# Downsview Major Streets Environmental Assessment Phases 3 & 4

## Public Consultation Report

October 2026

TORONTO

# Contents


Executive Summary ..... 3
Project Summary ..... 4
Notification & Consultation Activities ..... 6
Notification ..... 6
Activities ..... 7
Ancaster Residents Listening Session ..... 7
Ancaster Residents Dufferin Street Extension Design Response Meeting ..... 7
Email and Phone Comments ..... 8
Community Resource Group (CRG) Meeting ..... 8
Wilson Village Business Improvement Area (BIA) Meeting ..... 9
Property Owner Meetings ..... 9
Ancaster Community Meeting ..... 9
Virtual Public Meeting #2 ..... 10
Agencies and Utilities ..... 10
Indigenous Communities ..... 11
Survey ..... 12
Feedback Summary ..... 12
Ancaster Residents Meetings ..... 14
Community Resource Group Meeting Comments ..... 14
Wilson Village Business Improvement Area Meeting Comments ..... 15
Property Owner Meetings Comments ..... 15
Ancaster Community Meeting Comments ..... 16
Public Meeting #2 Comments ..... 17
Agency and Utilities Comments ..... 18
Indigenous Community Comments ..... 18
Email and Phone Comments ..... 19
Online Survey ..... 20
Appendix ..... 29
Survey Participant Demographics ..... 29

# Figures

Figure 1. Map of the Downsview EA Phases 3 & 4 Study Area ..... 5
Figure 2. Bar Chart of Level of Agreement ..... 20
Figure 3. Bar Chart of Respondents' Relationships to the Downsview Major Streets EA Study Area ..... 29
Figure 4. Map of Respondents by Postal Code ..... 30
Figure 5. Bar Chart of How Respondents Travel in and Around the Downsview Area ..... 31
Figure 6. Bar Chart of Communication Methods which Informed Respondents of the Downsview Major Streets EA ..... 32
Figure 7. Bar Chart of Respondents' Ages ..... 33
Figure 8. Bar Chart of Respondents' Gender Identities ..... 34

**For questions about this report, please contact:**

Jason Diceman
Senior Public Consultation Coordinator, Public Consultation Unit
DownsviewEA@toronto.ca
416-338-2830

# Executive Summary

This Public Consultation Report details the activities and feedback received during the second stage of consultation for the Downsview Major Streets Environmental Assessment (EA) Phases 3 and 4 that took place between April 27, 2026, and July 8, 2026. The City has had ongoing engagement outside this consultation period with Indigenous communities, property owners and Ancaster community members since the first stage of consultation in 2025. During the second consultation period, members of the public, interest groups, and Indigenous communities were engaged to provide feedback on the alternative design concepts for:

- Dufferin Street Extension
- Billy Bishop Way Extension
- Northern Street
- Downsview Park Boulevard Extension
- Transit Road

Public consultation activities engaged more than 300 individuals through emails, meetings, and an online survey. There was participation from Indigenous communities, community interest groups, property owners, and the general public.

Overall frequent topics raised in the public feedback included traffic, noise and air quality impacts, greenery, active transportation, transit, and safety. Key themes and values that respondents identified include:

- Maintaining existing and increasing green space
- Alleviating traffic congestion from existing streets and intersections
- Implementing active transportation and public transit infrastructure
- Improving transportation connections and access to various uses and connectivity of transportation infrastructure

Feedback on the alternative design concepts was mixed, with a slight majority of those with expressed opinions in agreement that the “general design recommendations support the project objectives”. Many participants expressed concerns regarding potential property impacts and disruption to existing communities. Other concerns included:

- Increased noise and air quality impacts due to the implementation of additional streets and new developments
- Assumptions about future traffic congestion due to increased development and limited vehicle lanes (with concerns related to designs that include dedicated bus lane and/or cycling lanes)
- Street safety for all, such as cyclists, pedestrians, and drivers
- Impacts to wildlife and natural areas within the Downsview Major Streets EA study area

All public comments have been tracked and reviewed, with responses provided as appropriate. The City will remain available to engage with property owners and interested groups as design progresses.

## Project Summary

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 has developed 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)
- 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 Beffort Road to Highway 401
- Portions of the Green Spine (active transportation and biodiversity corridor) within the public right-of-way
- Major municipal servicing infrastructure (water, sanitary and stormwater), including a new sanitary sewer through Downsview Park

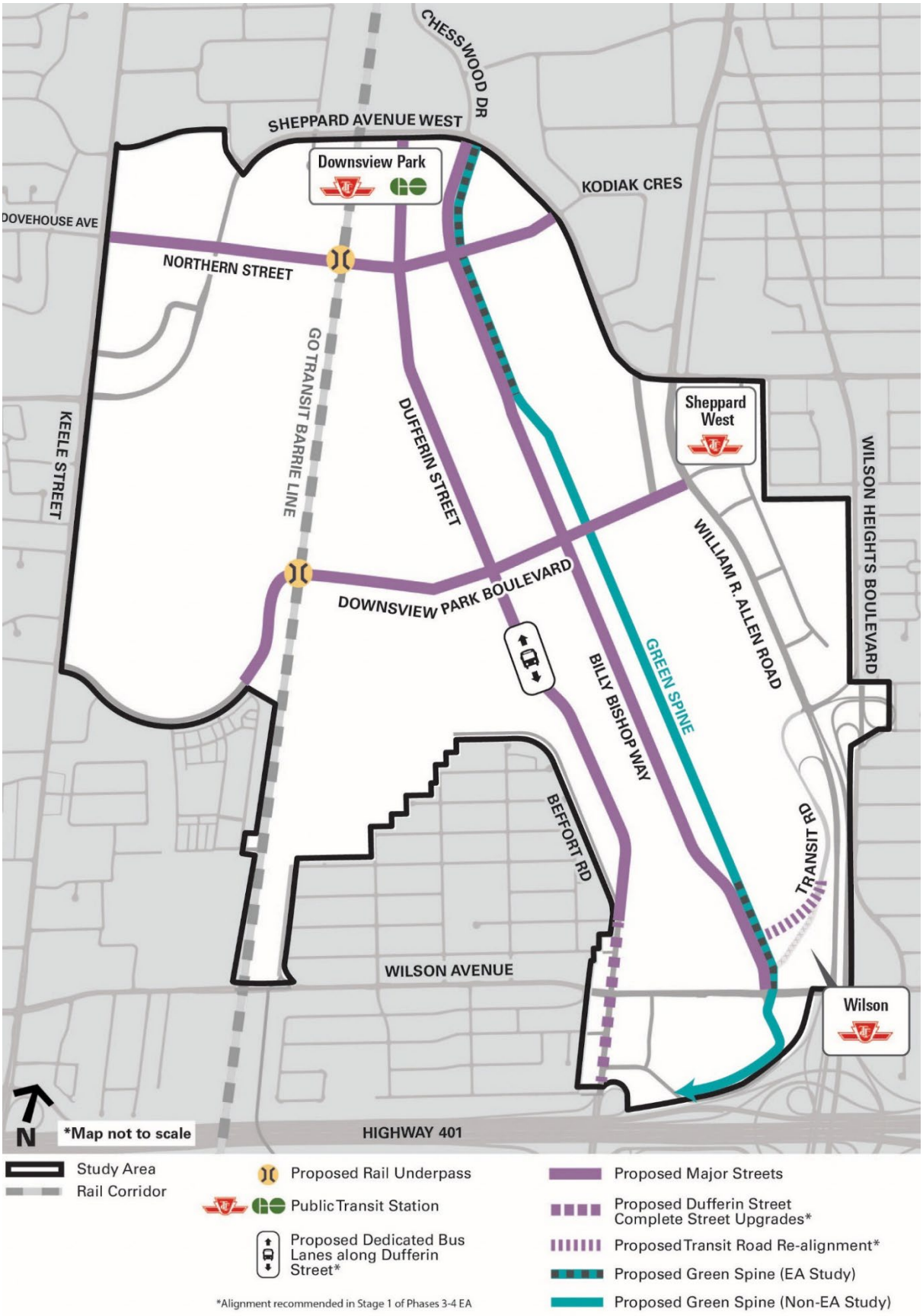



Figure 1. Map of the Downsview EA Phases 3 & 4 Study Area

This report details the consultation activities and feedback received during the second stage of consultation for the Downsview Major Streets EA, which took place from April 27, 2026, to July 8, 2026. However, the City has had ongoing engagement with property owners and Ancaster community members since the first stage of consultation in 2025. During this second consultation period, members of the public, interest groups, and Indigenous communities were engaged to provide feedback on the alternative design concepts for:

- Dufferin Street Extension
    - Highway 401 to Wilson Avenue
    - Wilson Avenue to Beffort Road
    - Beffort Road to Northern Street
    - Northern Street to Sheppard Avenue West
- Billy Bishop Way Extension
    - Wilson Avenue to Transit Road
    - With Green Spine
    - Without Green Spine
- Northern Street
    - Keele Street to Sheppard Avenue West
    - Sheppard Avenue West to Billy Bishop Way
    - Underpass
    - Underpass Ramp Areas
    - Billy Bishop Way to Sheppard Avenue West
- Downsview Park Boulevard Extension
    - Existing Downsview Park Boulevard to Dufferin Street
    - Underpass
    - Dufferin Street to Allen Road
- Transit Road for 260m easterly from Billy Bishop Way

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 used 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.

## Notification & Consultation Activities

### Notification

A variety of methods were used to notify interest groups and members of the public during the second stage of consultation for the Downsview Major Streets Phases 3 and 4 EA:

- Project Webpage: toronto.ca/DownsviewEA (10,950 visitors)
- Registered mail and email sent to Dufferin Street adjacent property owners (38 property owners)

- Mailed Notice:
    - Ancaster Community Meeting distributed by Canada Post (2,180 copies)
    - Public Consultation Notice distributed by Canada Post (8,463 copies)
- Email Notification:
    - Email to the Update Downsview project list (over 800 subscribers)
    - Email notice to interest group list including resident associations, community groups, organizations, institutions, and elected officials (over 120 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 (67 contacts)
- Online advertising (11,257 link clicks)
- Social media: Posts on Instagram, Bluesky, X, Facebook, and LinkedIn (73,000+ views)

## Activities

### Ancaster Residents Listening Session

The virtual meeting was hosted on December 4, 2025, from 9 to 10 a.m. It was facilitated by Jason Diceman, Senior Public Consultation Co-ordinator, and featured a presentation by the EA project team, Niki Siabanis (Senior Project Manager) and Kirk Brewer (Project Lead) from the City's Transportation Services Major Projects Unit. The team provided a study status update since Stage 1 public consultation and invited discussion on the Dufferin Street extension (Option A). The team received and responded to questions. One Ancaster resident presented an alternative resident-proposed alignment for Dufferin Street, which would require further technical review prior to comment by the study team.

### Ancaster Residents Dufferin Street Extension Design Response Meeting

The meeting took place on March 17, 2026, from 1 to 1:30 p.m., attended by 7 members of the Ancaster community. The meeting was facilitated by Jason Diceman, Senior Public Consultation Co-ordinator. The EA Team's Project Lead, Kirk Brewer, presented the City evaluation of the resident-proposed alignment and related next steps. This presentation explained that the resident-proposed alignment was evaluated but was not identified as preferred because of connectivity, geometry, property, development, cost and alignment impact concerns.

## Email and Phone Comments

Members of the public and interest groups were invited to share comments and ask questions via phone, email, or written letter. A total of 32 comment submissions were received between May 28, 2026, to June 22, 2026. All comments were recorded and reviewed for consideration and response by the project team.

## Community Resource Group (CRG) Meeting

The CRG consists of a range of community members and organizations that provide feedback on various planning projects within the Downsview Secondary Plan area. The purpose of this meeting was to present and seek feedback on the Draft Wilson District Plan and the Downsview Major Streets EA. The EA Team attended the meeting to provide an update on the progress of the Downsview Major Streets EA, including the recommended alternative design concepts, and obtain feedback.

The meeting was facilitated by Third Party Public and was attended by 26 CRG members, Councillor James Pasternak's Office, City Staff, Parsons, Canada Lands Company, and Northcrest Developments.

Local organizations who had representatives participate 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. North York Arts
10. North York Community House
11. North York Harvest Food Bank
12. Our Greenway Conservancy
13. Play Forever
14. Right Path World Arts Centre
15. TNG Community Services
16. Toronto Community Benefits Network
17. Toronto Urban Growers
18. TTCriders
19. WoodGreen Community Services
20. Working Women Community Centre
21. York University
22. Youth Now on Track Services (YNOT)
23. Four community members not affiliated with a specific group

## Wilson Village Business Improvement Area (BIA) Meeting

The Wilson Village BIA is an association made up of businesses in the Wilson Village area, whose main purpose is to promote and represent shared interests of businesses from approximately Allen Road to Keele Street along Wilson Avenue, and the Taxiway West and Runway Districts. The Wilson Village BIA invited the project team to attend a BIA meeting to share information about the Downsview Major Streets EA. The meeting was attended by members of the project team, and approximately 10 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 (Project Manager from Parsons) presented on the identification and evaluation of alternative design concepts for each major street. A questions and answers period followed the presentation.

## Property Owner Meetings

A total of 38 letters were sent by the City via Canada Post registered mail (and e-mail when possible) to potentially impacted property owners adjacent to the existing section of Dufferin Street, north and south of Wilson Avenue, within the study area. These letters invited property owners to meet to discuss property impacts.

In total, the City met with four property owners, all north of Wilson Avenue, between May 19, 2026, and June 12, 2026.

Notably, the properties south of Wilson Avenue were notified that "This EA does not identify any additional impacts to your property beyond what has been previously defined in the Official Plan." In turn, they were less responsive to the invitation.

The meetings were facilitated by Jason Diceman, Senior Public Consultation Co-ordinator and featured site-specific presentations by Niki Siabanis (Senior Project Manager) and Kirk Brewer (Project Lead) from the City's Transportation Services Major Projects Unit on potential property impacts, Alternative Designs Concepts, next steps, and the project timeline. The presentation was followed by an opportunity for questions and answers. Participants provided additional comments through emails following the meeting. Detailed records of comments and responses were recorded and filed by the City.

## Ancaster Community Meeting

The public community meeting took place on June 18, 2026, from 6 to 8:30 p.m. at the Ancaster Community Centre, attended by 49 community members.

The materials prepared for the public event included printed information panels and presentation slides, which were also posted to the project webpage on June 16, 2026.

The meeting was attended by City Staff, project team consultants (including Parsons, Aercoustics Engineering, and Alliance Technical Group), Northcrest Developments, Councillor Pasternak (Ward 6) and staff, and 49 community members.

Jason Diceman, Senior Public Consultation Coordinator in the City's Public Consultation Unit (PCU) facilitated the meeting. For the first and last 30 minutes of the meeting, attendees were invited to attend in a drop-in open house format, where participants could review and discuss printed information panels with members of the project team.

Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) and Salina Chan (Project Manager from Parsons) gave a presentation that showed the progress of the project, the alternative design concepts evaluation process with a focus on the Dufferin Street Extension, potential impacts and mitigation measures, and next steps. A question-and-answer session followed the presentation. 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. Project team members also recorded comments during the drop-in potions of the meeting.

### Virtual Public Meeting #2

The virtual public meeting took place on June 22, 2026, from 6:30 to 8 p.m., and was attended by 62 people.

The materials prepared for the public event, including the presentation slides, and street design evaluation summaries, which were posted to the project webpage on June 4, 2026.

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 (Project Manager from Parsons) who presented on the identification and evaluation of alternative design concepts for each major street. Kirk Brewer presented the project's next steps, followed by a questions and answers period where attendees could ask questions verbally or through the chat function. Panelists, made up of the project team, responded to questions verbally. For any questions that could not be answered during the Public Meeting #2 or required further follow up, participants were asked to contact the project team by e-mail or provide comments through the online survey.

### Agencies and Utilities

A total of 40 agencies (local, provincial, and federal government agencies, railway, and utility companies) were sent an email notification on June 23, 2026, about the Downsview Major Streets EA and were invited to share comments and ask questions via email. A total of 5 response/comment submissions were received. All comments were recorded and reviewed for consideration and response by City Staff.

The following agencies were notified by email:

- Beanfield/ Metroconnect/Aptum /Cogeco/ A2B Fiber Inc./ Distributel
- Bell Canada
- Canada Lands Corporation
- CN Rail
- Cogeco Data Services Inc

- Conseil des écoles catholiques du Centre-Est
- CPKC Rail
- Enbridge Gas Distribution
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Greater Toronto Airport Authority
- Health Canada
- Hydro One Inc.
- Imperial Oil
- Infrastructure Ontario
- Metro Fibrewerx
- Metrolinx and GO Transit
- Ministry of Citizenship and Multiculturalism
- Ministry of Economic Development, Job Creation and Trade
- Ministry of the Environment, Conservation and Parks
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Solicitor General
- Ministry of Transportation
- National Defence Canada
- Ontario Power Generation
- Prestige Telecom
- Rogers Cable Systems
- Rogers Telecommunications
- Sun-Canadian Pipe Line Company Ltd.
- TELUS
- TeraSpan Networks
- Toronto & Region Conservation Authority (TRCA)
- Toronto Catholic District School Board
- Toronto District School Board
- Toronto Hydro
- Trans Northern Pipe Line
- Transport Canada
- Videotron Ltd.
- Zayo Group

## Indigenous Communities

The following Indigenous communities were called and/or sent email notification by Counsel Public Affairs and the City's Public Consultation Unit. Communications described the Downsview Major Streets EA, and invited comments and questions via phone, email, written letter or in a meeting:

**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 the Haudenosaunee Confederacy Chiefs Council/Haudenosaunee Development Institute (HCCC/HDI) took place virtually on April 2, 2026. The meeting was attended by City Staff and four representatives from HCCC/HDI. The purpose of this meeting was to share updates on the Downsview Major Street EA and discuss any comments or concerns that HCCC/HDI had on the project.

A meeting with Six Nations of the Grand River took place virtually on May 27, 2026. The meeting was attended by City Staff, Counsel Public Affairs, Northcrest Developments, Nbisiing Consulting Inc, and representatives from Six Nations of the Grand River First Nation. The purpose of this meeting was to share updates on the Downsview Major Street EA and discuss any comments or concerns that the Six Nations of the Grand River may have on the project. Kirk Brewer (Project Lead from the City's Transportation Services Major Projects Unit) presented on the alternative design concepts for each of the major streets and next steps. Following the presentation, participants asked questions, provided feedback and discussed any interests or concerns.

A meeting with Mississaugas of the Credit First Nation took place virtually on June 1, 2026. The purpose of this meeting was to share updates on the Downsview Major Street EA and discuss any comments or concerns that 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 alternative design concepts for each of the major streets and next steps. Following the presentation, participants asked questions, provided feedback, and discussed any interests or concerns.

### Survey

An online survey was available on the City's project webpage from June 4, 2026, to July 8, 2026. 380 respondents started the survey, and 291 respondents reached the end of the survey. A total of 324 respondents answered the main question (Question 9). The survey included background information on the project, eight questions about the project, and demographic questions. Participation was anonymous.

## Feedback Summary

The following sections summarize the feedback heard through each of the consultation activities. The summaries reflect key points heard from participants. Generally, opinions varied and the summary points should not be interpreted as statements supported by all participants. Key themes are also summarized below.

**Overall Mixed Opinions on Lane Configuration**
Feedback on the alternative design concepts was mixed, with a slight majority of those with expressed opinions (excluding “not sure”) in agreement that the “general design recommendations support the project objectives”. Many participants suggested alternative cross-section ideas for consideration. A main point of discussion was the configuration and supply of bike lanes and bus lanes, with respondents both in favour of and opposed to the implementation of bike lanes and dedicated bus lanes. Some felt that such lanes were needed, while others questioned whether the demand was there to warrant these facilities and cited concerns that it would worsen vehicle traffic conditions on the future street network.

Respondents also provided mixed feedback on the number of vehicle lanes for each street segment, with some wanting more street space dedicated to cars while other supported the proposed cross-sections or wanted more emphasis on transit and active transportation facilities.

**Traffic Concerns**
Feedback generally included concerns about how the proposed project may result in worsening traffic congestion, especially on Dufferin Street, Allen Road, and Highway 401. Some respondents also noted concerns about increased through traffic on local streets, as drivers may try to take shortcuts through neighbourhoods to avoid traffic delays. Some respondents also expressed concerns that the proposed street network will not be sufficient to meet future travel demands.

**Concerns About Impacts to Air Quality and Increased Noise**
Respondents expressed concerns that the proposed project may result in worsening air quality and increased noise for local residents (both during and after construction). Some respondents felt that the air and noise assessments completed for this project were inadequate. Respondents also suggested air and noise mitigation measures for the project team to consider and incorporate. It was also noted that there was likely a coordinated effort by the Ancaster community to submit comments regarding concerns about air and noise impacts due to the similarity in responses.

**Appreciation for Green Space**
Respondents generally expressed interest in maintaining and/or increasing the amount of green space in the Downsview area, as well as the implementation of green infrastructure within major streets. Some respondents noted that they would like access to Downsview Park to be preserved and to limit impacts to Downsview Park.

**Support for Street Safety**
Respondents cited concerns about street safety, especially as it relates to speeding and the protection of pedestrians and cyclists. Respondents suggested the use of safety interventions such as lower speed limits, better lighting, and speed bumps to improve street safety.

## Ancaster Residents Meetings

Both the Ancaster Residents Listening Session on December 4, 2025, and the follow-up Response meeting on March 27, 2026, covered similar topics and expressed comments, summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Alternative Designs** | • Suggestion for the study to consider a resident-proposed alternative alignment for the Dufferin Street Extension to curve significantly to the east* |
| **Community Impacts** | • Appreciation of recommended designs avoiding direct property impacts to occupied residential homes<br>• Questions about how noise, air, and health impacts were considered<br>• Suggestion for traffic mitigation measures in the Ancaster neighbourhood |
| **Consultation** | • Question about how impacted property owners and members of the public will be engaged<br>• Question about how feedback will affect the overall design |
| **Evaluation** | • Request to review the resident-proposed alignment evaluation |

*Note: The resident-proposed street alignment was formally evaluated, presented and discussed at the public Ancaster Community Meeting #2, as well as in email communications directly with the proposing residents.

## Community Resource Group Meeting Comments

Questions and comments from the May 20, 2026, Community Resource Group meeting are summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Active Transportation** | • Clarification about the need for cycle tracks along Billy Bishop Way and Downsview Park Boulevard given other planned parallel cycling facilities<br>• Request to provide physical separation between bike lanes and sidewalks<br>• Request for wider bike lanes to allow side-by-side cycling for families |
| **Carl Hall Road** | • Clarification about how Carl Hall Road will be connected to the major streets network<br>• Concern about safety at the Barrie GO line rail crossing on Carl Hall Road |
| **Property Impacts** | • Question regarding impacts to the fire hall on Beffort Road<br>• Question regarding whether expropriation will be required for the Dufferin Street Extension |

| Topic | Question and Comment Summary |
|---|---|
| **Traffic** | • Concern about northbound traffic congestion, particularly for where the Dufferin Street Extension meets Sheppard Avenue West<br>• Concern about traffic implications for the Duke Heights BIA |
| **Transit** | • Interest in east-west dedicated bus lanes to improve transit connectivity |

## Wilson Village Business Improvement Area Meeting Comments

Questions and comments from the June 15, 2026, Wilson Village BIA meeting are summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Bike Infrastructure** | • Clarity on whether the planned bike lanes would be impacted by Bill 60 |
| **Dufferin Street Dedicated Bus Lanes** | • Clarity about whether dedicated bus lanes on Dufferin Street will be extended south of Wilson Avenue in the future and if it would be a permanent addition to the street |
| **Property Impacts** | • Clarity on the property acquisition process |
| **Wilson Village BIA Signage** | • Preference for relocating the Wilson Village BIA sign in the parkette<br>• Preference for the sign to be oriented in a way that is visible to people on Wilson Avenue |

## Property Owner Meetings Comments

Questions and comments from the property owners meeting conducted between February 3, 2026, to June 12, 2026, are summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Community Impacts** | • Concern about traffic at the Katherine Road and Dufferin Street intersection<br>• Concerns about operational noise, air quality, and changes to visual aesthetics due to the proposed design<br>• Question about how connections to the Wilson District and future development areas will be made<br>• Concern about impacts to businesses along Dufferin Street due to construction<br>• Concern about impacts to parking, impediments to property usage, and business operations<br>• Question about whether traffic and municipal servicing studies are being completed as part of this project |
| **Consultation** | • Question about opportunities to provide feedback in the future<br>• Interest in meaningful public consultation |

| Topic | Question and Comment Summary |
|---|---|
| **Design** | • Question about what is included in the landscape buffer between the properties and the street<br>• Clarification on project boundaries<br>• Question about whether new alternative alignments are being considered at this EA stage<br>• Clarification on what warrants a road widening in a community<br>• Question about the evaluation process<br>• Clarification on the meaning of the stages of design and the linkages to the EA<br>• Interest in understanding the recommended design for Dufferin Street<br>• Question about an east-west Regent Road connection<br>• Request for CAD files of the design |
| **Property Impacts** | • Questions about how the design will impact their property<br>• Questions about whether any property acquisition or expropriation is required<br>• Question about whether more design details will be made available<br>• Question about the timing of construction and associated property impacts<br>• Questions about how the proposed design may impact the property owner's ability for future redevelopment |

## Ancaster Community Meeting Comments

Questions and comments from the June 18, 2026, Ancaster Community Meeting are summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Accessibility** | • Request for printed copies of the presentation |
| **Community Impacts** | • Concerns that the noise and air quality studies completed for the project are based on computer modelling instead of direct readings on site<br>• Concerns that the noise and air quality studies are inadequately completed<br>• Request for noise mitigation measures to be implemented, including exploring more innovative mitigation measures rather than only standard measures<br>• Concern about air quality impacts such as dust during construction and long-term impacts from the implementation of the project<br>• Concerns about noise impacts from the implementation of the project, such as increased indoor noise<br>• Concerns that the Dufferin Street Extension alignment is too close to the existing houses in the Ancaster neighbourhood |

| Topic | Question and Comment Summary |
|---|---|
| **Consultation** | • Concern that resident input is not being considered in the evaluation process and that feedback from residents are not accurately summarized in reports |
| **Property Impacts** | • Concerns that the Dufferin Street Extension alignment will impact accesses to existing businesses along Dufferin Street |
| **Traffic** | • Concern about increased traffic congestion for cars turning into Regent Road and Katherine Road<br>• Question about whether more local street accesses from Beffort Road will be opened |
| **Transit** | • Question about the need for dedicated bus lanes on Dufferin Street given the proximity of the corridor to the Line 1 subway stations<br>• Request to explore a light rail transit (LRT) connection where the Dufferin Street extension meets Sheppard Avenue West |

## Public Meeting #2 Comments

During the June 22, 2026, Public Meeting #2, participants expressed questions and comments summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Archaeology** | • Clarification about what archaeological assessments were completed for the project |
| **Design** | • Question about whether the implementation of roundabouts was considered<br>• Clarification about how streets are designed to encourage active transportation and transit<br>• Clarification about the anticipated mode share between pedestrians, cyclists, and vehicles and how the mode share was determined<br>• Requests to review additional street alignments, such as a connector street to Allen Road |
| **Impacts to Property** | • Question about whether expropriation is required and if impacted property owners have been contacted |
| **Noise and Air Quality Impacts** | • Concerns that the noise and air quality studies completed for the project are based on computer modelling instead of direct readings on site |
| **Safety** | • Concerns about street safety and speeding<br>• Concerns about conflicts between cyclists and people boarding/alighting from buses where bus platforms are shared with the cycle track |

| Topic | Question and Comment Summary |
|---|---|
| **Traffic** | • Concerns about truck traffic / high truck volumes along the Dufferin Street extension, especially near Sheppard Avenue West<br>• Concern about traffic congestion due to people potentially using Downsview Park Boulevard as a shortcut to Highway 401 |
| **Transit** | • Request for centre-running bus lanes instead of curbside bus lanes to mitigate conflict with right-turning vehicles<br>• Question about whether buses will connect to Wilson Station through Downsview Park Boulevard |
| **Utilities** | • Question about whether Downsview Park will be impacted by the sewer installation |

## Agency and Utilities Comments

Comments received from Agencies and utilities are summarized below:

| Topic | Comment Summary |
|---|---|
| **Air Quality** | • Request to review the air quality impact assessment |
| **Noise Impacts** | • Request to review the noise impact report |
| **General** | • Some utilities acknowledged the study and noted that they do not have infrastructure near the study area |

## Indigenous Community Comments

Questions and comments from the virtual meeting held with the Haudenosaunee Confederacy Chiefs Council/Haudenosaunee Development Institute on April 2, 2026, are summarized below:

| Topic | Comment Summary |
|---|---|
| **Earlier Study Phases** | • Clarification on which First Nations were engaged during Phases 1-2<br>• Request to see Phases 1-2 materials<br>• Clarification on project proponency of Phases 1-2 versus Phases 3-4 |
| **Funding** | • Clarification on what funding is offered for study participation |

Questions and comments from the virtual meeting held with the Six Nations of the Grand River on May 27, 2026, are summarized below:

| Topic | Comment Summary |
|---|---|
| **Bike Infrastructure** | • Question about how demand for cycling was determined |
| **Drainage** | • Question on how heavy rainfall and pooling will be managed at the underpass<br>• Request for additional stormwater drainage information once available |

| Topic | Comment Summary |
|---|---|
| **North Pond** | • Clarification on why a 30m buffer from the North Pond is not feasible |
| **Reconciliation** | • Reminder about the “land back” statements included in the City of Toronto’s Reconciliation Action Plan |

Questions and comments from the virtual meeting held with the Mississaugas of the Credit First Nation on June 1, 2026, are summarized below:

| Topic | Comment Summary |
|---|---|
| **Climate Change** | • Question about how climate change has been considered for erosion and sediment control measures |
| **Consultation** | • Request for a copy of this Consultation Summary Report |

## Email and Phone Comments

Interested parties and individuals provided additional comments to City staff by email and phone call. 32 comments were received via email and/or phone. Questions and comments received, including follow-up questions to meetings, are summarized below:

| Topic | Question and Comment Summary |
|---|---|
| **Bike Infrastructure** | • Concern that the implementation of bike lanes will impede the City’s ability to complete other adjacent projects in a timely manner and create more vehicle traffic congestion<br>• Concern about conflicts between cyclists and people boarding the bus as well as between cyclists and pedestrians<br>• Question about cycling connections to the Faywood Boulevard-Wilmington Avenue corridor |
| **Community Impacts** | • Concerns about flooding on Wilson Avenue<br>• Concerns about increase traffic and noise and air pollution due to the Dufferin Street Extension<br>• Concern that dedicated bus lanes would increase traffic congestion<br>• Concern about increased traffic congestion due to construction<br>• Concerns about negative impacts to existing property value<br>• Concerns about impacts to businesses (e.g., access)<br>• Questions about how their property will be impacted<br>• Concerns about the adequacy of municipal water servicing<br>• Question about whether Downsview Park and access to the park will be impacted |
| **Design** | • Concern about the safety of the existing Carl Hall Road at-grade crossing<br>• Suggestion for roundabouts to be implemented for the major streets, as well as at an extension of Chesswood Drive<br>• Concerns about the proposed alignment of Dufferin Street and its impacts to developable lands |

| Topic | Question and Comment Summary |
|---|---|
| **General** | • Requests for meeting links |
| **Document and Project Material Reviews** | • Requests to see copies of the Dufferin Street alignment and evaluation<br>• Requests to see copies of completed environmental studies (e.g., air quality, noise, and traffic)<br>• Requests to see copies of meeting presentation materials<br>• Request for project traffic data |
| **Trucks** | • Question about how truck traffic will be managed |

## Online Survey

Responses received to each question in the online survey are described in this section. Out of 380 respondents who started the survey, 291 respondents reached the end of the survey. A total of 324 respondents answered the main question related to the project's key objectives (Question 9). The follow survey summary begins at Question 9, because Questions 1 to 8 were collected to understand survey demographics and the level of participation in the project. Demographics information can be found under the Appendix.

**Question 9: The main objective of the Downsview Major Streets EA is to design streets that provide safe and convenient travel choices (whether by walking, cycling, transit or car), green infrastructure that helps manage and clean stormwater, and comfortable spaces to meet and rest. Do you agree that the general design recommendations support the project objectives?**

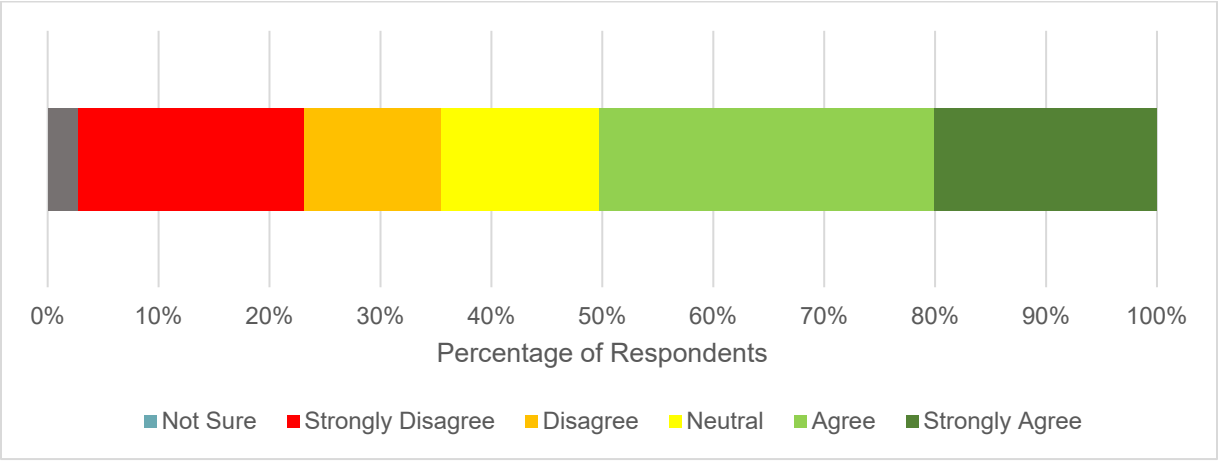



Figure 2. Bar Chart of Level of Agreement

Respondents were able to select from six options to indicate how strongly they agree or disagree. A total of 324 respondents completed the question. Generally, more respondents agreed that the general design recommendations support the project objectives (30% Agree and 20% Strongly Agree). Some respondents did not agree (12% Disagree and 20% Strongly Disagree), while some were neutral (14%) and a few were unsure (3%).

**Question 10: Share your comments on these recommendations.**

Respondents were asked to provide feedback regarding the general design recommendations. 177 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Bike Infrastructure** | • Support for the implementation of bike lanes, especially cycle tracks<br>• Opposition to the implementation of bike lanes due to concerns regarding low usage and potential traffic congestion |
| **Community Impacts** | • Concerns that the impacts of the proposed street network on existing communities were not adequately assessed<br>• Concerns about increased noise pollution due to increased traffic in the neighbourhood and construction noise<br>• Concerns about dust and air quality impacts during construction |
| **Design** | • Suggestions for additional streets/connections in the Downsview Area for all modes of transportation<br>• General support for the project<br>• Interest in having on-street parking |
| **Furnishing** | • Interest in having seating and gathering areas along the street |
| **Greenery** | • Support for more greenery such as trees and green space for gathering and shade |
| **Safety** | • Support for lower vehicle speeds and traffic calming measures such as speed bumps to mitigate speeding and improve safety for pedestrians and cyclists |
| **Traffic** | • Concern that increased development in the Downsview area will create greater traffic congestion<br>• Concern that the addition of bike lanes and dedicated bus lanes will increase traffic congestion<br>• Concerns that low speed limits will create more traffic congestion<br>• Concerns that the proposed street network will not adequately accommodate future traffic volumes |
| **Transit** | • Similar level of support for and opposition to the implementation of dedicated bus lanes |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Notable trends are summarized below:

- Most people who selected “I live in the Ancaster Neighbourhood” felt that there was a lack of meaningful consultation from the City with the community and that the preferences of local residents were not being considered. It is likely that there were some coordinated advocacy efforts from this community, as many responses used similar or identical language.

- People who selected “I live in the Stanley Greene neighbourhood” had concerns about speeding, traffic congestion, and potential conflicts with street parking and buses.
- People who selected “Walk” and “Cycle” as modes of travelling around the Downsview area wanted safety interventions such as lower speed limits, citing issues like speeding.

**Question 12: Please provide your comments on the recommended design of Billy Bishop Way Extension.**

Respondents were asked to provide feedback regarding the recommended design of Billy Bishop Way Extension. 88 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Accessibility** | • Suggestion to ensure the street is designed for all users (e.g., based on mobility and age) |
| **Bike Infrastructure** | • Some support for the implementation of bike lanes<br>• Slightly more opposition to the implementation of bike lanes due to concerns such as low usage |
| **Design** | • Some general support for the design of Billy Bishop Way Extension |
| **Greenery** | • Support for more greenery such as trees and green infrastructure |
| **Safety** | • Support for greater safety for pedestrians and people cycling through the implementation of traffic calming measures and lighting |
| **Traffic** | • Suggestions to maintain two through lanes for vehicles in each direction for the entirety of Billy Bishop Way Extension to mitigate traffic congestion |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Notable trends are summarized below:

- Among the responses from people who selected “I live in the Ancaster Neighbourhood”, those who submitted a comment about Billy Bishop Way extension consistently suggested two through lanes in each direction instead of one as they believe it will reduce/prevent traffic congestion on Dufferin Street Extension. It is likely that there were some coordinated advocacy efforts from this community, as many responses used similar or identical language
- People who selected “I work within the Downsview study area” mostly preferred more vehicle lanes, citing traffic congestion concerns
- People who selected “Drive” and “Public Transit” as main modes of travelling around the Downsview area generally preferred to have two through lanes in each direction instead of one as they believe it will reduce/prevent traffic

congestion. It is noted that there is significant overlap between respondents who selected “Drive”, “Public Transit” and “I live in the Ancaster Neighborhood”, however not all respondents who preferred two through lanes identified as living in the Ancaster neighbourhood

**Question 13: Please provide your comments on the recommended design of Dufferin Street.**

Respondents were asked to provide feedback regarding the recommended design of Dufferin Street. 111 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Bike Infrastructure** | • Some support for the implementation of bike lanes, especially continuous cycle tracks along the entire stretch of the street<br>• Slightly more opposition to the implementation of bike lanes due to concerns regarding low usage and potential conflict with vehicles near the Highway 401 on and off ramps |
| **Community Impacts** | • Concerns about increased noise and air pollution due to traffic congestion for people living near the Dufferin Street Extension<br>• Concerns about noise and air quality impacts such as dust and increased truck traffic during construction |
| **Design** | • Concern that the naming of Dufferin Street Extension may cause confusion since the street does not connect to the existing Dufferin Street at Sheppard Avenue West<br>• Request for additional turning lanes |
| **Greenery** | • Support for more greenery such as trees and green infrastructure |
| **Safety** | • Concern that narrowing the ends of Regent Road and Katherine Road (i.e. curb extensions) may cause hazardous winter driving conditions |
| **Traffic** | • Concern that the proposed street network will create more traffic congestion along Allen Road and Highway 401<br>• Concern that the proposed major streets network will not sufficiently accommodate future vehicle traffic<br>• Suggestions for shifting the Dufferin Street Extension away from existing residential areas due to concerns that people driving will choose to use local streets to avoid traffic on the main streets. |
| **Transit** | • Some support for the implementation of dedicated bus lanes and specifically physically separated bus lanes<br>• Comparatively more opposition to the implementation of bus lanes due to concerns about worsening traffic congestion |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Notable trends are summarized below:

- Of those who responded to Question 13, most respondents who also selected “I live in the Ancaster Neighbourhood” stated that they do not want dedicated bus lanes or bike lanes on Dufferin Street as they believe it will contribute to greater traffic congestion. They also want the Dufferin Street Extension to be shifted away from existing residential areas. They are concerned that people driving will choose to use local streets to avoid traffic on the main streets. It is likely that there were some coordinated advocacy efforts from this community, as many responses used similar or identical language
- People who selected “Drive” as their main mode of travelling around the Downsview area are mostly against dedicated bus lanes on Dufferin Street as they believe it will contribute to greater traffic congestion. It is noted that there is significant overlap between respondents who selected “Drive”, and “I live in the Ancaster Neighborhood”, however not all respondents who were against dedicated bus lanes identified as living in the Ancaster neighbourhood

**Question 14: Please provide your comments on the recommended design of Northern Street.**

Respondents were asked to provide feedback regarding the recommended design of Northern Street. 34 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Active Transportation** | • Support for prioritizing active transportation users, such as pedestrians and cyclists<br>• Similar levels of support for and opposition to the implementation of bike lanes |
| **Design** | • General comments of support and opposition to the design of Northern Street<br>• A few suggestions for changes to the cross section, including support for different vehicle lane configurations, ranging from having three to five vehicle lanes |
| **Greenery** | • Support for more greenery such as trees and green infrastructure<br>• Interest in protecting parks and greenspace |
| **Safety** | • Support for greater pedestrian safety, including establishing slower speed limits and lighting |
| **Transit** | • Support for better integration and connections to existing transit lines, especially higher order transit |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Generally, comments varied within each interest groups and there were no notable trends.

**Question 15: Please provide your comments on the recommended design of Downsview Park Boulevard Extension.**

Respondents were asked to provide feedback regarding the recommended design of Downsview Park Boulevard Extension. 61 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Active Transportation** | • Support for prioritizing active transportation users, such as pedestrians and cyclists |
| **Bike Infrastructure** | • Some support for the implementation of bike lanes, especially cycle tracks<br>• Comparatively more opposition to the implementation of bike lanes due to concerns regarding increased traffic congestion |
| **Design** | • A few suggestions for changes to the cross section, including support for different vehicle lane configurations, ranging from having three to six vehicle lanes in total<br>• Suggestions for planted medians with seating and lighting<br>• General comments of support and opposition to the design of Downsview Park Boulevard Extension.<br>• Comparatively more general comments of support compared to opposition |
| **Greenery** | • Support for more greenery such as trees and green infrastructure<br>• Interest in protecting Downsview Park |
| **Safety** | • Support for the implementation of traffic calming measures such as speed bumps and lower speed limits to mitigate speeding |
| **Timeline** | • A few general requests for faster design and construction timelines |
| **Traffic** | • Concern that this extension will create additional traffic congestion near Allen Road and into the Stanley Greene community |
| **Transit** | • Similar levels of support for and opposition to having dedicated bus lanes on Downsview Park Boulevard Extension |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Generally, comments varied within each interest groups and there were no notable trends.

**Question 16: Please provide your comments on the recommended design of realigned Transit Road.**

Respondents were asked to provide feedback regarding the recommended design of realigned Transit Road. 41 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Bike Infrastructure** | • Some support for the implementation of bike lanes. Comparatively more opposition to the implementation of bike lanes due to concerns such as lack of usage |
| **Design** | • General comments supporting the design of Transit Road |
| **Greenery** | • Support for more greenery such as trees and green infrastructure<br>• Interest in protecting green space |
| **Safety** | • Suggestions for safety measures such as lower speed limits, better lighting to mitigate conflict between vehicles, pedestrians, and people cycling |
| **Traffic** | • Concerns about potential vehicle traffic congestion on Transit Road and Billy Bishop Way Extension<br>• Concerns that reducing the number of vehicle lanes will cause greater traffic congestion |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Generally, comments varied within each interest groups and there were no notable trends.

**Question 17: Please provide your comments on Impacts and Mitigation.**

Respondents were asked to provide feedback regarding the potential impacts and mitigation measures presented in the Impacts and Mitigation Slides. 140 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Air Quality** | • Concerns about worsening air quality due to increased traffic, loss of green space, and construction operations<br>• Concern that the evaluation of air quality impacts was inadequate |
| **Businesses** | • Question about access impacts to existing businesses/entertainment facilities |
| **Natural Environment** | • Concerns about impacts to wildlife and wildlife habitat, especially loss of habitat<br>• Support for the protection of Species at Risk and other wildlife<br>• Support for more greenery and green space |

| Topic | Question and Comment Summary |
|---|---|
| **Noise** | • Many concerns about increased noise in the community due to increased traffic, greater development, and construction operations<br>• Concerns that the evaluation of noise impacts was inadequate and that the proposed mitigation measures are insufficient |
| **Property** | • A few concerns that property values will decrease for residential homes near the major streets due to increased noise and traffic |
| **Timeline** | • Requests for shorter construction timelines to mitigate prolonged construction impacts |
| **Traffic** | • Concerns that construction will create greater traffic congestion<br>• Concerns that the assessment of existing and future vehicle traffic volumes was not adequate |
| **Water** | • Concerns about how existing and future flooding issues in the study area will be managed<br>• Concern about low water pressure in the Stanley Greene community |

The responses from this question were cross-referenced with Question 1 and Question 3 to further assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Notable trends are summarized below:

- Many people who selected “I live in the Ancaster Neighbourhood” stated that they believed the traffic, noise, and air quality impacts were not adequately assessed for their community. They also expressed concern about worsening traffic congestion due to the anticipated growth and development in the Downsview area. It is likely that there were some coordinated advocacy efforts from this community, as many responses used similar or identical language
- People who selected “I live in the Stanley Greene neighbourhood” tended to note concerns about impacts to the natural environment and operational and construction noise impacts
- Many people who selected “I live or work on or near Dufferin Street”, and those who selected “Walk”, “Drive”, and “Public Transit” as modes of travelling around the Downsview area expressed concerns about traffic and noise. It is noted that there is significant overlap between respondents who selected those options and “I live in the Ancaster Neighbourhood”, however not all respondents that were concerned about traffic and noise impacts were from the Ancaster neighbourhood

**Question 18: Please share any additional comments, concerns, observations, or suggestions related to the Downsview Major Streets EA.**

Respondents were asked to provide feedback regarding the Downsview Major Streets EA. 132 individuals provided a response, and their comments are summarized in the table below.

| Topic | Question and Comment Summary |
|---|---|
| **Active Transportation** | • Support for prioritizing active transportation users, such as pedestrians and cyclists |
| **Community Impacts** | • Concern that impacts to the Ancaster Community, such as noise, air quality, and traffic, have not been adequately assessed |
| **Design** | • General comments of support and opposition to the overall project and recommended designs<br>• Interest in retaining references to historic/heritage features in the design |
| **Furnishing** | • Request to provide seating along the streets |
| **Greenery** | • Support for more greenery such as trees and green infrastructure<br>• Interest in protecting Downsview Park |
| **Safety** | • Concerns about speeding on Downsview Park Boulevard and through neighbourhoods<br>• Support for safety for all street users, including pedestrians, people cycling, and people driving |
| **Traffic** | • Concerns that the proposed major streets network will not meet future traffic demands |
| **Transit** | • Interest in more connections to the subway stations and light rail transit |

The responses from this question were cross-referenced with Question 1 and Question 3 to further to assess how preferences may vary based on where respondents live, their relationship to the study area, and mode of transportation. Notable trends are summarized below:

- Many respondents who selected “I live in the Ancaster Neighbourhood” commented that the traffic, noise, and air quality impacts were not adequately assessed for their community. It is likely that there were some coordinated advocacy efforts from this community, as many responses used similar or identical language
- Many people who selected “I live or work on or near Dufferin Street”, “Walk”, “Drive”, and “Public Transit” expressed concerns about traffic and noise. It is noted that there is significant overlap between respondents who selected those options and “I live in the Ancaster Neighborhood”, however not all respondents that were concerned about traffic and noise impacts were from the Ancaster neighbourhood

# Appendix

## Survey Participant Demographics

**Question 1: Please describe your relationship to the Downsview Major Streets EA study area.**

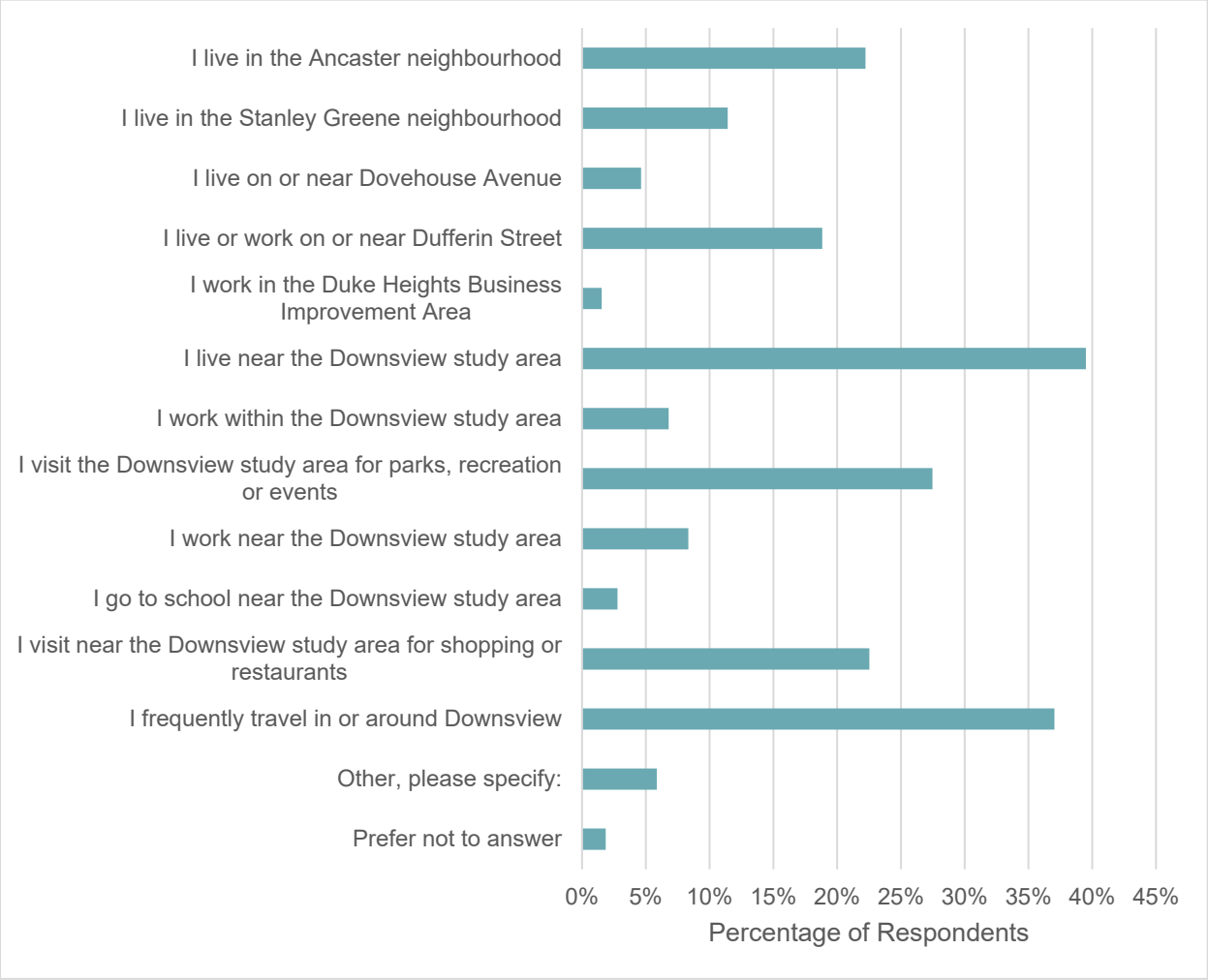



Figure 3. Bar Chart of Respondents' Relationships to the Downsview Major Streets EA Study Area

Respondents were able to select up to 14 options to describe their relationship to the Downsview Major Streets EA study area, and a total of 380 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 relationships with 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
- Prefer not to say

Respondents that selected “Other” included people that live outside of the Downsview area but are interested in the area and people who live in other Toronto neighbourhoods.

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




Figure 4. Map of Respondents by Postal Code

Respondents were able to enter the first three digits of their postal code, and a total of 317 respondents completed the question. The most common responses are listed below:

1. M3K which includes the Ancaster, Stanley Greene, and Winston Park neighbourhoods represent 36.3% of respondents.
2. M3H which includes the Bathurst Manor, Wilson Heights, and Downsview Park neighbourhoods 15.8% of respondents.
3. M3J which includes the York University Heights and Village at York University neighbourhoods 10.1% of respondents.
4. M3M which includes the Downsview and Oakdale-Beverly Heights neighbourhoods represent 9.1% of respondents.

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?**

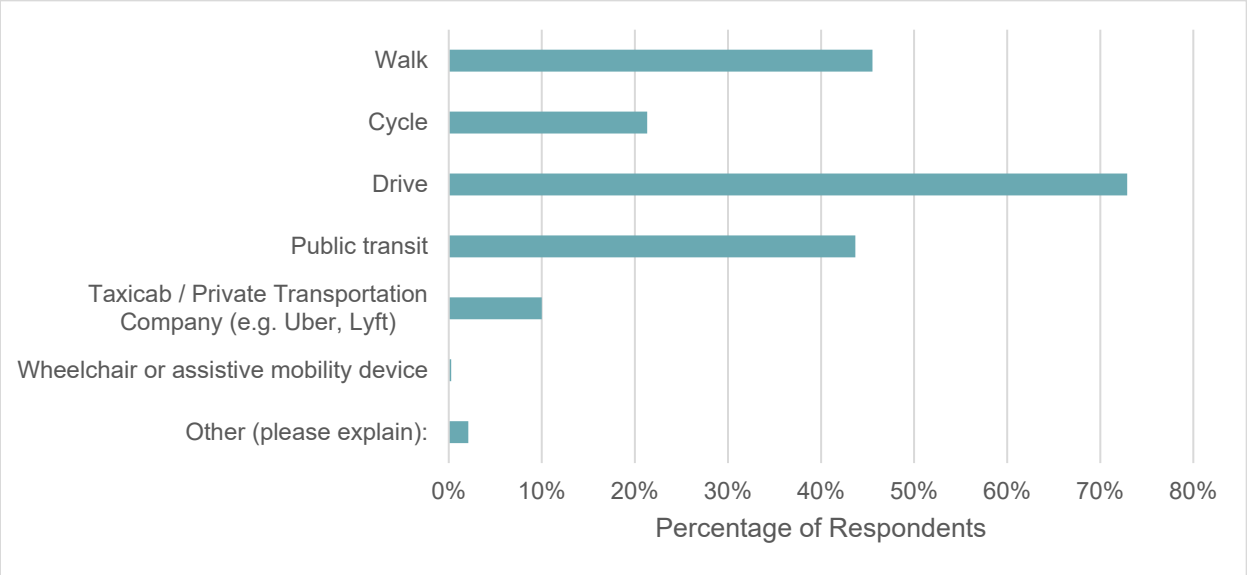



Figure 5. Bar Chart of How Respondents Travel in and Around the Downsview Area

Respondents were able to select up to seven options to describe how they travel in and around the Downsview area, and a total of 380 respondents completed the question. The most common mode of transportation was by driving, which represented 85% of respondents. Walk (52%) and public transit (52%) were the second most common responses. Some users also cycle (24%), use private transportation companies (11%), 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 bike share.

**Question 8: How did you find out about the Downsview Major Streets EA?**

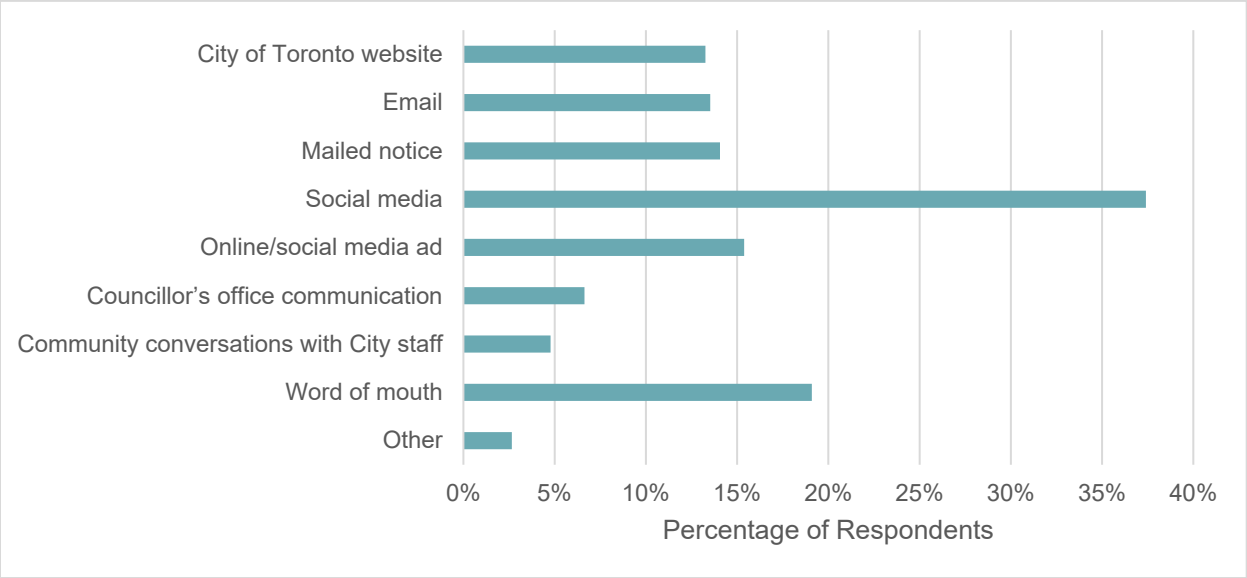



Figure 6. Bar Chart of Communication Methods which Informed Respondents of the Downsview Major Streets EA

Respondents were able to select multiple options to describe how they found out about the Downsview Major Streets EA, and 377 respondents completed the question. The most common method of discovery was through social media, which accounted for 44% of responses. Word of mouth was the second most frequent source, selected by 20% of respondents, followed by online/social media advertising and the City of Toronto website, selected by 17% of respondents. Mailed notices and City of Toronto emails were also notable sources, with 16% and 15% of respondents respectively. Some respondents also heard about the Downsview Major Streets EA through their City Councillor and community conversations with City staff. Respondents who selected "Other" noted sources such as community groups and condominium boards. These results highlight the significant role of digital outreach, particularly social media, in informing the public about the EA.

**Question 19: What is your age?**

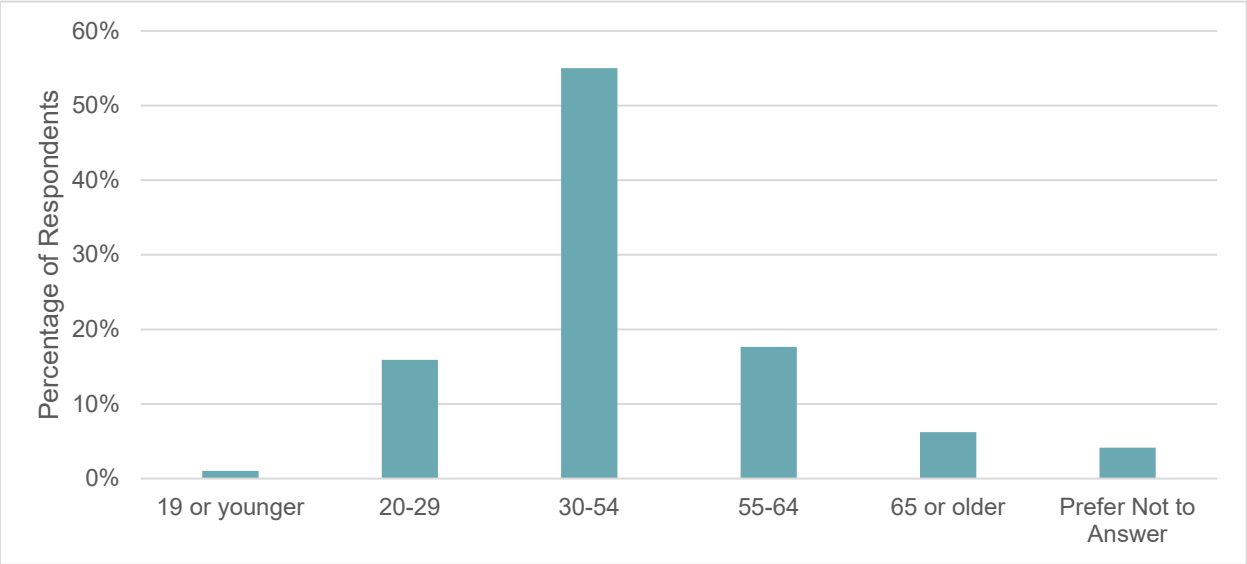



Figure 7. Bar Chart of Respondents' Ages

Respondents were asked to select one option that describes their age group, and a total of 289 responses were recorded. The largest age group represented was 30 to 54, accounting for 55% of respondents. The second most common age group was 55-64, selected by 18% of participants, followed by 20 to 29, which made up 16% of responses. Smaller portions of respondents identified as 65 or older (6%) or 19 or younger (1%). Additionally, 4% 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 20: What best describes your gender?**

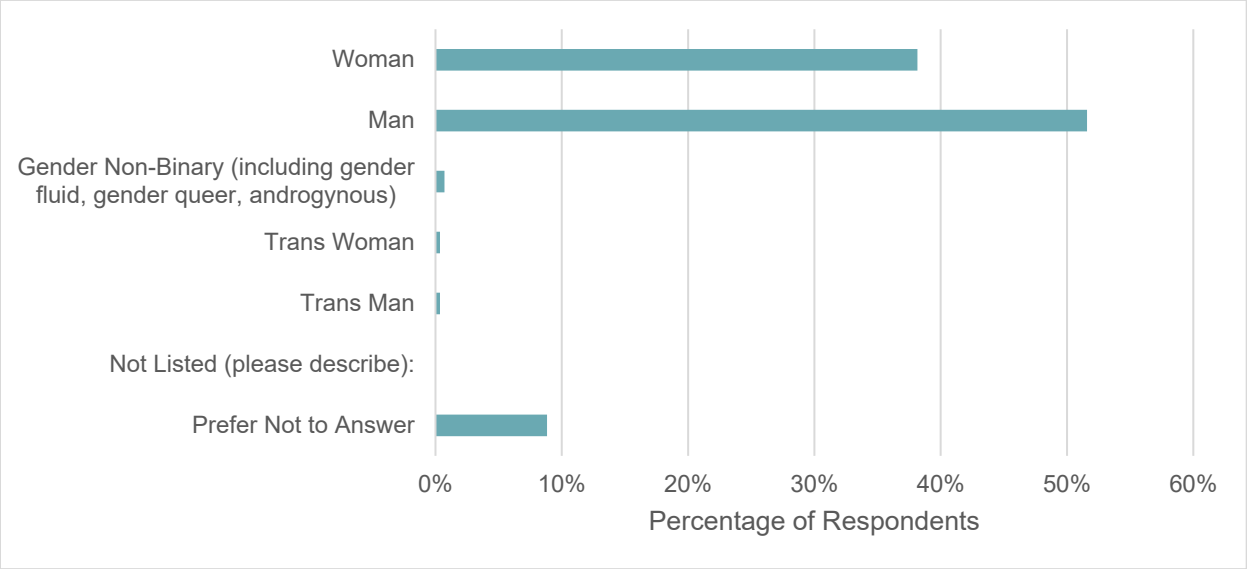



Figure 8. Bar Chart of Respondents' Gender Identities

Respondents were asked to select one option that best describes their gender, and a total of 283 responses were recorded. The majority of responses identified as either “Man” or “Woman”, with 52% and 38% respectively. A smaller portion of respondents identified as "Gender Non-Binary" (1%), "Trans Man" (0.4%), or "Trans Woman" (0.4%). Additionally, 9% chose "Prefer Not to Answer."