

Evaluation Summary for Downsview Park Boulevard Alternative Designs

Downsview Major Streets Phases 3-4
Environmental Assessment

Stage 2 Public Consultation

June 2026



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1. Purpose of the Evaluation Summary

This document is supplementary material for the Stage #2 Public Consultation on the Downsview Major Streets Phases 3-4 Environmental Assessment (EA) study.

It documents the Alternative Design Concepts for Downsview Park Boulevard, the evaluation framework, scoring results against the final evaluation criteria, and provides a summary of the evaluation and key decision points on how each preferred Alternative Design Concept was selected. Full evaluation details will be included in the final report.

For more information on the project overall and details on the evaluation of Alternative Design Concepts for the other major streets, please visit the project website at www.toronto.ca/DownsviewEA.

2. Evaluation Framework

The evaluation framework for the Downsview Major Streets Phases 3-4 EA study consists of five main categories, each with related criteria and considerations. The draft evaluation criteria were presented during the first public consultation stage in June 2025 and were then refined based on feedback received. The final evaluation criteria are presented in Table 1 through Table 5.

Table 1. Evaluation Criteria – Category 1: Connectivity and Technical Viability

Criteria	Considerations
Mobility network performance and traffic impacts	<ul style="list-style-type: none"> • Geometric designs and lane configurations that meet acceptable traffic operations while also balancing safety of all road users. • Impacts to bus operations, bus delay, passenger delay and travel times, and transit impacts in a mixed traffic condition. • Traffic impacts to adjacent neighbourhoods.
Connections to existing and planned transportation	<ul style="list-style-type: none"> • Logical continuity of existing and planned streets, active transportation, and transit infrastructure to support connectivity and efficiency of networks. • Transit network and providing opportunities for transit expansion, routes and access.
Feasibility and constructability	<ul style="list-style-type: none"> • Key technical challenges and construction complexity (e.g. grading, staging, construction impacts).
Prioritize multi-modal/non-auto travel and safety	<ul style="list-style-type: none"> • Creation of urban streets that promote roadway safety through design and physical elements. • Safety and comfort for vulnerable road users. Includes sufficient widths to accommodate various design users (e.g. cargo bikes, electric bikes, electric scooters, etc.); separation of uses and conflict points. • Accessibility and all ages and abilities requirements and best practices. • Alignment with City Transportation policies, standards and guidelines.
Stormwater management and green infrastructure (GI)	<ul style="list-style-type: none"> • Opportunities to implement GI that achieves the most co-benefits (e.g. increases biodiversity, addresses urban heat island, enhances air quality, etc.) over traditional stormwater management strategies, with a priority on GI that requires less maintenance and upkeep. • Area for GI to meet stormwater management modelling requirements. • Potential for integration with landscaping and plantings.
Utility impacts	<ul style="list-style-type: none"> • Utility impacts due to servicing expansion, road widening and green infrastructure.
Metrolinx and rail coordination	<ul style="list-style-type: none"> • Aligns with Metrolinx design standards and guidelines, allowing for easier Metrolinx approvals. • Impacts to the rail corridor and rail operations. • Opportunities for future plans for the rail corridor crossing.

Table 2. Evaluation Criteria – Category 2: Socio-Economic Environment

Criteria	Considerations
Construction impacts	<ul style="list-style-type: none"> • Temporary construction impacts on surrounding areas such as noise, dust, duration of construction, particularly to any sensitive uses. • Impacts to private/commercial accesses during construction.
Streetscaping and community benefits	<ul style="list-style-type: none"> • Streets as public spaces that contribute to street vibrancy, sense of place, and well being. • Opportunities for public open spaces/gathering spaces within the road ROW.
Integration with surrounding uses	<ul style="list-style-type: none"> • Impacts on adjacent uses and suitability to existing/planned uses.
Aligns with Downsvew Secondary Plan (DSP) and District Planning	<ul style="list-style-type: none"> • Alignment with Downsvew Secondary Plan. • Street design supports existing and proposed adjacent land uses and the vision of each District, including development potential. • Alignment with right-sizing ROW principles for the Downsvew area.
Noise impacts	<ul style="list-style-type: none"> • Impacts to existing and future sensitive areas including residential and institutional uses. • Complexity of noise mitigation measures (if required).
Air quality impacts	<ul style="list-style-type: none"> • Impacts to existing and future sensitive areas including residential and institutional uses. • Space dedicated towards street trees to potentially improve air quality.
Property impacts	<ul style="list-style-type: none"> • Property impacts due to servicing expansion and road widening. • Impacts to existing accesses and driveways.

Table 3. Evaluation Criteria – Category 3: Natural Environment

Criteria	Considerations
Natural environmental features	<ul style="list-style-type: none"> • Extent of potential impacts to natural environmental features, including wildlife, SAR, habitat, woodlands, water features, etc. • Opportunity to create or improve natural environmental areas including for trees, vegetation, and wildlife habitat.
Street trees	<ul style="list-style-type: none"> • Impacts to existing trees. • Opportunity to create a comfortable street canopy that supports street tree health.
Environmental sustainability and resilience	<ul style="list-style-type: none"> • Alignment with City Green Streets standards and guidelines and TransformTO strategies. • Climate change resiliency through managing stormwater sustainably and resistance to extreme weather events. • Reduction in greenhouse gases.
Inclusion of environmental input from Indigenous perspectives	<ul style="list-style-type: none"> • Potential impacts to plant species of Indigenous interest, which have significance for medicinal, cultural and crafting purposes. • Opportunities for renaturalization / replanting of native species of Indigenous interest. • Opportunities for the natural environment to deliver cultural and socio-economic benefits from an indigenous perspective.

Table 4. Evaluation Criteria – Category 4: Cultural Environment

Criteria	Considerations
Built cultural heritage resources	<ul style="list-style-type: none"> • Impacts on built heritage resources (i.e. avoid, modify, relocate or demolish and commemorate).
Archaeological resources	<ul style="list-style-type: none"> • Extent of impacts in areas of archaeological potential.
Impacts on Aboriginal and Treaty Rights and use of Land / Resources for Traditional purposes	<ul style="list-style-type: none"> • Enables and supports a culture of environmental stewardship and cultural uses of the land. • Opportunities to mitigate impacts and accommodate Indigenous values such as through renaturalization, commemoration, or inclusion through art, design, etc.

Table 5. Evaluation Criteria – Category 5: Costs

Criteria	Considerations
Costs (e.g., capital costs, operational costs, maintenance costs)	<ul style="list-style-type: none"> • Capital costs. • Operational costs (i.e. TTC surface routes). • Maintenance costs (i.e. degree of maintenance requirements, training requirements).
Property costs	<ul style="list-style-type: none"> • Land acquisition costs.

Each alternative was evaluated using the 5-level “circle” sliding scale, as shown graphically in Figure 1. A level 1 on the scale, i.e., an empty circle, indicates that the alternative does not meet criteria. A level 5 on the scale, i.e., a full circle, indicates the alternative best meets the criteria. Criteria bolded in black represent the most significant criteria within their category and are weighted more strongly as part of the evaluation.

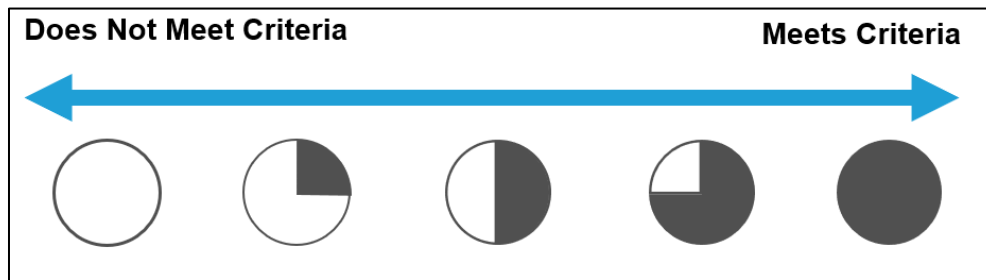


Figure 1. Evaluation Criteria Rating System

3. Development of Alternative Design Concepts

Phase 3 of the EA process involves identifying and evaluating Alternative Design Concepts to recommend a preferred design concept. The Major Streets are separated into distinct segments to allow for more detailed and context-specific evaluations (Figure 2). Alternative Design Concepts are identified and evaluated for each segment.

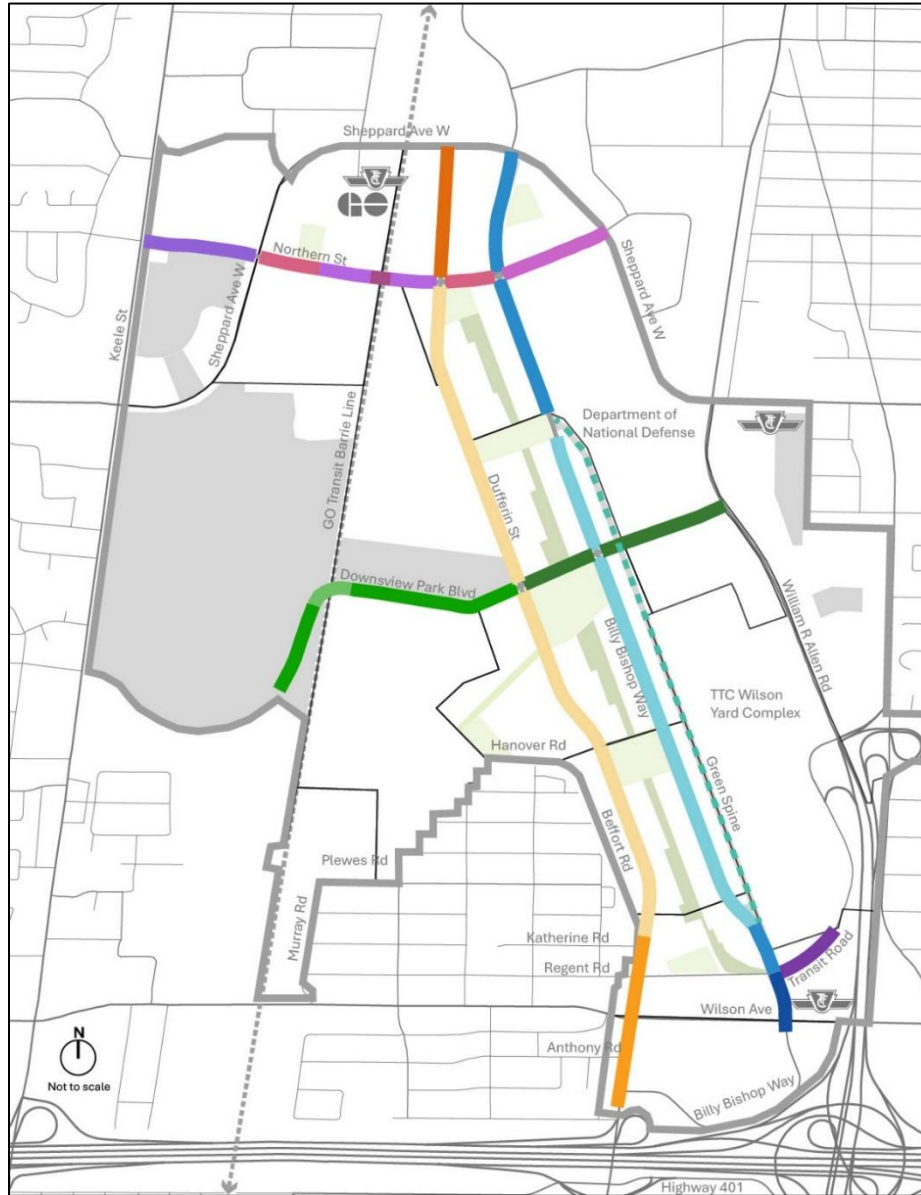


Figure 2. Street Segments Key Plan

4. Downsview Park Boulevard – Alternative Design Concepts

Downsview Park Boulevard is a new east-west major street that will extend from the existing terminus of Downsview Park Boulevard on the west and connect to Allen Road on the east. Downsview Park Boulevard will have an underpass, where the road crosses underneath the existing GO Transit Barrie rail line. Downsview Park Boulevard was assessed using the following distinct segments as shown in Figure 3:

1. Existing Downsview Park Boulevard to Dufferin Street
2. Downsview Park Boulevard Underpass
3. Dufferin Street to Allen Road

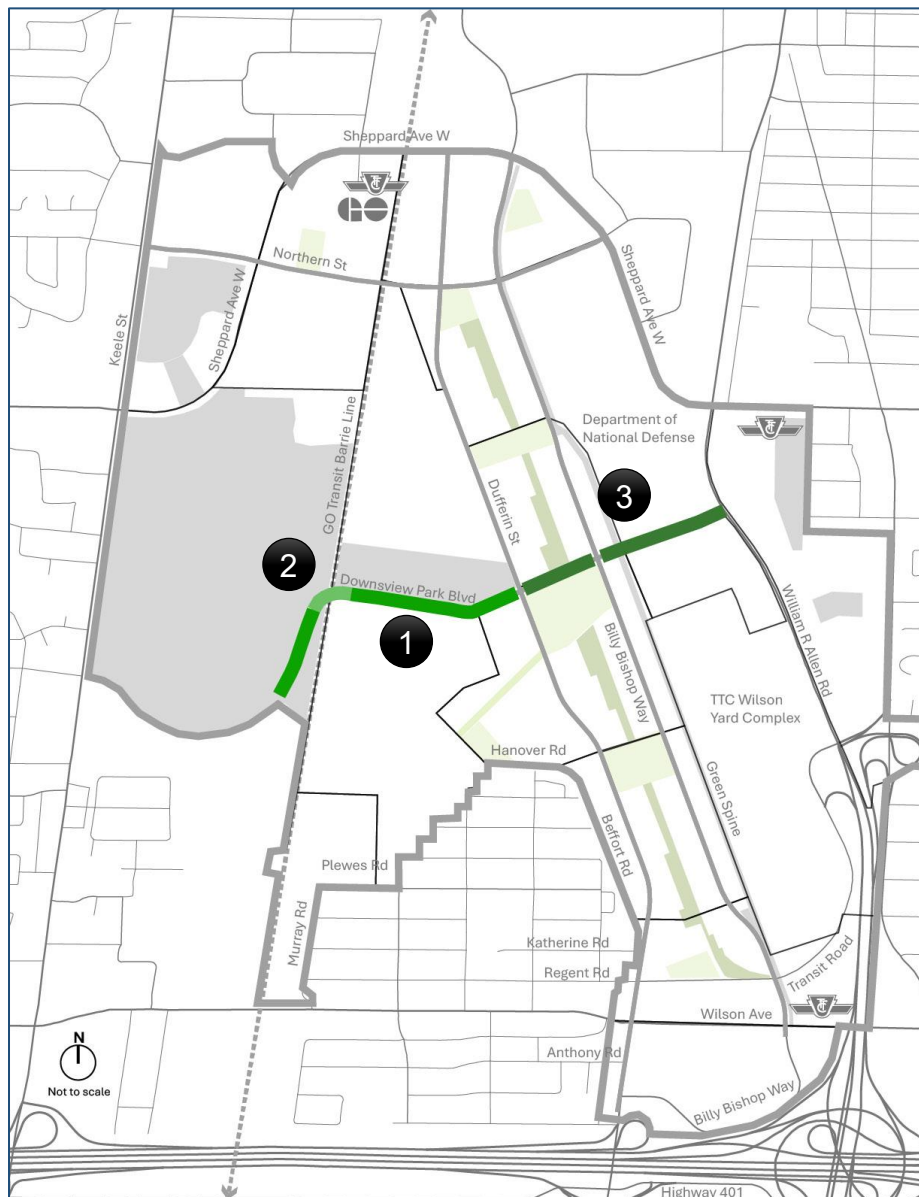


Figure 3. Downsview Park Boulevard Segment Key Plan

4.1. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street)

This segment of Downsview Park Boulevard extends for approximately 980m from existing Downsview Park Boulevard to Dufferin Street, excluding the underpass segment (Figure 4).

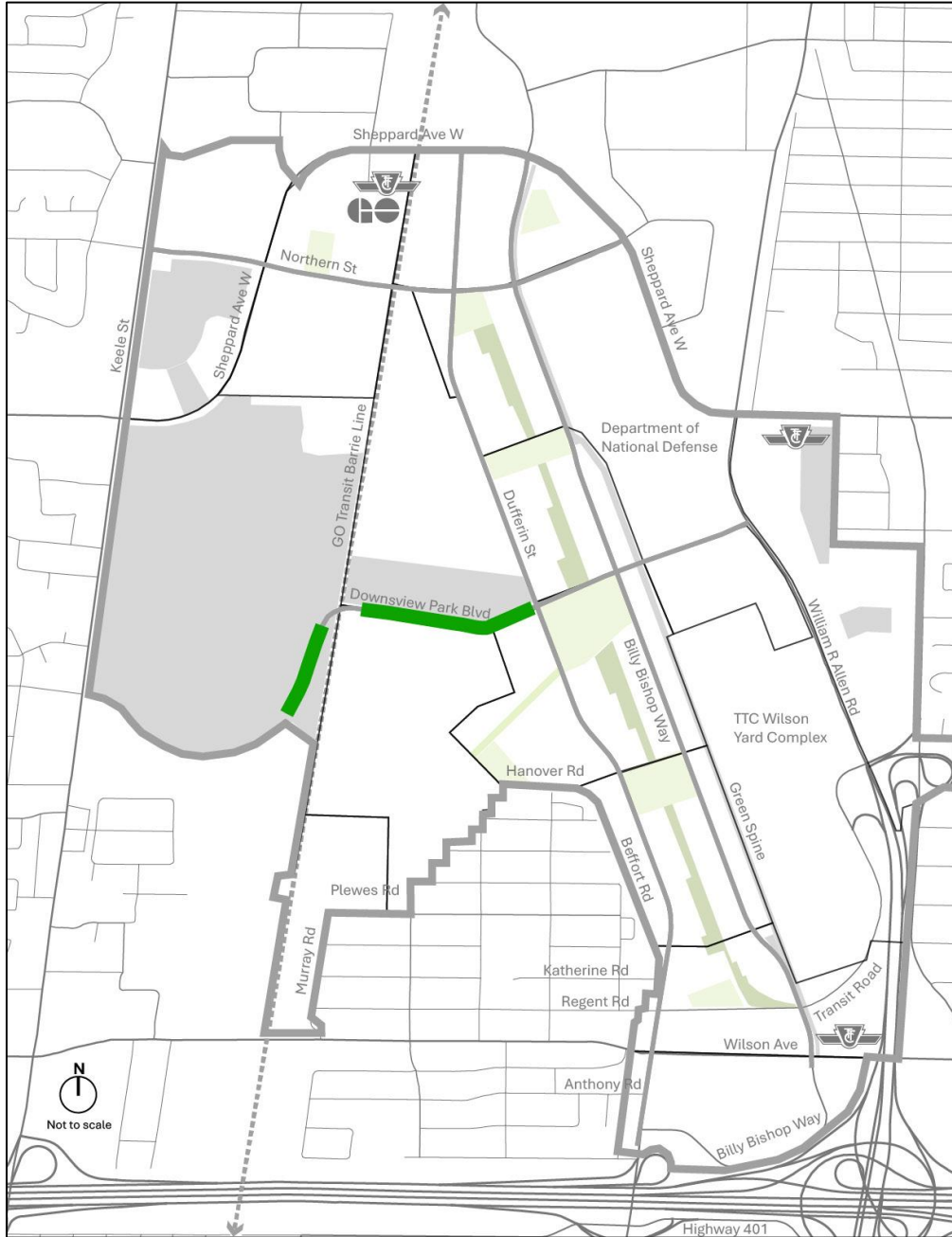


Figure 4. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street)

4.1.1. Alternative Design Concepts

Three cross-section options were assessed for this segment (refer to Figure 5 through Figure 7 below):

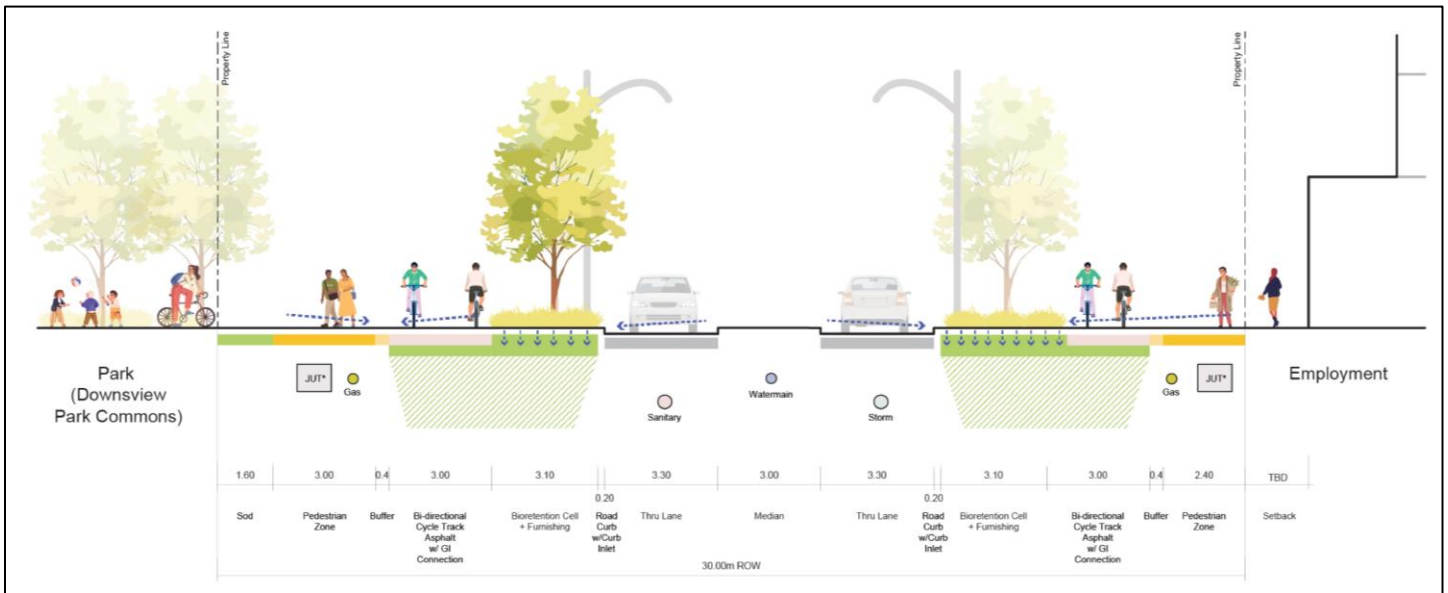


Figure 5. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street) Cross-Section – Option 1

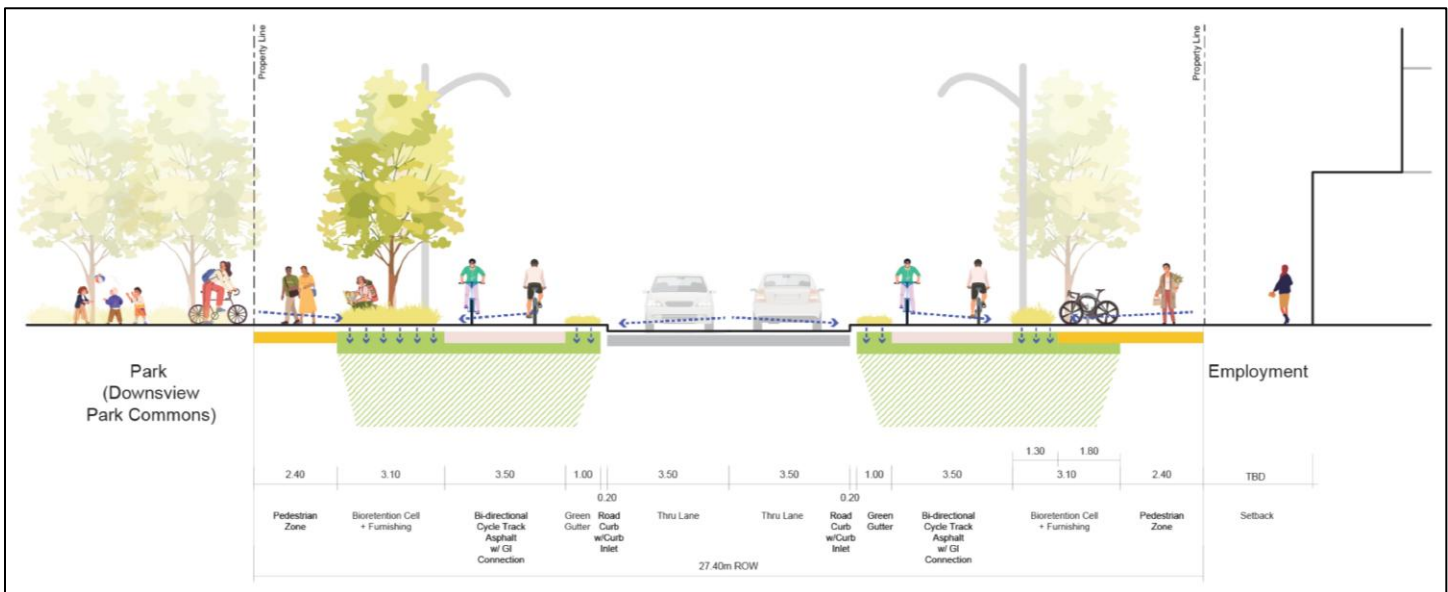


Figure 6. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street) Cross-Section – Option 2

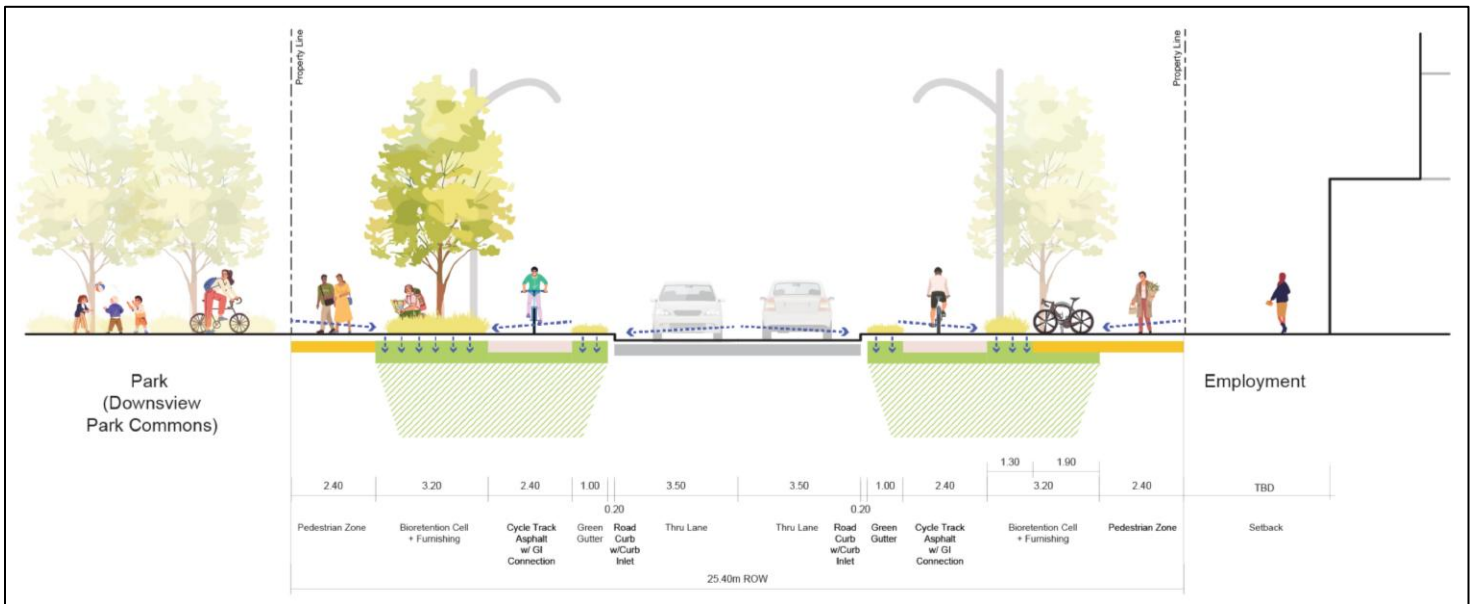


Figure 7. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street) Cross-Section – Option 3

Table 6 below describes key components of each cross-section option.

Table 6. Cross-Section Options for Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street)

Option	Right of Way Width	Vehicle Lanes	Pedestrian Clearway (Both Sides)	Cycle Track (Both Sides)	Green Infrastructure and Furnishing Zone (Both Sides)
1	30.0m	<ul style="list-style-type: none"> Two general purpose through lanes (3.3m) 3.0m median 	3.0m (north) 2.4m (south)	3.0m bi-directional	3.1m
2	27.4m	<ul style="list-style-type: none"> Two general purpose through lanes (3.5m) 	2.4m	3.5m bi-directional	3.1m
3	25.4m	<ul style="list-style-type: none"> Two general purpose through lanes (3.5m) 	2.4m	2.4m uni-directional	3.2m

4.1.2. Evaluation Summary

Table 7 summarizes the evaluation results for the three cross-section options for Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street).

Table 7. Downsview Park Boulevard (Existing Downsview Park Boulevard to Dufferin Street) Evaluation Summary

Category	Weight	Option 1 2 Lanes, 30.0m ROW	Option 2 2 Lanes, 27.4m ROW	Option 3 2 Lanes, 25.4m ROW
Category 1: Connectivity and Technical Viability	High	●	●	◐
Category 2: Socio- Economic Environment	High	●	◐	◑
Category 3: Natural Environment	Medium	◑	◐	●
Category 4: Cultural Environment	Medium	●	●	●
Category 5: Costs	Medium	◑	◐	●
Overall		●	◐	◑
		Preferred		

Key Considerations for Preferred Alternative Design Option 1:

- The widest right-of-way protects for a potential future four-lane expansion, including dedicated bus lanes.
- Provides continuity of a wide median from the existing Downsview Park Boulevard, at the underpass and towards Dufferin Street, which provides safety benefits.
- It maintains bi-directional cycling facilities on both sides of the street to connect with the existing multi-use pathway on the south side of Downsview Park Boulevard and the existing Circuit Path (multi-use pathway) within Downsview Park on the north side.
- It has a wider pedestrian zone on the north compared to south (2.4m) due to more anticipated volume on the north side due to adjacency to Downsview Park.
- Furnishing zones, medians, and sodded edge on the north side integrate well with Downsview Park, enhancing aesthetics, comfort, and public space quality, reducing the overall impact.

4.2. Downsview Park Boulevard (Underpass)

The Downsview Park Boulevard underpass is located at the point where Downsview Park Boulevard intersects with the GO Transit Barrie Rail Line (Figure 8).

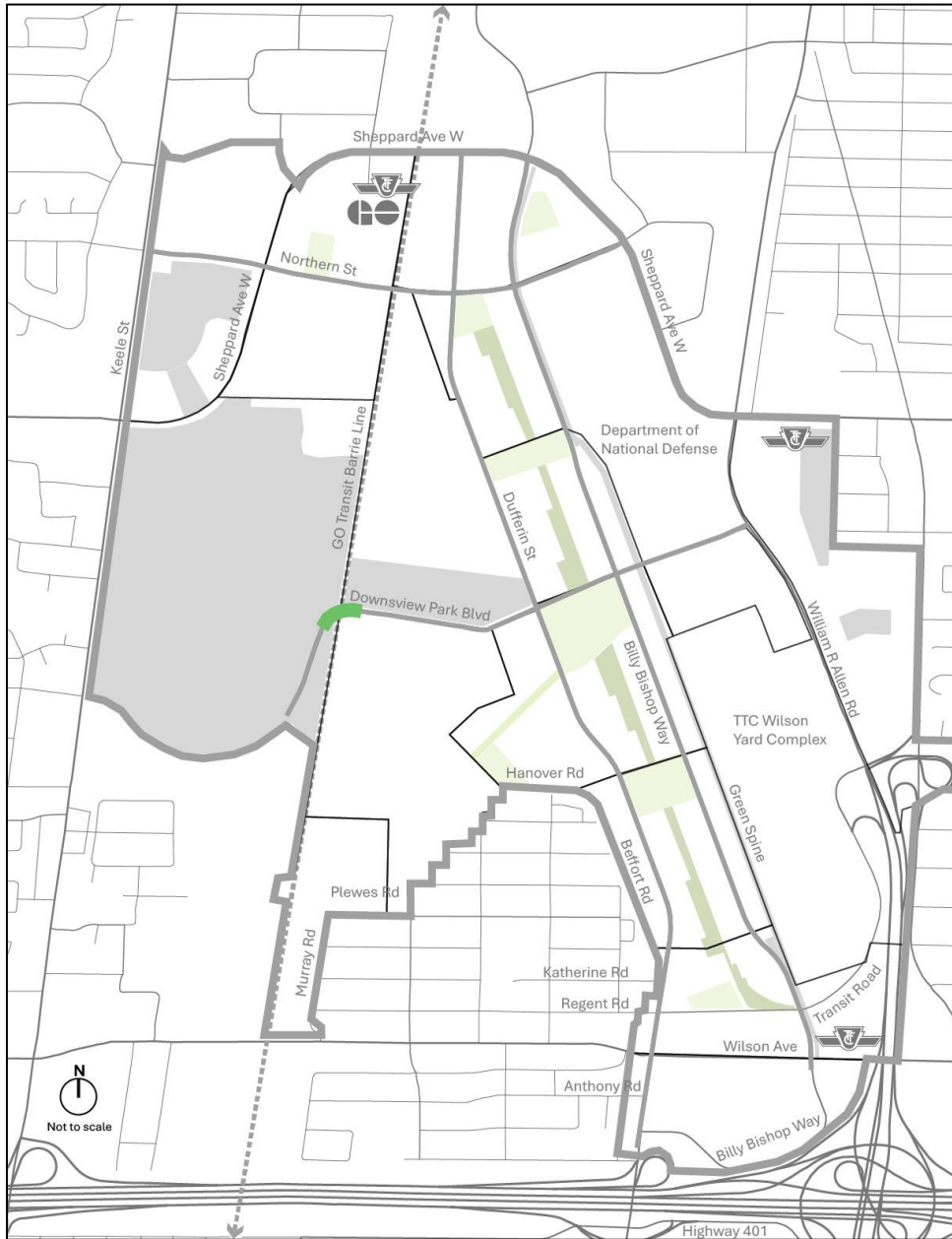


Figure 8. Downsview Park Boulevard (Underpass)

4.2.1. Alternative Design Concepts

Two cross-section options were assessed for this segment (refer to Figure 9 and Figure 10 below):

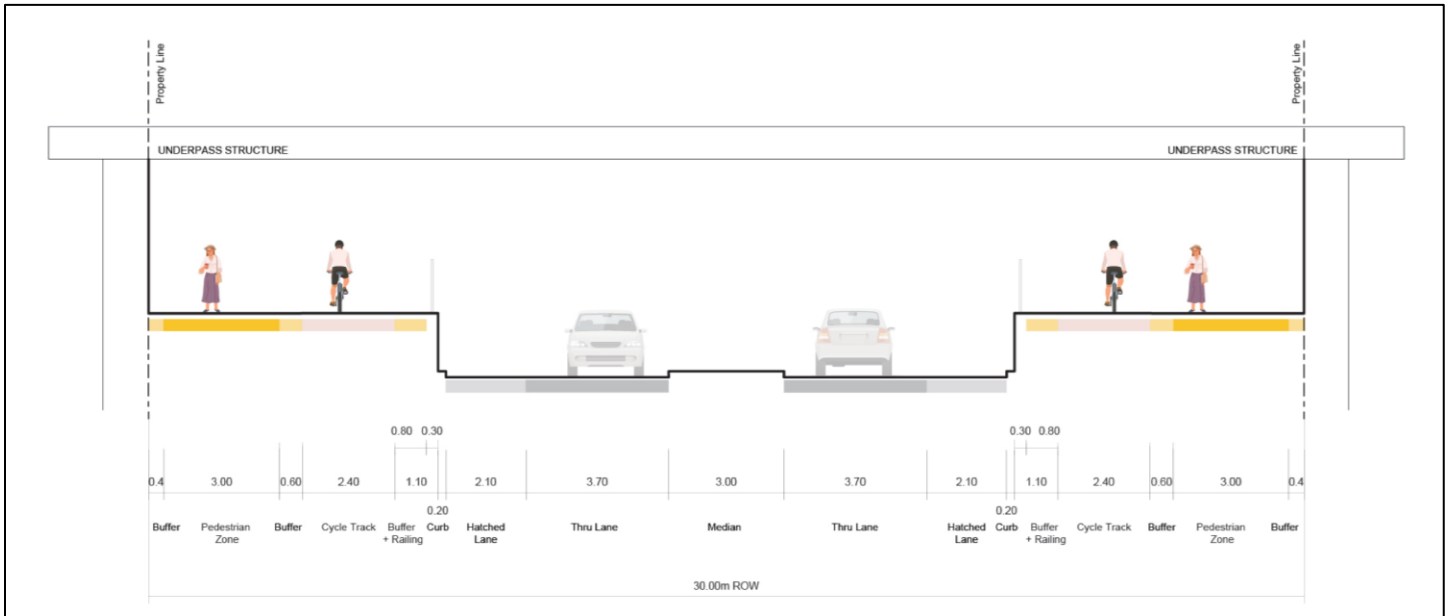


Figure 9. Downsview Park Boulevard (Underpass) Cross-Section – Option 1

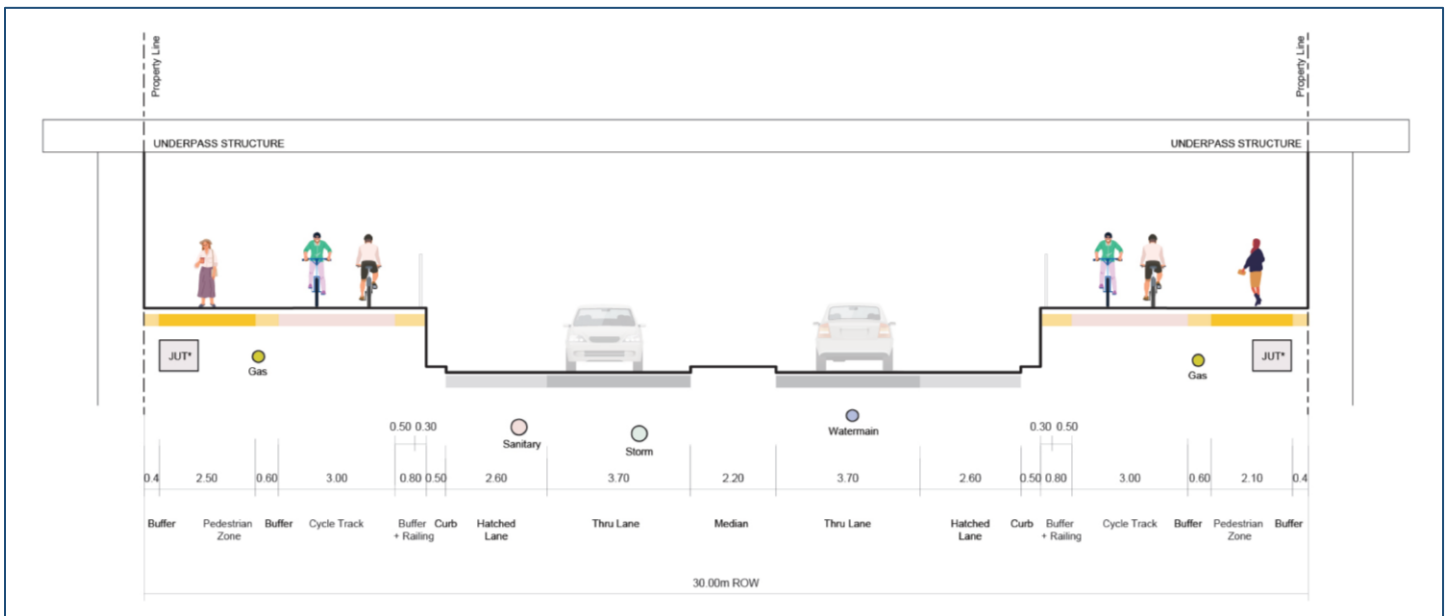


Figure 10. Downsview Park Boulevard (Underpass) Cross-Section – Option 2

Table 8 below describes key components of each cross-section option.













Table 8. Cross-Section Options for Downsview Park Boulevard (Underpass)

Option	Right of Way Width	Vehicle Lanes	Pedestrian Clearway	Cycle Track (Both Sides)	Green Infrastructure and Furnishing Zone	Hatched Lane (Both Sides)
1	30.0m	<ul style="list-style-type: none"> Two general purpose through lanes (3.7m) 3.0m median 	3.0m	2.4m uni-directional	N/A	2.1m
2	30.0m	<ul style="list-style-type: none"> Two general purpose through lanes (3.7m) 2.2m median 	2.5m (north) 2.1m (south)	3.0m bi-directional	N/A	2.6m

4.2.2. Evaluation Summary

Table 9 summarizes the evaluation results for the two cross-section options for Downsview Park Boulevard (Underpass).

Table 9. Downsview Park Boulevard (Underpass) Evaluation Summary

Category	Weight	Option 1 2 Lanes, 30.0m ROW	Option 2 2 Lanes, 30.0m ROW
Category 1: Connectivity and Technical Viability	High		
Category 2: Socio-Economic Environment	High		
Category 3: Natural Environment	Medium		
Category 4: Cultural Environment	Medium		
Category 5: Costs	Medium		
Overall			
			Preferred

Key Considerations for Preferred Alternative Design Option 2:

- It logically connects with the existing and proposed Downsview Park Boulevard east and west of this segment.
- The 30.0m right-of-way protects for a potential future four-lane expansion, including dedicated bus lanes.
- The bi-directional facility connects with the existing multi-use pathway on the south side of Downsview Park Boulevard and existing Circuit Path (multi-use pathway) within Downsview Park.
- As there is additional room in the boulevard, the bi-directional facilities better utilize the ROW width (compared to uni-directional facilities in Option 1) to support cycling to and from Downsview Park and across the rail corridor.

4.3. Downsview Park Boulevard (Dufferin Street to Allen Road)

The segment of Downsview Park Boulevard extends approximately 700m from Dufferin Street to Allen Road (Figure 11).



Figure 11. Downsview Park Boulevard (Dufferin Street to Allen Road)

4.3.1. Alternative Design Concepts

Four cross-section options were assessed for this segment (refer to Figure 12 through Figure 15 below):

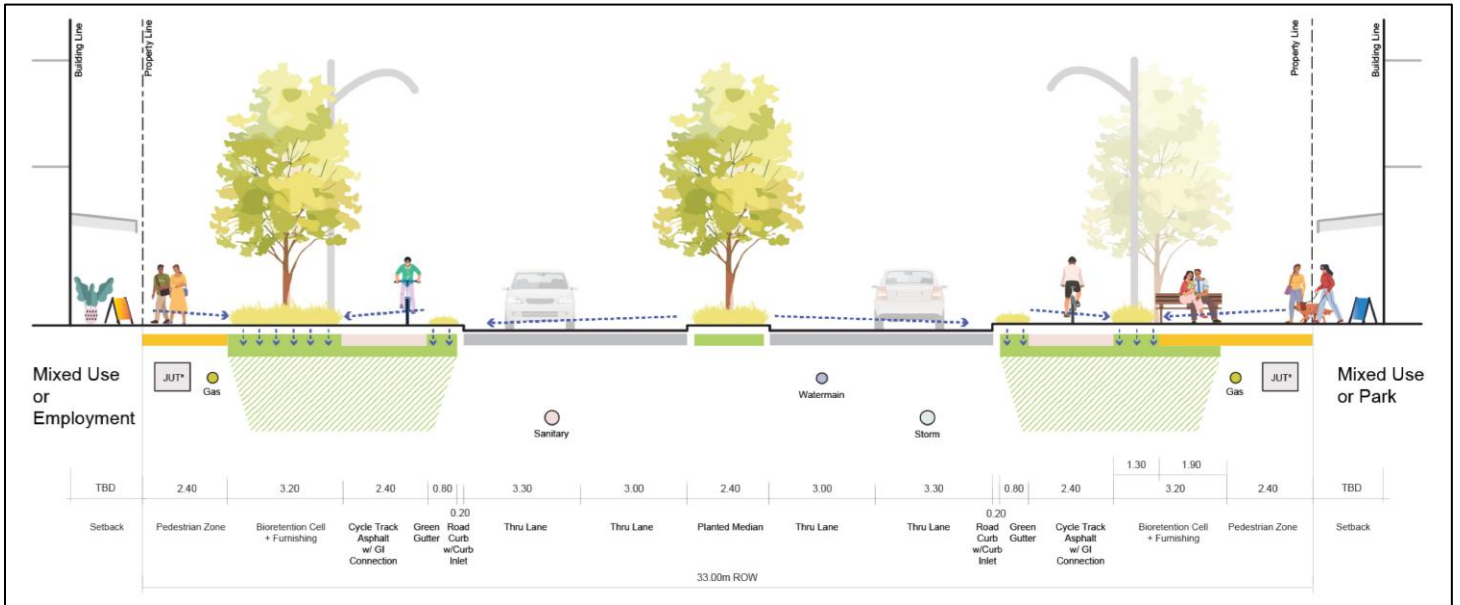


Figure 12. Downsview Park Boulevard (Dufferin Street to Allen Road) Cross-Section – Option 1

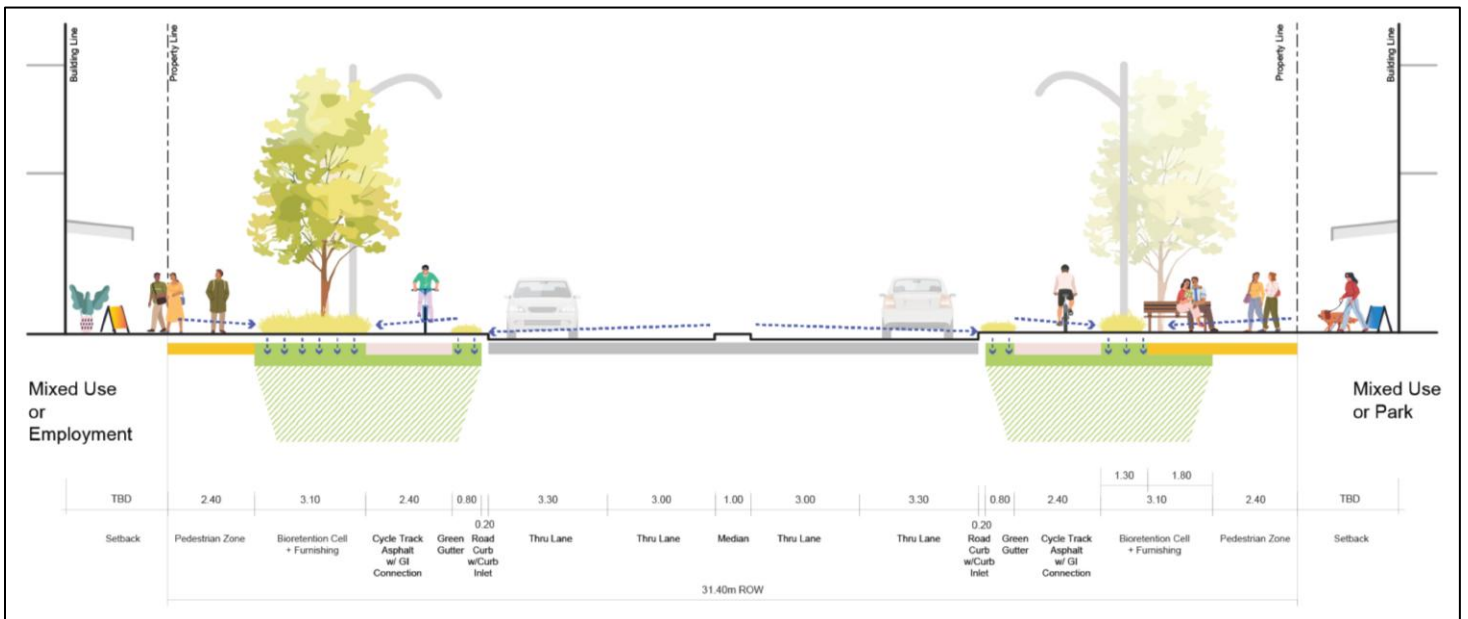


Figure 13. Downsview Park Boulevard (Dufferin Street to Allen Road) Cross-Section – Option 2

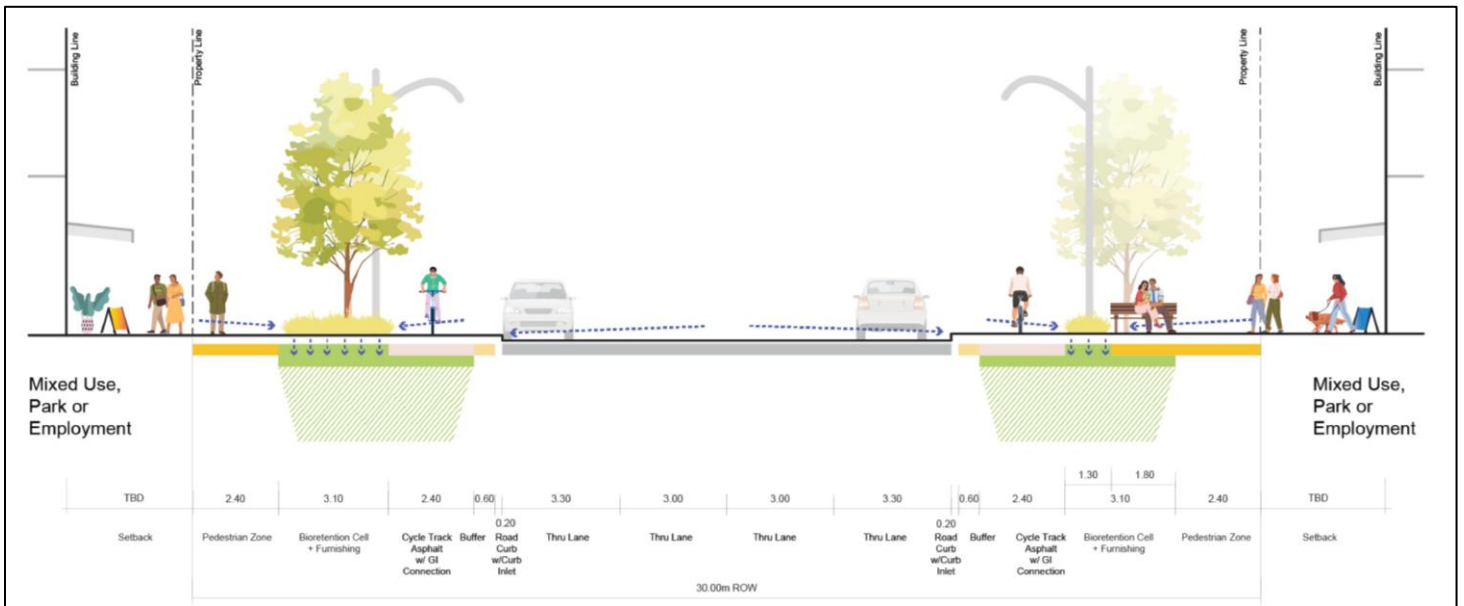


Figure 14. Downsview Park Boulevard (Dufferin Street to Allen Road) Cross-Section – Option 3

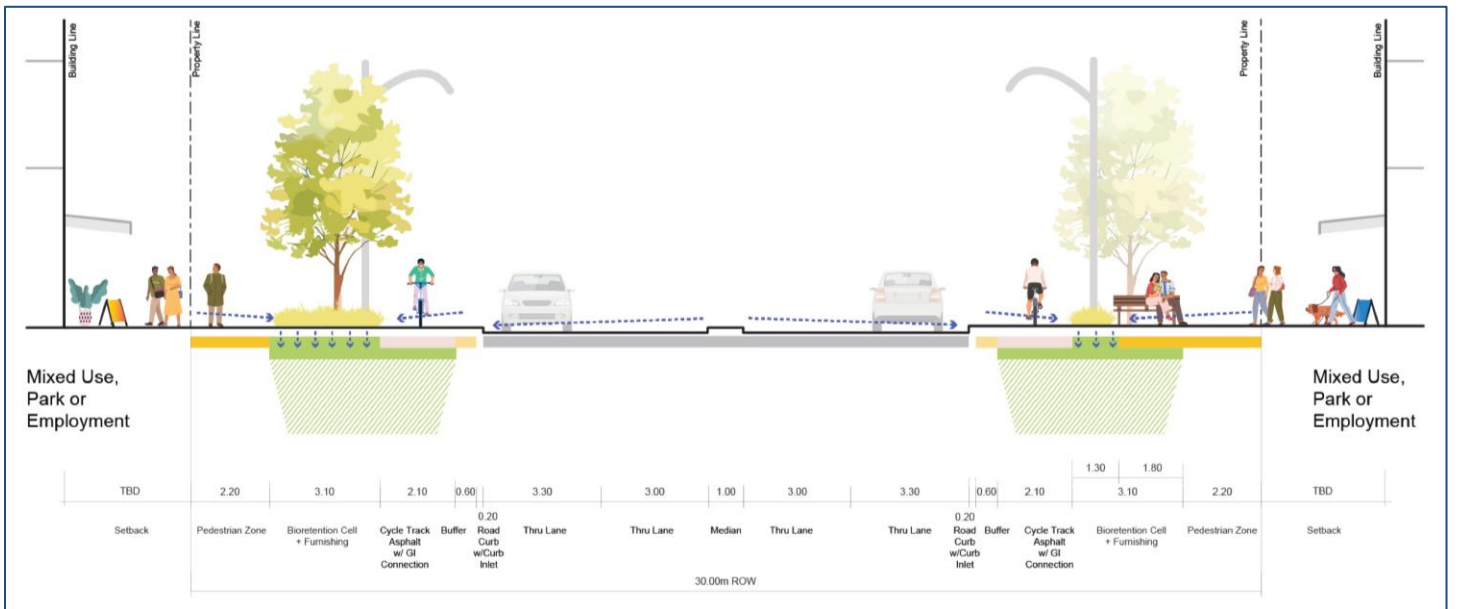


Figure 15. Downsview Park Boulevard (Dufferin Street to Allen Road) Cross-Section – Option 4

Table 10 below describes key components of each cross-section option.

Table 10. Cross-Section Options for Downsview Park Boulevard (Dufferin Street to Allen Road)

Option	Right of Way Width	Vehicle Lanes	Pedestrian Clearway (Both Sides)	Cycle Track (Both Sides)	Green Infrastructure and Furnishing Zone (Both Sides)
1	33.0m	<ul style="list-style-type: none"> Four general purpose lanes (3.0m through and 3.3m curbside) 2.4m planted median 	2.4m	2.4m	3.2m
2	31.4m	<ul style="list-style-type: none"> Four general purpose lanes (3.0m through and 3.3m curbside) 1.0m median 	2.4m	2.4m	3.1m
3	30.0m	<ul style="list-style-type: none"> Four general purpose lanes (3.0m through and 3.3m curbside) 	2.4m	2.4m	3.1m
4	30.0m	<ul style="list-style-type: none"> Four general purpose lanes (3.0m through and 3.3m curbside) 1.0m median 	2.2m	2.1m	3.1m

4.3.2. Evaluation Summary

Table 11 summarizes the evaluation results for the four cross-section options for Downsview Park Boulevard (Dufferin Street to Allen Road).

Table 11. Downsview Park Boulevard (Dufferin Street to Allen Road) Evaluation Summary

Category	Weight	Option 1 4 lanes, 33.0m ROW	Option 2 4 Lanes, 31.4m ROW	Option 3 4 Lanes, 30.0m ROW	Option 4 4 Lanes, 30.0m ROW
Category 1: Connectivity and Technical Viability	High	●	◐	◑	◑
Category 2: Socio- Economic Environment	High	●	◐	◑	◑
Category 3: Natural Environment	Medium	◐	◐	◐	◐
Category 4: Cultural Environment	Medium	●	●	●	●
Category 5: Costs	Medium	◐	◐	●	●
Overall		●	◐	◑	◑
		Preferred			

Key Considerations for Preferred Alternative Design Option 1:

- The 2.4m planted median provides safety benefits by managing vehicle speeds, reducing head on collisions and providing strong pedestrian refuge and reduced/fewer conflicts. The median especially improves crossing safety at the interface with the Runway and along an area of high traffic volumes.
- Four lanes are required as this is a section with anticipated high traffic volumes.
- It has the widest bioretention cell (3.2 m), green gutter, and planted median, which support stormwater management and climate resiliency. The planted median could also provide additional stormwater management.
- The median and furnishing zones enhance streetscape, public space, and visual separation from traffic.