

Evaluation Summary for Transit Road Alternative Designs

Downsview Major Streets Phases 3-4
Environmental Assessment

Stage 2 Public Consultation

June 2026



Table of Contents

1. Purpose of the Evaluation Summary	2
2. Evaluation Framework	3
3. Development of Alternative Design Concepts	7
4. Transit Road – Alternative Design Concepts.....	8
4.1. Transit Road (260m Easterly from Billy Bishop Way)	9
4.1.1. Alternative Design Concepts	9
4.1.2. Evaluation Summary	11

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 Transit Road, 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 Downsview Secondary Plan (DSP) and District Planning	<ul style="list-style-type: none"> • Alignment with Downsview 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 Downsview 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.

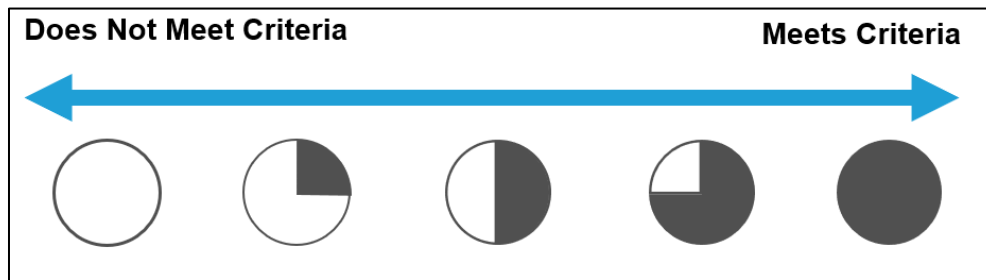


Figure 1. Evaluation Criteria Rating System

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.

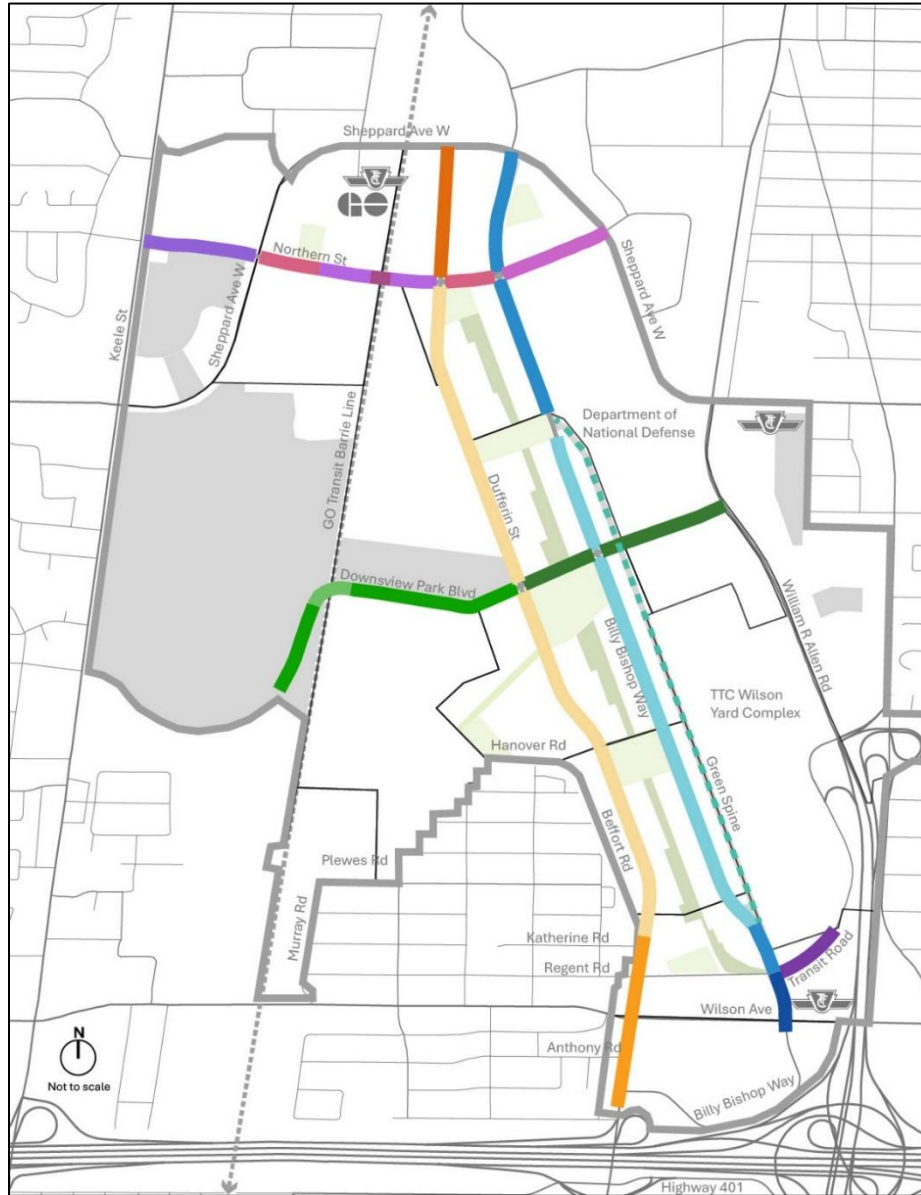


Figure 2. Street Segments Key Plan

4. Transit Road – Alternative Design Concepts

This document focuses on the evaluation of Alternative Design Concepts for Transit Road. This segment of Transit Road extends for approximately 260m easterly from the future intersection with Billy Bishop Way (Figure 3).

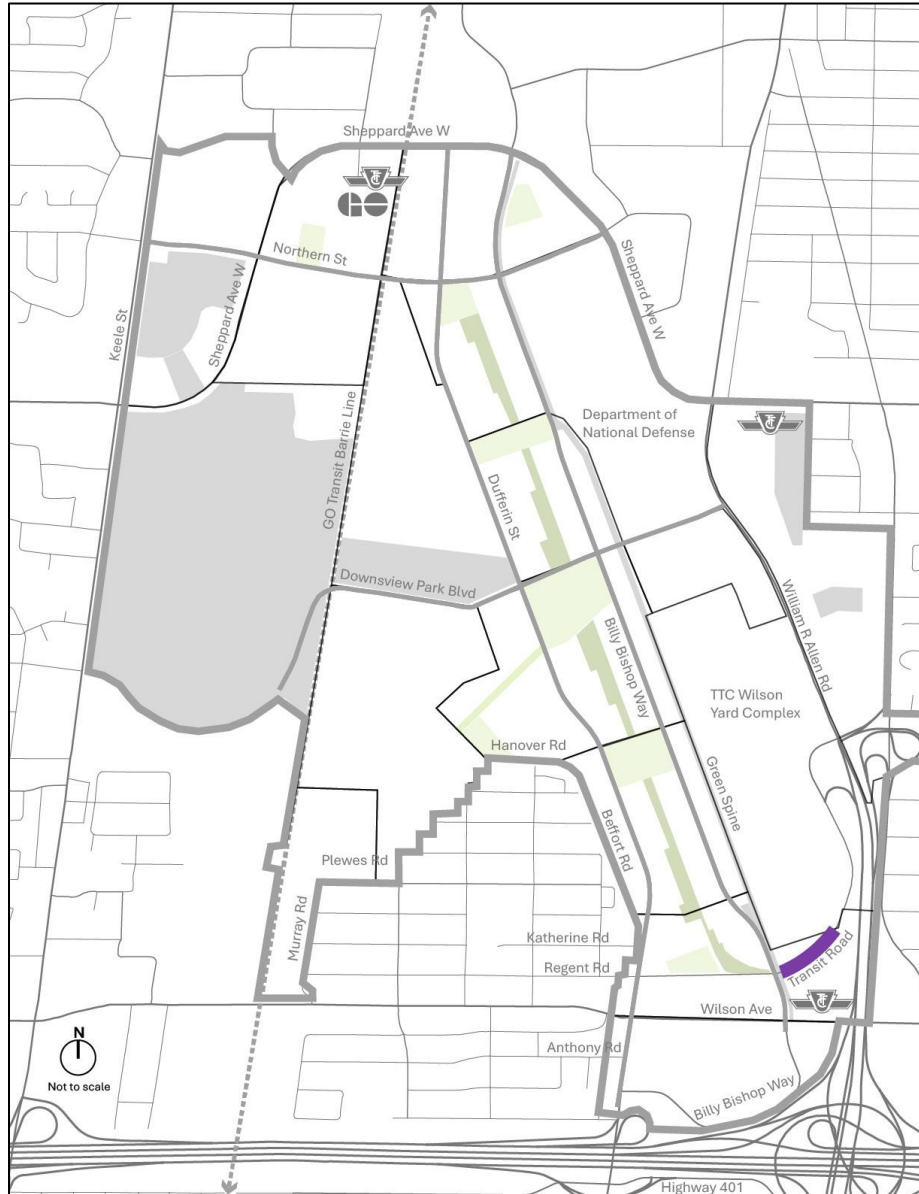


Figure 3. Transit Road Key Plan

4.1. Transit Road (260m Easterly from Billy Bishop Way)

4.1.1. Alternative Design Concepts

Two cross-section options were assessed for this segment (refer to Figure 4 and Figure 5 below):

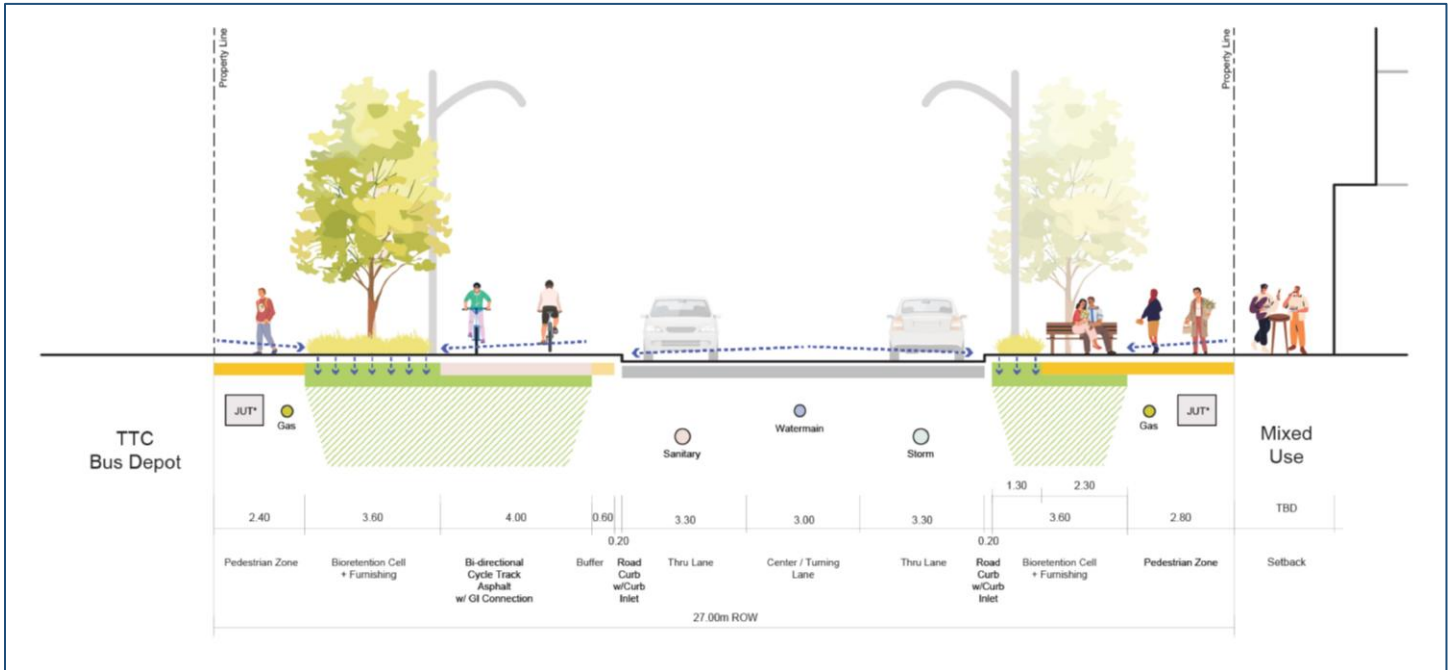


Figure 4. Transit Road (260m Easterly from Billy Bishop Way) Cross-Section – Option 1

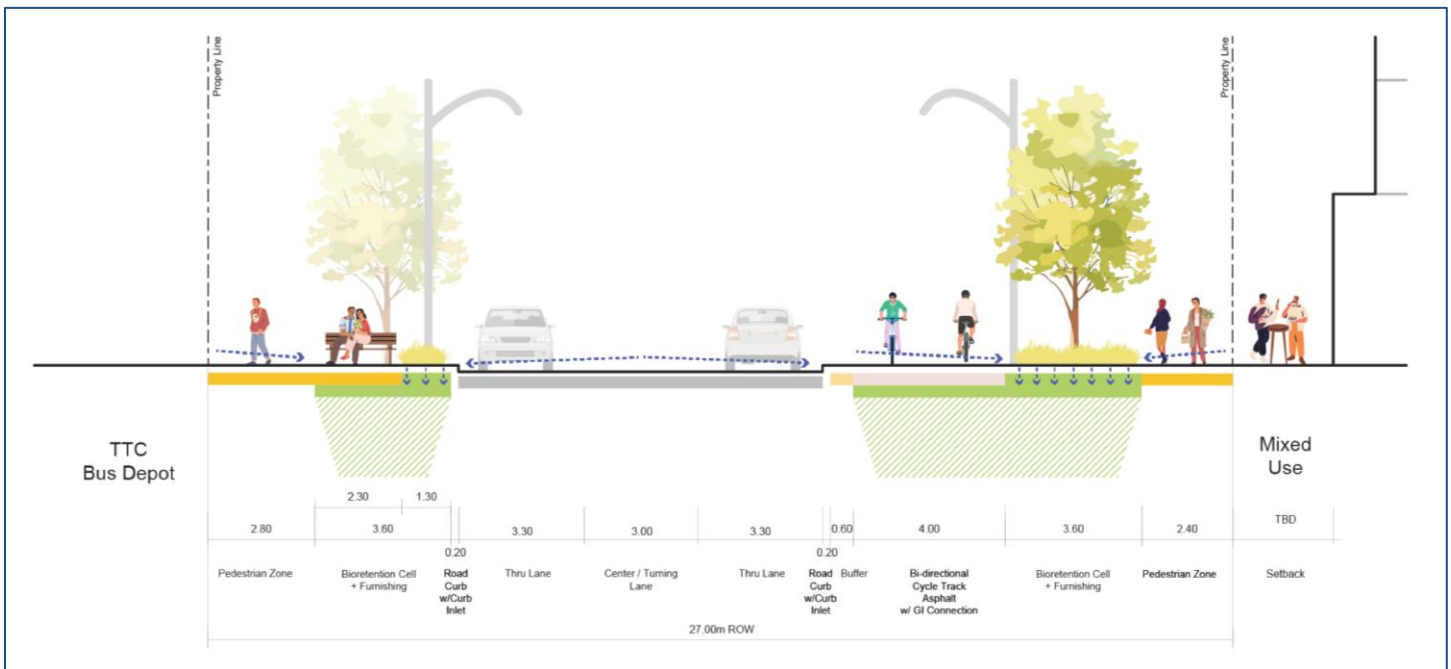


Figure 5. Transit Road (260m Easterly from Billy Bishop Way) Cross-Section – Option 2

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

Table 6. Cross-Section Options for Transit Road (260m Easterly from Billy Bishop Way)

Option	Right of Way Width	Vehicle Lanes	Pedestrian Clearway (Both Sides)	Cycle Track	Green Infrastructure and Furnishing Zone (Both Sides)
1	27.0m	<ul style="list-style-type: none"> • Two general purpose through lanes (3.3m) • One center turning lane (3.0m) 	2.4m (north) 2.8m (south)	4.0m bi-directional (north)	3.6m
2	27.0m	<ul style="list-style-type: none"> • Two general purpose through lanes (3.3m) • One center turning lane (3.0m) 	2.8m (north) 2.4m (south)	4.0m bi-directional (south)	3.6m

4.1.2. Evaluation Summary

Table 7 summarizes the evaluation results for the two cross-section options for Transit Road (260m Easterly from Billy Bishop Way).

Table 7. Transit Road Evaluation Summary (260m Easterly from Billy Bishop Way)

Category	Weight	Option 1 3 lanes, 27.0m ROW	Option 2 3 lanes, 27.0m 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**:

- Meets vehicular lane requirements and will result in reducing existing Transit Road to 3 lanes (2 through lanes and 1 turning lane) as it approaches the Billy Bishop Way Extension.
- The bi-directional cycling facility on the north side provides better connections to the Green Spine on the east side of Billy Bishop Way, avoids bus conflicts at the entrance to Wilson Station improving cyclist safety and transit operations, and avoids crossing conflicts with the Allen Road on-ramp from Transit Road.