

An aerial photograph of a city, likely Downsville, North Carolina, showing a grid of streets, a river, and various buildings. The image is overlaid with a semi-transparent blue filter. The text is centered and reads:

DOWNSVIEW MAJOR STREETS

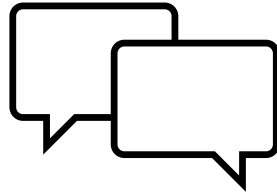
Phases 3 & 4 Environmental Assessment Study

Public Meeting #2
June 22, 2026



Agenda

- 1. Project Team**
- 2. Study Background & Project Update**
- 3. Recommended Street Design Concepts**
- 4. Design, Impacts and Mitigation**
- 5. Next Steps**
- 6. Discussion**



PROJECT TEAM

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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
- **Adam Mahoney**, Senior Engineer, Development Engineering
- **Joshua Bassett**, Senior Transportation Planner, City Planning
- **Jason Diceman**, Senior Coordinator, Public Consultation Unit

- **Parsons**

- **Salina Chan**, Project Manager and EA Lead
- **Lucius Maitre**, Deputy Project Manager
- **Mohamed Abdrabo**, Design Lead



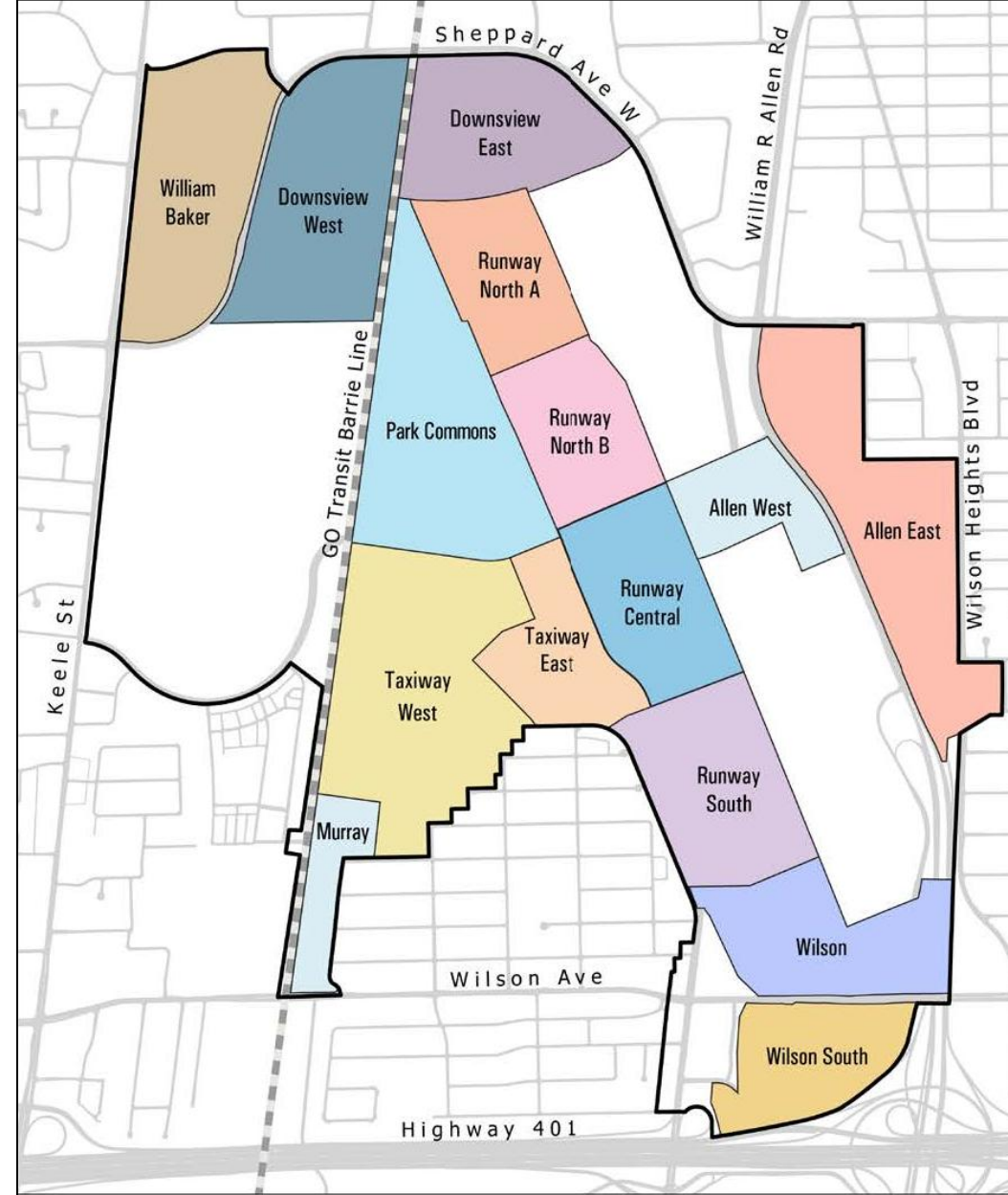


**STUDY BACKGROUND
& PROJECT UPDATE**

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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 design of the major streets and servicing infrastructure identified in the Phases 1-2 EA.



Downsview Secondary Plan District Map

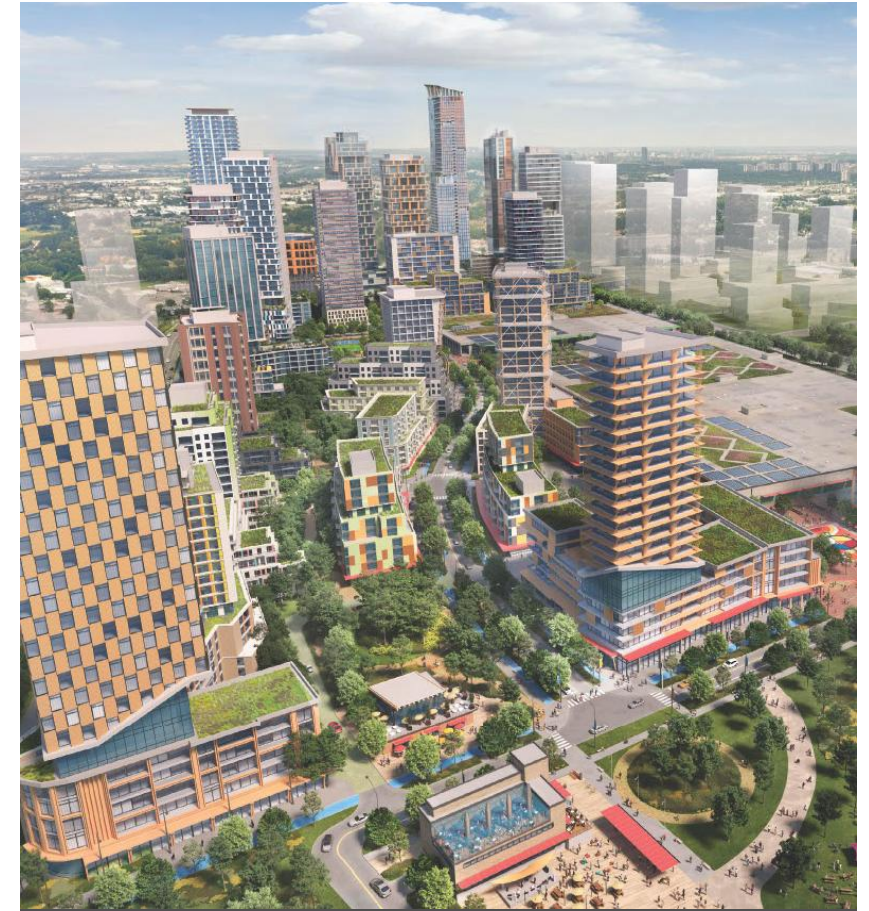
Downsview 2051



2051  **Over the next 30 years,** Downsview will become home to an estimated 115,000 new residents and 52,000 new jobs across 15 new districts.



Wilson District Conceptual Renderings



Downsview West District Conceptual Rendering



Phases 1-2 EA Findings

The Phases 1-2 EA identified the following opportunities for the new major street network:

- ▶ Reduced auto dependency
- ▶ Dedicated active transportation facilities
- ▶ Transit access and transit priority
- ▶ Connected and complete multi-modal mobility network
- ▶ Green streets and open spaces
- ▶ Interconnected water and wastewater network

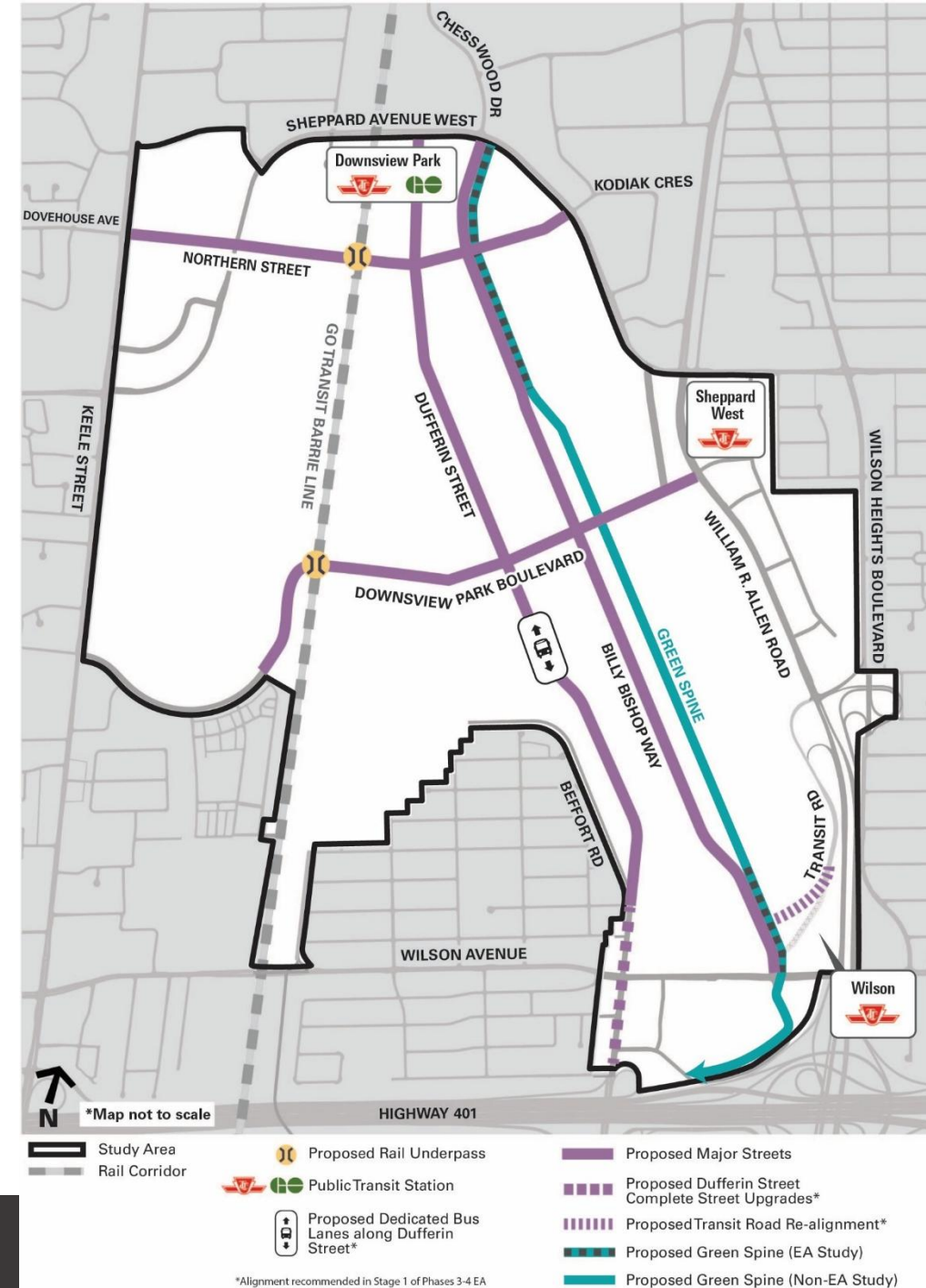


Major Street Example: Rendering of Six Points, Etobicoke

Phases 3-4 EA Scope

The Phases 3-4 EA is advancing preliminary design for

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



Meeting Objective



The objective of the meeting is to share recommendations on designs within EA scope:

EA scope



Four New Major Streets



Two Rail Underpasses



Dedicated Bus Lanes



Major Servicing Infrastructure

Outside the EA scope

- x Rogers Stadium
- x Existing traffic and noise
- x District Planning (including Taxiway West, Downsview West, and Wilson Districts)
- x Other area developments

Local Streets in Downsvie



Local streets will be designed through the District Planning process 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






Phases 3-4 EA Process





Stage 1 Recommendations

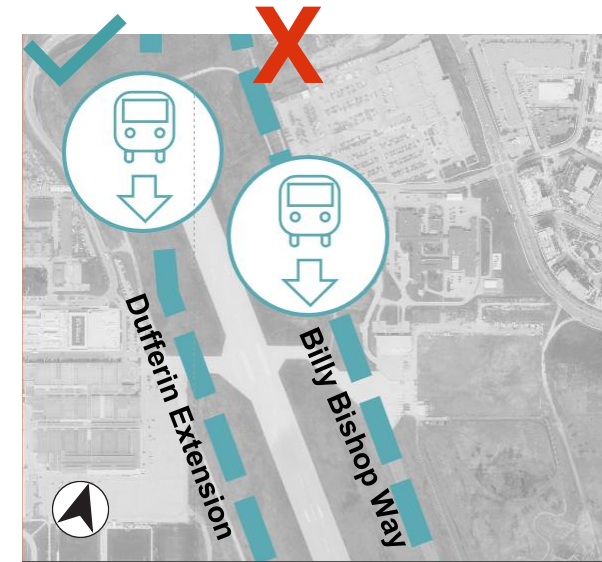
Stage 1 Consultation (May-June 2025) presented evaluations and recommendations, and invited feedback on the following three early alternative designs, which informed this stage of the project:



1. Direct Dufferin Extension alignment at Wilson Avenue



2. Re-aligned Transit Road intersection at Billy Bishop Way and Wilson Avenue



3. Dedicated bus lanes on Dufferin Street

What we heard from Stage 1 Consultation



Integrate community amenities in public spaces

We need to better understand property impacts

Provide safer and dedicated facilities for cyclists and pedestrians

Design streets for users of all ages and abilities

What is the construction timeline?

Create streetscapes with comfortable places to sit and rest, with greenery to provide shade

Consider impacts on existing residential neighbourhoods

Improve local and regional transit connectivity

Concerns about increased traffic congestion, noise impacts, and air pollution

Technical Studies

Many technical studies were undertaken to identify impacts and support design work:

- Traffic Modelling and Analysis
- Environmental Impact Study
- Stage 1 Archaeological Assessment
- Phase 1 Environmental Site Assessment
- Air and Noise Impact Studies
- Topographic Survey and Sub-surface Utility Engineering Investigations
- Geotechnical Assessment and Groundwater Monitoring

**Final reports will be available for public review as part of the final EA document*





Traffic Analysis and Findings

Traffic modelling is a tool to simulate traffic patterns and anticipate how proposed streets will operate in the future. The model considered existing traffic volumes, current and estimated future population and employment numbers, and different street and transit network configurations.

The findings of the traffic model provides input on the number of vehicular lanes required, intersection lane needs based on turning movements, and other improvements to support traffic and transit operations.

While traffic is one input into the decision-making process, it is balanced with several other considerations, including City and provincial policies about multi-modal access, equity, safety, and livability.

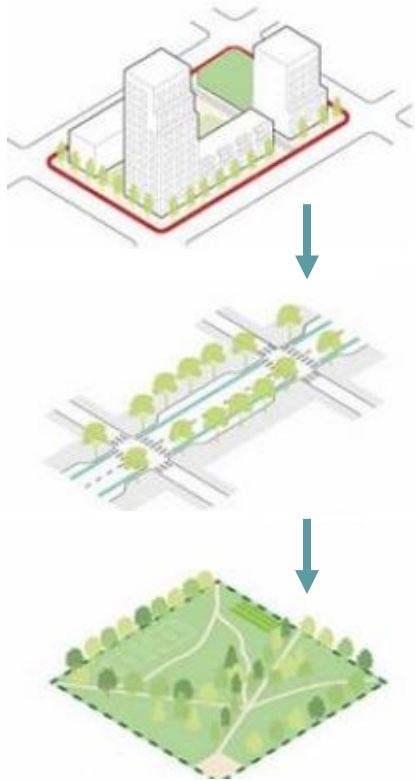


Stormwater Management Strategy



The Downsview area will implement a **decentralized stormwater management (SWM) system** by combining grey and green infrastructure to control stormwater.

This includes a **3-Tiered System** to capture the first 25mm of rainfall:



Tier 1 – Private development parcels, private streets and Privately Owned Public Spaces (POPS) manage water on-site, (e.g. permeable pavers, enhanced grass swales, rain gardens).

Tier 2 – Public streets use green infrastructure (GI) features (e.g. bioretention cells/planters, bioswales, infiltration trenches) to retain and filter water within the right-of-way and convey surplus flows to Tier 3 infrastructure.

Tier 3 – Major Parks, local parks, open spaces and the Green Spine (e.g. dry ponds and engineered wetlands) retain and slowly release water back into the ground.

Tier 2
includes
major
streets