedicated Bus Lanes Options

The Downsview Major Streets Phases 1 & 2 Environmental Assessment 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 (Preferred Option):** Dedicated Bus Lanes on Dufferin Street Extension
- **Option B:** Dedicated Bus Lanes on Billy Bishop Way Extension

Respondents were asked to provide feedback on the North-South Dedicated Bus Lanes evaluation and preferred option, and a total of 207 respondents completed the question. The following table summarizes the open-ended feedback received from respondents.

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none">• Interest in including active transportation infrastructure

Topic	Comment Summary
Community Impacts	<ul style="list-style-type: none"> • Interest in alleviating traffic congestion from existing roads/intersections • Concerns about impacts to neighbouring communities, such as increased local traffic and noise
Early Alternative Design Options	<ul style="list-style-type: none"> • Some respondents who preferred Option A cited reasons including improved transit connectivity and traffic flow • Some respondents who preferred Option B cited limiting disruptions (noise, traffic, property etc.) on adjacent communities
General	<ul style="list-style-type: none"> • Interest in avoiding impacts to Downsview Park
Natural Environment	<ul style="list-style-type: none"> • Concerns about potential environmental impacts / interest in limiting environmental impacts
Public Transit	<ul style="list-style-type: none"> • Some respondents opposed the concept of dedicated bus lanes in general • Support for dedicated bus lanes, citing reasons such as alleviating traffic congestion, increased accessibility, and safety • Concerns about increased traffic congestion if vehicle lanes are replaced by dedicated bus lanes • Support for reducing delays in public transit • Clarification on transit connectivity, number of bus stops and frequency of buses • Questions about whether there is enough demand to warrant the inclusion of dedicated bus lanes • Interest in encouraging transit usage to justify the implementation of dedicated bus lanes

An analysis of the expressed preferences found the following spread between respondents who prefer Option A, respondents who prefer Option B, and respondents who did not support either option.

Expressed Preferences for North-South Dedicated Bus Lanes

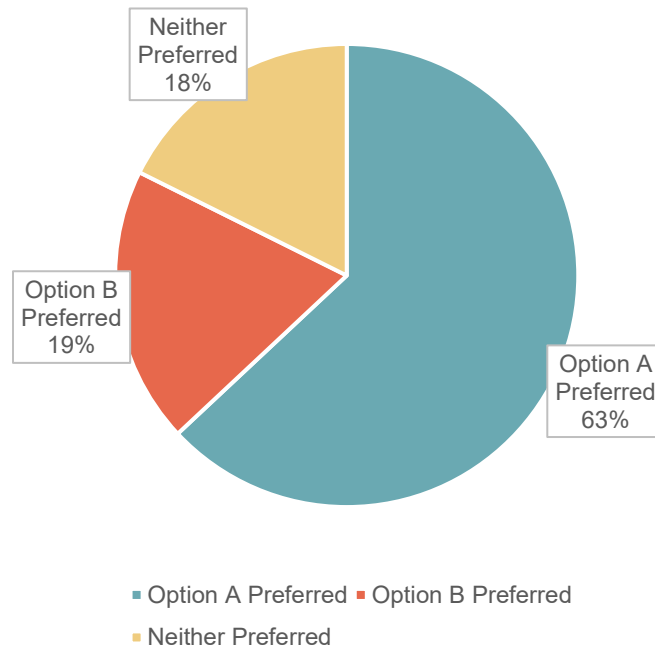


Figure 18. Pie Chart of Expressed Preferences for North-South Dedicated Bus Lanes

Of the individuals who expressed a preference, 63% preferred Option A (Dufferin Street), 19% preferred Option B (Billy Bishop Way), and 18% did not support either option.

The responses from this question were cross-referenced with Question 1 to further to assess how preferences may vary based on where respondents live and/or their relationship to the study area. There is some overlap in responses, as individuals had the option to self-identify with multiple categories.

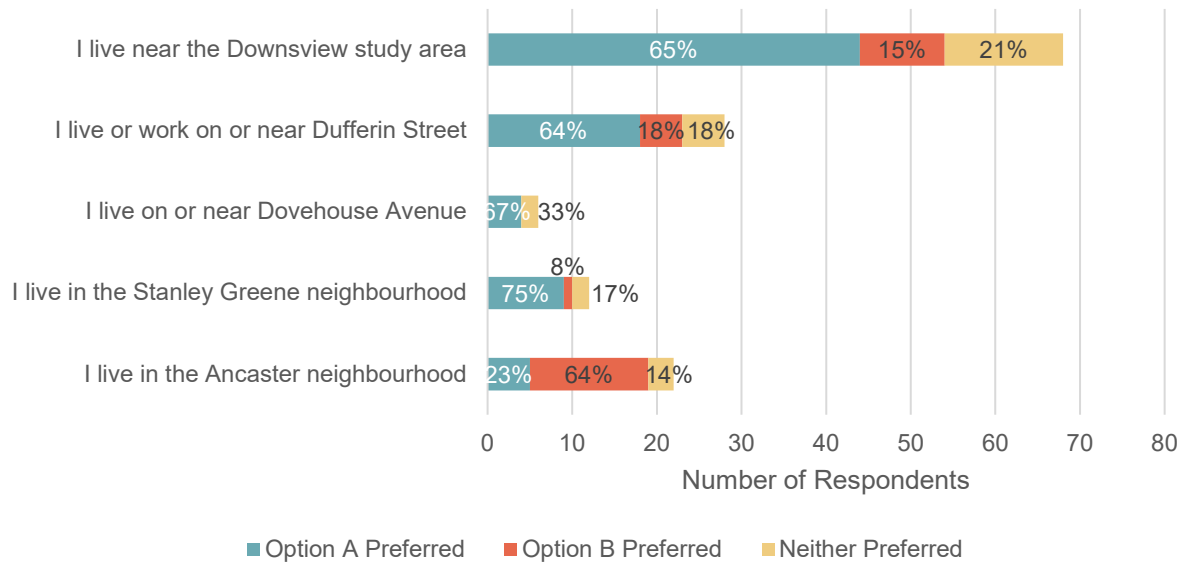


Figure 19. Expressed Preferences for North-South Dedicated Bus Lanes Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Live

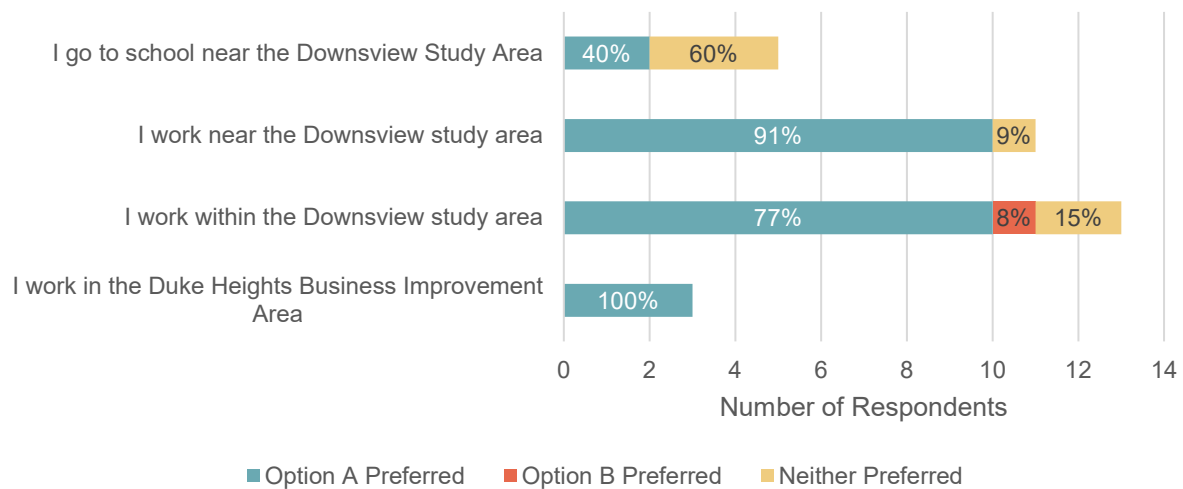


Figure 20. Expressed Preferences for North-South Dedicated Bus Lanes Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Work and Study

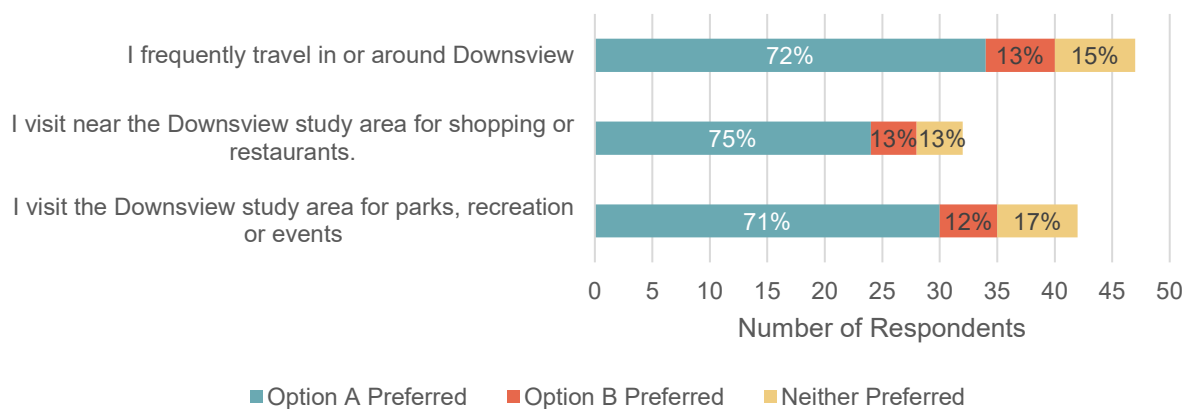


Figure 21. Expressed Preferences for North-South Dedicated Bus Lanes Based on Relationship to Downsview Major Streets EA Study Area, Based on Where Respondents Visit

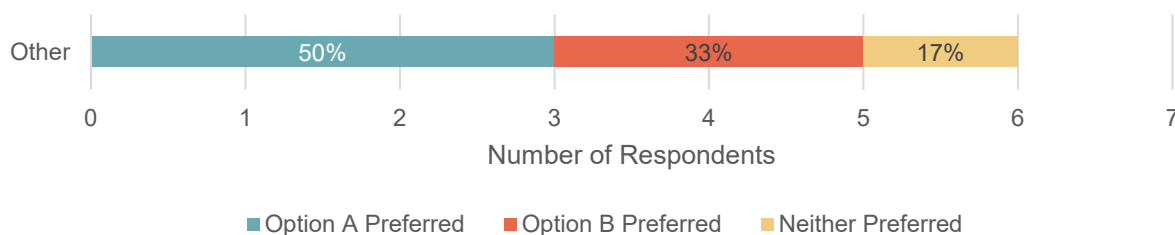


Figure 22. Expressed Preferences for North-South Dedicated Bus Lanes Based on Relationship to Downsview Major Streets EA Study Area, Based on Respondents Who Selected 'Other'

The data indicates that Option A is the predominant preference across most categories of where people live, work, study, and visit. Option A is favored by those living in the Stanley Greene neighbourhood, on or near Dovehouse Avenue, on or near Dufferin Street, and near the Downsview study area. However, residents of the Ancaster neighbourhood show a distinct preference for Option B. Option A is consistently preferred by individuals working or studying within or near the Downsview study area, as well as those working in the Duke Heights BIA. Option A remains the dominant preference by those visiting the area or who frequently travel in or around Downsview. Respondents that selected 'Other', which included people that travel through the area and people who used to live or work in the area, also indicate a slight preference for Option A. While Option B receives some support across all categories, it is secondary to Option A, which emerges as the overall preferred choice.

Question 7: What ideas and factors would you suggest be prioritized when designing the elements of the major streets (e.g. sidewalk widths, cycle tracks, street trees, transit, intersection design)?

Respondents were asked to provide suggestions for design elements and identify priorities for design. 239 individuals provided a response, and their comments are summarized in the table below.

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> • General support for the implementation of cycling infrastructure, including separated bike lanes. However, some respondents expressed concerns about bike lanes impacting traffic flow and whether there is sufficient demand for bike lanes • Interest in prioritizing pedestrians and walkability • Interest in incorporating wide sidewalks into the major streets roadway design • Interest in a connected active transportation network
Community Impacts	<ul style="list-style-type: none"> • Interest in preserving neighbourhood character • Concern about impacts to properties • Interest in maintaining traffic flow • Suggestions for having 2 lanes of traffic in each direction • Interest in designing at pedestrian-level scales and creating welcoming streetscapes • Interest in accessibility to existing and new public infrastructure • Support for both increasing and reducing driving speeds • Interest in mixed-use developments and affordable housing
Public Transit	<ul style="list-style-type: none"> • Support for dedicated bus lanes • Interest in prioritizing transit • Concern about impacts to traffic flow due to the implementation of bus infrastructure
Safety	<ul style="list-style-type: none"> • Interest in maintaining neighbourhood safety and road safety for all users (pedestrians, cyclists, drivers, e-scooters riders etc.) and age groups including seniors and youth/kids • Interest in designing safe intersections and minimizing street crossings • Interest in creating safe and continuous cycling infrastructure • Suggestions for having clear wayfinding and signage • Interest in proper winter maintenance
Urban Design	<ul style="list-style-type: none"> • Interest in having more trees, plantings and green space • Interest in visually pleasing public realms • Interest in having space for outdoor patios

Question 8: Are there any evaluation criteria that should be considered that are not on the draft list? Do you have any other suggestions or comments about the evaluation criteria?

Respondent were asked to provide their feedback on the evaluation criteria. 155 individuals provided a response, and their comments are summarized in the table below.

Topic	Comment Summary
Cultural Environment	<ul style="list-style-type: none"> • Consideration for existing graveyards (Note: there are no existing graveyards within the Downsview Major Streets Class EA study area) • Consideration for places of worship • Consideration of the heritage value of the runway and airbase
Economic Environment	<ul style="list-style-type: none"> • Consideration for business development • Consideration for mixed use / accessibility to various uses
Environment/ Sustainability	<ul style="list-style-type: none"> • Consideration for the protection of wildlife and vegetation / natural spaces • Ensure the design accounts for seasonal impacts • Consideration for renewable energy sources
Health	<ul style="list-style-type: none"> • Consideration for how the project will affect mental health of impacted community members • Consideration for construction and operational impacts on community members • Interest in promoting healthy living
Property Impact	<ul style="list-style-type: none"> • Consideration for impacts to existing properties
Recreation	<ul style="list-style-type: none"> • Consideration for impacts to existing park space • Connectivity of and accessibility to recreational infrastructure (e.g. hiking trails, community centres, etc.) • Interest in building/maintaining community relationships
Streetscape	<ul style="list-style-type: none"> • Consideration for a well-designed street scape (e.g., safety, accessibility, vibrant streets, greenery, light pollution) • People-centred design
Transportation	<ul style="list-style-type: none"> • Consideration for reduction of traffic • Interest in retaining/increasing parking spaces, including electric vehicle charging spaces • Integration of transit, auto and cycling infrastructure into the design • Connectivity of transportation networks

Question 9: Please share any additional comments, concerns, observations, or suggestions related to the Downsview Major Streets EA.

Respondents were asked to provide their feedback on the Downsview Major Streets EA. 153 individuals provided a response, and their comments are summarized in the table below.

Topic	Comment Summary
Community Impacts	<ul style="list-style-type: none"> • Concern about increased noise impacts from recent/planned developments • Concerns about impacts to property owners • Concerns about construction impacts on existing community members • Concern about increased future density and impacts to the existing character of the neighbourhood • Provide affordable housing • Include recreational spaces • Consideration for emergency vehicle access/emergency routes around Downsview Park and the Ancaster neighbourhood • Concern about adequate housing supply • Concern about increased traffic congestion due to increased density
Consultation and Public Involvement	<ul style="list-style-type: none"> • Ensure that concerns and interests from community members are heard
Environment/ Sustainability	<ul style="list-style-type: none"> • Consideration for the protection of wildlife and vegetation/natural spaces • Maintain/increase green /park space • Plant more trees and greenery • Concern about stormwater management and flooding
Phasing	<ul style="list-style-type: none"> • Interest in implementing better connections sooner and faster construction timelines
Transportation	<ul style="list-style-type: none"> • Interest in prioritizing public transit and active transportation • Interest in alleviating traffic congestion • Both support for and opposition to the implementation of bike lanes • Improve road and intersection safety • Maintain/increase the number of parking spaces • Concern about existing traffic congestion on Dufferin Street, Keele Street and near/on Highway 401

Question 10: What is your age? (Please select one)

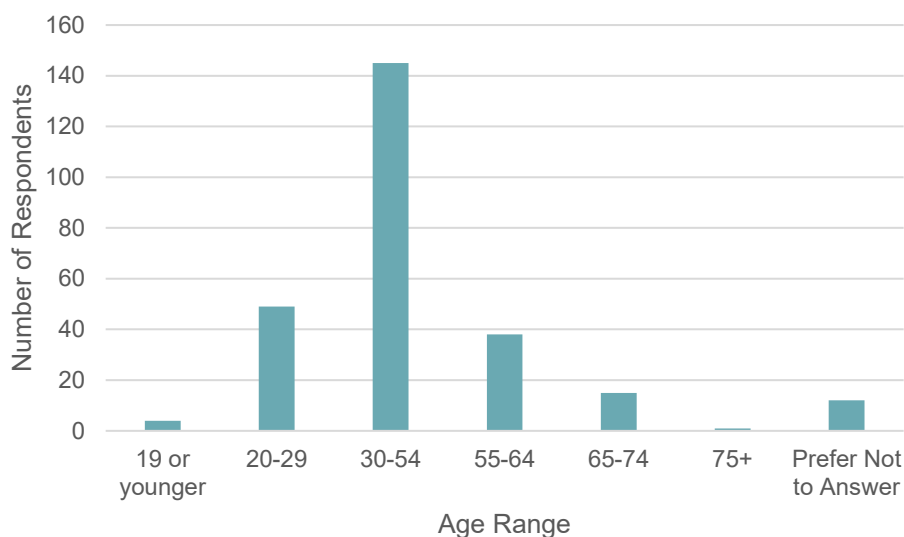


Figure 23. Bar Chart of Respondents' Ages

Respondents were asked to select one option that describes their age group, and a total of 264 responses were recorded. The largest age group represented was 30 to 54, accounting for 55% of respondents. The second most common age group was 20-29, selected by 19% of participants, followed by 55 to 64, which made up 14% of responses. Smaller portions of respondents identified as 65 to 74 (6%), 19 or younger (2%), or 75+ (0.4%). Additionally, 5% of respondents chose "Prefer Not to Answer." These results indicate that the majority of participants fall within the 30 to 54 age range, with notable representation from younger and older age groups as well.

Question 11: What best describes your gender? (Please select one)

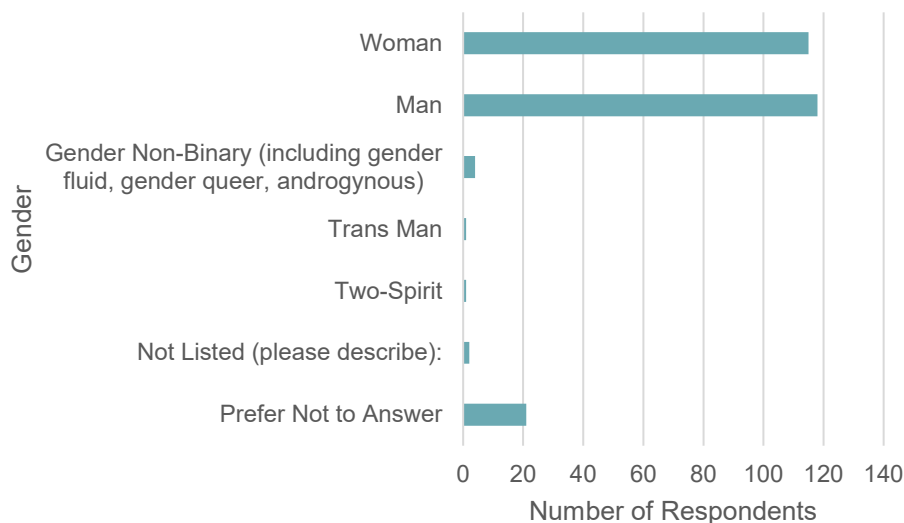


Figure 24. Bar Chart of Respondents' Gender Identities

Respondents were asked to select one option that best describes their gender, and a total of 262 responses were recorded. The majority of responses identified as either “Man” or “Woman”, with 45% and 44% respectively. A smaller portion of respondents identified as "Gender Non-Binary" (2%), "Trans Man" (0.4%), or "Two-Spirit" (0.4%). Additionally, 1% of respondents selected "Not Listed" and provided their own description, while 8% chose "Prefer Not to Answer."

Question 12: How did you find out about the Downsview Major Streets EA?

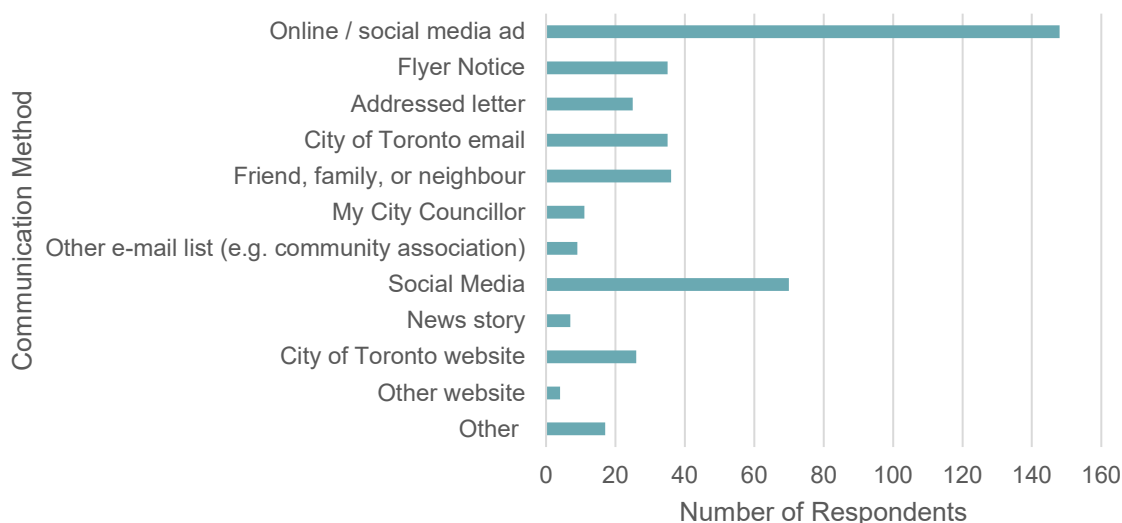


Figure 25. Bar Chart of Communication Methods which Informed Respondents of the Downsview Major Streets EA

Respondents were able to select multiple options to describe how they found out about the Downsview Major Streets EA, and 262 respondents completed the question. The most common method of discovery was through online or social media advertisements, which accounted for 35% of responses. Social media was the second most frequent source, selected by 17% of respondents, followed by referrals from friends, family, or neighbours by 9% of respondents. City of Toronto emails and flyer notices were also notable sources, with 8% of respondents each. Some respondents also heard about the Downsview Major Streets EA through addressed letters, the City of Toronto website, their City Councillor, other email lists or websites, or news stories. These results highlight the significant role of digital outreach, particularly online advertisements and social media, in informing the public about the EA.