

An aerial photograph of a city, likely Ancaster, with a blue overlay. The image shows a grid of streets, a river, and various buildings. The text is overlaid on the image.

DOWNSVIEW MAJOR STREETS

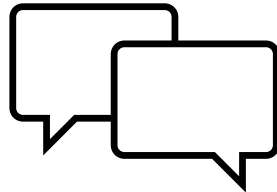
Phases 3 & 4 Environmental Assessment Study

Ancaster Community Meeting #2
June 18, 2026



Agenda

1. Project Team
2. Study Background and Project Update
3. Dufferin Street Design Concepts
4. Existing Dufferin Street –
Refinements to Stage 1 Recommendations
5. Plan View Design
6. Impacts and Mitigation
7. Broader Study Recommendations
8. Next Steps
9. Questions and Answers



PROJECT TEAM

1

Project Team



- **City of Toronto**

- **Niki Siabanis**, Senior Project Manager, Major Projects, Transportation Services
- **Kirk Brewer**, Project Lead, Major Projects, Transportation Services
- **Jennifer Hyland**, Manager, Major Projects, Transportation Services
- **Jason Diceman**, Senior Coordinator, Public Consultation Unit
- **Andrew Au**, Program Manager, City Planning, Transportation

- **Parsons**

- **Salina Chan**, Project Manager and EA Lead
- **Lucius Maitre**, Deputy Project Manager
- **Syed Imam**, Traffic Specialist

- **Aercoustics/Alliance**

- **Alexandra Davidson**, Noise Specialist
- **Kohl Clark**, Noise Specialist
- **Ibrahim Syed**, Air Quality Specialist





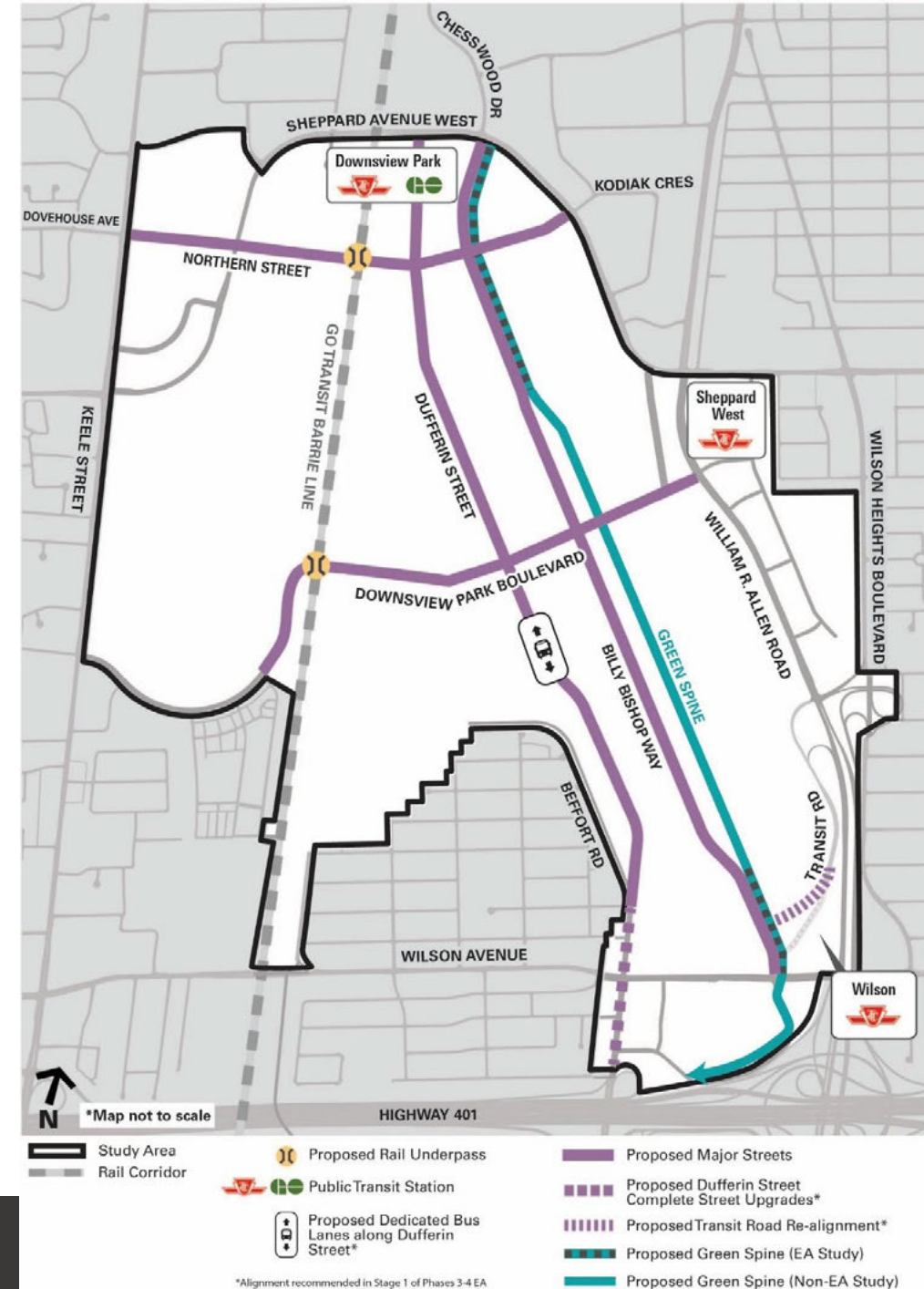
**STUDY BACKGROUND
AND PROJECT
UPDATE**

2

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, with a focus on Dufferin Street:

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



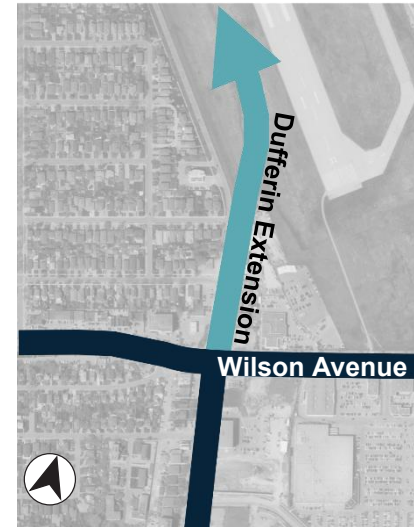
Dufferin Street Extension Alignments

(Stage 1 Recommendation)

The Dufferin Street Extension Early Alternative Design (Stage 1) evaluated general alignment options. Option A has now been carried forward into the next phase of the study (Stage 2), which involves developing and evaluating cross-section options and refined alignment options based on Option A that minimize property impacts.

Key Benefits for Option A - Direct Connection:

- ✓ **Direct arterial connection vs indirect jog:** A continuous connection is intuitive and creates a better mobility network for pedestrians, cyclists, vehicles and transit.
- ✓ **Traffic stays on the arterial street:** Due to the direct north-south connection, through traffic is more likely to remain on Dufferin Street rather than diverting to Beffort Road. Beffort Road will continue to serve primarily local traffic and not see increased impacts.
- ✓ **Better and more central transit connectivity** for Ancaster neighbourhood, Park Commons and future residents



Option A – Direct Alignment to Wilson Ave / Dufferin St (Recommended)



Option B – Offset Alignment to Wilson Ave / Dufferin St



Option C – Resident Proposed (via future Billy Bishop Way)

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

Evaluation Criteria for Alternative Designs



1 Connectivity and Technical Viability



Mobility Network Performance and Traffic Impacts



Stormwater Management and Green Infrastructure



Connections to Existing and Planned Transportation Infrastructure



Utility Impacts



Feasibility and Constructability



Metrolinx and Rail Coordination



Prioritize Multi-modal / Non-Auto Travel and Safety

2 Socio-Economic Environment



Construction Impacts



Streetscaping and Community Benefits



Integration with Surrounding Uses



Aligns with Downsview Secondary Plan and District Planning



Noise Impacts



Air Quality Impacts



Property Impacts

* Detailed evaluations of all alternative designs are available to review on the project web page.



Evaluation Criteria for Alternative Designs

3 Natural Environment



Natural Environmental Features



Street Trees



Environmental Sustainability and Resilience



Environmental Input from Indigenous Perspectives

4 Cultural Environment



Built Cultural Heritage Resources



Archaeological Resources



Impacts on Aboriginal and Treaty Rights and Use of Land / Resources for Traditional Purposes

5 Costs



Costs



Property Costs

* Detailed evaluations of all alternative designs are available to review on the project web page.



DUFFERIN STREET DESIGN CONCEPTS

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What are Alternative Design Concepts?



Alternative design concepts are **options for what each street should look like**. In other words, what components should go in the street right-of-way and how much of the right-of-way they should take up.

All major streets will include:

- Sidewalks designed for all ages and abilities
- Cycle tracks
- Green Infrastructure (GI) and furnishing zones
- Vehicle lanes designed for safety (40km/h)

Structural alternative designs were also developed for the two rail underpasses.



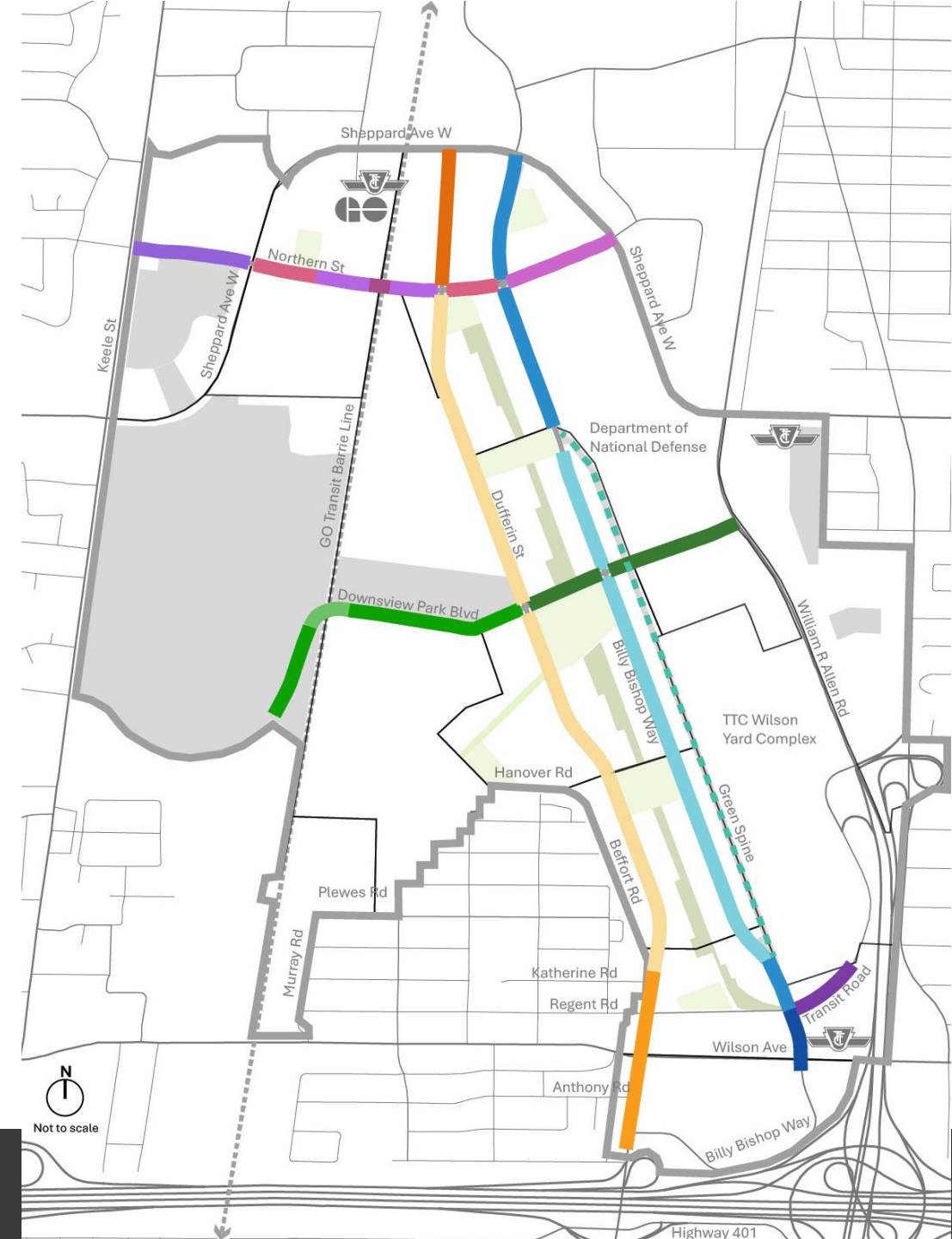
Developing Alternative Design Concepts

The major streets were broken into **16 distinct segments** based on specific needs related to:

- Traffic modeling
- Stormwater modeling
- Anticipated pedestrian and cyclist volumes
- Anticipated adjacent land uses (residential, commercial, parks, etc.)
- Rail underpass requirements

A total of **54 cross-section options** were developed based on the above and evaluated against each other to reach a **recommended option** for each street segment.

Evaluations of all alternative designs are available to review on the project web page.



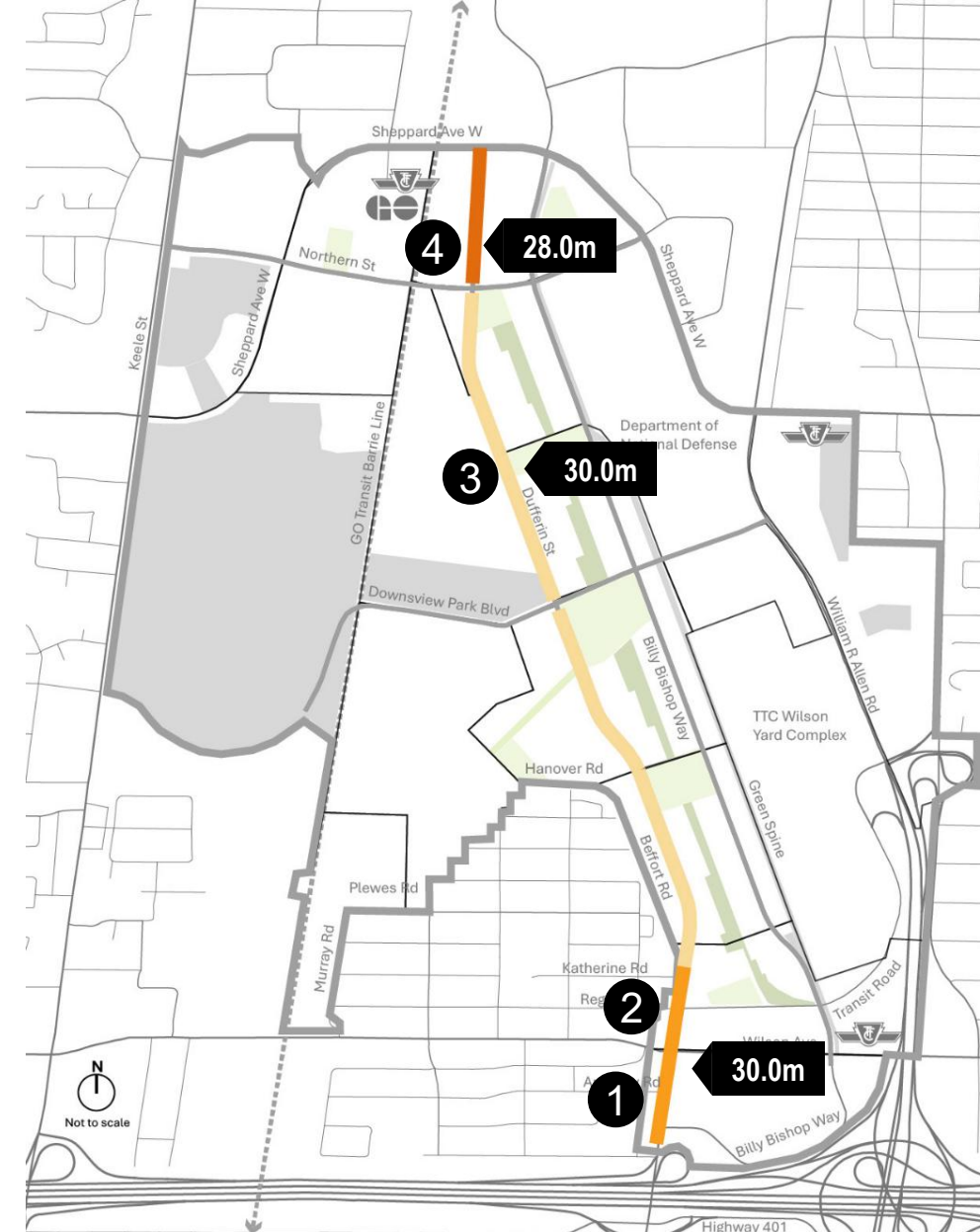
Dufferin Street

Dufferin Street was assessed using the following distinct segments:

- 1 Highway 401 to Wilson Avenue (existing Dufferin Street)
- 2 Wilson Avenue to Belfort Road (existing Dufferin Street)
- 3 Belfort Road to Northern Street
- 4 Northern Street to Sheppard Avenue West

The early alternative design evaluation identified Dufferin Street as the preferred north-south street for dedicated bus lanes. Further evaluation identified curbside bus lanes as the preferred facility type.

Right-of-way width recommendations for each segment are shown in the map on the right.

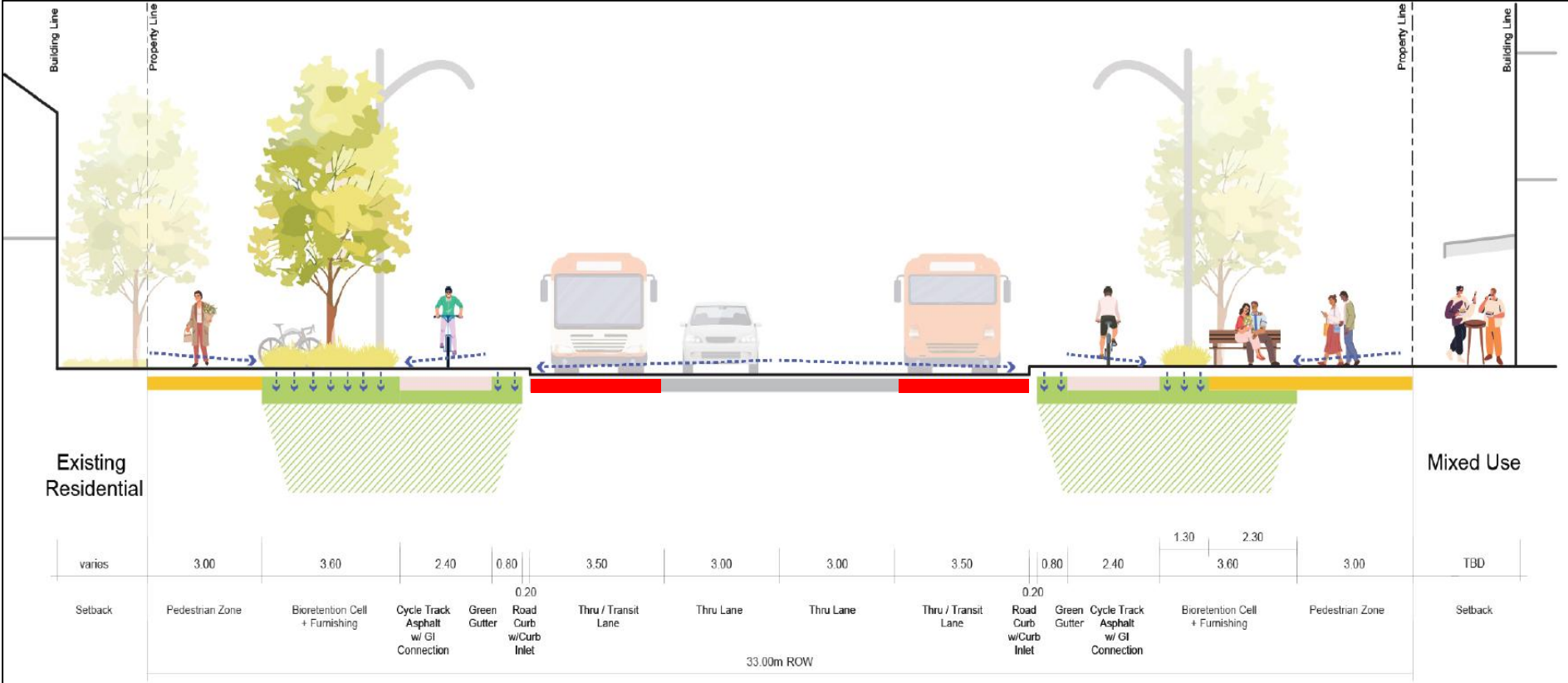


Segments of Dufferin Street Extension



Dufferin Street – Wilson Ave to Beffort Rd

Option 1 – 33m right-of-way (not recommended)



Key Features

- 33.0m ROW
- 4 lanes (2 general through lanes, 2 dedicated bus lanes)
- 3.0m pedestrian zone
- 2.4m cycle track
- 3.6m GI facility
- Represents ideal widths for all elements, but would encroach more on adjacent properties

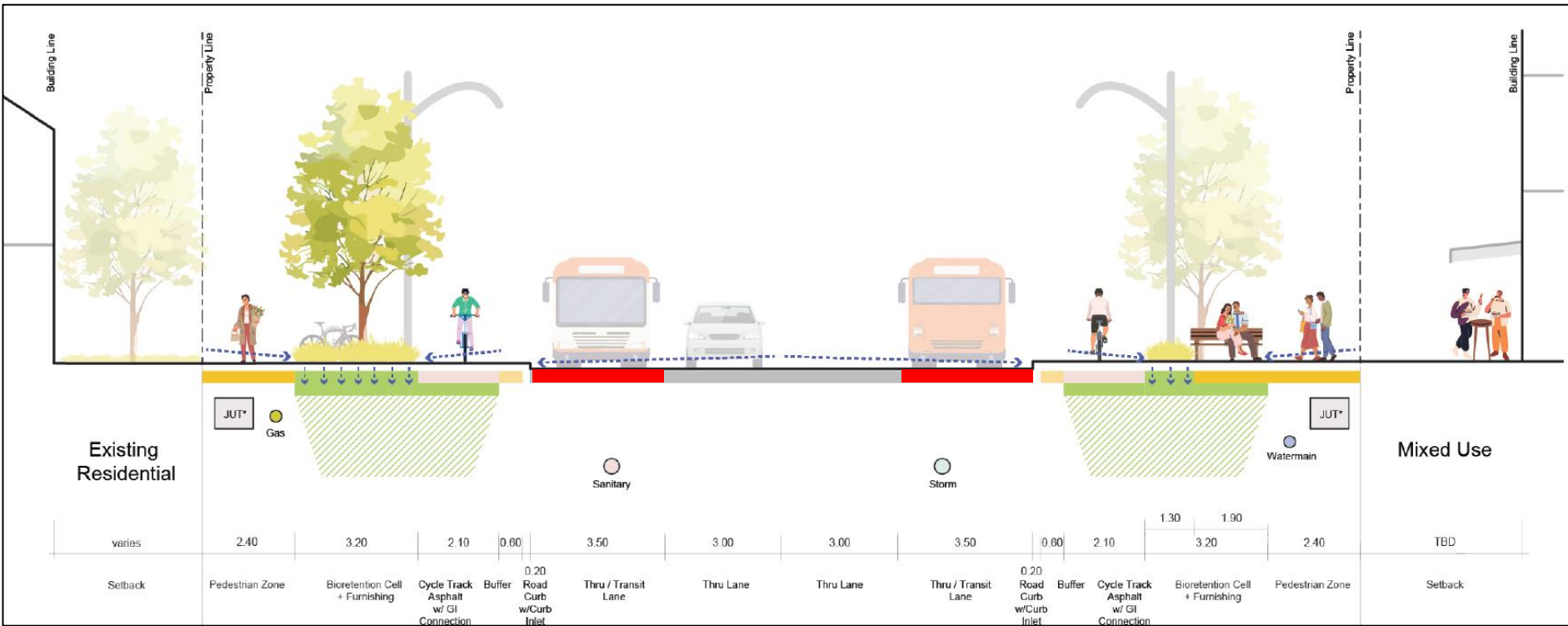
Dufferin Street – Wilson Ave to Beffort Rd



Option 2 – 30m right-of-way (recommended)

Key Features

- 30.0m ROW
- 4 lanes (2 general through lanes, 2 dedicated bus lanes)
- 2.4m pedestrian zone
- 2.1m cycle track
- 3.2m GI facility
- Includes all desired facilities but narrower widths to reduce the ROW width and property impacts

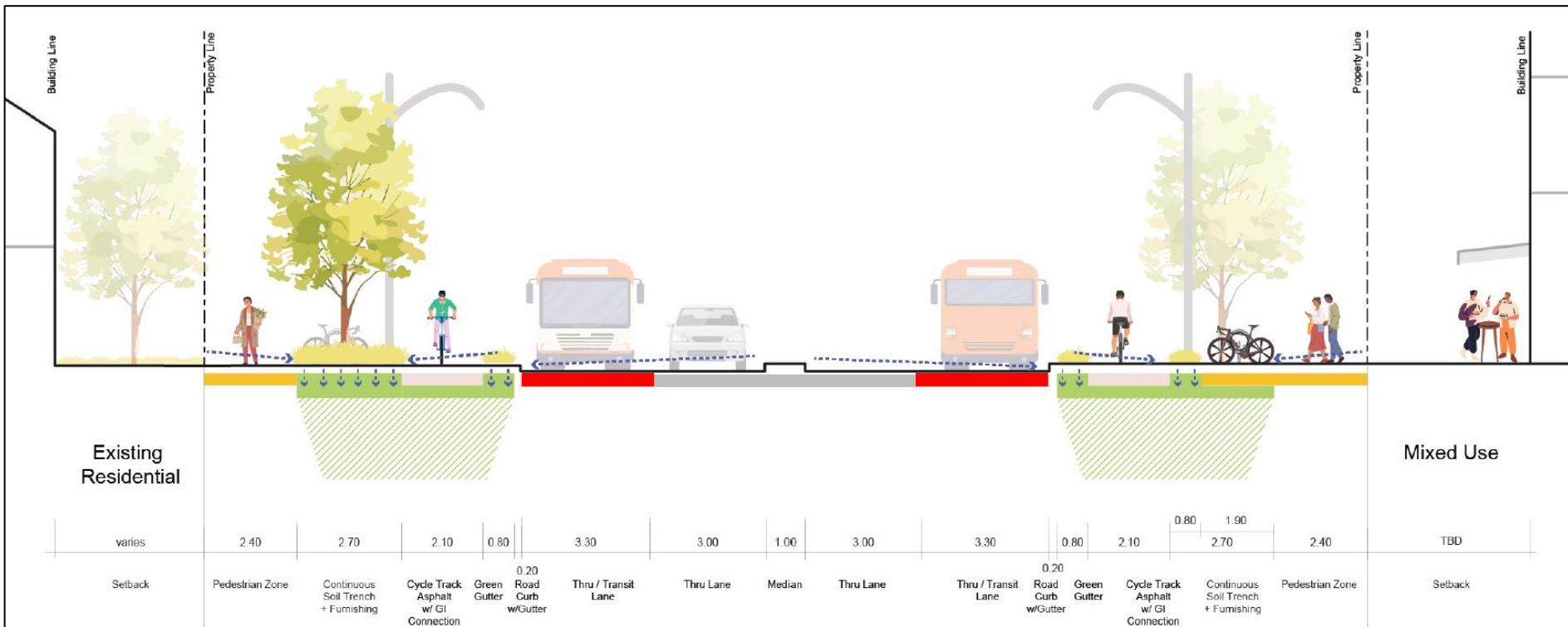




Dufferin Street – Wilson Ave to Beffort Rd

Option 3 – 30m right-of-way with median (not recommended)

- Key Features
- 30.0m ROW
 - 4 lanes (2 general through lanes, 2 dedicated bus lanes – slightly narrower at 3.3m)
 - 1.0m raised median
 - 2.4m pedestrian zone
 - 2.1m cycle track
 - 2.7m GI facility
 - Includes all desired facilities but narrower GI to reduce the ROW width and thus property impacts



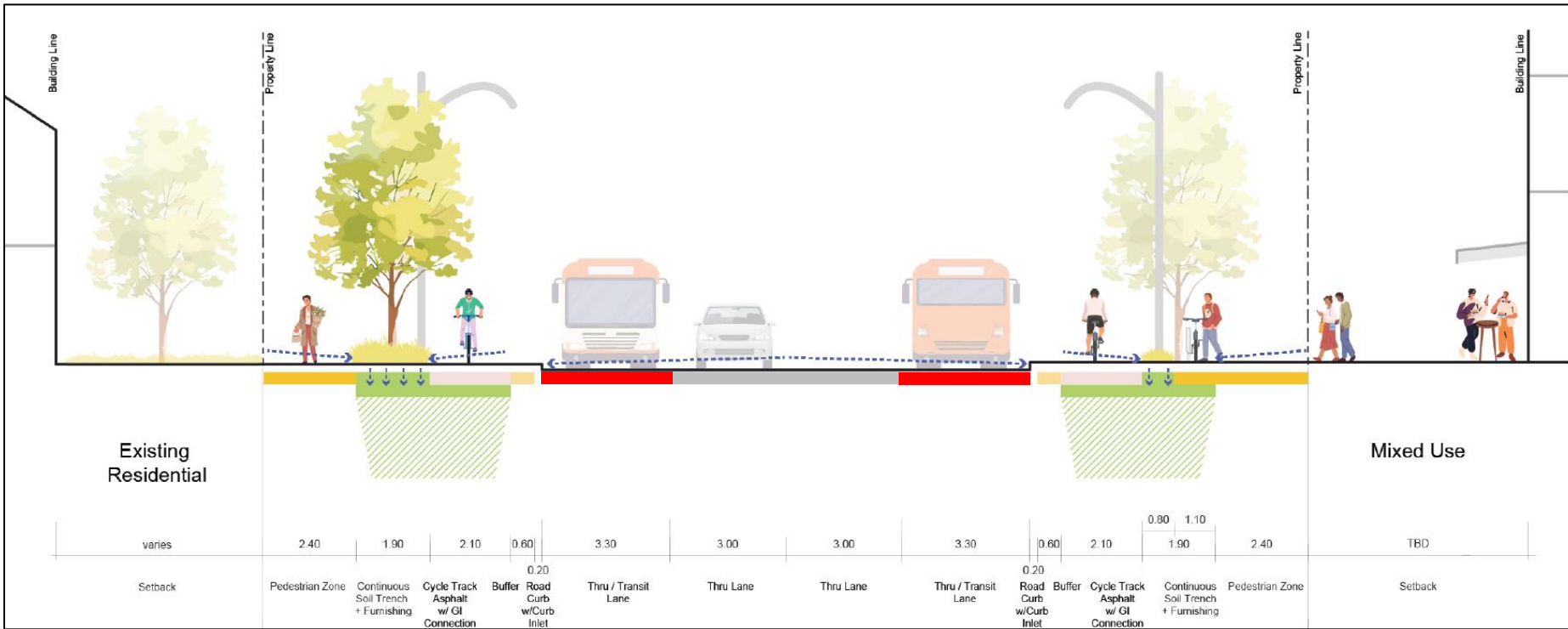


Dufferin Street – Wilson Ave to Beffort Rd

Option 4 – 27m right-of-way, GI between sidewalk and cycle track (not recommended)

Key Features

- 27.0m ROW
- 4 lanes (2 general through lanes, 2 dedicated bus lanes – slightly narrower at 3.3m)
- 2.4m pedestrian zone
- 2.1m cycle track
- 1.9m GI facility
- Includes all desired facilities but even narrower GI to reduce the ROW width and thus property impacts



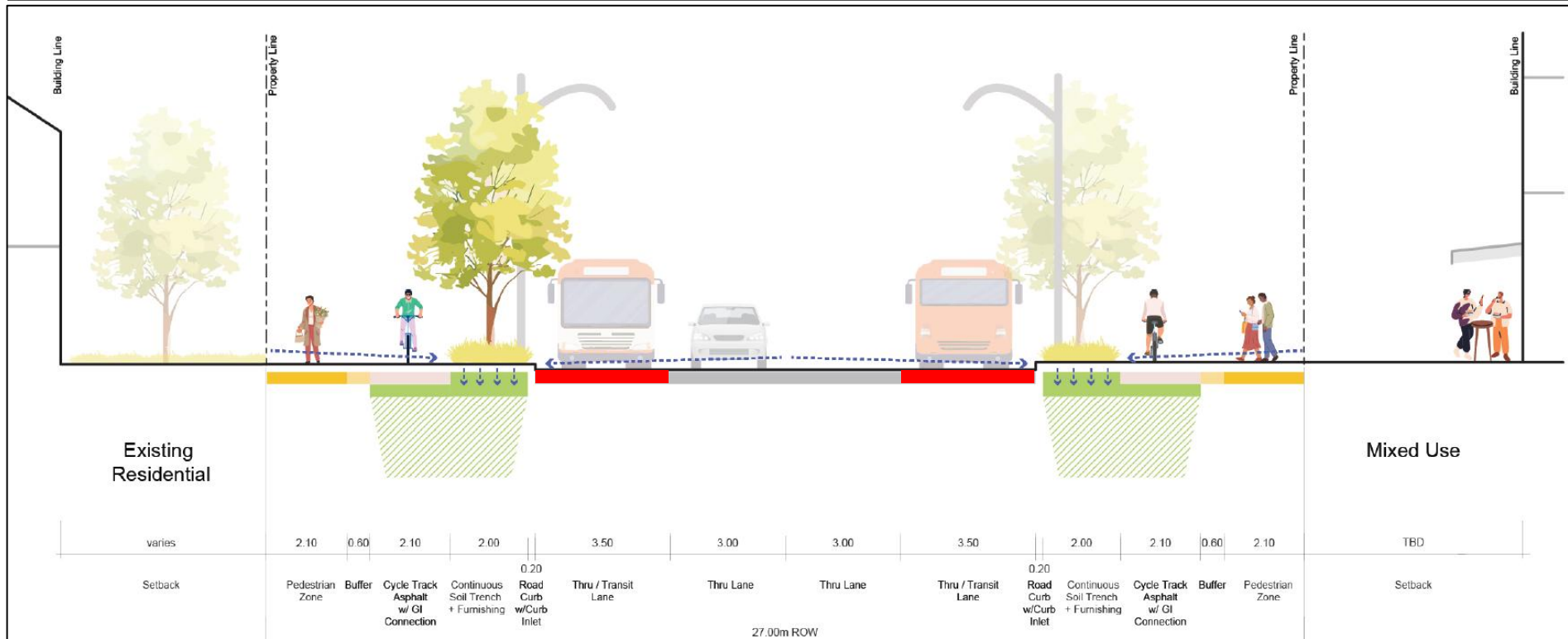


Dufferin Street – Wilson Ave to Beffort Rd

Option 5 – 27m right-of-way, GI adjacent to road (not recommended)

Key Features

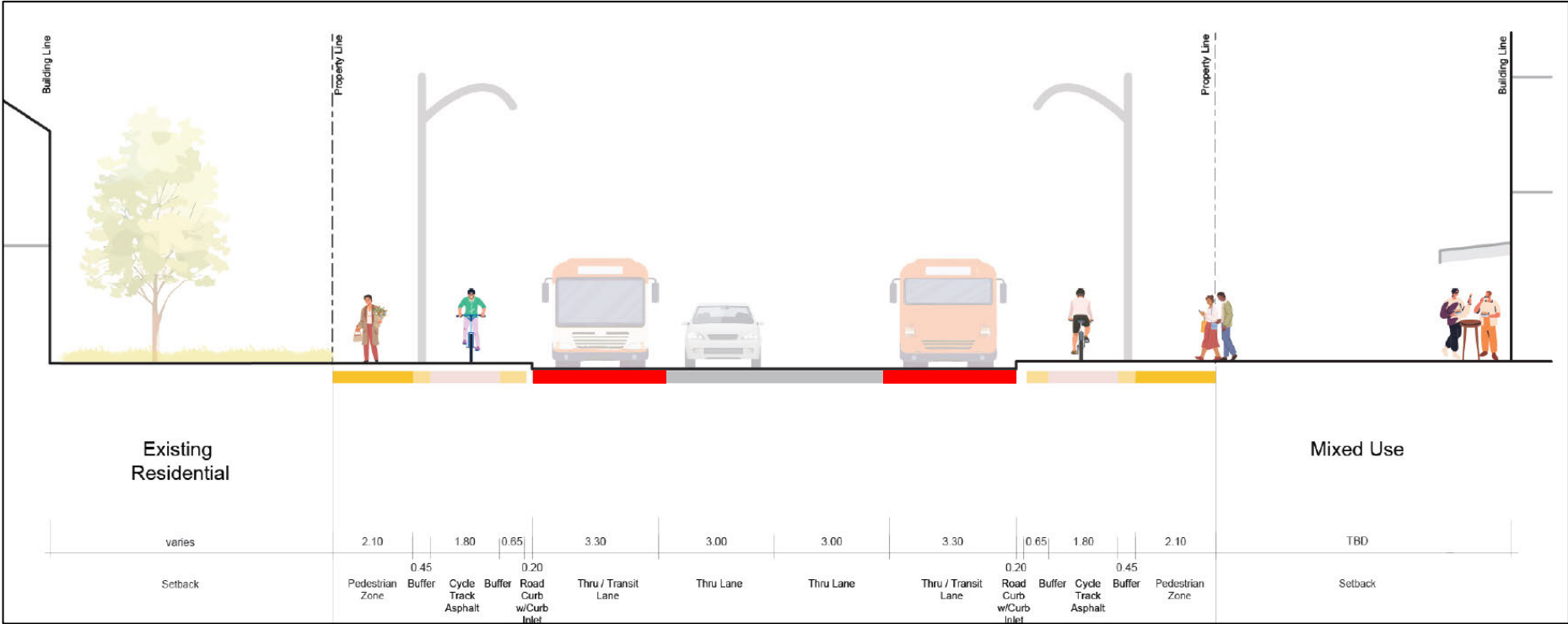
- 27.0m ROW
- 4 lanes (2 general through lanes, 2 dedicated bus lanes)
- 2.1m pedestrian zone
- 2.1m cycle track
- 2.0m GI facility
- Includes all desired facilities but narrower widths. The GI is adjacent to the roadway to provide a buffer for cyclists. A small buffer is also included between cyclists and pedestrians.





Dufferin Street – Wilson Ave to Beffort Rd

Option 6 – 23m right-of-way (not recommended)



Key Features

- 23.0m ROW
- 4 lanes (2 general through lanes, 2 dedicated bus lanes – slightly narrower at 3.3m)
- 2.1m pedestrian zone
- 1.8m cycle track
- No GI
- Follows existing Dufferin Street right-of-way conditions as much as possible to reduce widening, but lacks desired elements (GI, safety features, furniture). There would still be some property impacts.

Dufferin Street – Wilson Ave to Beffort Rd

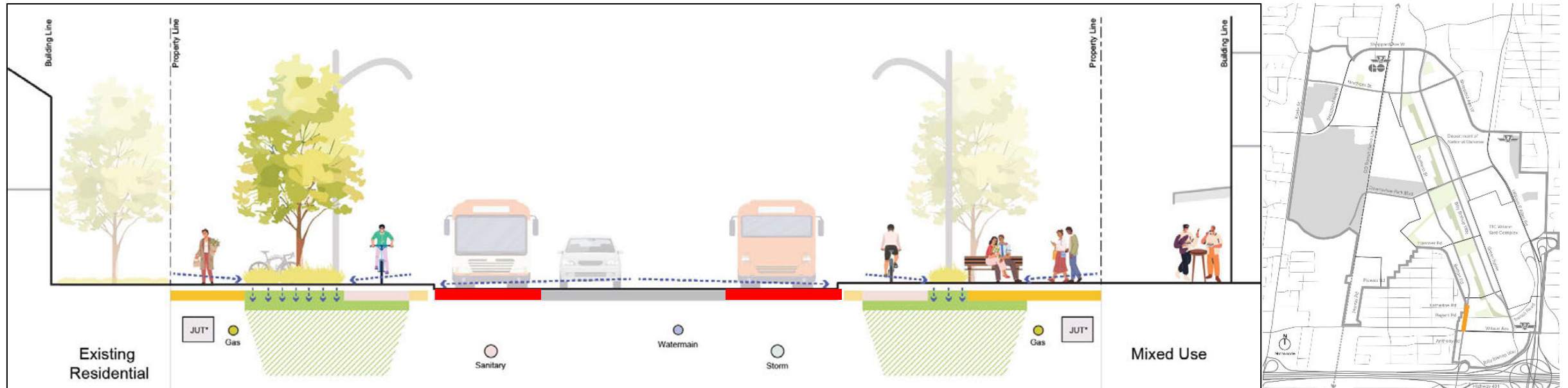
Cross Section Options Evaluation Summary



Category	Weighting	Option 1: 4 Lanes, 33m ROW	Option 2: 4 lanes, 30.0m ROW	Option 3: 4 lanes, 30.0m ROW with median	Option 4: 4 Lanes, 27.0m ROW, GI between sidewalk and cycle track	Option 5: 4 Lanes, 27.0m ROW, GI adjacent to road	Option 6: 4 lanes, 23.0m ROW
Connectivity and Technical Viability	High						
Socio-Economic Environment	High						
Natural Environment	Low						
Cultural Environment	Low						
Costs	Low						
Overall							
			Recommended				

Visit the project webpage for evaluation summaries of all major street segments

Design Recommendations for Existing Dufferin Street (Wilson Avenue to Beffort Road)



Option 2 – 30.0m ROW is recommended for Dufferin Street Extension (Wilson Avenue to Beffort Road)

- 30.0m ROW is in line with MESP ROW range recommendations, but less than the MESP maximum.
- Includes all desired cross section elements at an acceptable width (3.5m dedicated bus lane, 2.4m pedestrian zone, 2.1m cycling facility, 3.2m GI) while balancing against property impacts.
- A wider green infrastructure (3.2m) on the west side provides a buffer from existing residential uses while also supporting the stormwater system.



Conceptual rendering of Dufferin Street looking north, within Runway Districts to the north of the Ancaster community



EXISTING DUFFERIN STREET

REFINEMENTS TO STAGE 1 RECOMMENDATIONS

4

Existing Dufferin Street

The existing portion of Dufferin Street from Wilson Avenue to Beffort Road presents many constraints that need to be considered for the Dufferin Street extension. Some notable adjacent uses include:

- Existing Residential properties
- Commercial and industrial uses
- Gas stations at Wilson Avenue
- Wilson Village BIA gateway public art

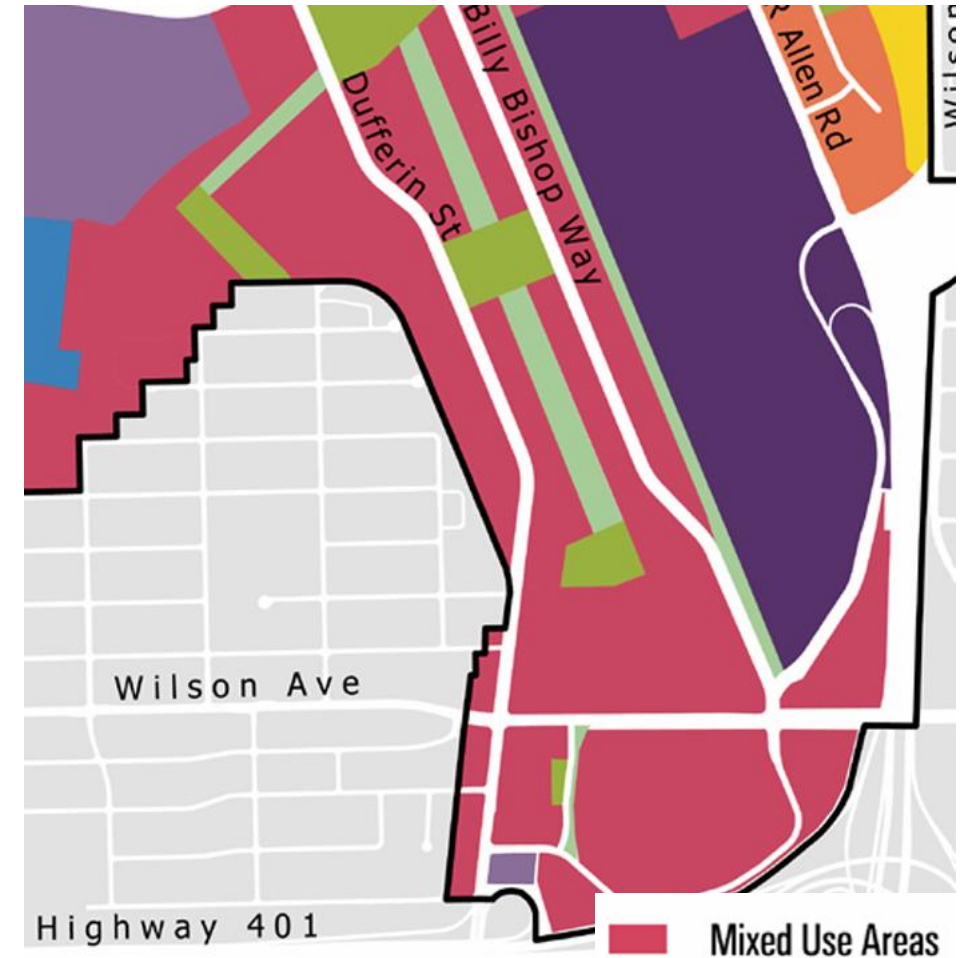


Refined Alignment Options & Considerations



Building off the Stage 1 Recommendation for a direct Dufferin Street alignment, **seven** refined alignment options were developed based on several key considerations:

- Avoiding **occupied existing residential buildings** outside of the Secondary Plan boundary that have low redevelopment potential
- Minimizing impacts to **buildings and other physical features** (e.g. public art, furnishings)
- Leveraging **existing City right-of-way**
- **Minimizing** the creation of **unusable spaces**
- Considering **development potential** and **block structure** of lands in the Secondary Plan
- Connecting to the **existing centre-line** of Dufferin Street south of Wilson Avenue
- Ancaster community **feedback**



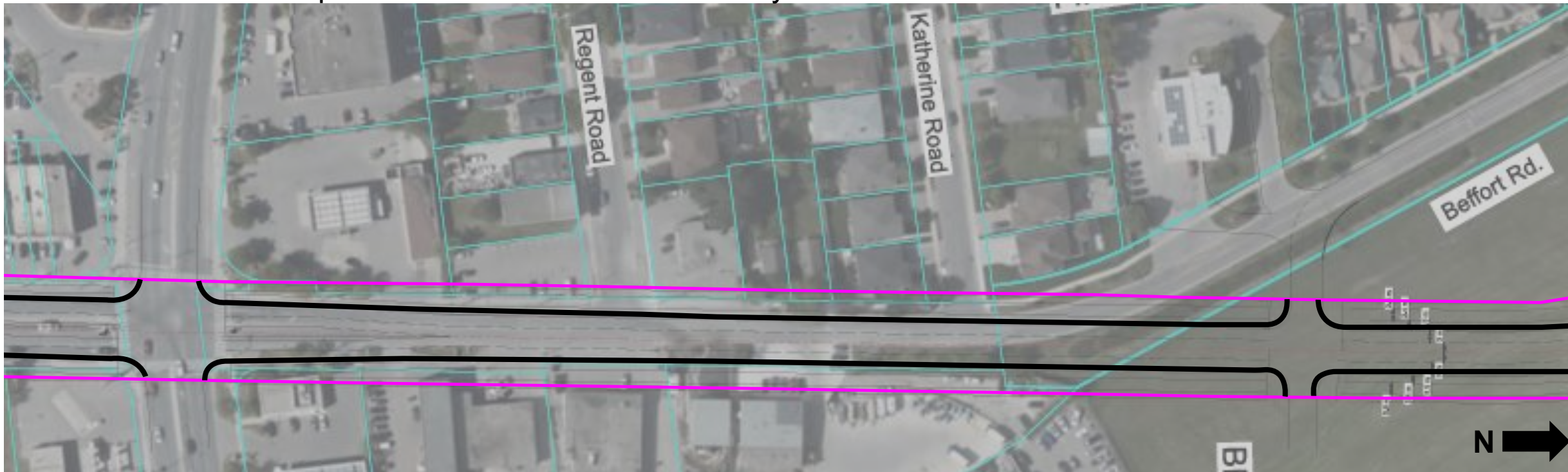
Downsview Secondary Plan Area

Existing Dufferin Street – Refined Alignment Options



Option 1 - Widen along centre-line

- Consistent with the Phases 1-2 EA (MESP) approach
- Impacts to properties and buildings on both sides
- Provides some separation from Ancaster community

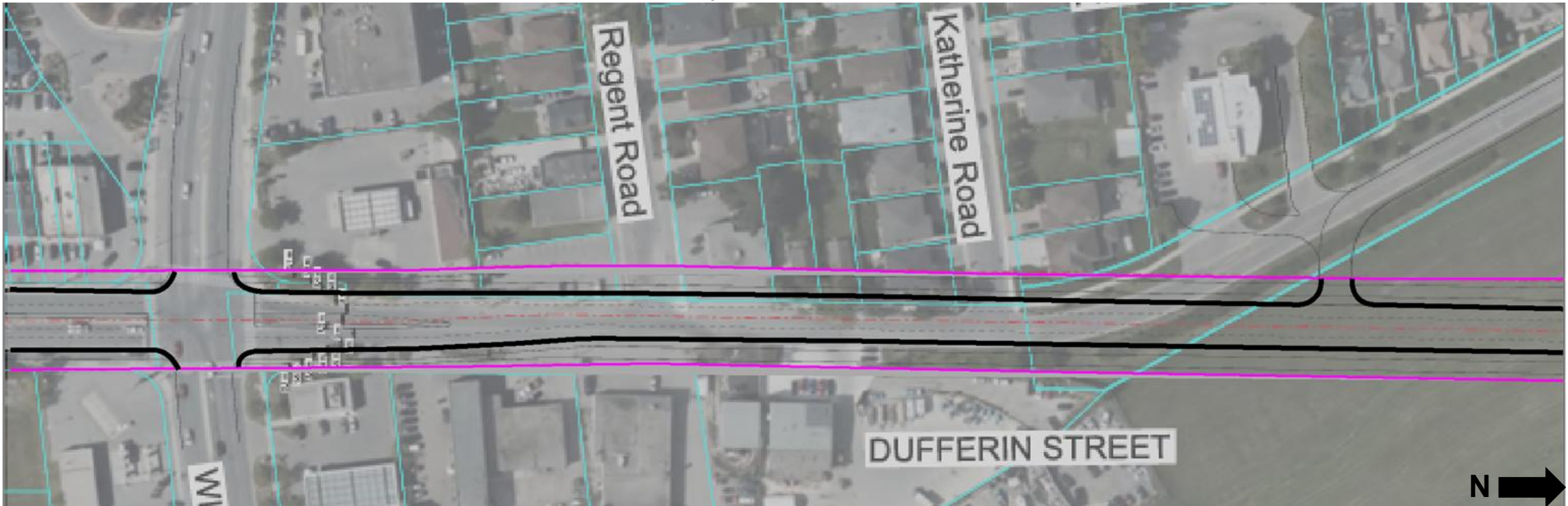


Existing Dufferin Street – Refined Alignment Options



Option 2A - Hold east property line and widen to the west

- Avoids all properties on the east, but significant impacts to properties and buildings to the west
- Provides less separation from Ancaster community



Existing Dufferin Street – Refined Alignment Options



Option 2B - Hold west property line and widen to the east

- Avoids all properties on the west, but has significant impacts to properties, buildings and business operations to the east
- Provides some separation from Ancaster community



Existing Dufferin Street – Refined Alignment Options

Option 3A – S-curve avoiding non-Secondary Plan residential properties and all building impacts

- Gentle S-curve that avoids all impacts at occupied non-Secondary Plan residential properties, and all building impacts, posing least impact on business operations
- Has property impacts on both sides of the street
- Provides some separation from Ancaster community



Existing Dufferin Street – Refined Alignment Options

Option 3B – S-Curve avoiding residential buildings

- S-curve that avoids occupied non-Secondary Plan residential buildings, while leveraging existing City right-of-way, and providing a direct Fire Hall connection to Dufferin Street.
- Avoids building impacts but results in some non-Secondary Plan residential property encroachment
- Beffort Road and resulting cul-de-sac are less compatible with future street network
- Provides least separation from Ancaster community

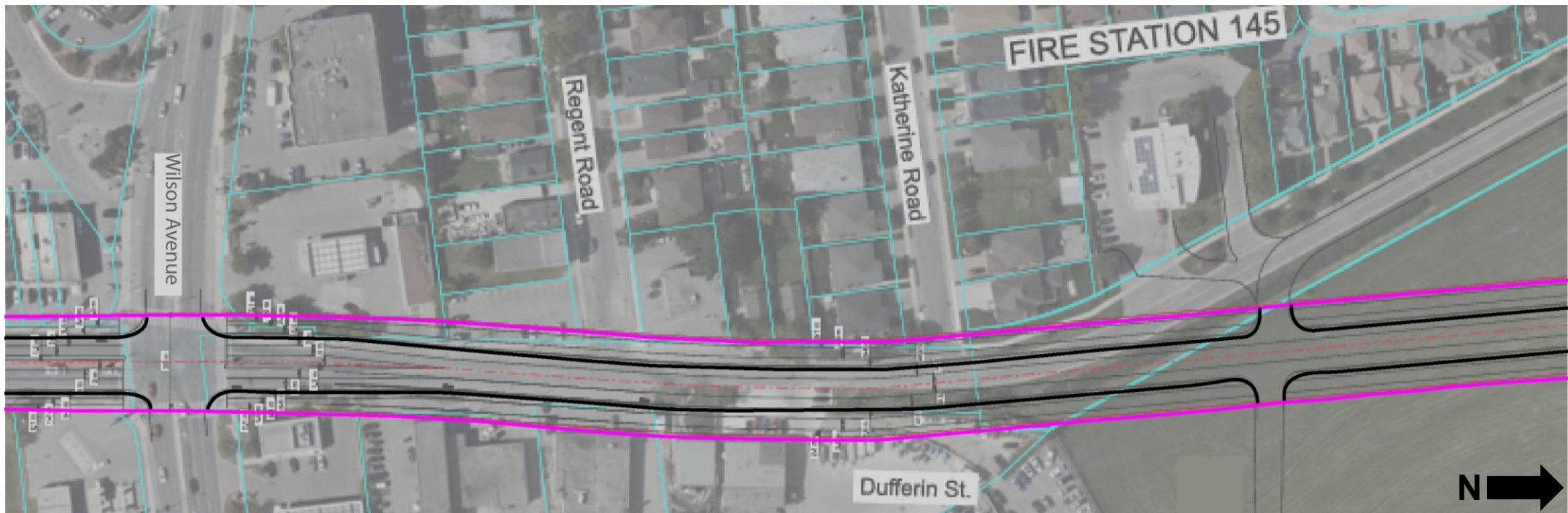


Existing Dufferin Street – Refined Alignment Options



Option 3C – S-curve with standard Beffort Road tie-in

- Gentle S-curve with typical Beffort Road tie-in (no cul-de-sac), though substandard distance between Fire Station driveway and intersection
- Avoids all building impacts but results in some non-Secondary Plan residential property encroachment
- Provides less separation from Ancaster community



Resident-Proposed Alignment - Option 4



In a December 2025 meeting with the EA Team, members of the Ancaster community requested an additional alignment variation be considered that would divert Dufferin Street further east of the community.

This additional option was evaluated along with the six refined alignment options developed by the EA Team.

The preliminary results of this evaluation were shared with the community members in March 2026.



Existing Dufferin Street – Refined Alignment Options



Option 4 – Resident proposed option

- Diverts the street east to provide most separation from the Ancaster community
- Splits properties to the east and causes significant impacts to existing buildings and businesses, and creates significant challenges with respect to connectivity and future development blocks



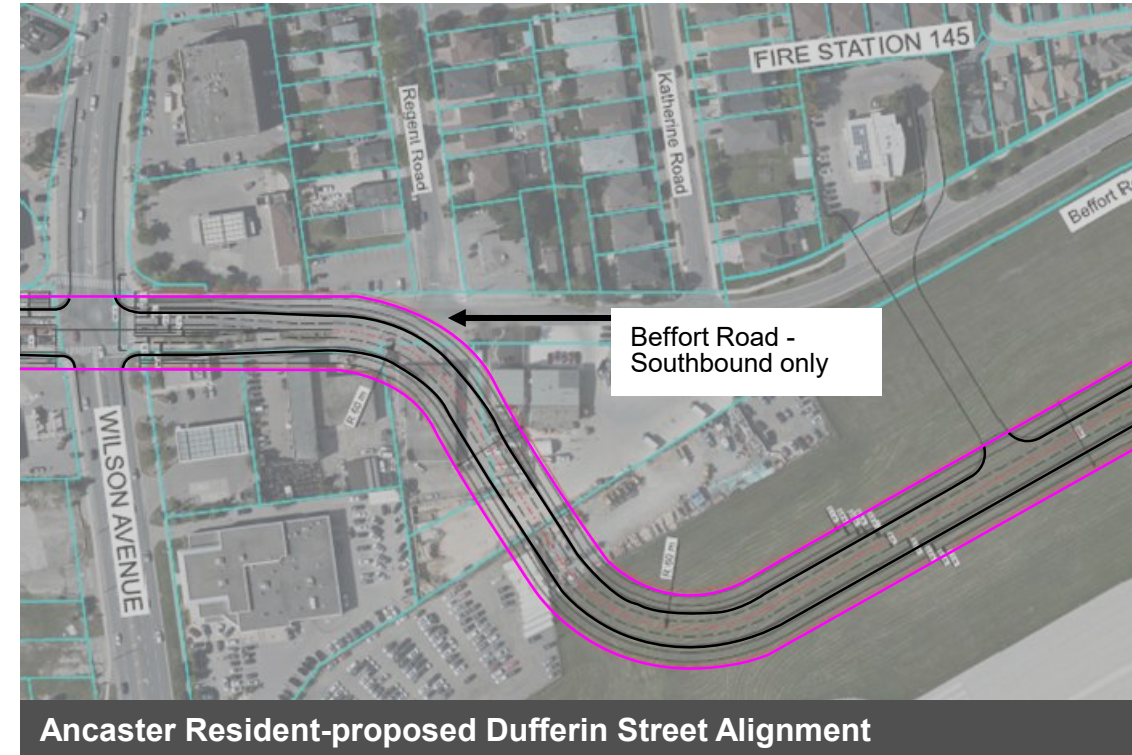
Resident-Proposed Alignment - Option 4

Key Evaluation Findings



Connectivity and Technical Viability

- Significant impact to east-west street connectivity
- Two curves create atypical street geometry
- Additional ~100m of street increases travel distance and time
- Significant challenges with property acquisition / co-ordination among multiple property owners. Impacted property owners have expressed strong opposition to this option
- Significant impacts to future development parcels on east side of Dufferin Street as well as in Wilson District
- Requires additional public street conveyance rather than using existing right-of-way



Resident-Proposed Alignment - Option 4

Key Evaluation Findings

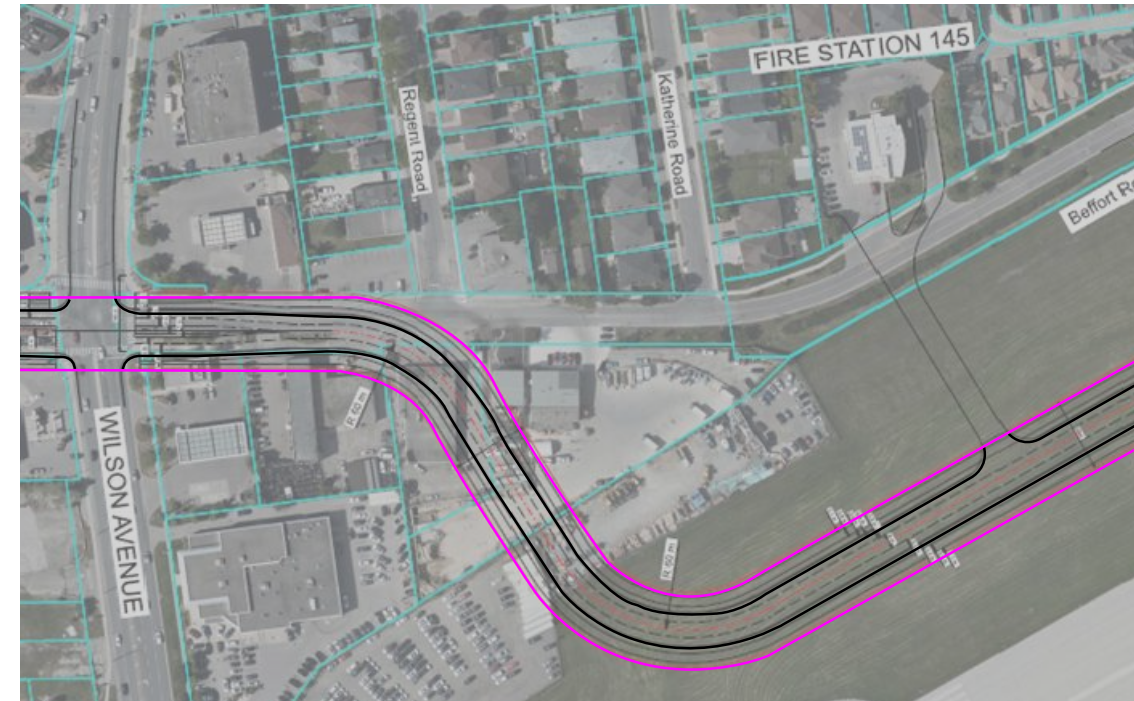


Socio-Economic Environment

- May reduce noise and air impacts on Ancaster community. Impacts would shift to future sensitive areas along new street alignment and result in same impacts overall.
- Avoids impacts to residential properties to the west
- Significant impact to existing buildings and redevelopment potential to the east
- Creates abnormal future development blocks; Safety refinements to geometry would worsen block structure and intersections.

Costs

- Additional costs for property acquisition
- Additional construction and life cycle costs due to longer street length



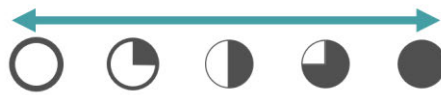
Ancaster Resident-proposed Dufferin Street Alignment



Dufferin Street Refined Alignment Evaluation

Category	Weighting	Option 1: Widen along Centreline	Option 2A: Hold East Property Line	Option 2B: Hold West Property Line	Option 3A: Curved Alignment Avoiding Some Properties	Option 3B: Curved Alignment Avoiding Residential Buildings	Option 3C: Curved Alignment like 3B with Standard Beffort Road	Option 4 – Resident Proposed Option
Connectivity and Technical Viability	High							
Socio-Economic Environment	High							
Natural Environment	Low							
Cultural Environment	Low							
Costs	Low							
Overall					 Recommended			

Does Not
Meet Criteria



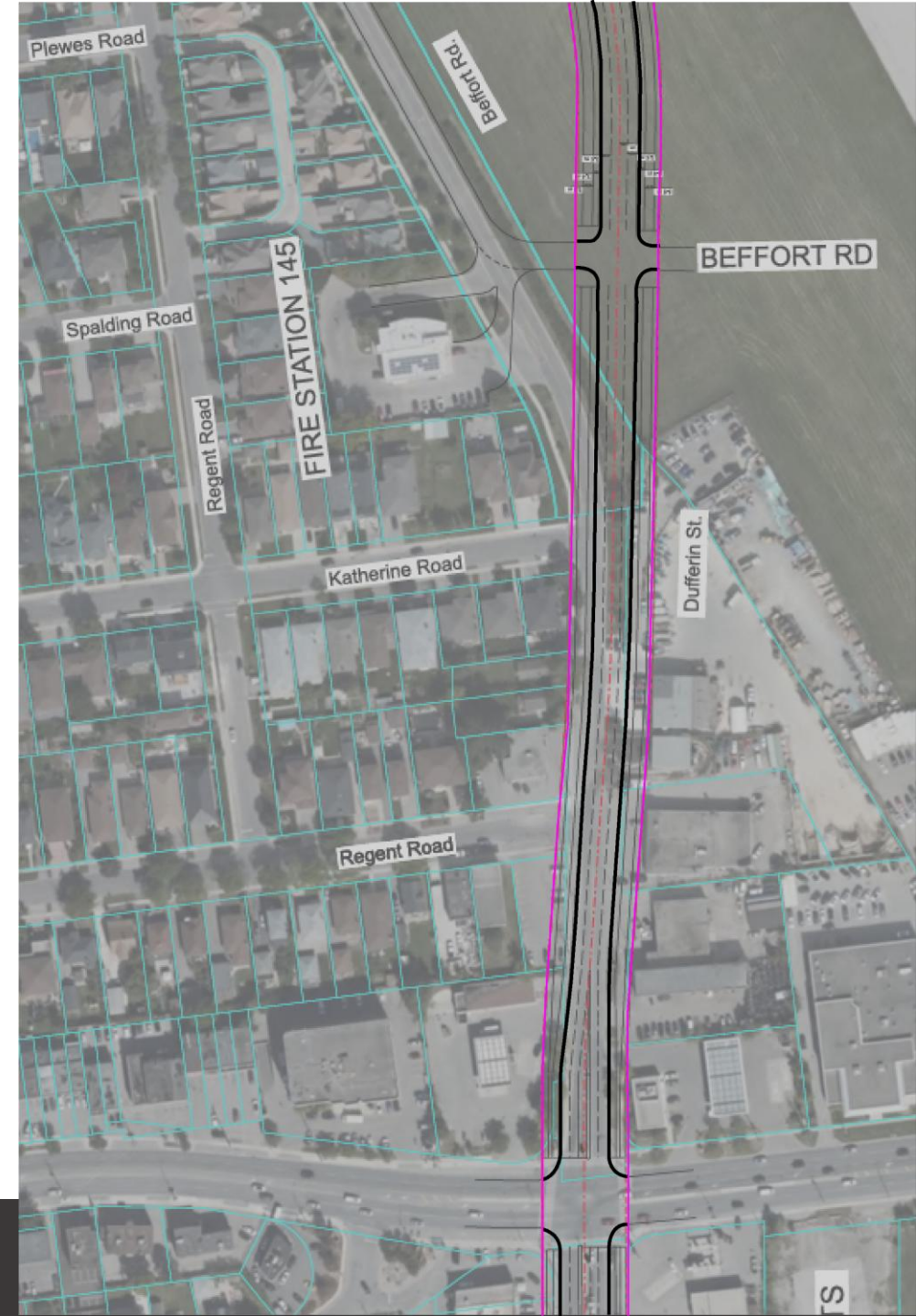
Meets
Criteria

Existing Dufferin Street – Preferred Refined Alignment

Option 3A is the recommended alignment option for Dufferin Street.

This design balances long term goals with existing conditions:

- ✓ Avoids all property impacts to occupied residential homes that are not within the Secondary Plan area
- ✓ Avoids all building impacts
- ✓ Maintains safe roadway geometry considerations
- ✓ Aligns with existing and future planned uses and street networks, including the future Wilson District





PLAN VIEW DESIGN

5



Key Design Features

In response to concerns around safety, speed, and local street impacts, **traffic calming features** were included in the Dufferin Street extension design:



PROTECTED INTERSECTIONS
Physically separate cyclists, pedestrians and vehicles to improve safety, visibility and comfort of all road users



CURB EXTENSIONS
Narrow local street intersections to slow vehicles down and reduce pedestrian crossing distance



RAISED CROSSWALKS
Elevate pedestrian crossings to slow vehicles down and improve pedestrian visibility and safety



Key Design Features (cont'd)



TRUCK APRONS

Slow all turning vehicles down, while still allowing larger vehicles to make turns



NARROW VEHICLE LANES

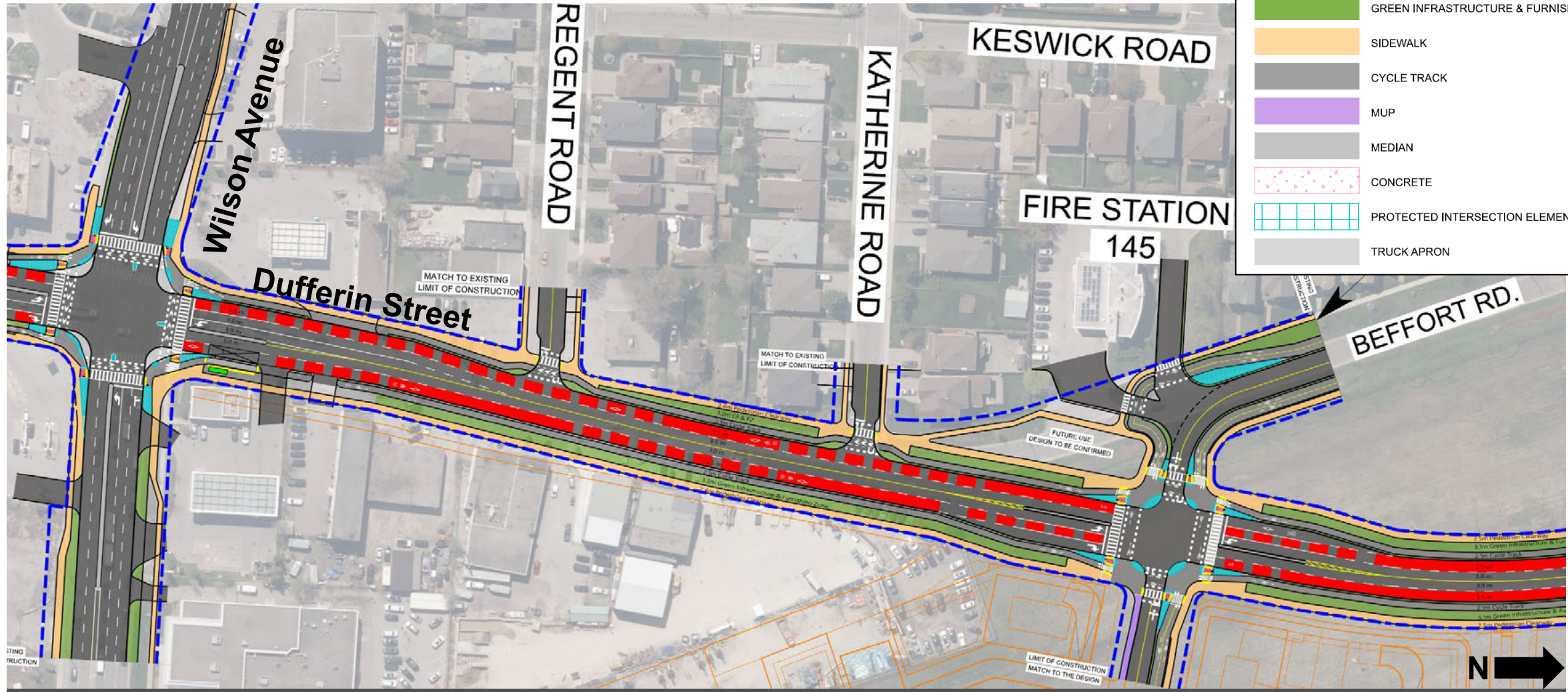
Slow vehicles down and expand space for sidewalks, tree planting, street furniture and cycle tracks



WIDE PUBLIC REALM

Wide sidewalks, planting/furnishing zones and cycle tracks provide approx. 8m of buffer from properties

Preferred Design – Plan view

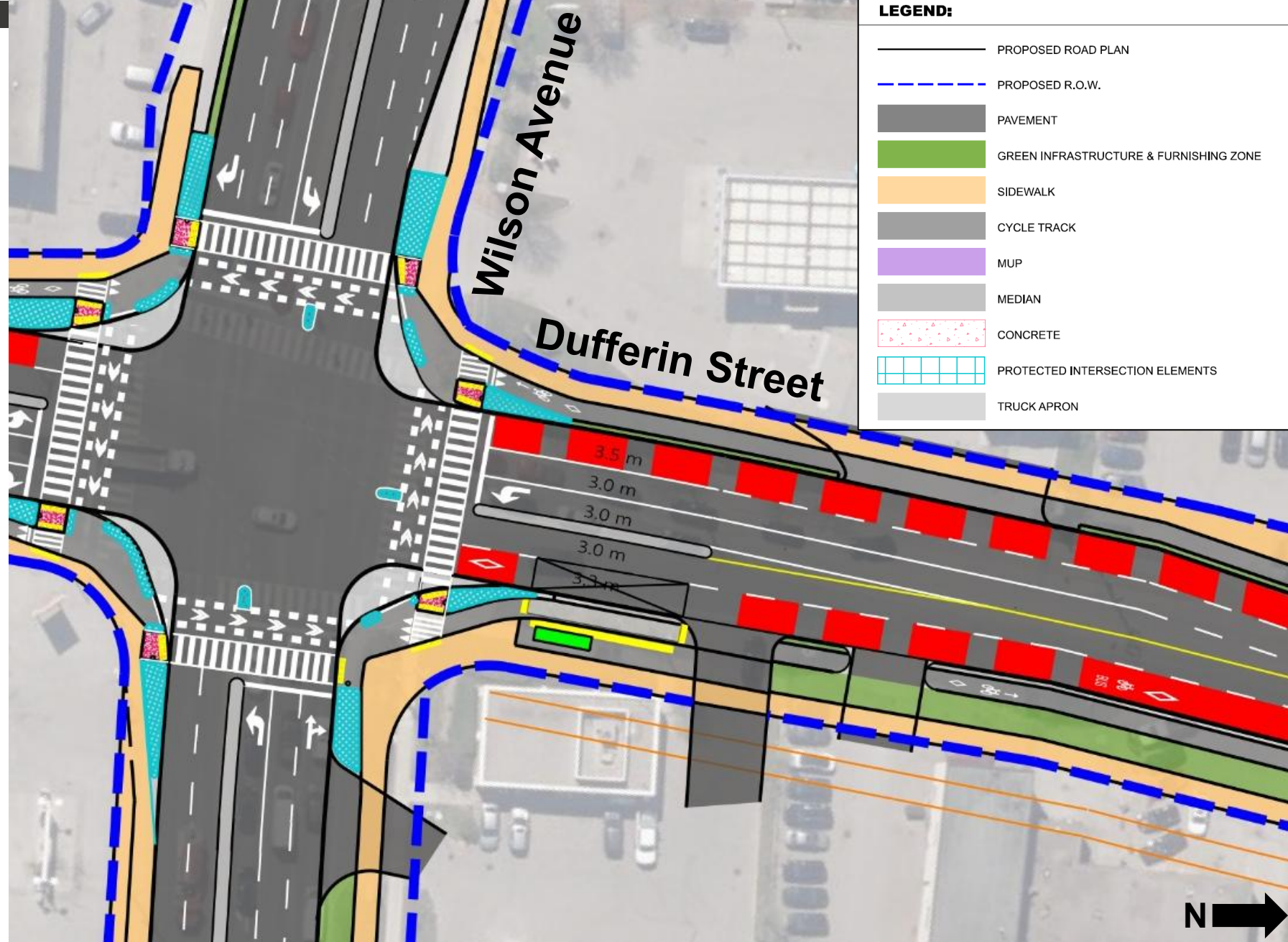


Draft plan for Dufferin Street north of Wilson Avenue

Close-up at Dufferin St / Wilson Ave

Key Design Features:

- ✓ Protected intersection
- ✓ Narrow vehicle lanes
- ✓ Left turn traffic calming
- ✓ Truck aprons



Close-up at Dufferin St (Regent Rd - Katherine Rd)



Key Design Features:

- ✓ Protected intersection
- ✓ Curb extension
- ✓ Raised crosswalk
- ✓ Narrow vehicle lanes
- ✓ Wide public realm

LEGEND:

	PROPOSED ROAD PLAN
	PROPOSED R.O.W.
	PAVEMENT
	GREEN INFRASTRUCTURE & FURNISHING ZONE
	SIDEWALK
	CYCLE TRACK

Close-up at Beffort Dufferin St / Beffort Rd



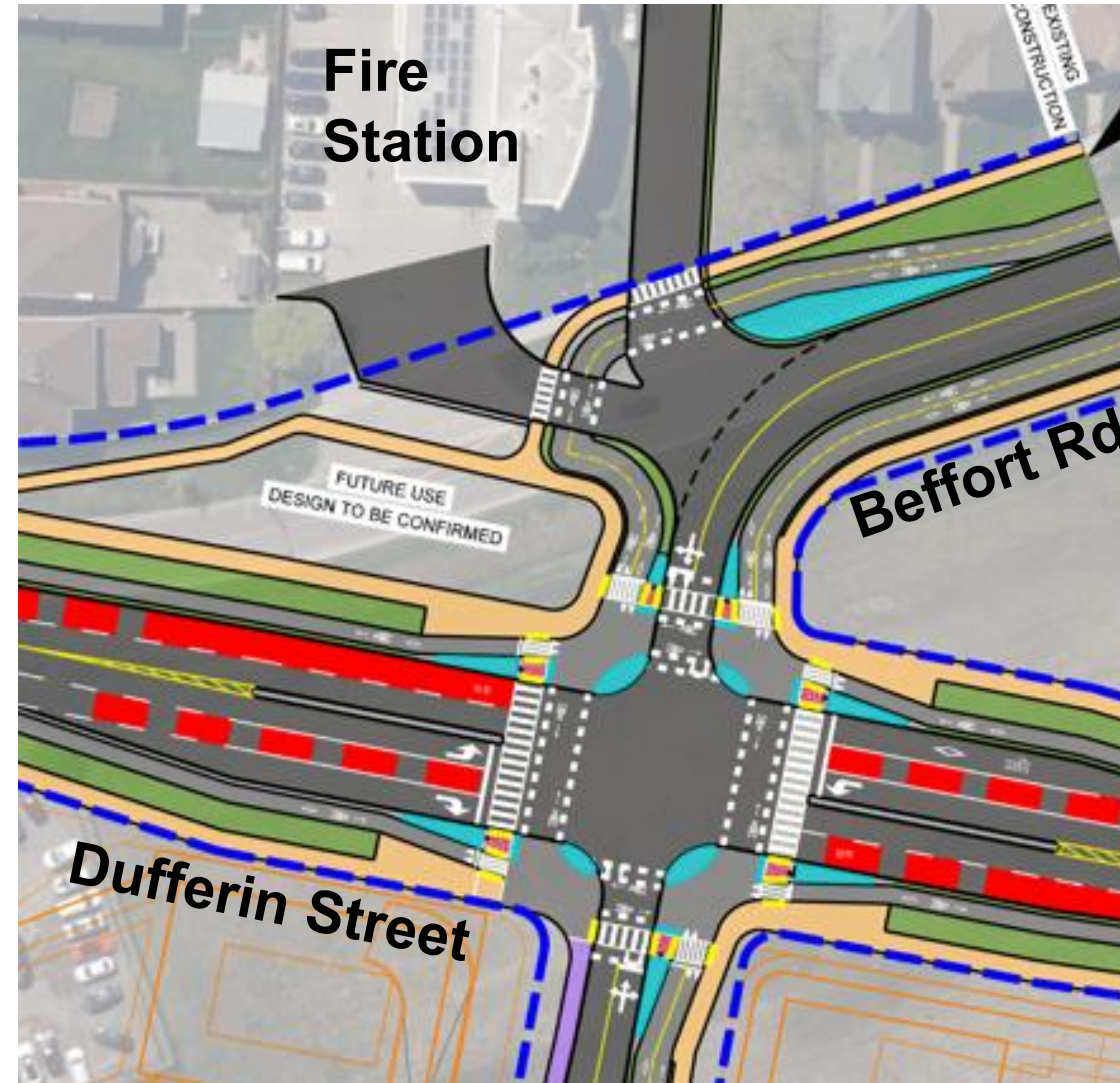
The Dufferin Street extension requires the reconfiguration of Beffort Road. The proposed design includes a realigned (90 degree) and signalized intersection at Dufferin Street.

The Fire Station access is proposed to remain along Beffort Road. Toronto Fire Services has been consulted to ensure the design meets their needs.

The Secondary Plan identifies a future Greenway on Beffort Road. It is currently shown on both sides of the street, but this will be further detailed in future district planning work.

Key Design Features:

- ✓ Protected intersection
- ✓ Narrow vehicle lanes
- ✓ Left turn traffic calming
- ✓ Wide public realm
- ✓ Connects to proposed Beffort Greenway and Wilson District Street C



Draft design of fire hall access and realigned Beffort Road



IMPACTS AND MITIGATIONS

6

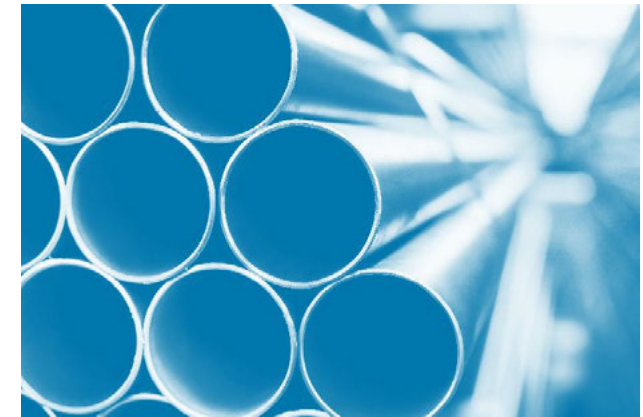
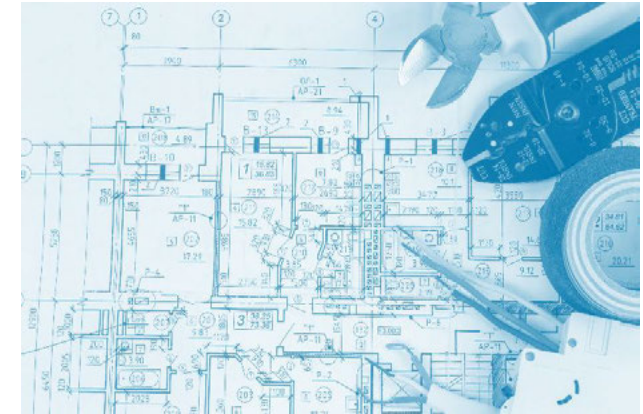


Property Impacts

The alignment and cross section evaluations and recommendations attempt to minimize property impacts as much as possible while also balancing against street needs. Some property is required in order to construct the proposed road.


Preliminary property impacts have been identified, potentially impacted property owners have been contacted, and individual meetings have been held to discuss impacts.

In addition to permanent property impacts associated with the street right-of-way, there may be some temporary property impacts. This could include grading impacts beyond the right-of-way to connect the elevation of the street to the elevation of the existing ground or areas for construction access.



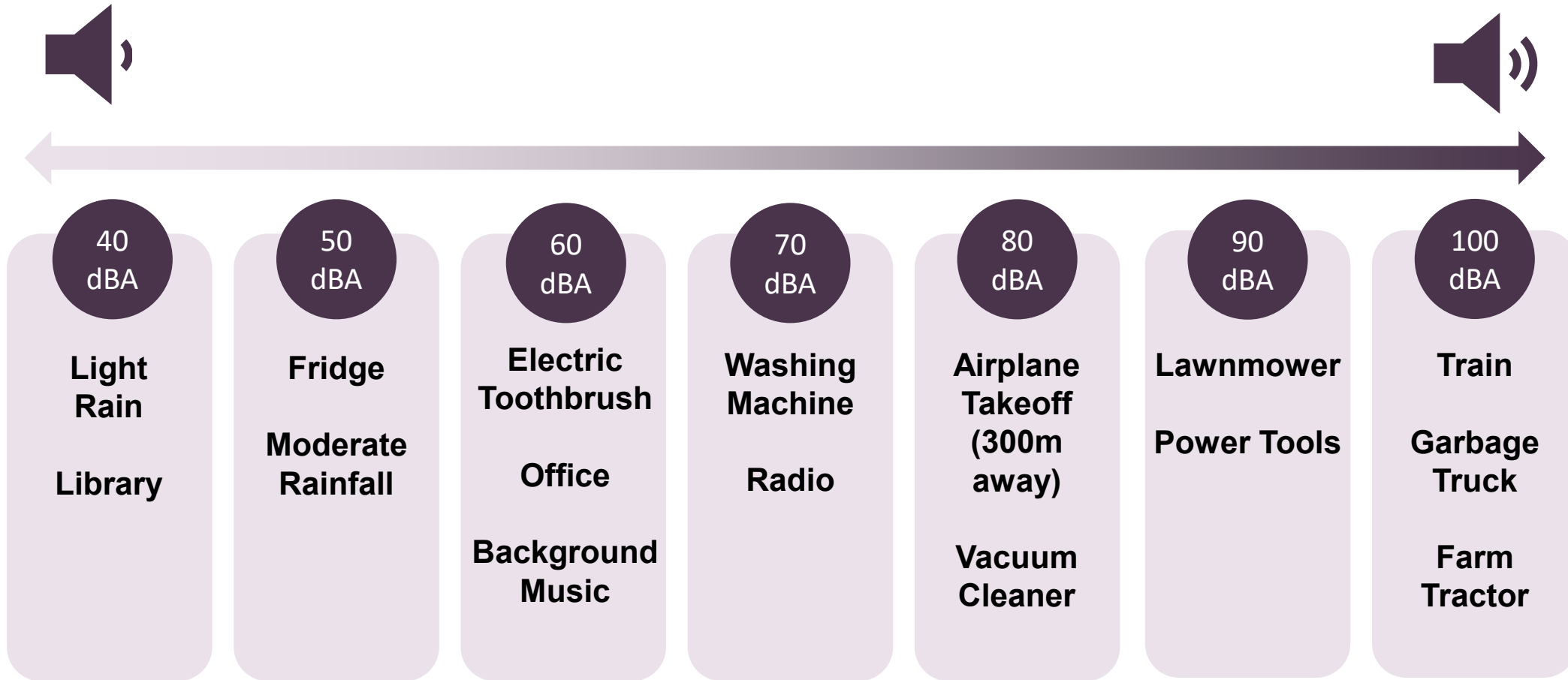


2051 Noise and Air Quality Assessments

- 
- 2041 Reports (completed May 2025)**
 - Noise and air quality assessments were prepared to **inform Stage 1 Consultation** recommendations in May 2025 at the request of community members
 - The reports assessed potential impacts with a **time horizon of 2041** and were based on **City traffic and modelling data available at the time**
 - 2051 Reports (completed June 2026)**
 - Updated noise and air quality assessments** were prepared for Stage 2 Consultation
 - The reports assess potential impacts from the Dufferin Street extension in the **year 2051** under “future build” and “future no-build” scenarios
 - These reports are based on **updated assumptions**, including **refined traffic modelling data** that reflect a more detailed traffic analysis and more accurately predict future trends



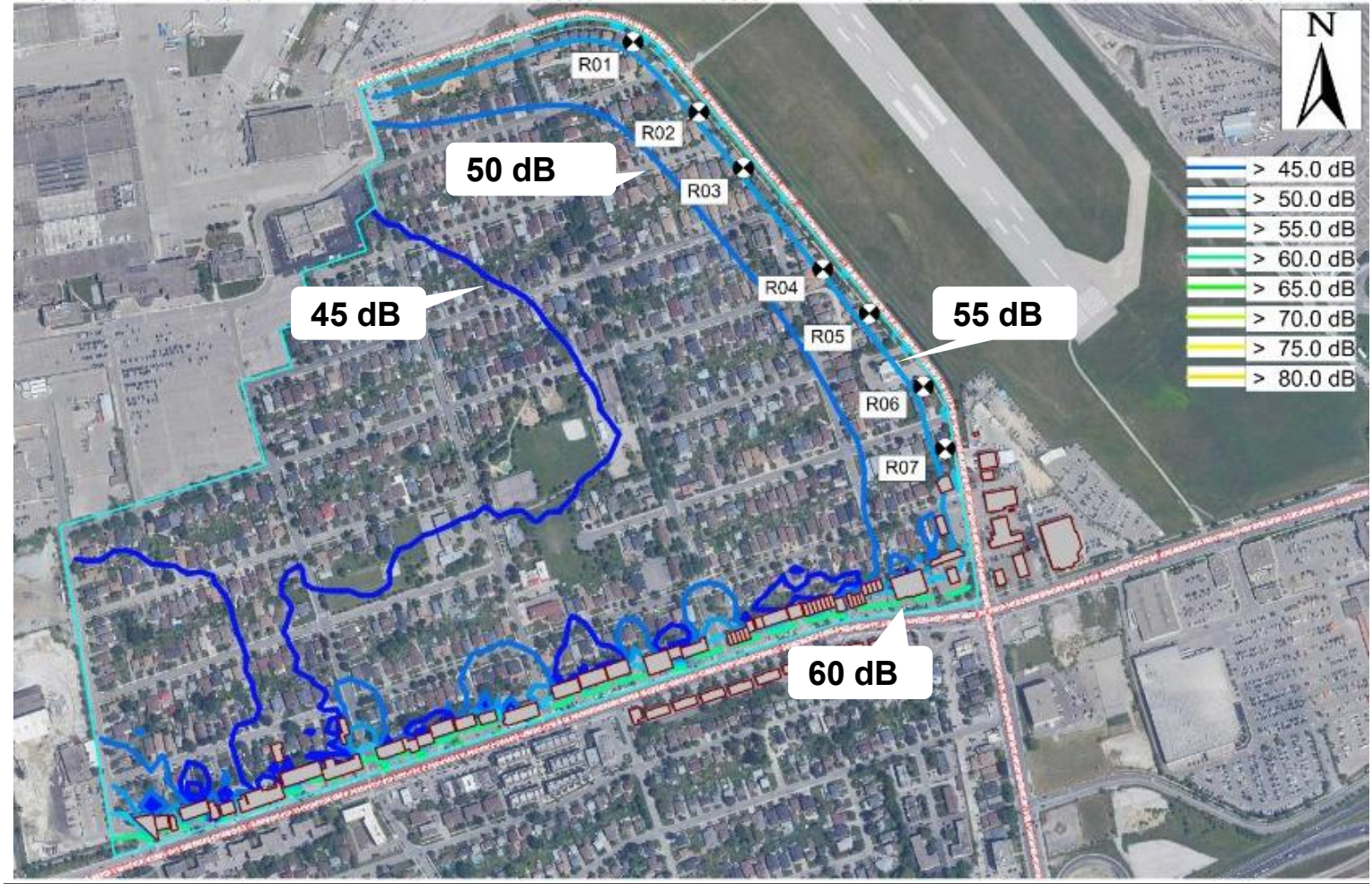
Understanding Noise Measurements





Existing Noise Conditions (2024)

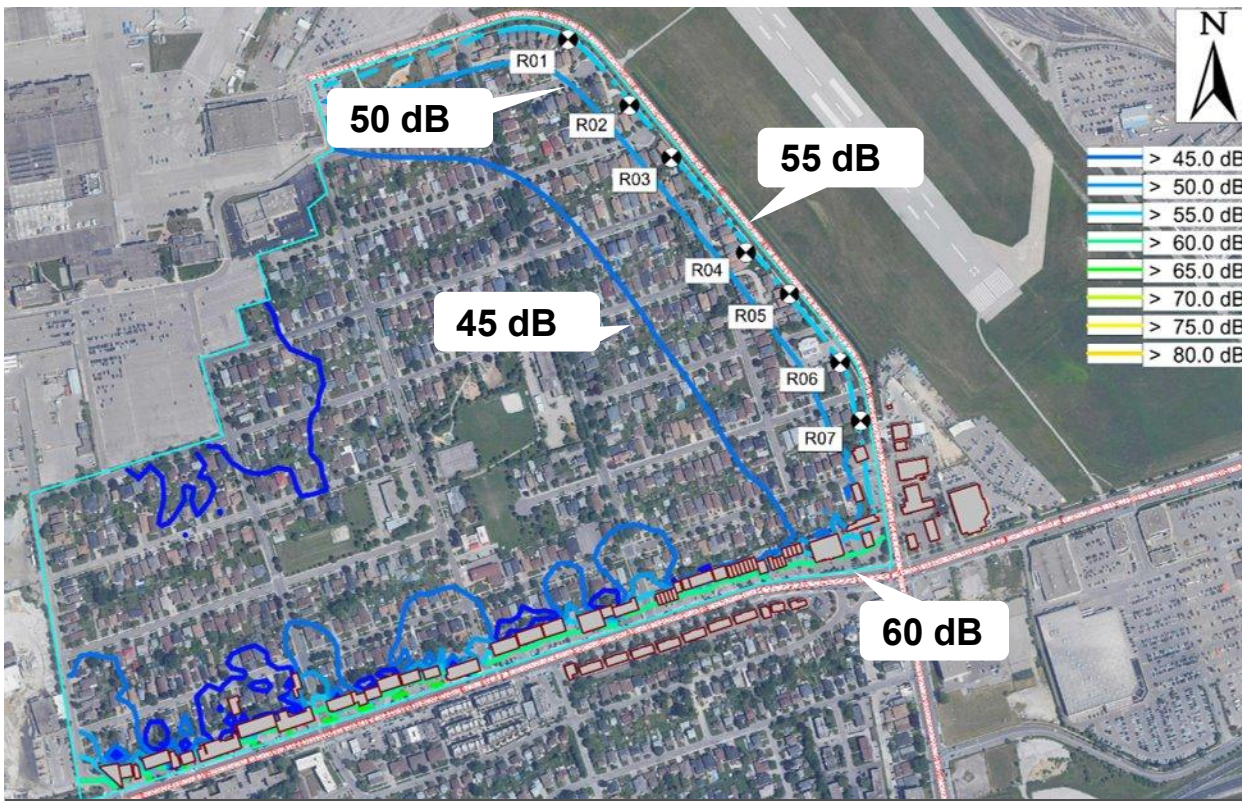
40 dBA	50 dBA	60 dBA
Light Rain	Fridge	Electric Toothbrush
Library	Moderate Rainfall	Office
		Background Music



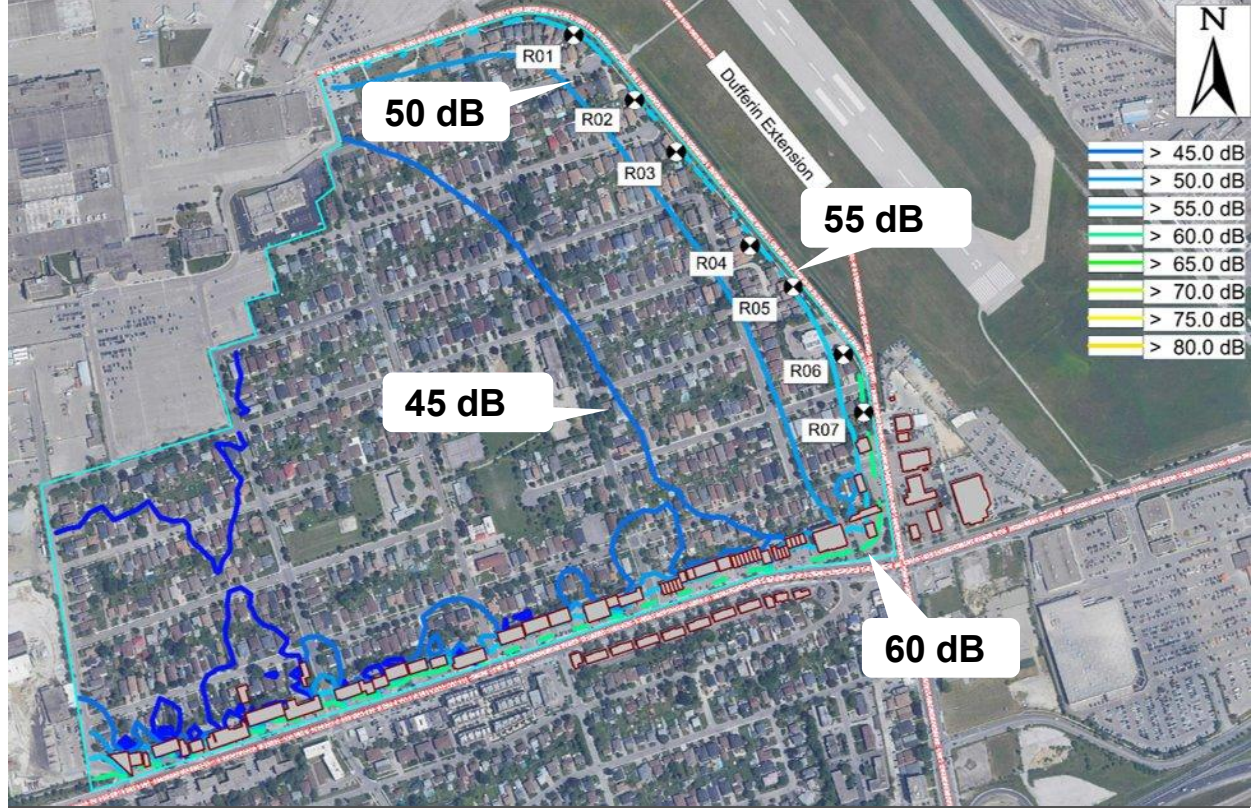
Existing Noise Conditions (2024)



2051 Noise Impact Findings



Future No-Build



Future Build

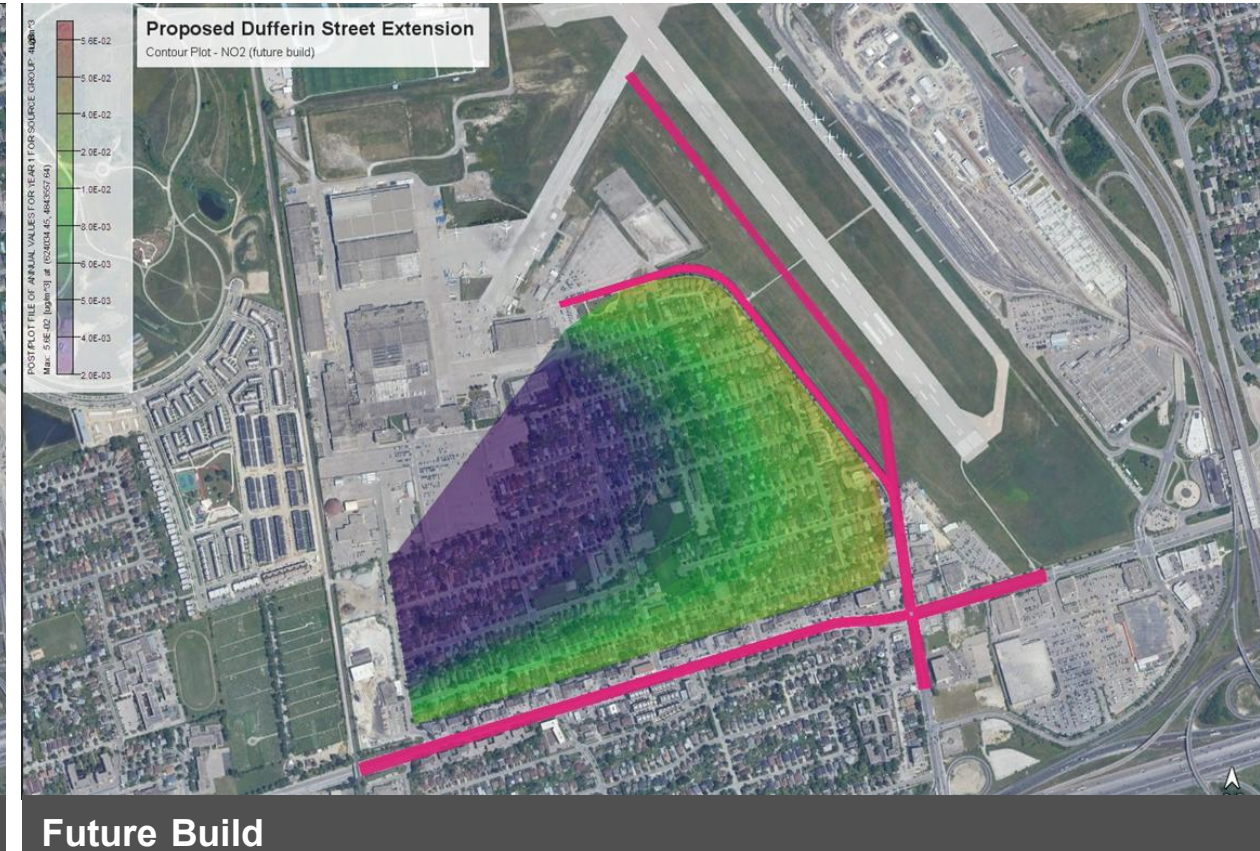
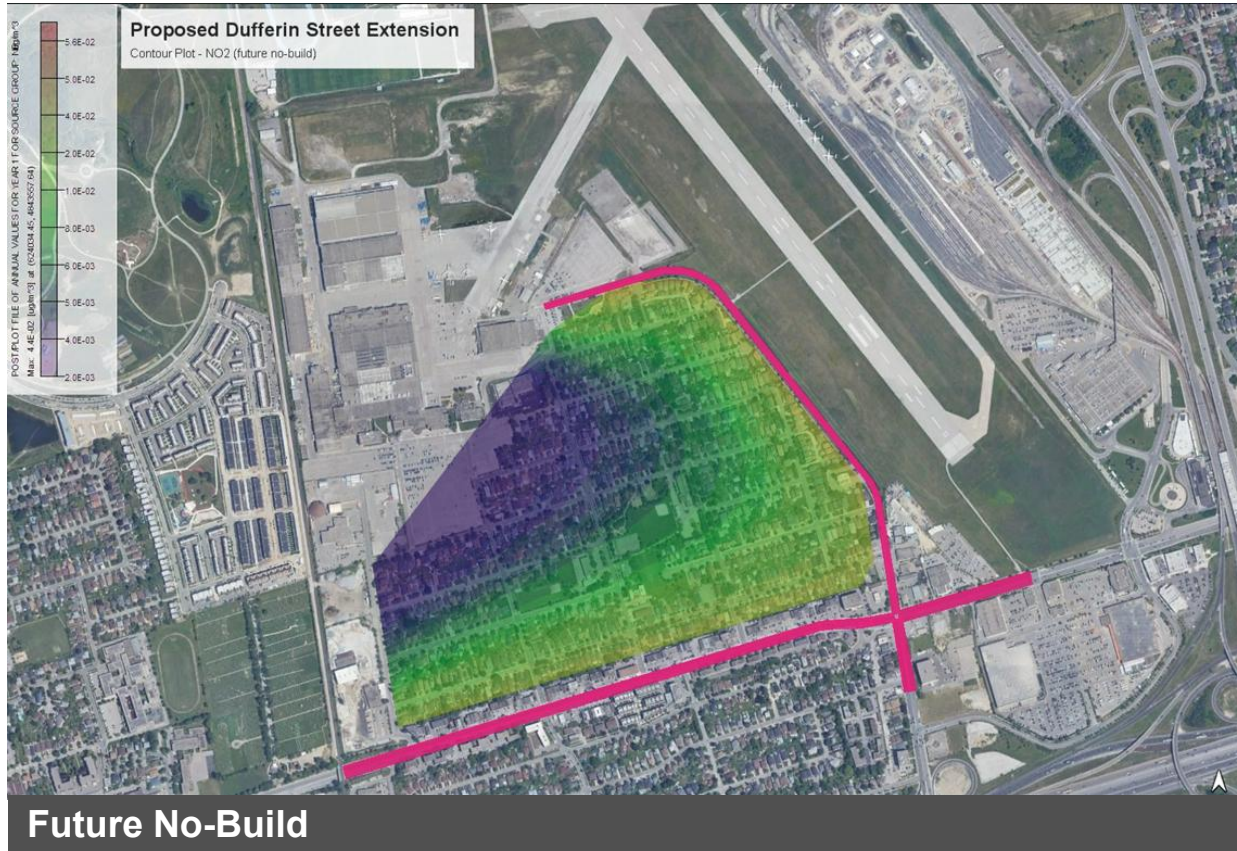
- Future No-Build includes Taxiway West development but no Dufferin Street extension. Future Build includes implementation of all streets and development districts within the Secondary Plan area.
- Predicted changes in noise level between Future No-Build and Future Build are up to 4 dB, which represent a **minimal difference in the perception of noise levels in future scenarios** and are **below the applicable guideline criterion of 5 dB.**



Noise Impacts - Summary

- **Minimal change in noise** between Future No-Build and Future Build scenarios. Based on these results, further consideration of **noise mitigation is not warranted**.
- While mitigation is not technically warranted, the recommended design proposes **buffer elements** on the west side of Dufferin Street to minimize impacts, including a wide (approximately **8 m**) separation between residential properties and dedicated bus lanes.
- The noise assessment considers shielding from the first row of houses between the street and receptor locations (though not shown on figures) as well as shielding from the commercial buildings on the north side of Wilson Avenue. Houses beyond the first row of buildings are anticipated to experience **significantly lower noise impacts** as a result of further **setback distances** and **shielding**.
- Predicted changes in noise level between Future No-Build and Future Build are up to 4 dB, which represent a **minimal difference in the perception of noise levels** in future scenarios and are **below the applicable guideline criterion of 5 dB**.
- Predicted Future Build noise levels are between **52 to 58 dBA** at the worst-case receptors and are **below the applicable guideline criterion of 65 dBA**.

2051 Air Quality Impact Findings



- Future No-Build scenario includes traffic from Taxiway West District development but no Dufferin Street extension. Future Build scenario includes build-out of all streets and districts within the Secondary Plan area.
- Graphics show levels of NO₂ (Nitrogen Dioxide), however several other contaminants were also assessed and show similar trends.



Air Quality Impacts - Summary

- Local air quality impacts on the community are mainly from the **existing traffic** on Wilson Avenue, along with broader city background pollution which includes Highway 401 traffic and nearby industries.
- The Dufferin Street Extension (Future-Build) is expected to result in **less than a 2% increase** in air pollution over the Future No-Build conditions, with most contaminants increasing by **less than 1%**.
- The historical wind pattern in the area (west to east) suggests that **65% of winds would blow contaminants away** from the Ancaster Community.



Summary of Impacts and Mitigation



- Preliminary impacts have been identified based on the conceptual design:
 - **Temporary construction impacts** will be mitigated by advance notice through public notices, a traffic management plan, dust suppression, and working within allowable hours.
 - **Property impacts have been minimized where possible, however some property is required to accommodate the proposed new roads in specific areas.** Preliminary impacts have been identified, and property owners have been contacted.
 - **Noise and air impacts** were assessed at existing sensitive locations which identified minimal changes in noise and air levels. While no mitigation is warranted, plantings and buffers will help reduce impacts.
 - There may be **short-term municipal servicing impacts when transitioning to the new system**, though any impacts will be communicated in advance.



An aerial photograph of a green campus landscape. A winding path curves through rolling green hills. In the background, several modern university buildings are visible under a clear sky. The entire image has a light blue overlay.

BROADER STUDY RECOMMENDATIONS

7



*Billy Bishop Way Extension Rendering with the Green Spine -
Renderings are conceptual and subject to change*



*Dufferin Street Extension in Runway North Dis
Renderings are conceptual and subject to cha*



*Northern Street and Northern Street Underpass in Downsvie West District –
Renderings are conceptual and subject to change*

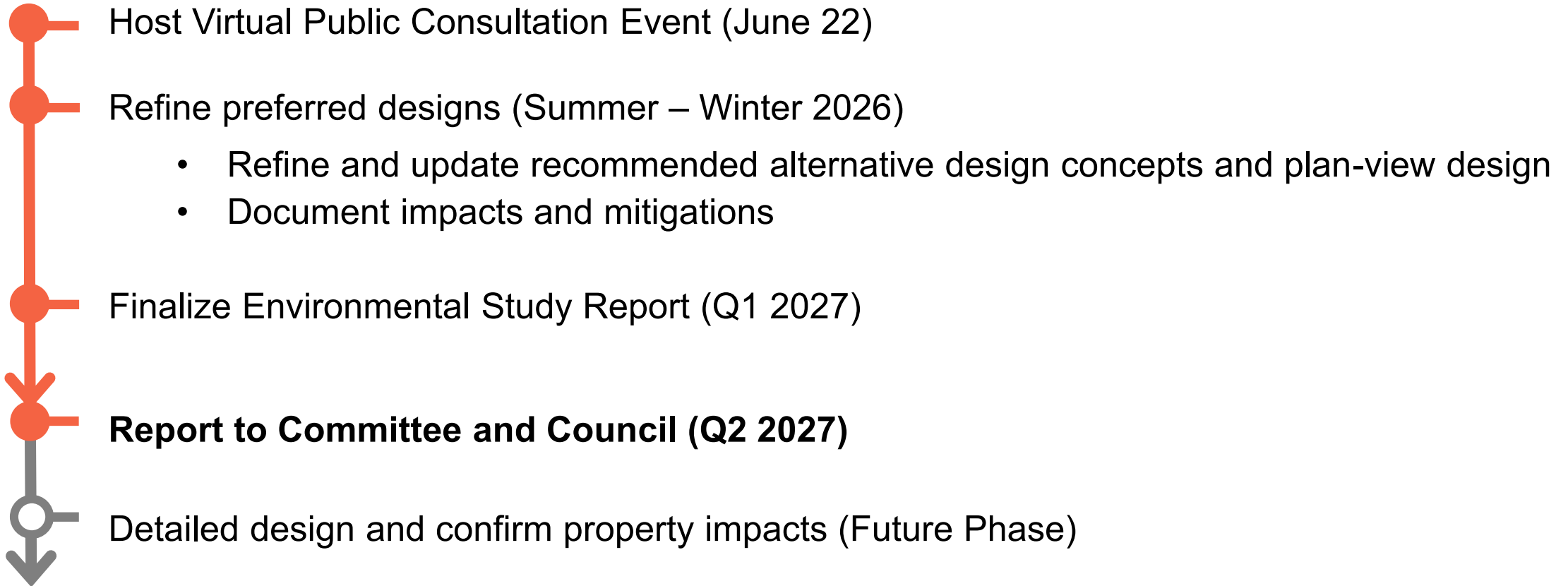


Downsview Park Boulevard and underpass next to Downsview Park - Renderings are conceptual and subject to change

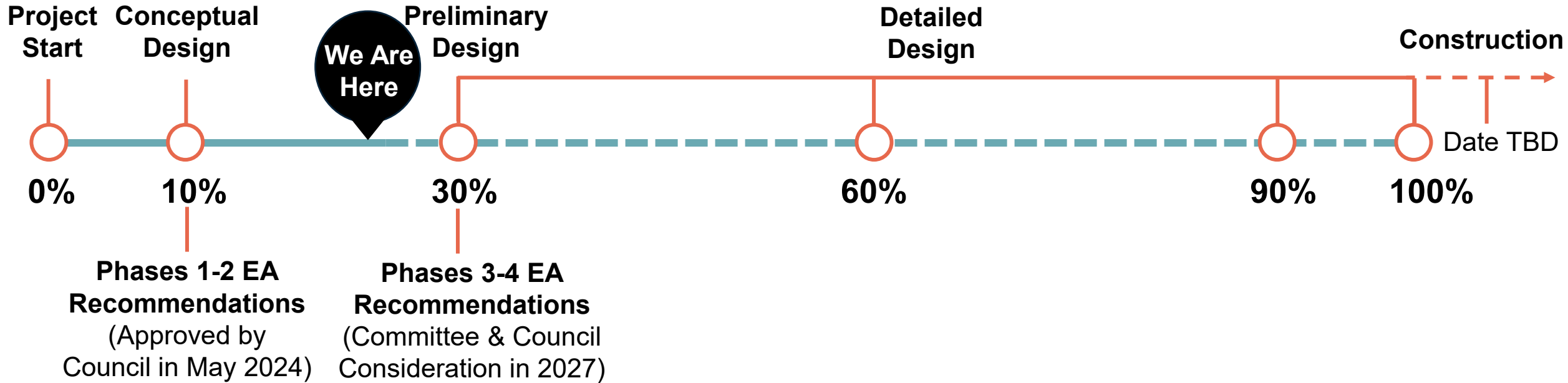
NEXT STEPS



Next Steps



Project Timeline (Design & Construction)



*Note that major street construction timelines depend on phased redevelopment timelines within the Downsview Secondary Plan area.

Get Involved



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



Public Consultation Event #2

Location: Virtual meeting

Date: June 22, 2026

Time: 6:30 to 8:00 pm

Register to join on the project web page

Contact

Jason Diceman,
Senior Public Consultation Coordinator
Tel: 416-338-2830
Metro Hall, 19th Floor, 55 John Street
Toronto, ON. M5V 3C6



Online survey open until July 8



Email

DownsviewEA@toronto.ca



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