

**Welcome**

**Public Open House**

**McNicoll Avenue  
Widening &  
Reconstruction**

**Highway 404 to 130 m West of  
Victoria Park Avenue**

**Municipal Class Environmental  
Assessment (Schedule B)**

**Please sign in so that we can keep  
you updated on this study**

# Study Purpose

The purpose of this study is to conduct a Municipal Class Environmental Assessment to identify potential improvements along McNicoll Avenue from Highway 404 to 130 m west of Victoria Park Avenue in the City of Toronto.

The purpose of this Open House is to:

- Introduce the study to the public
- Provide background information pertaining to the study
- Present preliminary alternative solutions under consideration
- Obtain public comments
- Identify the next steps in the process

# Background

The City of Toronto is responsible for the construction, maintenance, repair and overall condition of its infrastructure, including its transportation network system.

The section of McNicoll Avenue included in this study is an east-west urban two-lane minor arterial road. McNicoll Avenue provides access to numerous industrial and commercial properties and includes one intersection (Harold Evans Drive and Placer Court).

The City of Toronto has other capital works projects in the area tentatively scheduled for construction in 2009, including:

- Reconstruction of the McNicoll Avenue & Victoria Park Avenue Intersection (west limit is 130 m west of Victoria Park Drive)
- Replacement of the McNicoll Avenue Watermain from Victoria Park to Highway 404

This study has reviewed the following items along McNicoll Avenue to date:

- A traffic analysis (September 2008)
- A geometric conditions review of curb radii and entrance widths (September 2008)
- An inventory of existing features, including a tree inventory (October 2008)

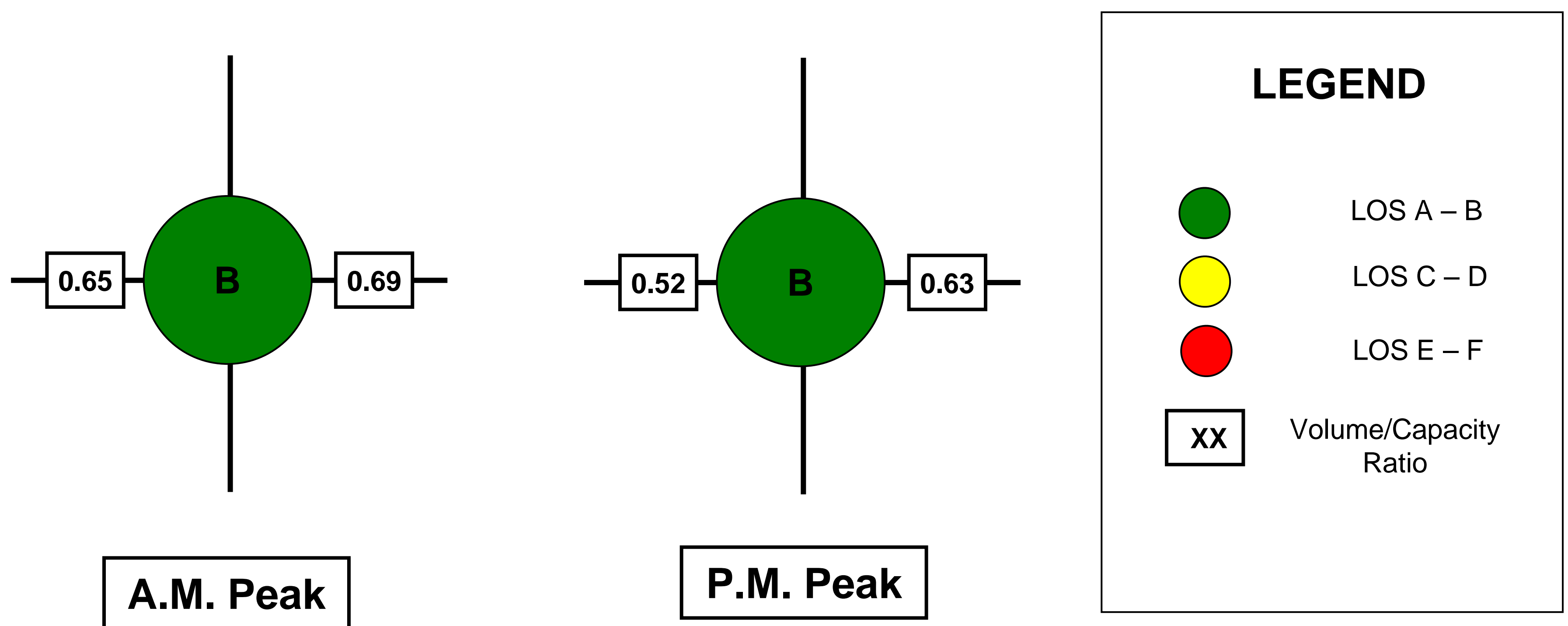
The following boards summarize the findings of each.

# Traffic Study Findings

## Existing Conditions:

- Two-lane urban road
- Posted speed of 50 km/hr
- 26 m right-of-way
- Signalized Intersection with Harold Evans Drive & Placer Court
- Sidewalks on north and south sides of McNicoll Avenue
- Developed commercial/industrial area

## Existing Traffic Conditions



- Existing traffic operates at an acceptable Level of Service along McNicoll Avenue.
- Level of service is a measure of average vehicle delay at the intersection.
- The turning movement count at the intersection of McNicoll Avenue & Harold Evans Drive was conducted on October 4, 2007.
- The automatic traffic recording on McNicoll Avenue was taken on September 18, 2008.

## McNicoll Avenue Widening and Reconstruction

Highway 404 to Victoria Park Avenue

# Geometric Conditions Review

## Key Findings:

McNicoll Ave comprises of two 4.3m wide lanes with a curb-and-gutter cross-section within a 26m right-of-way



The intersection with Harold Evans Drive / Placer Court has left-turn lanes for each leg except the west approach



Short curb radii at the intersection with Placer Court and at some driveways create conflicts between turning trucks and buses and opposing traffic



Vehicles attempting to turn left into the numerous commercial and industrial entrances along McNicoll Avenue create operational issues, as through traffic cannot pass vehicles waiting to make a left turn



**McNicoll Avenue Widening and Reconstruction**

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# Tree Inventory

## Key Findings:

- Eleven species of trees were identified in the study area:
  - Russian olive
  - Siberian elm
  - silver maple
  - red ash
  - blue spruce
  - Austrian pine
  - littleleaf linden
  - Norway maple
  - sugar maple
  - red oak
  - red maple
- Of the 66 trees in the study area, none were of a species identified as significant or to be protected
- Thirteen individual trees in the study area may potentially be impacted by widening McNicoll Avenue



**McNicoll Avenue Widening and  
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**Highway 404 to Victoria Park Avenue**

Municipal Class Environmental Assessment

# Problem / Opportunity Statement

There are numerous commercial/industrial entrances on McNicoll Avenue between Highway 404 and Victoria Park Avenue as well as an intersection at Harold Evans Drive / Placer Court.

The existing roadway geometry, including curb radii at intersections and the number and width of lanes, result in operational disruptions within the study area.

The City must decide on a preferred rehabilitation strategy for this section of McNicoll Avenue, taking into account cost-effectiveness, the natural environment and the socio-economical environment.

Future potential opportunities in the corridor include:

- Improve pavement condition; and
- Localized improvements to road geometry.

# Preliminary Alternative Solutions

For the purposes of this study, alternative solutions investigated include:

1. Do Nothing (for comparison purposes);
2. Widen McNicoll Avenue to add a continuous two-way centre left-turn lane;
3. Provide localized geometric and operational improvements, including:
  - Additional turning and/or storage lanes at the intersection with Harold Evans drive
  - Improve traffic control signal timings
  - Improve signage
  - Widening curb radii; and
4. Combinations of the above.

# Evaluation of Alternative Solutions

Alternative Solution	General Description	Transportation Problem / Opportunity		Recommendation
		Address Intersection Operational Issues and Movements	Address Corridor Operational Issues and Movements	
<b>1. Do Nothing</b>	Continue to operate the transportation facility in its current form	No	No	Does not address problem, but carry forward for comparison purposes only
<b>2. Widen McNicoll Ave to 3 lanes</b>	Provide a continuous two-way left turn lane	No	Yes	Carry forward as part of the recommended solution
<b>3. Localized geometric and Operational Improvements</b>	Construct additional turning lanes and/or storage at intersections and improve traffic signal timings, signage, etc.	Yes	Yes	Carry forward as part of the recommended solution

# Assessment Factor Impacts

Assessment Criteria	Alternative			
	1. Do Nothing	2. Widen to three lanes	3. Localized geometric and operational improvements	4. Preliminary Preferred Alternative (Hybrid of options 2 and 3)
Traffic Operations	✗ Does not improve traffic operations	✓ Improves corridor operations	✓ Improves intersection operations	✓ Improves both corridor and intersection operations
Roadway Geometry	✗ Does not improve roadway geometry	✓ Provides wider cross-section	✓ Improves intersection geometry for large vehicles	✓ Improves intersection geometry for large vehicles
Construction Feasibility and Staging	<ul style="list-style-type: none"> <li>All options are feasible to construct</li> </ul>			
Capital Cost	✓ No additional capital cost	✗ Higher capital cost	✗ Moderate capital cost	✗ Higher capital cost
Tree Impacts	✓ No tree impacts	✗ Thirteen tree displacements	✓ No tree impacts	✗ Thirteen tree displacements
Property Impacts	✓ No permanent property impacts	✓ No permanent property impacts	✓ No permanent property impacts	✓ No permanent property impacts
Access Impacts	✓ No access impacts	✗ Minor reconstruction of 14 driveways	✗ Full reconstruction of one driveway, minor reconstruction of one driveway	✗ Full reconstruction of one driveway, minor reconstruction of 13 driveways
Consistency with Official Plan Policies	<ul style="list-style-type: none"> <li>No Difference between options</li> </ul>			

## McNicoll Avenue Widening and Reconstruction

Highway 404 to Victoria Park Avenue



# Thank You

## Thank you for attending this Public Open House.

Comments and information regarding this study are welcome to aid in the planning of this undertaking.

Please provide us with any comments you may have related to this study by completing a comment sheet tonight or by **Tuesday, November 18, 2008.**

If you have any questions or comments after tonight's meeting, please contact:

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