



## Emery Village Transportation Master Plan



May 2009



**City of Toronto**

**Emery Village Transportation  
Master Plan**

**Toronto, ON**

**May 2009**

iTRANS Consulting Inc.

100 York Blvd., Suite 300  
Richmond Hill, ON L4B 1J8

Tel: (905) 882-4100

Fax: (905) 882-1557

[www.itransconsulting.com](http://www.itransconsulting.com)

Project # 3629

## **iTRANS Project Team**

**Principal**

Ray Bacquie, P.Eng., AVS

**Project Manager**

Margaret Parkhill, P.Eng.

**Technical Team**

Steve Molloy, B.A.  
Greg Perry  
Sherwin Gumbs, M.Eng, P.Eng.

## **EXECUTIVE SUMMARY**

### **A. Introduction**

#### **Background**

Emery Village is centred on the intersection of Finch Avenue West and Weston Road, and is bounded by the Canadian Pacific Rail line to the north and east, Lanyard Road to the south, and Jayzel Drive to the west.

In November 2002, City of Toronto Council approved the Emery Village Secondary Plan (EVSP). The Secondary Plan was subsequently revised as part of the New Official Plan, approved by City Council in June 2006. The EVSP includes those lands in the immediate vicinity of the Finch Avenue West and Weston Road intersection. The goal of the EVSP is to provide for mixed use development in the area and encourage a “village-like” oriented pattern of development. The primary emphasis is on the development of commercial and residential uses to achieve a defined and improved streetscape, provide a connected street system for vehicles, bicycles and pedestrians and ultimately reduce automobile dependency.

In 2006, the City of Toronto retained iTRANS Consulting to undertake a Transportation Master Plan Study for the Emery Village Secondary Plan area. This report documents the outcomes of the study.

#### **Study Area**

The Emery Village Transportation Master Plan study area, or “primary study area”, is shown in **Exhibit ES.1**. Roadway and transportation infrastructure improvements were considered within the primary study area to address the planning objectives of the EVSP. The additional study area shown in **Exhibit ES.1** was used to determine the need for transportation improvements based on available reserve capacity and the potential for traffic diversion within the broader transportation network.

Transportation infrastructure improvements to accommodate the EVSP were considered through this master plan study within the primary study area. No changes to infrastructure are proposed within the additional study area, within the context of this study. However, other planned and on-going studies will address broader City-wide needs.

#### **Study Purpose and Objectives**

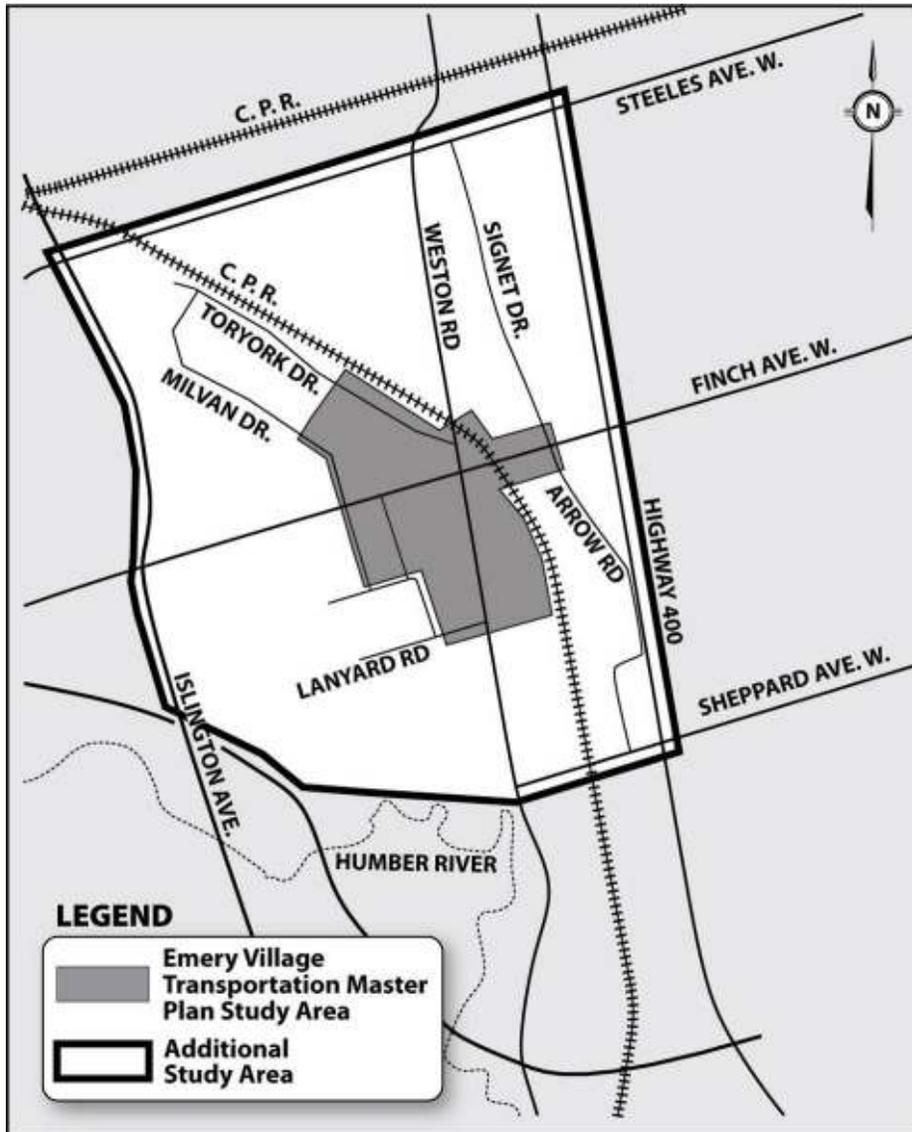
The objective of this study is to develop a Transportation Master Plan that will recommend the transportation infrastructure solution and implementation plan required to support development in Emery Village.

The infrastructure identified in the EVSP and the potential infrastructure modifications / improvements that City Council authorized staff to investigate in June 2002 were carefully examined through this study. The study also considered the impacts of development in the vicinity of Emery Village.

This study provides a need and feasibility assessment of alternative transportation connections identified in the EVSP and City Council report. It was undertaken with formal public consultation through the Class EA Master Plan process. Findings of this study may lead to an amendment of the Official Plan for the City of Toronto.

The identification and evaluation of design alternatives and the selection of preferred design alternatives are not included in this Transportation Master Plan. This will be subject to further study and approvals in accordance with Phases 3 and 4 of the Class EA process.

**Exhibit ES.1: Emery Village Transportation Master Plan Study Area**



**B. Needs and Opportunities**

Development is proposed and will occur within Emery Village. Improvements to transportation infrastructure are needed to support the redevelopment and revitalization of Emery Village. Planning direction has been identified through previous studies, including the Finch-Weston Avenues Study, the EVSP, and the Emery Village BIA Capital Improvements Master Plan.

Some key planning objectives from previous studies include:

- Provide new public streets where feasible to divide large blocks and create new development sites with street addresses, while allowing network flexibility and incident management.
- Plan and protect for public transit improvements.
- Expand and improve pedestrian and bicycle routes, with access to the Humber and waterfront trail systems.
- Create an identifiable, attractive image for Emery Village with strong community edges, a well-defined Village Centre, and focal points within the business core area to establish a sense of place.
- Transform the character of Emery Village to be more pedestrian and street-oriented with buildings along the street and parking in the back.

The following is a summary of transportation needs and opportunities based on transportation analysis, Official Plan policies, and secondary plan objectives:

- Design solutions that reduce the potential for collisions in the study area, particularly pedestrian- and cyclist-related collisions.
- New pedestrian crossing opportunities on Finch Avenue West, both east and west of Weston Road.
- Additional or improved pedestrian crossing opportunities of Weston Road south of Finch Avenue West.
- Protection or replacement of the pedestrian facilities provided through the trail system in Lindylou Park.
- Design solutions that maximize pedestrian space within the boulevard including sidewalks that meet City accessibility guidelines and increased unobstructed pedestrian waiting areas at intersections.
- Provision of cycling facilities in-keeping with the Toronto Bike Plan.
- Provision of a road network that allows for improved transit operation through the study area and increased accessibility northwest of Finch Avenue West / Weston Road.
- Accommodation of a high order / LRT transit facility along Finch Avenue West and / or the Hydro corridor, and potential GO Rail service on the CP Rail line.
- Additional road capacity within the secondary plan area to accommodate forecasted development.
- Traffic measures to manage heavy vehicle traffic within the secondary plan area.
- Rationalize accesses in Emery Village to reduce vehicular and pedestrian conflict points.

## **C. Problem Statement**

Improvements to existing transportation infrastructure are needed to support redevelopment and revitalization of the Emery Village area, and to meet the objectives of the EVSP.

Transportation improvements and strategies are required to:

- Accommodate projected development and growth in travel demand associated with the EVSP, consistent with a village-like pattern of development.
- Accommodate the three development applications that are currently in various stages of the development approval process.
- Manage traffic within Emery Village and limit impacts such as traffic infiltration on adjacent communities.
- Develop a street network that provides logical connections and alternatives to the Finch-Weston intersection, accommodates safe pedestrian, cyclist and vehicular movements, and better accommodates transit, pedestrians, and cyclists through the area to encourage the use of alternative modes of travel and balance vehicular and non-vehicular needs.
- Accommodate the transportation requirements of the existing employment areas within the EVSP boundaries.
- Achieve City Building objectives through the provision of a network of streets that divide large development sites into smaller blocks, promoting compact pedestrian-oriented development.
- Implement streetscape improvements along the Finch Avenue West and Weston Road corridors.
- Increase non-vehicular accessibility to parks and open space areas.
- Reduce vehicle use and increase modal share to support Official Plan policies and other operating and environmental policies (e.g. stormwater).

## **D. Public Consultation**

A comprehensive public consultation program was conducted for the Study, with the following components:

- **Mailing Lists:** A number of mailing lists were established for the Study. These included an agency mailing list as mentioned above and a mailing list which consisted of all members of the public within and adjacent to the Study Area, in addition to others who wrote, telephoned, emailed, or filled in comment sheets during the Study. People on the mailing list were sent letters prior to each of the public meetings. Opportunities for public input were provided throughout the process, including public meetings, telephone inquiries, letters, email and faxes.
- **Public Information Centres (PICs):** One formal meeting was held during the Study, consisting of a public open house with display panels, a brief presentation, and a question and answer period. Attendees were asked to sign-in when they entered the public open house. A handout consisting of key display panels was made available. Comment forms were available to provide the public another opportunity for input to the Study. Members of the project team were on hand to respond to questions and concerns. Issues raised by the public during and after the meeting were recorded by the City and subsequently addressed.

- **Meetings with Emery Village Business Improvement Area (BIA) and Councillor Mammoliti:** Two formal meetings were held during the Study. Attendees discussed the concepts considered and evaluation of options with City Staff and members of the consultant project team.
- **Newspaper Advertisements:** A newspaper advertisement was placed in two separate editions of the North York Mirror for the Notice of Study Commencement in December 2006. A newspaper advertisement was placed in two separate editions of the North York Mirror to announce the date, time, and location of the PIC at least a week and a half in advance of the meeting. The newspaper advertisements invited the public to attend the meeting and to provide input. The advertisements provided information on contact names, telephone numbers, and addresses.
- **Additional Notification:** At least one and a half weeks prior to the public meeting, a notice of the public meeting was mailed out to area residents and businesses on the project mailing lists. A Canada Post flyer drop to all home/businesses within Study Area was also carried out. Notification letters were also mailed to utility companies and external agencies.
- **Project Email Address:** Through the newspaper advertisements and comments sheets, the public was invited to send comments by email to both the City project manager and the local City councillor.
- **Project Website:** At the beginning of the study, a website was launched by the City to provide the public with an additional means to obtain information about the project. The project website was advertised in the Notice of Study Commencement and in the PIC notice. The website ([http://www.toronto.ca/involved/projects/emery\\_village/index.htm](http://www.toronto.ca/involved/projects/emery_village/index.htm)) was updated throughout the study.

Further details on the public consultation process are documented in other sections of this report. A summary of the Public Meeting is provided in **Appendix B**.

Milestones in the public consultation process are summarized below:

- |  |                          |
|--|--------------------------|
| ▪ Study initiation   | August 3, 2006           |
| ▪ Notification letters to Public for Study Commencement                        | December 18, 2006        |
| ▪ Newspaper advertisement of Study Commencement                                | December 22 and 29, 2006 |
| ▪ Notification letters to Agencies for Study Commencement                      | January 8, 2007          |
| ▪ Meeting with Toronto District School Board                                   | February 9, 2007         |
| ▪ Meeting with Toronto and Region Conservation Authority                       | February 23, 2007        |
| ▪ Notification letters to Public and Agencies for Public Information Centre #1 | February 21, 2007        |

- |   |                               |
|---|-------------------------------|
| ▪ Newspaper advertisement of Public Information Centre #1 | February 23 and March 2, 2007 |
| ▪ Public Information Centre                               | March 7, 2007                 |
| ▪ Meeting #1 with Emery Village BIA                       | April 11, 2007                |
| ▪ Meeting #2 with Emery Village BIA                       | October 25, 2007              |
| ▪ City of Toronto Council                                 | Following completion of TMP   |
| ▪ Notice of Study Completion                              | Following completion of TMP   |

## **E. ASSESSMENT OF ALTERNATIVES**

To address the problem and opportunity statement, a wide range of transportation system alternatives were considered. Network options were developed from a number of sources, including the EVSP, The Avenues – Finch Weston Phase II, Emery Village BIA Capital Improvements Master Plan, City of Toronto Wet Weather Flow Management (WWFM) Policy, Incremental Growth Strategy, and concepts developed by this project’s study team.

The project’s study team including City staff, Technical Advisory Committee members, and the consultant team contributed to the initial list of network alternatives.

The resulting concepts and those from the previous studies were grouped into the following six “families” to facilitate analysis:

1. **Do nothing:** This alternative represents the continuation of existing conditions, and involves no changes or improvements to the existing transportation network. This option provides a baseline for comparison purposes for each family of options.
2. **Ring Road around Finch Ave / Weston Road intersection:** This alternative includes new road links to create a “Ring Road”, in-whole or in-part, around the Finch Avenue West & Weston Road intersection. Road link options are considered in each quadrant to connect Finch Avenue West, Weston Road, Lanyard Road, and Toryork Drive.
3. **Rivalda Road extension:** This alternative considers the extension of Rivalda Road into the EVSP area, including connections to Deerhide Crescent and Finch Avenue West.
4. **Non-auto related solutions including new Pedestrian / Cyclist connections:** This alternative includes consideration of non-vehicular modes. Options were considered to improve the connectivity of the pedestrian and cyclist networks included protected crossings (i.e., traffic signal, overpass, or underpass) and on- and off-road facilities, such as boulevard enhancements.
5. **Access improvements and local links:** This alternative involves options to improve localized circulation and access to land parcels in Emery Village on three quadrants around the intersection of Finch Avenue West and Weston Road.
6. **Finch Avenue West / Weston Road intersection improvements:** This alternative includes options for reconfiguring the intersection of Finch Avenue West and Weston Road, such as closure of the south leg, conversion to a roundabout, and operational improvements.

## Evaluation Criteria

A detailed assessment of the alternative transportation planning solutions was completed based on the criteria listed below. The criteria were developed as per requirements and guidelines of the *Municipal Class EA June 2000* document. The criteria were also developed to be able to evaluate potential adverse impacts for each identified alternative, including the social and economic environments, transportation network, the natural environment, implementation, and costs, as follows:

### Land Use and Socio-Economic

- Noise Impacts
- Residential Impacts
- Business Impacts
- Institutional Impacts
- Recreational Facilities Impacts
- TRCA Property
- Archaeological / Cultural Heritage Resources
- Neighbourhood Traffic Infiltration
- Impacts on active development sites
- Potential for Site Remediation Requirements

### Natural Environment

- Natural Heritage Features
- Erosion and landforms
- Vegetation
- Wildlife
- Aquatic Species and Habitat
- Air Quality
- Stormwater
- Sustainability

### Implementation

- Construction feasibility
- Staging opportunities

### Transportation

- Corridor Capacity and Level of Service
- Traffic Safety within the study corridors
- Access to / from Weston Road and to / from Finch Avenue West
- Transit Operations within the study corridor
- Accommodation for Pedestrians and Cyclists within study corridors
- Road function

### City Building

- Provide for street network to divide development sites, promoting compact pedestrian-oriented environment
- Transportation Network Considerations
- Streetscape Improvement
- Access to future higher order transit

### Costs

- Utility Relocation
- Capital Costs
- Operating Costs
- Property Acquisition

## **F. Evaluation of Alternatives**

The alternatives were evaluated based on the ability of each alternative to address the problem statement, including impacts to transportation, environmental impacts and the other criteria listed above. The evaluation was completed with input from the project team, the Technical Advisory Committee, the Emery Village BIA, and the public. The detailed evaluations of each family of alternatives and a summary of the impacts and recommendations for the Study Area are provided in **Appendix F**.

## **G. Planning Recommendations**

The recommended Transportation Master Plan for Emery Village focuses on improvements to address existing and future transportation problems and needs, and consists of the following planning recommendations (**Exhibit ES.2**):

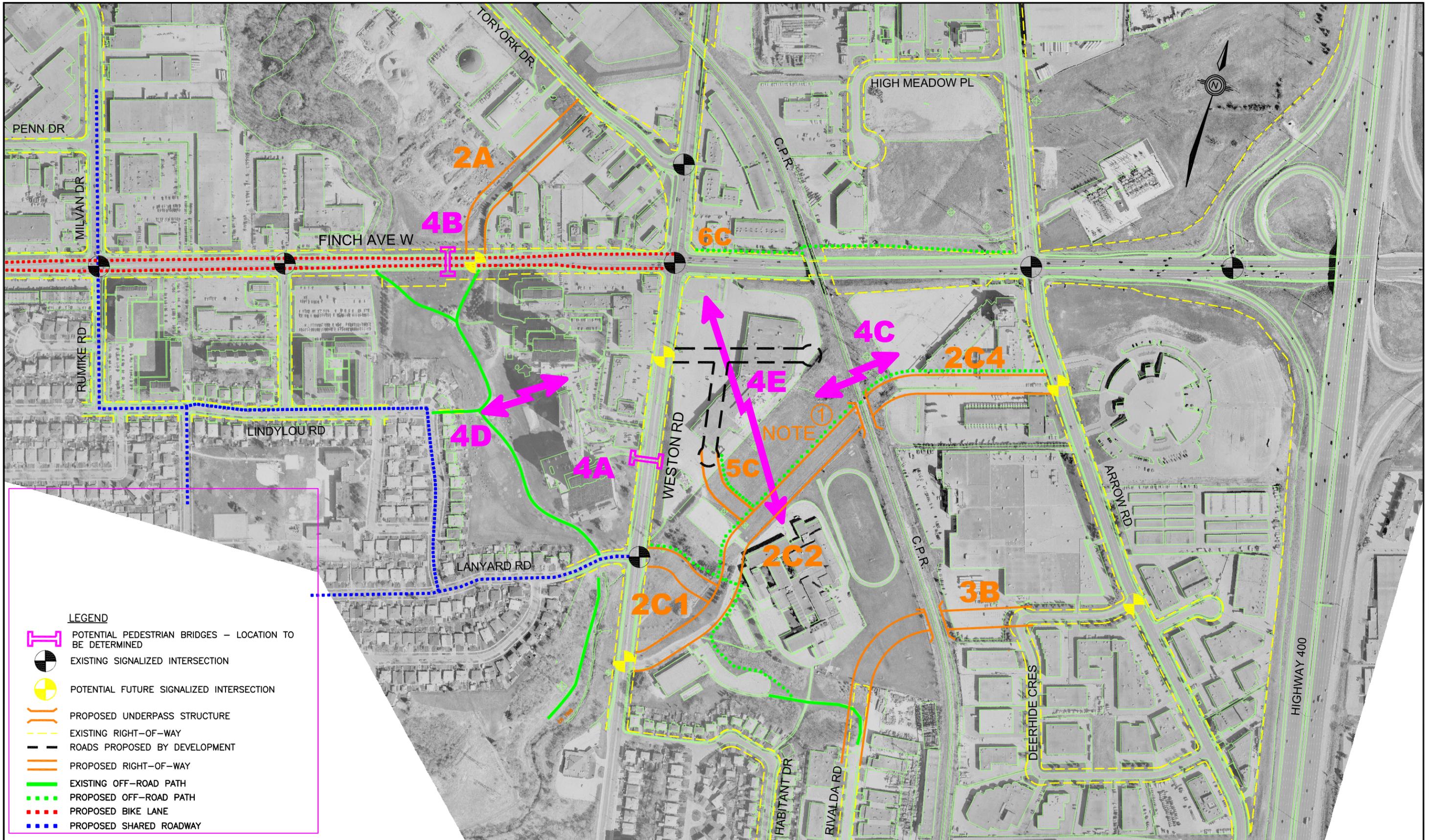
- A Ring Road around the Finch Avenue West & Weston Road intersection in the northwest and southeast quadrants:
  - 2A: Link from Toryork Drive to Finch Avenue West.
  - 2C1: Link from Emery Collegiate to Lanyard Road intersection.
  - 2C2: Link along existing Emery Collegiate driveway.
  - 2C4: Link from Emery Collegiate to Arrow Road.
- Rivalda Road extension:
  - 3B: Extend Rivalda east under the rail line to Deerhide Crescent.
- New Pedestrian / Cyclist connections throughout the Emery Village neighbourhood:
  - 4A: A pedestrian bridge crossing Weston Road near Lanyard Road.
  - 4B: A pedestrian bridge crossing Finch Avenue West at Lindylou Park.
  - 4C: Rail line crossing in / near hydro corridor.
  - 4D: Connection between Lindylou Park and high-rises on southwest quadrant.
  - 4E: Connection from Finch / Weston intersection to Emery Collegiate Institute.
  - 4F: Bicycle network proposed in Toronto Bike Plan.
  - 4G: Additional walking and cycling links to provide local connections to schools, shops and other destinations.
- Access improvement / local link in the southeast quadrant:
  - 5C: Access from Mall site to existing Emery Collegiate driveway.
- A four-leg signalized intersection at Finch Avenue West & Weston Road with modifications and transit priority:
  - 6C: Four-leg signal with intersection improvements and transit priority.

The combination of recommended improvement options and sub-options represents the preliminary preferred solution. This solution meets the objectives of the Problem Statement by:

- Meeting the transportation requirements identified in the EVSP for future development and existing land uses.
- Providing a network of streets and non-vehicular connections to divide larger sites into smaller blocks for development, and promoting a pedestrian-oriented development.
- Providing flexibility to improve the streetscape along Finch Avenue West and Weston Road, and provide high quality pedestrian and cycling facilities within Emery Village.
- Increasing accessibility to parks and open spaces, while minimizing the impact to those valuable resources.
- Promoting a reduction in personal vehicle use and an increase to other modes such as transit, walking, and cycling.
- Minimizing environmental impacts.

Overall, this solution provides for substantial improvements over existing conditions. The proposed future road network in the Emery Village Study Area is shown in **Exhibit ES.2**.

It is recommended that the Municipal Class EA Schedule 'B' or 'C' process be followed for each of the recommended facilities. Schedule 'B' projects will require the development of the recommended solution in more detail, and the issuance of a Notice of Completion to complete Phase 2 and obtain EA approval for each project. For Schedule 'C' projects this Master Plan may satisfy Phases 1 and 2, and Phases 3 and 4 will need to be completed. Suggested timing for implementation of each recommendation is summarized in **Table ES.1**.



**LEGEND**

-  POTENTIAL PEDESTRIAN BRIDGES – LOCATION TO BE DETERMINED
-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  ROADS PROPOSED BY DEVELOPMENT
-  PROPOSED RIGHT-OF-WAY
-  EXISTING OFF-ROAD PATH
-  PROPOSED OFF-ROAD PATH
-  PROPOSED BIKE LANE
-  PROPOSED SHARED ROADWAY

**GENERAL NOTES:**  
 -5A AND 5B ARE NOT SHOWN. LANES ARE DEVELOPMENT DRIVEN. LOCATION AND NUMBER OF LANES TO BE DETERMINED THROUGH DEVELOPMENT PROCESS.

**NOTE ①**  
 PROTECT FOR FUTURE CONNECTIONS TO PEDESTRIAN, BICYCLIST AND/OR TRANSIT LINKS



DATE: MAY 2009



**EMERY VILLAGE**  
**Transportation Master Plan**  
**Recommended Solution**

Exhibit No.  
**ES.2**

**Table ES.1: Suggested timing for planning recommendations**

<b>Planning Recommendations</b>	<b>Suggested Timing</b>	<b>Road Function (right-of-way)</b>	<b>Municipal Class EA Schedule<sup>1</sup></b>
2A	Implement in conjunction with development on the northwest quadrant. To mitigate the impact of Road 2A on the operations of the Emery Yard, it is recommended that when this road is required and the Project Specific EA is being undertaken, the following alternative alignments be assessed:	Collector (20 to 27m)	Schedule B
4B	<ul style="list-style-type: none"> <li>▪ locating this road partially on the Emery Yard and partially on the development lands, and</li> <li>▪ locating this road entirely on the development lands.</li> </ul> The type of pedestrian crossing of Finch Avenue should be determined through further study.	n/a	Schedule B or C
2C1	Implement in coordination with TDSB, Parks, Forestry and Recreation and in conjunction with development of former Mall site.	Collector (20 to 27m)	Schedule B or C
2C2		Collector (20 to 27m)	Schedule B or C
4A		n/a	Schedule B or C
2C4, 4C	Implement as part of the overall transit strategy for the area, and to support development of lands south of Finch Avenue West.	Collector (20 to 27m)	Schedule C
6C	Implement as part of the overall transit strategy for the area.	n/a	Schedule B
5C, 4E	Implement in conjunction with development on the southeast quadrant. Potential to implement pedestrian and cyclist facilities prior to constructing road link.	Local (20 to 23m)	Schedule B
4F	Implement as opportunities arise during road improvements and construction of new transportation links.	n/a	Incorporate with other improvements
4G	Implement in conjunction with new development in Emery Village and boulevard improvements identified in Emery Village BIA Capital Improvements Master Plan.	n/a	Incorporate with development
3B	Implement in coordination with TDSB, Parks, Forestry and Recreation and in conjunction with development of former Mall site through further study.	Collector (20 to 27m)	Schedule C
5A, 5B	Implement in conjunction with development on the northwest and southwest quadrants. Location and number of lanes to be determined through development process.	Lane (6 to 10m)	Incorporate with development

Notes: n/a) Not Applicable, recommendation is not a road

1) Municipal Class Environmental Assessment schedule based on available information and the Municipal Class Environmental Assessment document (Municipal Engineers Association, October 2000 as amended in 2007). To be reviewed before and during each project to select the appropriate schedule.

## **H. Mitigation Measures**

A summary of the potential impacts to the natural, social and economic environments, together with recommended mitigation measures is provided in **Table ES.2**.

A detailed natural environment mitigation and monitoring program should be developed during detail design for the proposed new roads. During construction, an environmental inspector should make frequent random site visits. The environmental inspector will be responsible for delineating work areas and ensuring that erosion and sedimentation control measures are functional.

**Table ES.2: Potential Impacts and Proposed Mitigation Measures**

Factor	Potential Impact	Proposed Mitigation
<b>Land Use and Socio-Economic</b>		
Emery Works Yard	Negative impact on the operations of the Emery Yard due to property requirements	<p>To mitigate potential impacts of road link 2A, consider the following alternative alignments during the project specific environmental assessment:</p> <ul style="list-style-type: none"> <li>▪ Locate the right-of-way for link 2A partially on the Emery Yard and partially on the development lands.</li> <li>▪ Locate the right-of-way for link 2A entirely on the development lands.</li> </ul> <p>Continued consultation with all impacted City Divisions will be undertaken during the project specific EA process.</p>
<b>Natural Environment</b>		
Vegetation	Loss of trees and protected areas	<p>Some of the planning recommendations (such as network options 2A, 2C2, and 3B) are within areas that are protected under the Ravine Protection Bylaw. The City’s Urban Forestry Branch has indicated that it would not object to option 3B subject to the following condition: the lost trees and the lost protected area (as well as lost growing space and infiltration area) must be compensated for through planting in some other, suitable area.</p> <p>Consultation with the Urban Forestry Ravine Protection group should occur regarding each link that is within the protected areas.</p> <p>During the detailed design phase of each project, all trees that will be impacted shall be identified in an arborist report. Planting and restoration plans must be developed to ensure that the proposed development will result in net environmental gain. The plans must provide compensation for the lost trees to the satisfaction of the General Manager, Parks, Forestry and Recreation. Urban Forestry (RNFP) typically requires a replacement ratio of three trees planted for each tree removed plus one tree planted for each tree injured or for every 25m<sup>2</sup> of protected area lost to hard surfaces.</p> <p>All detailed plans of each project must include mitigation measures as described in the Natural Science Report by LGL Ltd. dated October 2007, included in the Emery Village Transportation Master Plan Study.</p> <p>Restoration and enhancement opportunities of vegetation/vegetation communities should be investigated during detail design to achieve a net gain of vegetation communities/wildlife habitat.</p> <p>Vegetation to be removed for road development should be transplanted, where appropriate, into protected areas.</p> <p>A total of three eastern red cedar (<i>Juniperus virginiana</i>) trees should be protected from removal, and opportunities to protect/relocate these trees should be investigated.</p>

Factor	Potential Impact	Proposed Mitigation
<b>Natural Environment (cont'd)</b>		
Soil Contamination	Environmental contamination may be associated with some land uses (works yard, gas stations)	Consideration should be given to conducting a further investigation during subsequent implementation stages and in advance of property acquisition
Migratory Birds Convention Act (MBCA)	No vegetation removals should occur during the nesting season.	No vegetation removals should occur during the nesting season. With several exceptions, this includes the period from April 1 to July 31.  If vegetation clearing is required during this period, a nesting survey should be carried out by a qualified avian biologist prior to construction. If active nests are found, a site-specific mitigation plan should be prepared in consultation with the Canadian Wildlife Service.
Valley and stream corridors, regulation limits	Permit may be required	If any work is proposed within the valley and stream corridors/regulation limits it is necessary to apply for a permit under Ontario Regulation 166/06 during detail design. Further correspondence with the TRCA will be necessary to determine whether a permit is required.

## I. Transit Initiatives

The TTC is currently undertaking preliminary planning for Transit Project Assessment for the Etobicoke-Finch West LRT proposed in *Toronto Transit City, Light Rail Plan (March 2007)*. The proposed line would run west from Finch Station on the Yonge subway line and end at or near Highway 27 / Humber College. The TTC are investigating exclusive transit service on Finch Avenue, which could reduce travel time and increase ridership in the corridor by 13.3 million riders per year, over the next 14 years. This will ultimately result in a reduction in passenger vehicle travel. This LRT line could connect to the planned, approved and funded Spadina Subway extension. The LRT route would replace a busy existing bus route; it would provide fast and frequent east / west service through the northern part of North York and Etobicoke.

A GO Rail station, as identified in the *1991 GO Commuter Rail Station Location Study*, would also contribute to the modal shift toward transit. Suburban Toronto GO rail stations draw in the range of 1,000 to 6,000 peak period trips. New GO Rail service on the CP Rail Mactier Subdivision may be able to support ridership comparable to other corridors.

Currently, as part of the Government of Ontario's *MoveOntario 2020* initiative, GO Transit is undertaking a feasibility study for service from Union Station to Bolton. As part of this study GO is investigating the possibility of establishing a GO Station in the Emery Village area.

The LRT and GO Rail transit options both require further study and approval through the environmental assessment process.

## **J. Other Issues**

Other issues that may be considered during the implementation of the Emery Village Transportation Master Plan include:

- As part of Recommendation 6C: Four-leg signal at Finch Avenue West & Weston Road with intersection improvements and transit priority, consider the provision of bus queue jump lanes. Based on information provided by the TTC, bus queue jump lanes would ideally be placed on all four approaches to the intersection. Farside bus bays on the egress side of the intersection would also be required.
- The TTC recommends that roads be designed with geometry sufficient to accommodate bus movements to facilitate the future expansion of transit service in the Emery Village area, and that any new developments be encouraged to improve the bus stop environment and provide direction pedestrian connections to bus stops.
- Further consultation with the TDSB will be required to determine compensation for the property impacts and loss of a playing field related to Recommendations 2C2 and 3B.
- Confirmation of the alignments of Recommendations 2A and 2C2 is required, in particular with consideration of the impacts to parks and the existing Emery Yards. The “Yard Rationalization Study” is expected to be completed in 2009.
- Further consultation will be required to secure an easement in the hydro corridor for the recommended transportation links in the southeast quadrant. Vertical clearance of the overhead wires is an important consideration prior to implementing transportation links in the hydro corridor.
- Further consultation with the property owners on Arrow Road that are impacted by Recommendations 2C4 and 3B will be required to determine compensation for the related property impacts.
- Detailed review of existing utility locations will be required during Phases 3 and 4 to identify any potential utility impacts.
- Pedestrian connections to between Lindylou Park and the existing high-rises on the southwest quadrant (Recommendation 4D) should be developed in consultation with the City’s Parks, Forestry and Recreation Division.

# TABLE OF CONTENTS

<b>Executive Summary .....</b>	<b>i</b>
<b>1. Introduction .....</b>	<b>1</b>
1.1 Introduction and Project Context.....	1
1.2 Study Objectives.....	1
1.3 Background.....	2
1.4 Project Location and Study Area.....	4
1.5 Study Scope and Objectives .....	5
1.6 Project Team.....	6
1.7 Class Environmental Assessment Process.....	7
1.8 Agency and Stakeholder Consultation.....	9
1.9 Summary of Public Consultation.....	10
<b>2. Existing Study Area Conditions.....</b>	<b>13</b>
2.1 Socio-Economic Conditions .....	13
2.2 Archaeology and Cultural Heritage.....	17
2.3 Natural Environment .....	21
2.4 Current Transportation System.....	26
2.5 Utilities and Other Services.....	30
<b>3. Needs and Opportunities .....</b>	<b>31</b>
3.1 Existing Transportation Conditions.....	31
3.2 Future Transportation Conditions.....	43
3.3 Summary of Needs and Opportunities.....	46
<b>4. Problem and Opportunity Statement.....</b>	<b>47</b>
<b>5. Assessment of Alternatives .....</b>	<b>48</b>
5.1 Development of Alternatives.....	48
5.2 Evaluation Criteria.....	56
5.3 Evaluation of Alternatives .....	57
5.4 Preliminary Preferred Solution.....	61
5.5 Other Planned Improvements .....	63
<b>6. Public Consultation .....</b>	<b>65</b>
6.1 Public Consultation Process .....	65
6.2 Public Information Centre (PIC) .....	66
6.3 TDSB Consultation.....	68
6.4 Emery Village BIA Consultation.....	68
6.5 City Parks Department.....	69
<b>7. Recommendations .....</b>	<b>71</b>
7.1 Planning Recommendations .....	71
7.2 Mitigation Measures .....	75
7.3 Project Staging.....	76
7.4 Other Issues .....	77

**Appendices**

- A. Agency Consultation**
- B. Public Consultation Process**
  - B.1 Public Notices
  - B.2 Public Information Centre Material and Summary
  - B.3 Formal comments received and responses
  - B.4 Minutes from Emery Village BIA Meetings
- C. Emery Village Secondary Plan**
- D. Supporting Documentation**
  - D.1 Socio-Economic Inventory and Evaluation Criteria (Urban Strategies Inc.)
  - D.2 Stage 1 Archaeological Assessment Report (Archaeological Services Inc.)
  - D.3 Built Heritage and Cultural Landscape Assessment Report (Archaeological Services Inc.)
  - D.4 Natural Heritage Report (LGL Limited)
- E. Traffic Analysis and LOS Tables**
- F. Detailed Analysis and Evaluation of Options**
- G. Pedestrian Bridges Feasibility Study**

**Tables**

Table 1: Excerpt from City of Toronto Road Classification Criteria ..... 27

Table 2: Signalized Intersection Operations – Existing Conditions (2006) ..... 35

Table 3: Northbound & southbound existing background reserve capacity..... 36

Table 4: Collision summary for segments (2001-2005) ..... 41

Table 5: Collision summary for intersections (2001-2005)..... 42

Table 6: Potential for safety improvement for Emery Village signalized intersections and arterial mid-block segments..... 43

Table 7: Emery Village 2011 Trip Generation Growth..... 44

Table 8: Signalized Intersection Operations – Future (With Proposed Development) ..... 45

Table 9: Emery Village Full Build-out Trip Generation Growth ..... 45

Table 10: Analysis and Evaluation of Options: Summary of Ring Road Around Finch Avenue West / Weston Road Intersection Options..... 58

Table 11: Analysis and Evaluation of Options: Summary of Rivalda Road Extension Options ..... 59

Table 12: Analysis and Evaluation of Options: Summary of Finch Avenue West / Weston Road Intersection Options..... 60

Table 13: Suggested timing and unit cost estimate for planning recommendations..... 74

**Exhibits**

Exhibit 1: Emery Village Secondary Plan: Structure Plan ..... 3

Exhibit 2: Emery Village Transportation Master Plan Study Area ..... 5

Exhibit 3: Municipal Class Environmental Assessment Process..... 8

Exhibit 4: Existing Land Uses ..... 14

M:\Toronto City of\3629 Emery Village TMP EA\iTRANS Reports\6.4 Final TMP\Emery Village TMP - main body only - final.doc

---

Exhibit 5: Development proposals in Emery Village as of June 2008 .....	17
Exhibit 6: General location of the Built Heritage Features (BHF) .....	20
Exhibit 7: Natural Features near Emery Village .....	22
Exhibit 8: Existing City of Toronto Road Classifications .....	26
Exhibit 9: Existing intersection lane configurations .....	28
Exhibit 10: City of Toronto Bike Plan around Emery Village .....	29
Exhibit 11: Existing traffic (2006) .....	32
Exhibit 12: Key vehicles queues at signalized intersections .....	33
Exhibit 13: Pedestrian and cyclist generators .....	37
Exhibit 14: Ring Road Around Finch Avenue West / Weston Road Intersection Options ....	51
Exhibit 15: Rivalda Road Extension Options .....	52
Exhibit 16: Pedestrian / Cyclist Connection Options .....	53
Exhibit 17: Access Improvements and Local Link Options .....	54
Exhibit 18: Finch Avenue West / Weston Road Intersection Options.....	55
Exhibit 19: Preliminary Preferred Solution .....	62
Exhibit 20: Potential Future TTC and GO Transit Lines.....	64
Exhibit 21: Concept Drawings of Recommended Solution.....	73

# 1. INTRODUCTION

## 1.1 Introduction and Project Context

Emery Village is centred on the intersection of Finch Avenue West and Weston Road, and is bounded by the Canadian Pacific Rail line to the north and east, Lanyard Road to the south, and Jayzel Drive to the west.

In November 2002, City of Toronto Council approved the Emery Village Secondary Plan (EVSP). The Secondary Plan was subsequently revised as part of the New Official Plan, approved by City Council in June 2006. The EVSP includes those lands in the immediate vicinity of the Finch Avenue West and Weston Road intersection. The goal of the EVSP is to provide for mixed use development in the area and encourage a “village-like” oriented pattern of development. The primary emphasis is on the development of commercial and residential uses to achieve a defined and improved streetscape, provide a connected street system for vehicles, bicycles and pedestrians and ultimately reduce automobile dependency.

The majority of the lands in the EVSP area are designated ‘Mixed Use Areas and Apartment Neighbourhoods’. This designation permits and encourages street related retail, service commercial and residential uses along Finch Avenue West and Weston Road frontages. This designation applies to the lands in the north-west, south-west and south-east quadrants of the Finch Avenue West and Weston Road intersection. The north-east quadrant of the intersection remains designated Employment as do those lands on the south side of Toryork Drive that are owned by the City and support the City Yards and Emergency Service Facilities. Those lands that surround Emery Creek have been designated Parks and Open Space Areas and Natural Areas.

In 2006, the City of Toronto retained iTRANS Consulting to undertake a Transportation Master Plan Study for the Emery Village Secondary Plan area. This report documents the outcomes of the study.

## 1.2 Study Objectives

It was anticipated that a network of new and existing roads, pedestrian walkways and bicycle lanes, routes, and paths would provide access through the EVSP area. The EVSP identifies a proposed network configuration as Map 26-2 Structure Plan shown as **Exhibit 1** (June 2006).

The feasibility and appropriateness of the proposed network was not assessed from a technical perspective during the development of the EVSP. In June of 2002, City Council approved undertaking a Municipal Class Environmental Assessment (Class EA) study that would investigate the feasibility of the following transportation improvements:

- Rerouting or diverting north-south traffic around the Finch Avenue West and Weston Road intersection.
- Closing the south leg of the Finch Avenue West and Weston Road intersection.

- Extending Rivalda Road north to connect with Weston Road via an overpass across Finch Avenue West.
- Establishing a ‘traffic roundabout’ at the Finch Avenue West / Weston Road intersection, which would replace the existing signals.

This study provides a need and feasibility assessment of alternative transportation connections identified in the EVSP and City Council report. It was undertaken with formal public consultation through the Class EA Master Plan process.

This Class EA Master Plan (Master Plan) summarizes the work completed for the Study including:

- Background to the Study
- Existing study area conditions
- Needs and opportunities
- Problem and opportunity statement
- Assessment of alternatives
- The public consultation process
- The recommended solution.

Findings of this study may lead to an amendment of the Official Plan for the City of Toronto. In addition, recommendations may require further study. Schedule ‘B’ projects will require the development of the recommended solution in more detail, and the issuance of a Notice of Completion to complete Phase 2 and obtain EA approval for each project. For Schedule ‘C’ projects, the identification and evaluation of design alternatives and the selection of preferred design alternatives are not included in this Transportation Master Plan. This will be subject to further study and approvals in accordance with Phases 3 and 4 of the Municipal Class EA process.

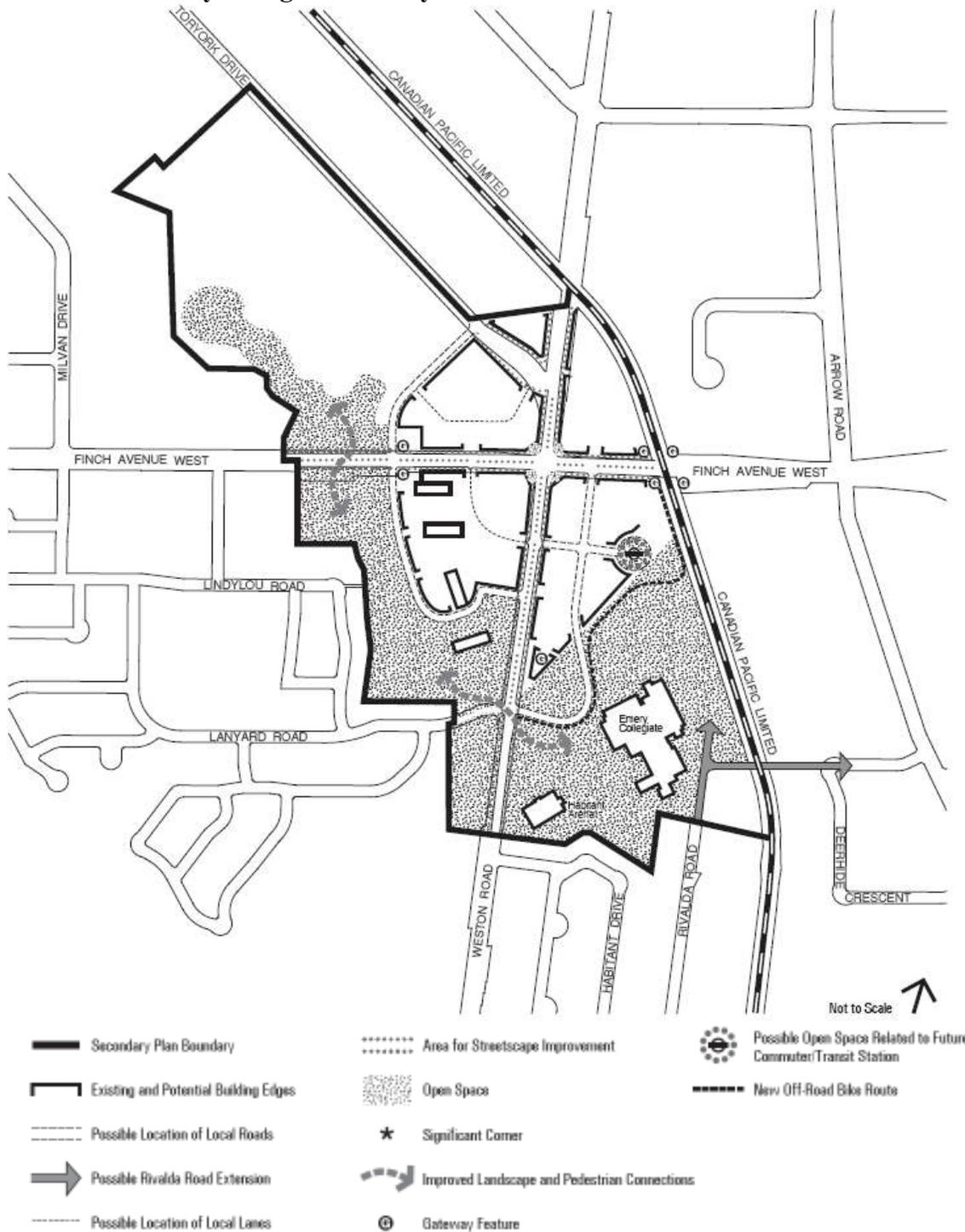
### **1.3      Background**

This Master Plan study was undertaken with regard for previous studies. The background documents and information reviewed by the project team included:

- City of Toronto Official Plan, Approved by City Council June 2006
- Emery Village Secondary Plan, June 2006
- Emery Village Business Improvement Area (BIA) Capital Improvements Master Plan
- Building Toronto Together, May 2004
- Final Report - UD03-FW- Emery Village Zoning, May 2003
- City of Toronto Bike Plan, June 2001
- City of Toronto Wet Weather Flow Management (WWFM) Policy, August 2003
- WWFM Master Plan, List of CSO / Stormwater Control Alternatives, July 2003; WWFM Master Plan, Study Area 3 Humber River Final Report (Chapters 7 and 8)
- Toronto Pedestrian Charter, May 21, 2002
- The Avenues – Finch Weston, Phase II, February 2001
- Incremental Growth Strategy, April 2000
- Urban Design Handbook, September 1997

This Master Plan study builds on the information provided in these studies including concepts for new road connections, protection for transit improvements, opportunities of improved cycling and pedestrian accommodation, and urban form and urban design objectives.

**Exhibit 1: Emery Village Secondary Plan: Structure Plan**



## **1.4 Project Location and Study Area**

The Emery Village Transportation Master Plan study area, or “primary study area”, is shown in **Exhibit 2**. Roadway and transportation infrastructure improvements were considered within the primary study area to address the planning objectives of the EVSP.

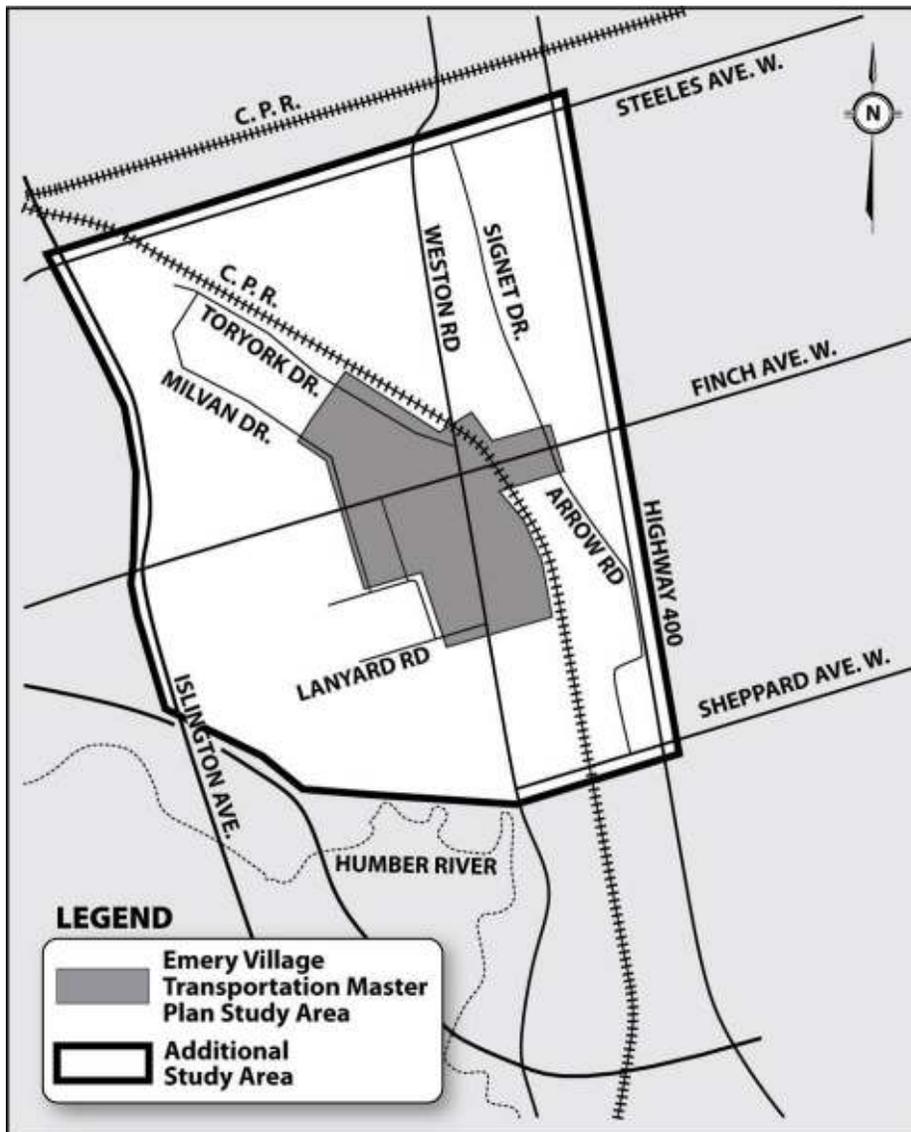
The primary study area is defined as follows:

- Finch Avenue West from Milvan Drive to Signet Road.
- Weston Road from Lanyard Road to Toryork Drive.
- Lindylou Park and the natural area extending north of Finch Avenue West.
- Habitant Park, Habitant Arena, and Emery Collegiate Institute.
- The Hydro corridor which runs southwest to northeast south of Finch Avenue West.

An additional (broader) study area was considered to assist in the analysis of future transportation conditions. The additional study area was used to determine the need for transportation improvements based on available reserve capacity and potential for traffic diversion within the broader transportation network. The additional study area includes the following arterial roads:

- Islington Avenue from Steeles Avenue to Albion Road.
- Steeles Avenue from Islington Avenue to Highway 400.
- Sheppard Avenue from Highway 400 to Weston Road.

Transportation infrastructure improvements to accommodate the EVSP were considered through this master plan study within the primary study area. No changes to infrastructure are proposed within the additional study area, within the context of this study. However, other planned and on-going studies will address broader City-wide needs.

**Exhibit 2: Emery Village Transportation Master Plan Study Area****1.5 Study Scope and Objectives**

The objective of this study is to develop a Master Plan that will recommend the transportation infrastructure solution and implementation plan required to support development in Emery Village. The infrastructure identified in the EVSP and the potential infrastructure modifications / improvements that City Council authorized staff to investigate in June 2002 were carefully examined through this study. The study also considered the impacts of development in the vicinity of Emery Village.

## **1.6 Project Team**

The Emery Village Transportation Master Plan study is being conducted by a consulting team led by iTRANS Consulting Inc., on behalf of the City of Toronto. The study team is outlined below:

### **City of Toronto Project Team:**

- Uwe Mader (Project Manager), Infrastructure Planning
- Richard Beck, Transportation Planning, Etobicoke / York
- Al Smithies, Traffic Planning & Right-of-Way Management
- Edward Presta, Transportation Planning, Etobicoke / York
- Helen Noehammer, Development Engineering
- John Kelly, Infrastructure Planning
- Josie Giordano, Public Consultation Coordinator
- Joe Mariconda, Traffic Planning

### **Technical Advisory Committee:**

- Gregory Byrne, Community Planning
- Peter De Groot, Pedestrian and Cycling Infrastructure
- Les Arishenkoff, Water Infrastructure Management
- Jim Wakelin, Etobicoke York Parks
- Rob Gillard, Toronto Transit Commission
- Wayne Lindsey, Parks, Forestry & Recreation
- Claudia La Rota, Community Planning
- Jamie Warren, Parks Development Infrastructure Management
- Emilia Floro, Urban Design
- Hans Riekkö, Facilities & Real Estate

### **Consulting Team:**

- Ray Bacquie (Consultant Project Manager), iTRANS Consulting
- Margaret Parkhill (Consultant Project Coordinator), iTRANS Consulting
- Steve Molloy (Traffic Operations and Planning), iTRANS Consulting
- Sherwin Gumbs (Traffic Operations, Pedestrians and Cyclists), iTRANS Consulting
- Greg Perry (Design), iTRANS Consulting
- Perry Perera (Design), iTRANS Consulting
- David Schleihauf (Traffic Analysis), iTRANS Consulting
- Robert Pihl (Stage 1 Archaeological Assessment and Built Heritage), Archaeological Services Inc. (ASI)
- Caitlin Pearce (Stage 1 Archaeological Assessment and Built Heritage), Archaeological Services Inc. (ASI)
- Warren Price (Socio-Economic), Urban Strategies Inc.
- Tim Smith (Socio-Economic), Urban Strategies Inc
- Elizabeth Speller (Natural Environment Inventory), LGL Ltd.

## **1.7 Class Environmental Assessment Process**

This Master Plan is being undertaken in accordance with the guidelines of the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended 2007) following Approach #1 of the Master Plan process.

The Master Plan will complete the first two phases of the five-phase Class EA Process. **Exhibit 3** illustrates the sequence of activities within the approved Class EA process leading to project implementation.

The encompassing phases for this Study are described below:

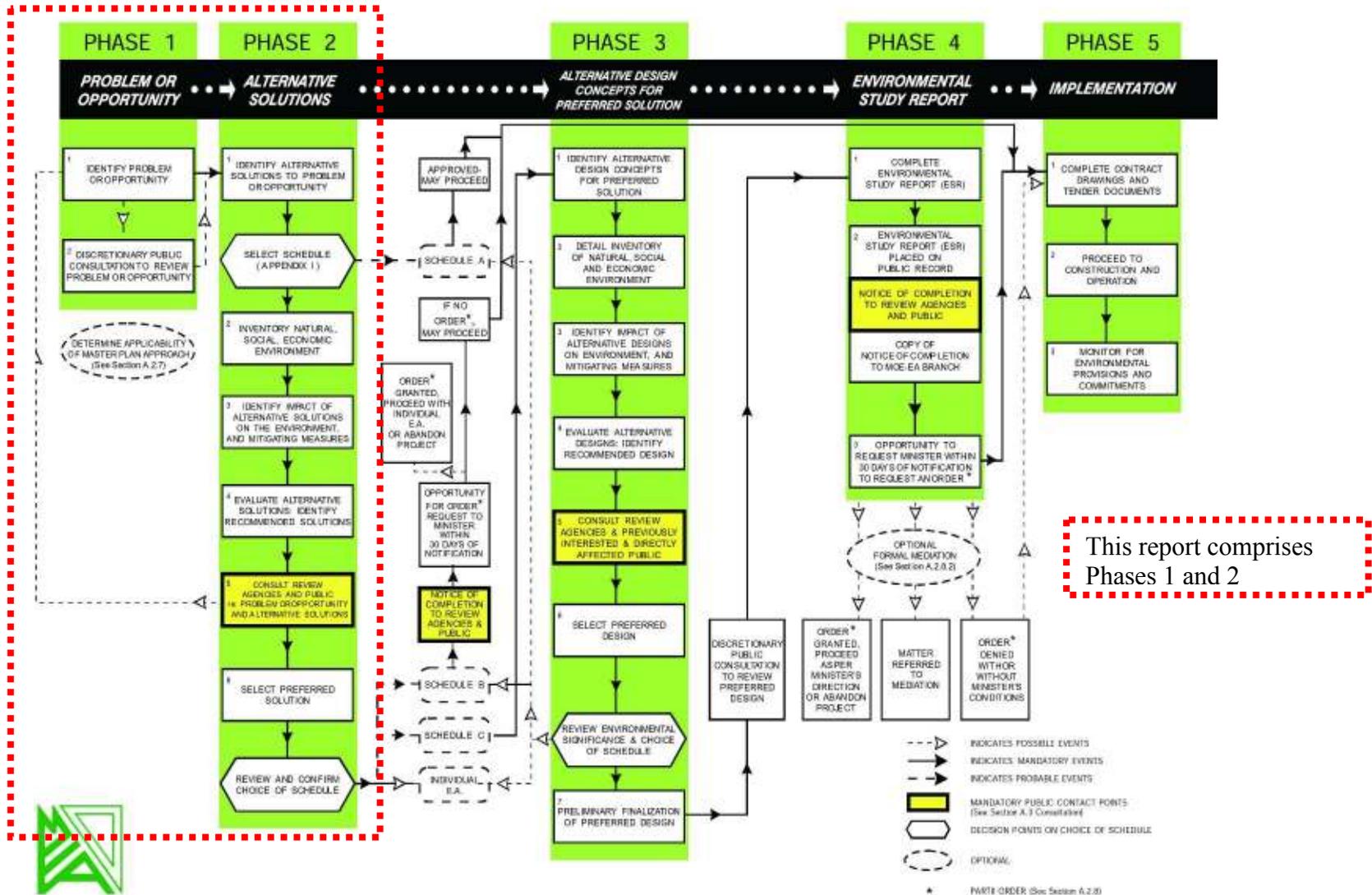
- **Phase 1** – Identify the problem (deficiency) or opportunity.
- **Phase 2** – Identify alternative solutions to address the problem or opportunity by taking into consideration the existing environment, and establish the preferred solution taking into account public and review agency input.

The Master Plan will be used as input into further Class EA studies for any Schedule “C” transportation projects that may arise from this Master Plan. Phases 3 and 4 of the Class Environmental Assessment Process must be completed for Schedule “C” transportation projects prior to implementation. Phase 5 involves detailed design, preparation of contract drawings and tender documents, construction, operation, and monitoring, and is not part of this Study.

The Master Plan summarizes the work completed for the Study including:

- Background to the Study
- Existing study area conditions
- Needs and opportunities
- Problem and opportunity statement
- Assessment of alternatives
- The public consultation process
- The recommended solution.

Exhibit 3: Municipal Class Environmental Assessment Process



Upon completion of the Master Plan, the report will be presented to the City of Toronto's Planning and Growth Management Committee and subsequently to Toronto City Council for approval. The Master Plan will provide the documentation of Phases 1 and 2 for the Schedule "C" projects prior to implementation.

## **1.8 Agency and Stakeholder Consultation**

A list of agency stakeholders, including federal and provincial ministries, City of Toronto departments, local groups, residents, conservation authorities, and utilities was prepared at the project initiation by the City of Toronto. The opportunity for these parties to participate in the project was provided through the distribution of introductory letters, and advertisement of the Study Commencement. Further opportunity was also provided through one formal Public Information Centre (PIC). The following is a summary of the agencies contact list.

### **Federal and Provincial Agencies:**

- Ministry of Citizenship, Culture, Sport & Recreation
- Ministry of Culture
- Ministry of Education
- Ministry of the Environment
- Environment Canada, Great Lakes and Corporate Affairs
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of Public Safety & Security
- Ministry of Transportation
- Ontario Secretariat for Aboriginal Affairs
- Indian and Northern Affairs Canada
- GO Transit

### **City of Toronto Departments:**

- Toronto Cycling Committee
- Toronto Pedestrian Committee
- Toronto Transit Commission (TTC)
- Toronto Police Service
- Toronto Fire Services
- Toronto Emergency Medical Service
- Transportation Services, Transportation Infrastructure Management
- Transportation Services, Pedestrian and Cycling Infrastructure
- Transportation Services, Traffic Planning/ROW Management
- Technical Services, Development Engineering
- Public Consultation and Community Outreach
- Toronto Water, Water Infrastructure Management City Planning, Community Planning
- City Planning, Transportation Planning
- City Planning, Urban Design
- Parks, Forestry and Recreation (Parks Development & Infrastructure Management, and Forestry)
- Chief Corporate Office, Facilities and Real Estate

### **Conservation Authority:**

- Toronto and Region Conservation Authority

**Local Groups / Stakeholders:**

- Toronto District School Board
- Toronto Catholic District School Board
- Conseil Scolaire de district du Centre Sud-Ouest
- Conseil Scolaire de district Catholique Centre-Sud
- Councillor Giorgio Mammoliti
- Emery Village Business Improvement Area
- Daystrom Emery Community Association
- Humber Summit Ratepayers Association
- York West Ratepayers Association

**Utilities:**

- CN Rail
  - CP Rail
  - Enbridge Gas Distribution Inc.
  - Enbridge Pipeline Inc.
  - Hydro One Networks Inc. Network Services
  - Bell Canada
  - Rogers Cable Systems
  - Sarnia Products Pipe Line
  - Sun-Canadian Pipe Line Company Ltd.
  - Toronto Hydro
  - Trans-Northern Pipe Line
- **Technical Advisory Committee Meetings** – A Technical Advisory Committee was established as part of this Study. Four meetings were held with this group during the course of the Study. The meetings were held throughout the course of the study, from September 2006 to February 2007 to provide opportunity for input prior to Public Information Centre (PIC) No.1. The stakeholders consisted of representatives of various City departments, the TTC and consultants.

Correspondences with agencies are provided in **Appendix A**.

## **1.9 Summary of Public Consultation**

A comprehensive public consultation program was conducted for the Study, with the following components:

- **Mailing Lists** – A number of mailing lists were established for the Study. These included an agency mailing list as mentioned above and a mailing list which consisted of all members of the public within and adjacent to the Study Area, in addition to others who wrote, telephoned, emailed, or filled in comment sheets during the Study. People on the mailing list were sent letters prior to each of the public meetings. Opportunities for public input were provided throughout the process, including public meetings, telephone inquiries, letters, email and faxes.

- **Public Information Centres (PICs)** – One formal meeting was held during the Study, consisting of a public open house with display panels, a brief presentation, and a question and answer period. Attendees were asked to sign-in when they entered the public open house. A handout consisting of key display panels was made available. Comment forms were available to provide the public another opportunity for input to the Study. Members of the project team were on hand to respond to questions and concerns. Issues raised by the public during and after the meeting were recorded by the City and subsequently addressed.
- **Meetings with Emery Village Business Improvement Area (BIA) and Councillor Mammoliti** – Two formal meetings were held during the Study. Attendees discussed the concepts considered and evaluation of options with City Staff and members of the consultant project team.
- **Newspaper Advertisements** – A newspaper advertisement was placed in two separate editions of the North York Mirror for the Notice of Study Commencement in December 2006. A newspaper advertisement was placed in two separate editions of the North York Mirror to announce the date, time, and location of the PIC at least a week and a half in advance of the meeting. The newspaper advertisements invited the public to attend the meeting and to provide input. The advertisements provided information on contact names, telephone numbers, and addresses.
- **Additional Notification** – At least one and a half weeks prior to the public meeting, a notice of the public meeting was mailed out to area residents and businesses on the project mailing lists. A Canada Post flyer drop to all home/businesses within Study Area was also carried out. Notification letters were also mailed to utility companies and external agencies.
- **Project Email Address** – Through the newspaper advertisements and comments sheets, the public was invited to send comments by email to both the City project manager and the local City councillor.
- **Project Website** – At the beginning of the study, a website was launched by the City to provide the public with an additional means to obtain information about the project. The project website was advertised in the Notice of Study Commencement and in the PIC notice. The website ([http://www.toronto.ca/involved/projects/emery\\_village/index.htm](http://www.toronto.ca/involved/projects/emery_village/index.htm)) was updated throughout the study.

Further details on the public consultation process are documented in other sections of the report. A summary of the Public Meeting is provided in **Appendix B**.

Milestones in the public consultation process are summarized below:

- Study initiation August 3, 2006
- Notification letters to Public for Study Commencement December 18, 2006
- Newspaper advertisement of Study Commencement December 22 and 29, 2006
- Notification letters to Agencies for Study Commencement January 8, 2007
- Meeting with Toronto District School Board February 9, 2007
- Meeting with Toronto and Region Conservation Authority February 23, 2007
- Notification letters to Public and Agencies for Public Information Centre #1 February 21, 2007
- Newspaper advertisement of Public Information Centre #1 February 23 and March 2, 2007
- Public Information Centre March 7, 2007
- Meeting #1 with Emery Village BIA April 11, 2007
- Meeting #2 with Emery Village BIA October 25, 2007
- City of Toronto Council Following completion of TMP
- Notice of Study Completion Following completion of TMP

## **2. EXISTING STUDY AREA CONDITIONS**

The following sections describe the features of the existing socio-economic, archaeological and cultural heritage, natural environment, utilities and other services, and current development proposals in the study area.

### **2.1 Socio-Economic Conditions**

#### **2.1.1 Existing Land Use**

The study area contains a broad range of uses (**Exhibit 4**), including apartment form housing, offices, Emery Collegiate High School, Habitat Arena and Park, and retail uses which are located primarily along Finch Avenue West. The study area borders a neighbourhood of single family detached homes, open space and employment / industrial lands.

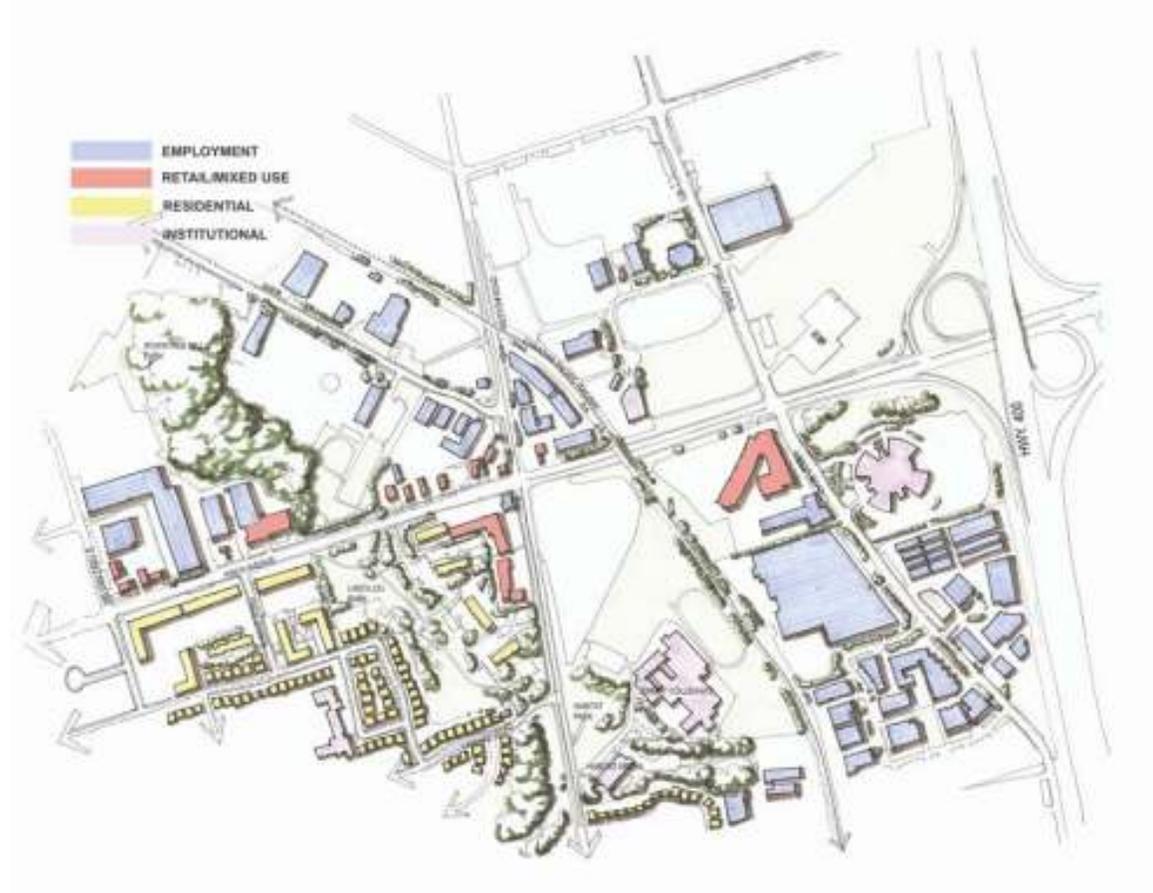
The study area contains a mixture of built environments - both auto and pedestrian oriented. A mixture of development densities and forms also exist from high rise to strip development. These development forms are poorly integrated, with harsh contrasts between scale and qualities of environment. Open spaces (Lindy Lou Park and to some extent, the Hydro Corridor) are currently poorly defined zones which separate uses. Often buildings back onto these spaces rather than face and define these spaces. Changes in grade and a Hydro Corridor also exist, further disrupting the public realm and continuity of the built environment.

Despite these physical challenges, the study area has great potential due to its access and profile. The interest of the development community in Emery Village is testament to this. Despite the poor physical character of the existing retail, it appears to be thriving; parking lots were observed to be full and there was much pedestrian activity in the area during site visits.

There is great opportunity for re-urbanization of the area, but there may be challenges aligning infrastructure with the public realm, particularly where street-related retail is desired. In creating a public realm plan, there will likely be tension between accommodating the high volumes of vehicle movement and establishing a comfortable, connected pedestrian realm to support proposed land uses. The design of the street network and the cross section of the individual streets have a critical role to play in promoting local economic development and creating an active and vital public realm as the setting for community amenities.

Further details can be found in the Socio-economic Inventory and Evaluation Criteria memo, provided in **Appendix D.1**.

## Exhibit 4: Existing Land Uses



### 2.1.2 Designated Land Use

Lands in the north-west, south-west and south-east quadrants of the Finch Avenue West and Weston Road intersection are designated 'Mixed Use Area', which permits street-related retail, service commercial uses with residential uses above along the Finch Avenue West and Weston Road frontages. Building heights will generally range from 8 to 12 storeys.

Lands on the southwest quadrant adjacent to Lindylou Park are designated 'Apartment Neighbourhood', which permits new buildings generally ranging from 3 to 6 storeys in height with a maximum density of 2.5 times the lot area.

In the north-east quadrant, lands on the south side of Toryork Drive are owned by the City (Emery Parks Yard) and are designated 'Employment Areas', with the exception of those lands that form Emery Creek which have been designated 'Parks and Open Space Areas' and 'Natural Areas'.

The EVSP is attached in **Appendix C**.

### 2.1.3 Official Plan Principles and Policies

The Official Plan of the City of Toronto states that *“In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place.”* The overall aim of the City is to *“provide the widest range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable, and economically competitive”* (pg 2-26).

The Finch Avenue West and Weston Road intersection is defined as an Avenue on Map 2 of the Official Plan. Avenue policies include investment actions that *“make the area attractive for residents and businesses including:*

- i. *Streetscape improvements.*
- ii. *Transportation improvements such as transit priority measures, improved connections to rapid transit stations and bikeways.*
- iii. *Parks and open space and community services and facilities”.*

In section 2.2 of the Official Plan, Policy 3 states that *“The City’s transportation network will be maintained and developed to support the growth management objectives of this Plan by: a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 ...”* and *“b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separation, additional pavement or sidewalk widths at intersections, transit facilities or to improve visibility in certain locations. The conveyance of land for such widenings may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals”.*

### 2.1.4 Emery Village Secondary Plan Goals and Objectives

**Exhibit 1** illustrates the proposed structure plan for the EVSP. The EVSP policies provide guidance to the development of the area and implementation of infrastructure.

Specifically, the Goal of the EVSP is to *“...provide a framework for development that encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvement to the area's streetscape and significant open space system.”* The objectives for the Plan go on to direct initiatives within the study area to *“reurbanize the Emery Village community by facilitating new mixed-use development on an incremental basis consistent with the capacity of existing or planned infrastructure (2.2a) and create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependence and meets the needs of the local community. (2.2b)”*

The plan also includes the following built form principle: *"Buildings should be sited and organized at-grade to enhance and support streets, opens space and pedestrian routes. Grade-related retail and service commercial uses, street oriented residential unites and entrance lobbies are encourage in these building faces to provide for safe, animated streets and opens space. Building entrances are to be located on road frontages, visible and accessible form the public or common use sidewalk. (4.2b) while the plan also states that new roads must "... balance vehicular and pedestrian needs". (9.2a)*

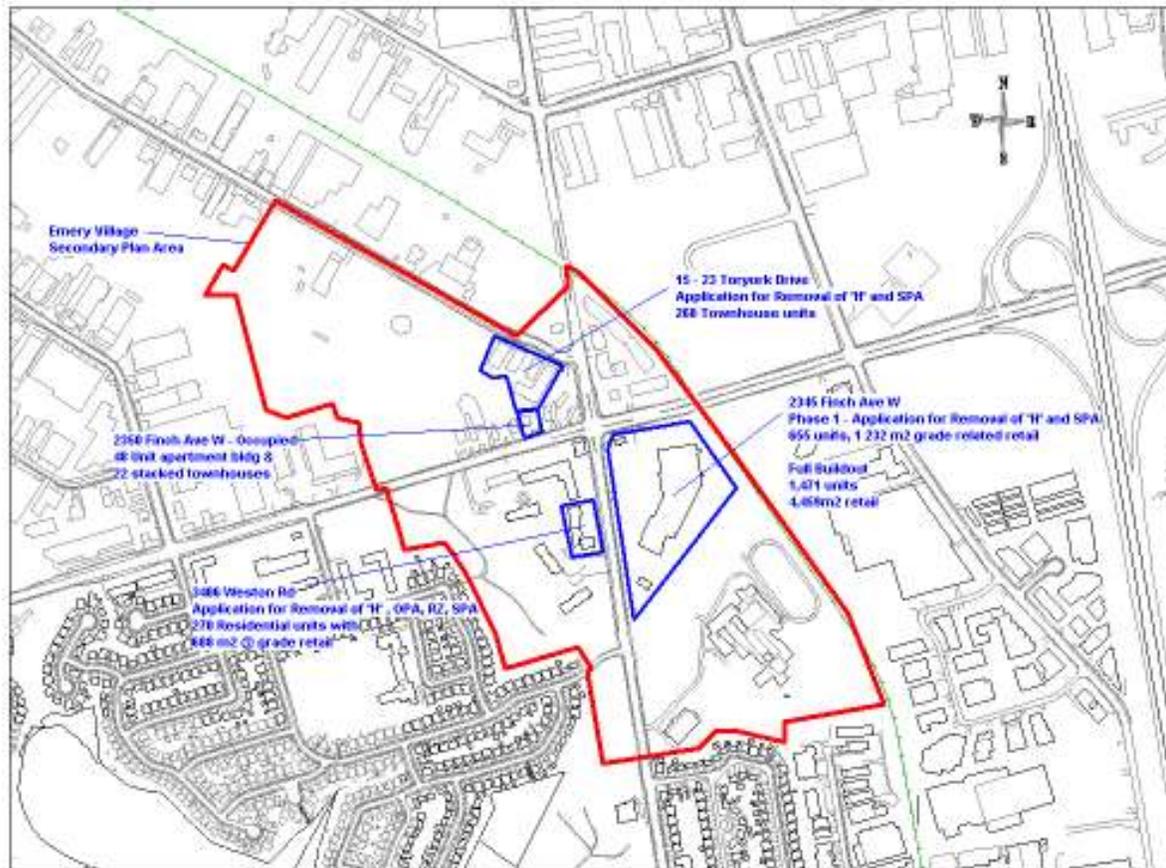
### **2.1.5 Emery Village BIA Master Plan**

The Emery Village Business Improvement Association (BIA) developed a Capital Improvements Master Plan for the BIA area (the BIA plan). A portion of the BIA plan is within the Master Plan primary study area. The BIA plan includes discussion and recommendations for urban structure, identity, streetscape and boulevard improvements, and new developments. The BIA plan summarizes the existing street quality in the area, identifying streets that require improvements. Consideration was given to the BIA plan in the identification and evaluation of alternative solutions.

### **2.1.6 Development Proposals**

Applications for development have been received by the City within the Emery Village Secondary Plan area. The status and approximate size of the developments are illustrated in **Exhibit 5**.

## Exhibit 5: Development proposals in Emery Village as of June 2008



NOTE: SPA = Site Plan Approval

## 2.2 Archaeology and Cultural Heritage

### 2.2.1 Archaeology

Archaeological Services Inc. (ASI) conducted a Stage 1 archaeological resource assessment as part of this Study.

Three sources of information were consulted:

1. The site record forms for registered sites housed at the Ontario Ministry of Culture.
2. Published and unpublished documentary sources.
3. Files of ASI.

Field reviews were conducted on November 14 and December 4, 2006. This section provides a summary of the findings to date.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered within the Borden system.

Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study corridor under review is located in the Borden Block AkGv.

According to the OASD, there are two previously registered sites within the larger secondary study area: The Supertest site (AkGv-9), a campsite of unknown affiliation, and the Emery site (AkGv-12), a Woodland campsite. Both sites were originally documented by Father Meighan in 1950 and reported as being destroyed early in the 1960's by earthmoving activities. The Supertest site is situated well outside of the primary study area.

ASI revisited the Emery site in 1988 as part of the watermain route from the Richview Pumping Station to the Keele Reservoir (ASI 1989). No material associated with the site was encountered during the assessment. Topsoil stripping and additional investigations were carried out in September 1993. Based on these results, it was concluded that the site was not located in the watermain right-of-way within the hydro corridor, and based on the surviving accounts, it was most likely located within the area of the high school; any archaeological deposits that may have been present have been destroyed.

The Ontario Ministry of Culture *Standards and Guidelines* (2006) stipulates that undisturbed lands within 300 metres of a primary water source, and undisturbed lands within 200 metres of a secondary water source, are considered to exhibit archaeological potential. Based on the proximity of the Humber River and Black Creek, the study area can be characterized as having potential for the presence of archaeological sites depending on the degree of recent land disturbance.

The study area is located on Lots 16 to 25, Concessions IV to IIV (west), in the former Township of York North. A number of property owners and historic features are located within or adjacent to the study area. Review of the general physiography and local nineteenth century land use of the study area suggested that it has potential for the identification of pre-contact and historical archaeological sites.

Field review of the study area concluded that although most of the lands have been disturbed by development, there is park, open space and unused lands where disturbance may be minimal and potential for archaeological sites may exist.

In light of these results, the following recommendations are made:

- In accordance with the Ministry of Culture's *Standards and Guidelines for Consultant Archaeologists* (2006), Stage 2 assessment should be conducted in areas where there is potential for archaeological sites in order to identify any archaeological remains that may be present. **This recommendation is subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Culture concurrence.** No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of MCL approval has been received.

- Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be immediately notified.
- In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit, Ontario Ministry of Government Services, Consumer Protection Branch at (416) 326-8404 or toll-free at 1-800-889-9768.

Further details can be found in the Stage 1 Archaeological Assessment report, provided in **Appendix D.2**.

### **2.2.2 Cultural Heritage**

ASI conducted a cultural heritage assessment as part of this Study to address above ground cultural heritage resources over 50 years old. This section provides a summary of the findings to date.

Historic research revealed that the community known as Emery was settled during the late eighteenth and early nineteenth centuries, but it was never formally laid out by any plans of subdivision during that time. Emery developed as a rural, crossroads community with its primary centre being located at the intersection of Finch Avenue West and Weston Road, while other pockets of settlement developed near Finch and Islington and at Humber Summit. These communities were only loosely tied to, and probably became historically associated with the “village” of Emery, as a result of the post office. These residents, situated outside of the primary study area, undoubtedly opted to have their mail addressed in care of the Emery post office as the closest and most convenient location for mail delivery.

A few small businesses were established here during the second and third quarters of the nineteenth century, which included a school, church and other establishments which served the needs of the local residents. The extension of the railway into Emery in 1870, and the establishment of the post office in 1879, raised the hope that the community would develop into a village or town of some importance. The result was that some additional businesses were opened in the community such as Burkholder’s store.

However, the expected prosperity which the railway was to have brought to Emery never materialized, and the village experienced a downward swing in its fortunes. This became clearer and more poignant when the post office was closed in early 1913.

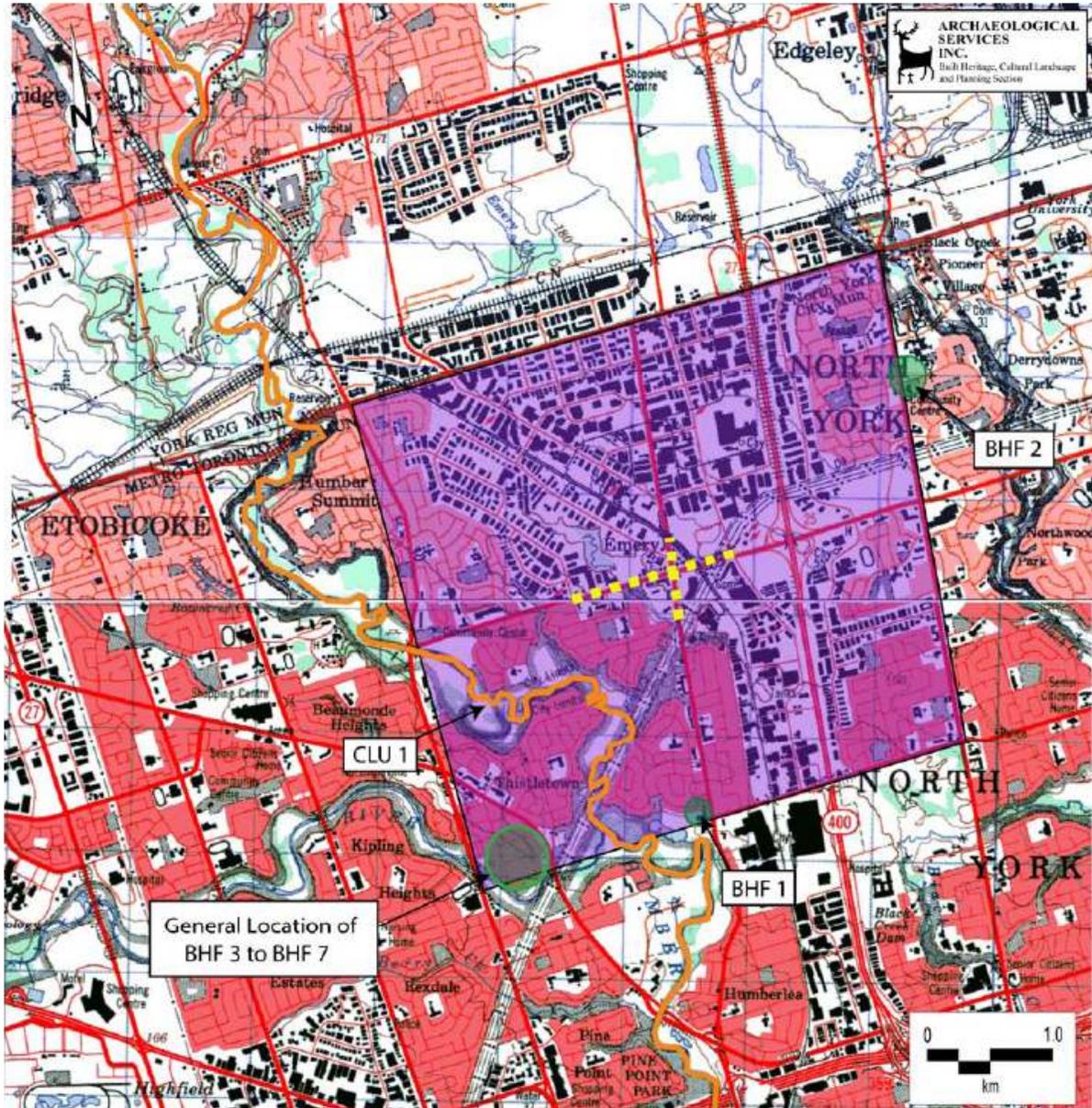
This section of York Township retained its rural, agrarian character until well into the twentieth century. It was not until the 1960s, with the expansion of Metro Toronto and the need for additional housing and industrial space that Emery developed into a more heavily populated residential and industrial community. Emery has retained knowledge of its historical past, but has very few heritage resources still in existence.

Nevertheless, a small number of cultural heritage resources exist on the edge of the secondary study area (**Exhibit 6**).

These comprise the following:

- Seven built heritage features, including portions of the early twentieth-century Elmbank estate near the former community of Thistletown, one junior high school, the Franklin Carmichael Art Centre ca. 1934 and one ca. 1930 house known as Rivermede.
- There are no designated structures under Part IV of the *Ontario Heritage Act* within the study area.

### Exhibit 6: General location of the Built Heritage Features (BHF)



Further details on the Study Area built heritage and cultural landscape can be found in the Built Heritage and Cultural Landscape Assessment, provided in **Appendix D.3**.

## **2.3 Natural Environment**

LGL Limited (LGL) undertook a natural environment inventory of the Study Area as part of this Study. Further details can be found in the Natural Heritage report, found in **Appendix D.4**.

### **2.3.1 Designated Natural Areas**

According to data obtained from the MNR, one ‘Significant Ecological Area’ is located within the secondary study area. This ‘Significant Ecological Area’ includes the section of Emery Creek (and its valley and stream corridor) located south of Lanyard Road and west of Weston Road. This ‘Significant Ecological Area’ is not located in the primary study area of this study.

No Areas of Natural and Scientific Interest or Evaluated Wetlands are located within or directly adjacent to the study area.

### **2.3.2 Natural Heritage System**

According to the City of Toronto’s Official Plan, the majority of the land located north of Finch Avenue West within the study area is designated ‘Employment Area’ with the exception of the area surrounding Emery Creek which is designated ‘Natural Area’, the area immediately surrounding the Finch Avenue West/Weston Road intersection which is designated ‘Mixed Use Area’, and the area immediately surrounding the CP railway which is designated ‘Utility Corridor’. The land located south of Finch Avenue West is designated a mixture of ‘Mixed Use Areas’, ‘Employment Areas’, ‘Apartment Neighbourhoods’, ‘Neighbourhoods’, ‘Parks’, ‘Natural Heritage System’, ‘Green Space System’, ‘Parks and Open Spaces’, and ‘Utility Corridors’.

The valley and stream corridor surrounding Emery Creek (both north and south of Finch Avenue West) is designated part of the City of Toronto’s ‘Natural Heritage System’. Two city parks are located within the study area: Lindy Lou Park is located in the southwest corner of Finch Avenue West and Weston Road; and, Habitant Park is located just east of Weston Road north of Habitant Drive. A hydro corridor crosses the study area in a northeasterly direction south of Finch Avenue West. The CP railway generally makes up the easterly boundary of the study area. The natural areas along Emery Creek, the city parks, the hydro corridor, and the CP railway right-of-way in the study area act as corridors/wildlife pathways for wildlife tolerant of an urban environment and may serve to link locally important units for wildlife occupants.

The study area is located within the TRCA’s ‘Terrestrial Natural Heritage System’. The natural features / sensitive areas located within the study area include Emery Creek and its tributary and the associated valley and stream corridors; aquatic species and habitat (associated with Emery Creek); TRCA’s regulation limits; regional storm flood plain; and, TRCA property (**Exhibit 7**).

**Exhibit 7: Natural Features near Emery Village**



### 2.3.3 Physiography and Soils

The study area lies within the Peel Plain physiographic region which extends through the central portions of the Regions of Halton, Peel and York and the upper portion of the City of Toronto. The Peel Plain is a level to undulating tract of clay soils with imperfect drainage. The underlying geological material of the Peel Plain is a till or boulder clay which contains large amounts of Palaeozoic shale and limestone. The general elevation of the Peel Plain is from 500 to 750 feet above sea level and there is a gradual and fairly uniform slope towards Lake Ontario. Several watercourses have carved deep valleys across the Peel Plain including the Humber River (Chapman and Putnam, 1984).

Soils within and adjacent to the study area have been heavily modified by human activity. Prior to urban expansion, the soils within the study area were classified as Bookton sandy loam, Bottom Land, Cashel clay, Fox sandy loam, Peel clay and Schomberg silt loam (Ontario Agricultural College and Soil Research Institute, Agriculture Canada, 1954). The predominant soil types within the study area and surrounding the preferred road alternatives/routes are Peel clay and Fox sandy loam.

### 2.3.4 Fisheries and Aquatic Ecosystems

The study area is located within the Humber River watershed and the Emery Creek subwatershed. The main branch of Emery Creek and a tributary channel of Emery Creek are located within the study area (**Exhibit 7**). Emery Creek displays the typical characteristics of a system which has been negatively impacted by the surrounding urban land use. These impacts include: urban hydrologic patterns (e.g. flashy flows), lengthy enclosures, barriers to fish passage, and realignment and manipulation of the channel form.

The creek can be divided into two sections within the study area:

1. North (upstream) of Finch Avenue West.
2. South (downstream) of Finch Avenue West. The channel is enclosed for approximately 650 m across Finch Avenue West and under Lindy Lou Park to the south before re-emerging as an open channel south of Lanyard Road adjacent to the hydro corridor.

The aquatic habitat is severely degraded throughout the area investigated. Rapid changes in the stream flows ('flashy' flows) as a result of large-scale upstream enclosures and storm outfalls from developed areas with impervious cover have likely made conditions in the section of Emery Creek north of Finch Avenue West inhospitable for a native fish community. South of Lanyard Road, Emery Creek consists of higher quality habitat and likely supports a resident fish community which may use the Humber River a short distance downstream for refuge during large storm events. More details on the existing conditions of Emery Creek are provided in the Natural Heritage report (**Appendix D.4**).

Fisheries data provided by the TRCA for Emery Creek indicates that a tolerant, warmwater cyprinid (baitfish) community was present in 1972. Though this information appears dated, it is likely that the existing resident fish community is similar in composition.

The reach south of Finch Avenue West is likely to support a resident fish community due to improved habitat conditions and close proximity to the Humber River.

It is unlikely that the reach north of Finch Avenue West supports a significant fisheries community due to high energy flows and barriers to fish movement at the north and south ends of the Finch Avenue West enclosure, which prevents re-colonization. No species at risk are reported in Emery Creek.

### **2.3.5 Vegetation and Vegetation Communities**

The majority of the study area consists of commercial, industrial and residential land uses. Two natural areas surrounding Emery Creek are located within the study area (at the southern and northern ends of the study area (west of Weston Road) and are separated by Finch Avenue West and a city park (Lindy Lou Park). There are natural areas east of Weston Road in the hydro corridor and in Habitant Park. Natural areas are located alongside the CP railway line located at the eastern study area boundary east of Weston Road, immediately east of Weston Road opposite Lanyard Road, just south of Toryork Drive west of Weston Road, and just north of Finch Avenue West opposite Lindy Lou Park.

Natural succession and anthropogenic disturbances have resulted in a diverse study area. A total of 14 Ecological Land Classification (ELC) vegetation communities were documented along and adjacent to the preliminary road alternatives/routes and the natural areas surrounding Emery Creek. These vegetation communities include a mixed forest, deciduous forests, a meadow marsh, a shallow marsh, cultural meadows, cultural thickets and cultural woodlands.

The vegetation communities identified are considered widespread and common in Ontario and secure globally (NHIC 1997). These communities are delineated in **Exhibit 7**.

One species, Kentucky coffee tree (*Gymnocladus dioica*), was documented within the study area during the October 5, 2007 site visit. The Kentucky coffee tree is considered threatened by both the Committee on the Status of Species at Risk in Ontario (COSSARO) and the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) and has a provincial rank of S2 (imperilled) according to the Natural Heritage Information Centre (NHIC). The tree is located in the FOD7-1 vegetation community on the south side of the off-road path and is associated with Habitant Park.

One record exists of a rare plant species (mousetail (*Myosurus minimus*)) situated within one square kilometre of Finch Avenue West and Weston Road. Mousetail has a Srank of S1, which means that this species is Provincially Extremely Rare. The exact location of this record has not yet been obtained from the MNR.

No other species considered special concern, threatened or endangered (SC, T, E) by COSEWIC or COSSARO were noted during field investigations.

A total of five species considered regionally and/or locally rare or uncommon were documented during field investigations adjacent to the preliminary road alternatives/routes and two natural areas surrounding Emery Creek, including planted white spruce (*Picea glauca*), eastern red cedar (*Juniperus virginiana*), common evening primrose (*Oenothera biennis*), black maple (*Acer saccharum ssp. nigrum*) and Virginia stickweed (*Hackelia virginiana*). **Exhibit 7** presents the location of the plants with regional and/or local status.

Three additional Rare or Uncommon (L3) species have been observed by TRCA botanists within the study area, including wild columbine (*Aquilegia canadensis*), cut-leaved toothwort (*Cardamine concatenata*) and sharp-leaved goldenrod (*Solidago arguta var. arguta*). All three species were observed within the FOM3-2 vegetation community. Wild columbine was also found in the FOD5-1 vegetation community.

Due to restrictions in the project schedule, an inventory of vegetation and vegetation communities was not conducted during the spring and summer months. As a result, it is recommended that an in-season vegetation survey be completed during detail design.

### **2.3.6 Wildlife and Wildlife Habitat**

Much of the study area surrounding the intersection of Finch Avenue West and Weston Road consists of highly disturbed and human-impacted habitat. The majority of the study area contains residential and commercial structures (houses / buildings) with associated residential settings, such as manicured grass, planted trees rows, driveways and parking lots. These urbanized areas support minimal habitat diversity and consequently support few wildlife species.

However, several areas with more complex habitat diversity were documented within the study area. The habitats surrounding Emery Creek support the most productive natural heritage areas for wildlife. Large areas of deciduous forest, mixed forest, meadow marsh, shallow marsh, cultural meadow, cultural woodland and cultural thicket surround Emery Creek. An additional deciduous forest is located between PRA 2C2 and Habitant Park. Habitats documented during field investigations largely support wildlife species considered urban or tolerant of human presence.

Due to the time of year that the area was investigated, all herpetofauna were hibernating or seeking cover from adverse weather. The vast majority of the local bird nesting species had migrated out of the area and been replaced by fall migrants or resident winter birds. Nineteen species of wildlife were documented in the study area based on field observations and the majority of these recordings came from mammalian signs or from the presence of resident or migrating birds. However, by combining the habitat types found in the area with secondary source information that described the wildlife previously recorded within this region, the potential number of wildlife species for the study area could be increased to 48 species.

No herpetofauna species were observed within the study area during the field investigations. However, based on the habitat types present in the study area and secondary source information, three herpetofauna species are likely to inhabit the study area.

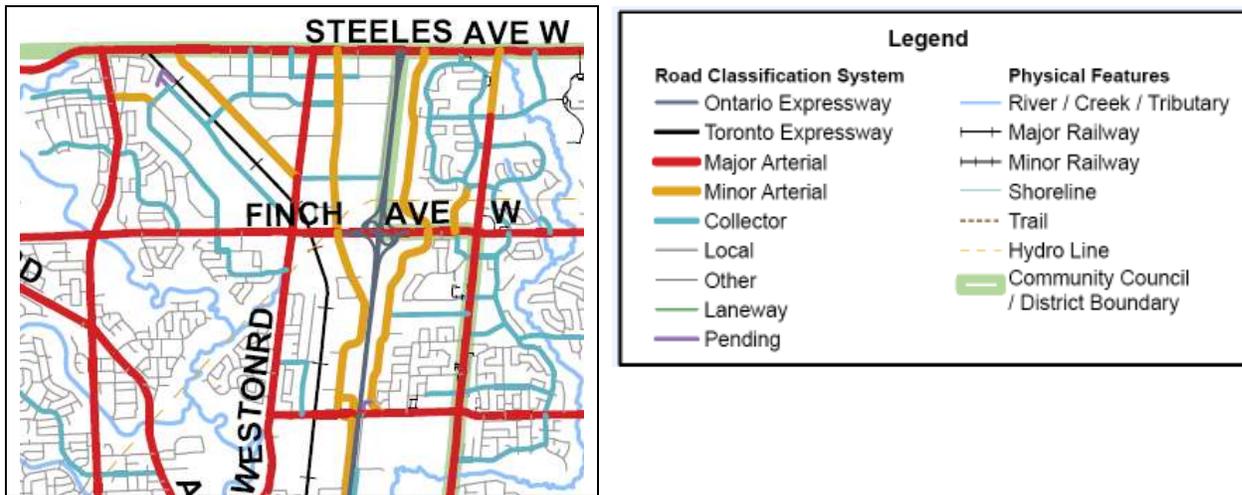
Secondary source information indicates that none of the 48 wildlife species recorded within the study area are listed federally by COSEWIC or provincially by COSSARO. Twenty-five of the bird species documented in the study area are protected under the *Migratory Birds Convention Act* (MBCA), while four of the bird species are protected under the *Fish and Wildlife Conservation Act* (FWCA). Seven of the bird species documented within the study area are also recommended by Bird Studies Canada as priority species for conservation. Eight of the ten mammal species documented within the study area are offered protection under the *FWCA*.

## 2.4 Current Transportation System

### 2.4.1 Road Network

The road network and classifications adopted by City Council on February 29, March 1 and 2, 2000 are illustrated in **Exhibit 8**. The criteria for each classification applicable to Emery Village are noted in **Table 1**.

**Exhibit 8: Existing City of Toronto Road Classifications**



**Table 1: Excerpt from City of Toronto Road Classification Criteria**

<b>Current Designation</b>	<b>Traffic movement versus property access</b>	<b>Typical right-of-way width, m</b>	<b>Typical daily motor vehicle traffic volume (both directions)</b>
<b>Major Arterial</b>	Traffic movement primary consideration; subject to property access control	20 to 45	> 20,000
<b>Minor Arterial</b>	Traffic movement primary consideration; some property access control	20 to 30	8,000 to 20,000
<b>Collector</b>	Traffic movement and property access of equal importance	20 to 27	2,500 to 8,000
<b>Local</b>	Property access primary function	16.5 to 20	< or = 2,500

Note: Right-of-way width for local roads is based on City of Toronto Development Infrastructure Policy & Standards “Policy and Standards for Public Local Residential Streets and Private Streets” November 2005

The traffic demand on roads should be within the road capacity associated with the road classification for desirable operations. Demands over the functional capacity of roads will result in congestion and delays, and demands over the environmental capacity of roads will have negative impacts to the adjacent communities and road users, such as noise, congestion, poor accessibility, traffic infiltration, and safety implications.

Weston Road north of the intersection and Finch Avenue West east of the intersection both have downgrades moving away from the intersection that go below the CP rail corridor that crosses to the north and east of the intersection. There are nine accesses on the north side of Finch Avenue West, west of Weston Road, within the Secondary Plan area. There is an unsignalized access to Emery Collegiate Institute and Habitat Arena & Park from Weston Road at the south end of the Secondary Plan area.

The surrounding road network includes Toryork Drive, which is an industrial collector road connecting to Weston Road from the north and west. To the south and west, there is a local and collector road system serving the adjacent residential community, with two intersections to Finch Avenue West (Jayzel Drive and Rumike Road) and a collector road intersection to Weston Road south of Finch Avenue West (Lanyard Road). This neighbourhood road network has residential frontage and school sites within the established residential community.

The primary study area road network and existing intersection lane configurations are illustrated in **Exhibit 9**.

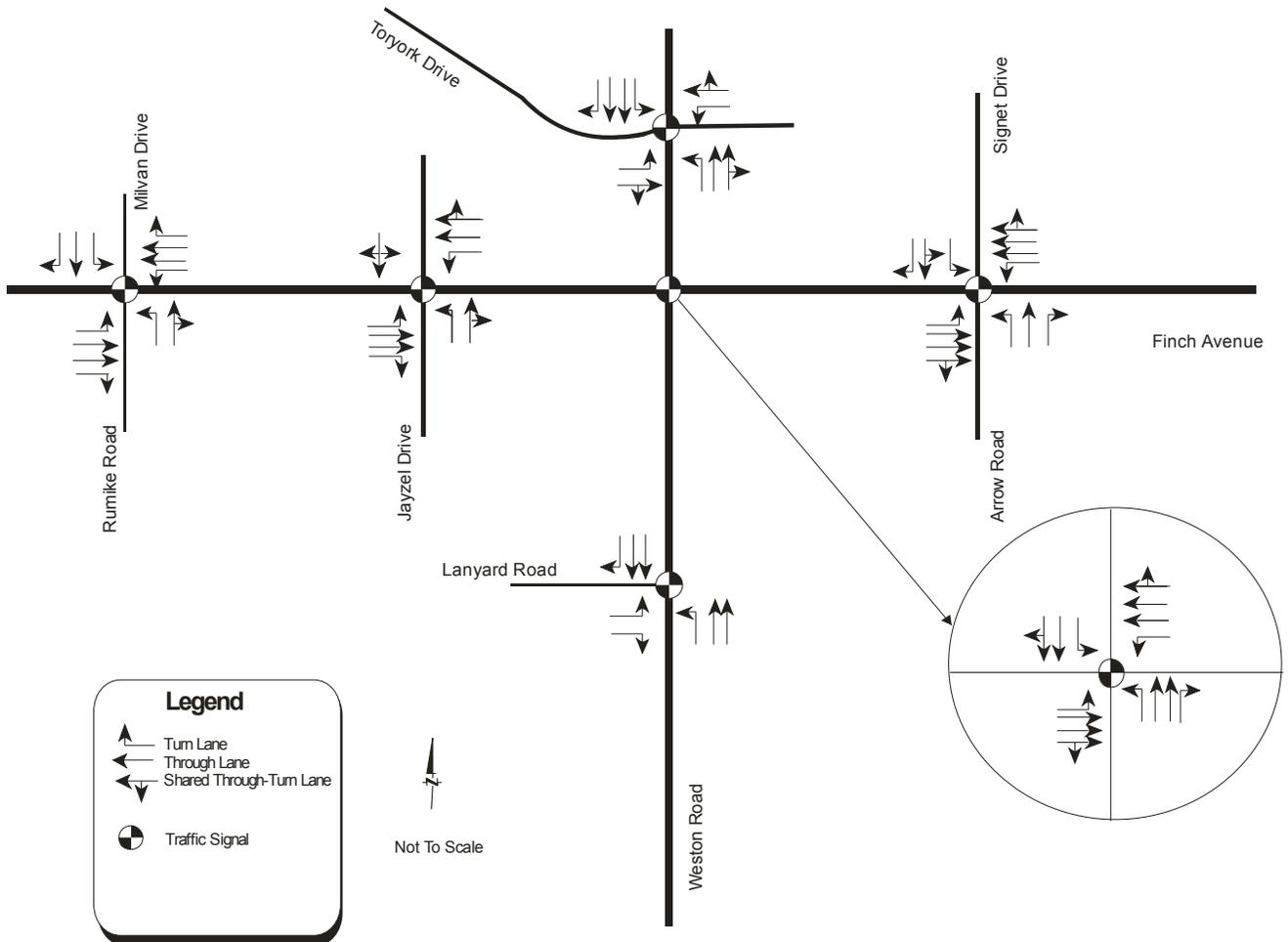
The existing Emery Village road network provides no clear alternative north-south routes west of Highway 400 and east of the Humber River to the Weston Road / Finch Avenue West intersection. However, southwest of the EVSP area, the residential roads link Finch Avenue West, west of the EVSP area, to Weston Road south of the secondary plan area (Jayzel Drive, Rumike Road/Milvan Drive, and Lanyard Road). There is also no opportunity for east-west vehicles, pedestrians or bicyclists to cross the CP Rail line between Finch Avenue West and Sheppard Avenue.

Overall, due to area constraints (rail corridor, hydro corridor, and Humber River tributaries), the existing road network offers limited flexibility for accommodating growth and for incident management.

### 2.4.2 Transit Service

The study area is served by TTC bus routes #165 on Weston Road and #36 on Finch Avenue. These routes include short-turning buses that travel through the community immediately west of the secondary plan area (on Rumike Road and Jayzel Drive – 165 B, C) and on Toryork Drive (36 D – westbound). All properties within the secondary plan area lie within 400 metres of a TTC transit stop. Properties along Toryork Drive have more limited one-way rush hour service. Routes 165 B and C provide only limited weekend service on Rumike Road and Jayzel Drive.

**Exhibit 9: Existing intersection lane configurations**



### 2.4.3 Pedestrian and Cycling Facilities

Currently, pedestrian connections include sidewalks along Finch Avenue West and Weston Road. The multiuse trail system in Lindylou Park that links the residential areas to the southwest (at Lindylou Road) and the existing apartment buildings with Lanyard Road to the south and Finch Avenue West to the north accommodates both pedestrian and cycling activity.

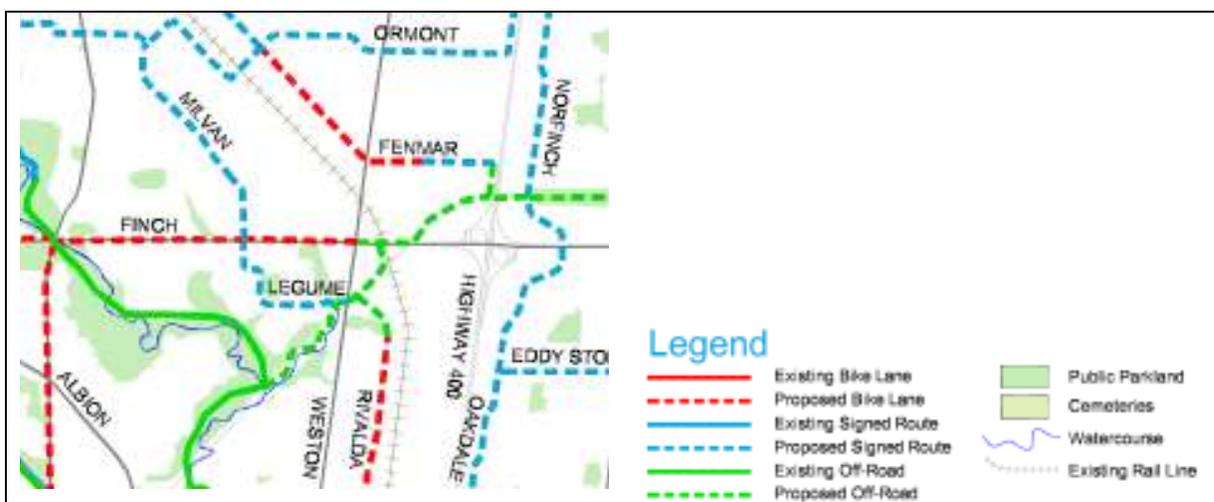
Cycling facilities are currently limited to shared use of the arterial road system and a somewhat disconnected trail system. There is a painted shoulder (approximately 1.0 m wide) along Finch Avenue west of Weston Road, however this shoulder is not a designated bicycle facility due to the substandard width.

For pedestrians and cyclists crossing the arterial road system within the primary study area, existing protected crossing opportunities across Weston Road include:

- The south leg of the signalized intersection at Toryork Drive.
- The north and south legs of the signalized intersection at Finch Avenue West.
- The pedestrian refuge island approximately 200m south of Finch Avenue West.
- The north and south leg of the signalized intersection at Lanyard Road.
- The pedestrian crossover approximately 200m south of Lanyard Road (just north of Habitat Drive).

In the City of Toronto Bike Plan, a new off-road bike route is proposed within the Ontario Hydro Utility Corridor. New on-road bike lanes are proposed on Finch Avenue West, west of Weston Road. New signed bike routes are proposed on Milvan Drive, Rumike Road and Lanyard Road. These routes are illustrated in **Exhibit 10**, which is a portion of Figure 5.1 of the Bike Plan.

**Exhibit 10: City of Toronto Bike Plan around Emery Village**



## **2.5        Utilities and Other Services**

There is a significant hydro corridor which runs diagonally across the southwest quadrant, between the former Mall site and Emery Collegiate Institute. There are a number of utilities located within the primary Study Area. A summary of the information provided by utilities is provided in this section. More detailed information will be assembled and presented during Phases 3 and 4 of the EA process.

### **2.5.1        Hydro One**

Hydro One facilities are located in the Study Area. The Hydro One right-of-way extends diagonally (southwest to northeast) through the study area, south and east of the Finch Avenue West and Weston Road intersection.

### **2.5.2        Imperial Oil**

Imperial Oil operates a high pressure oil system within the study area. There are restrictions and safety precautions associated with developments in the vicinity of the pipeline system.

### **2.5.3        Other Services**

Municipal services, including street lights, sewer and water services are located throughout the Study Area.

### **3. NEEDS AND OPPORTUNITIES**

#### **3.1 Existing Transportation Conditions**

##### **3.1.1 Traffic Volumes**

Current traffic conditions at the Finch Avenue West / Weston Road intersection include high through peak hour traffic volumes in the peak direction (670 vehicles per lane on Finch Avenue West and 500 vehicles per lane on Weston Road). Southbound and northbound left-turn demand exceeds 300 and 170 vehicles in the peak hours respectively. Peak hour traffic counts collected on Thursday, November 9, 2006 are illustrated in **Exhibit 11**. Traffic demand throughout the day reflect average 2003 and 2006 AADT values of 12,765 northbound and 13,521 southbound for Weston Road, 22,431 eastbound and 25,852 westbound for Finch Avenue West, and 5,297 eastbound and 5,883 westbound for Toryork Drive.

Heavy vehicles including commercial vehicles represent 5 to 7 % of traffic on Weston Road and 5% of traffic on Finch Avenue West, east of Weston Road. The Weston Road / Finch Avenue West intersection experiences high right- and left-turning movements of heavy vehicles.

##### **3.1.2 Traffic Routing**

iTRANS Consulting commissioned a 4-hour license plate trace in Emery Village on Thursday, February 15 (7:30 to 9:30 AM) and Friday, February 16 (3:30 to 5:30 PM). The purpose of the license plate trace was to determine the amount of traffic that is currently utilizing Weston Road north of Finch Avenue West and Sheppard Avenue east of Weston Road to access the industrial lands south of Finch Avenue West within the study area and further destinations east along Sheppard Avenue. The survey provides a basis for potential traffic diversion away from Weston Road through Emery Village.

Findings of the licence plate trace during peak hours include:

- Demand from eastbound on Toryork Drive to the Finch Avenue West / Arrow Road intersection of less than one vehicle every 3 minutes.
- Demand from eastbound on Finch Avenue West to Rivalda Road via Bradstock Road of less than one vehicle every 2 minutes.
- Demand from southbound on Weston Road to Rivalda Road via Sheppard Avenue West of less than one vehicle every 5 minutes.

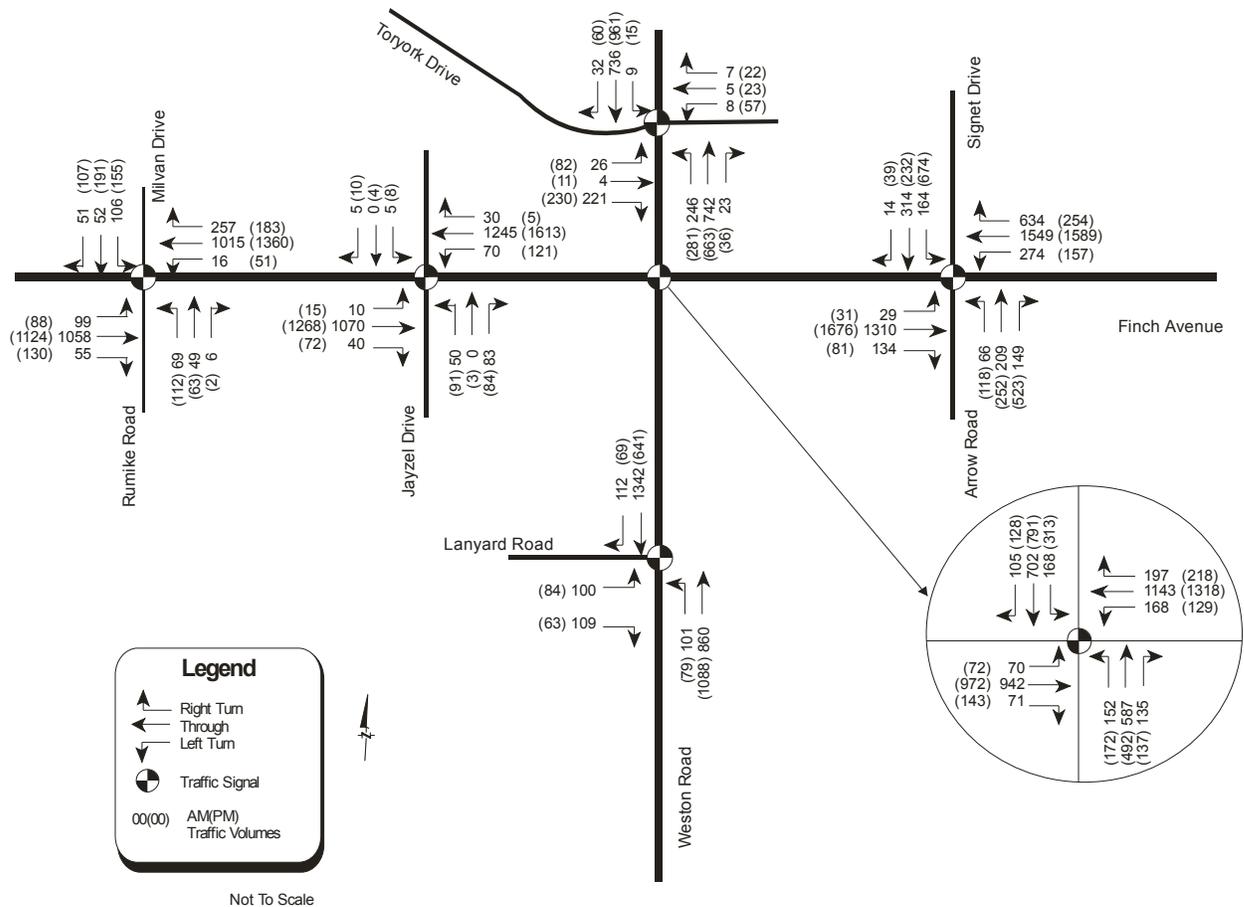
##### **3.1.3 Traffic Capacity and Queuing**

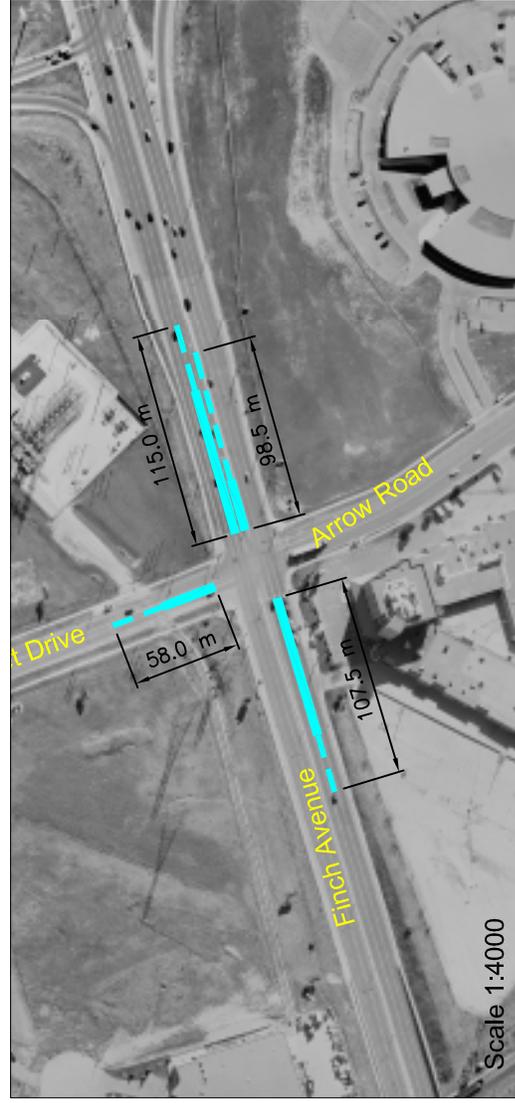
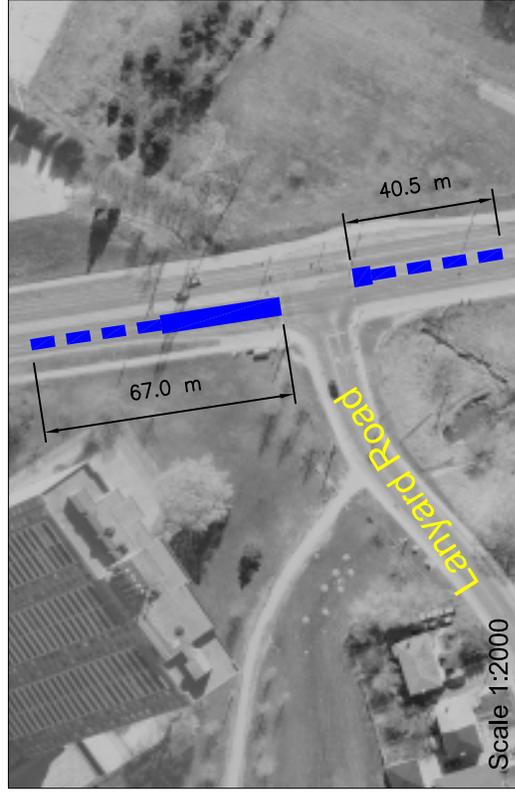
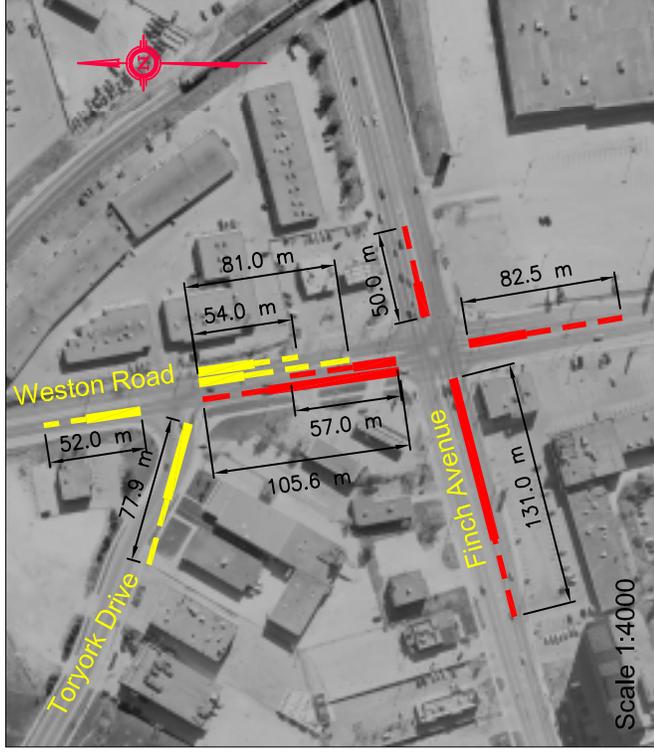
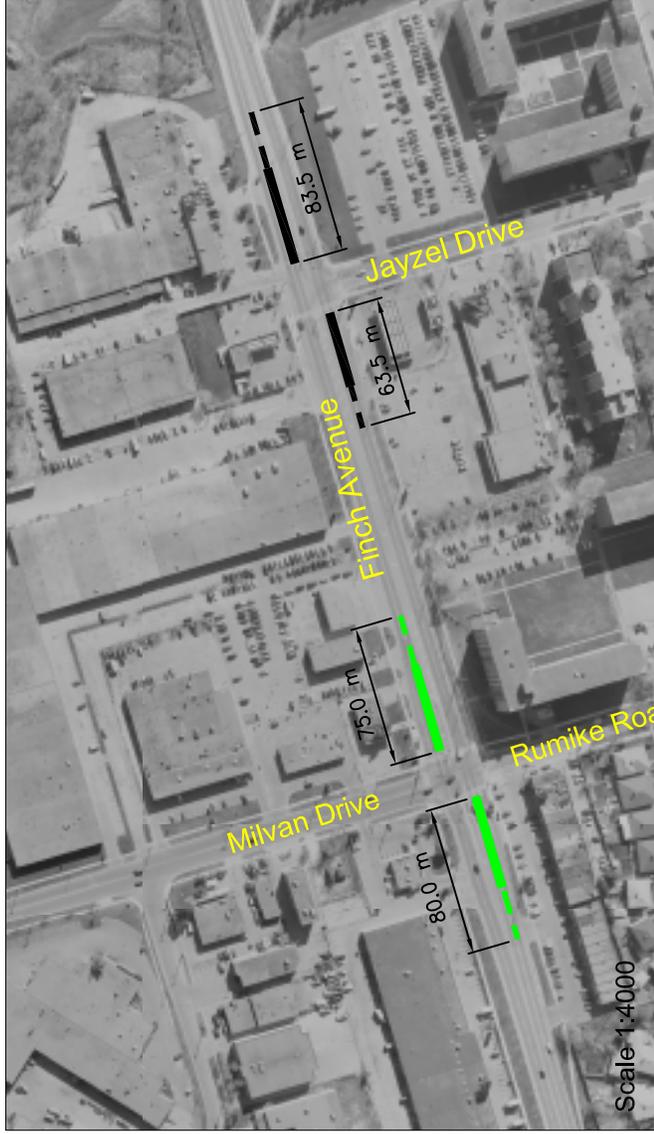
Traffic operations for the Finch Avenue West / Weston Road intersection were assessed using the Synchro 6, Traffic Signal Coordination Software version 6, which employs the methodology from the *Highway Capacity Manual* (HCM 2000).

Analysis included capacity, level of service (delay) and queuing. The overall volume to capacity ratio is 0.79 in the AM peak hour and 0.84 in the PM peak hour. These values indicate that there is currently some degree of reserve capacity. Average control delay ranges from 33.3 to 39.2 seconds in the peak hours reflecting an acceptable level of service (LOS). Details of the level of service analysis are provided in **Appendix E**.

Vehicle queues were assessed for the average (50<sup>th</sup> percentile) and maximum (95<sup>th</sup> percentile) based on the Synchro model assessment and through field observations on Tuesday, October 24, 2006. **Exhibit 12a** and **12b** illustrate existing vehicle queues. During the PM peak hour eastbound and westbound through vehicle queues extend over 300 to 400m. Details of the queuing analysis are provided in **Appendix E**.

**Exhibit 11: Existing traffic (2006)**





### Legend

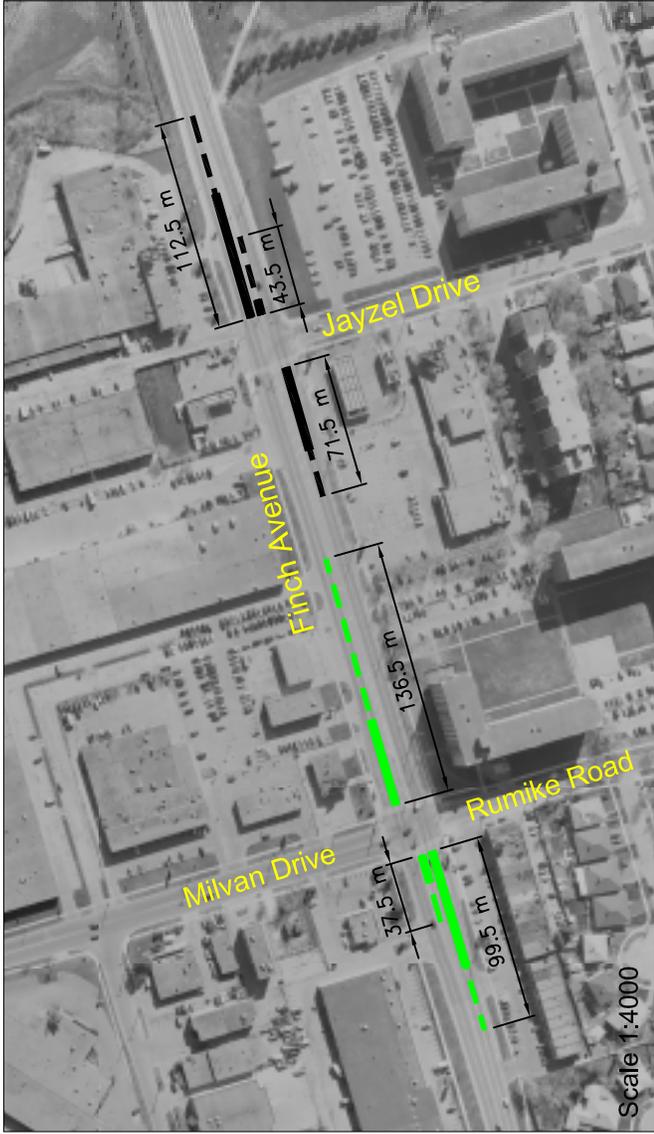
Scale As Shown

50th Percentile Queue

95th Percentile Queue

### Exhibit 12a

## AM Peak Hour Key Vehicle Queues



### Legend

- 50th Percentile Queue
- 95th Percentile Queue

## Exhibit 12b PM Peak Hour Key Vehicle Queues

Other intersections within the study area operate with considerable reserve capacity. However, specific movements do approach capacity or experience measurable delay. **Table 2** summarizes the LOS conditions for intersections and the critical movements (i.e., movements with  $v/c \geq 0.90$ ) within the primary study area.

**Table 2: Signalized Intersection Operations – Existing Conditions (2006)**

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Weston	<b>Overall</b>			<b>C</b>			<b>D</b>
	Westbound Through-Right	-	-	-	0.90	43.7	D
	Northbound Left	0.90	107.7	F	-	-	-
Finch / Milvan-Rumike	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left				1.05	277.6	F
Weston / Toryork	<b>Overall</b>			<b>B</b>			<b>C</b>
	Northbound Left	-	-	-	1.00	130.1	F
Finch / Signet-Arrow	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Through-Right	-	-	-	0.94	45.9	D
Weston / Lanyard	<b>Overall</b>			<b>A</b>			<b>A</b>
Finch / Jayzel*	<b>Overall</b>			<b>B</b>			<b>B</b>

\*Traffic is balanced with 2006 counts conducted along Finch Avenue West at Milvan and Weston.

Intersections within the primary study area operate with an overall LOS ‘C’ or better during the AM weekday peak, and individual turning movements are within available capacity. During the PM weekday peak, intersections within the primary study area operate at an overall LOS ‘D’ or better. As noted in **Table 2**, there are several critical turning movements with a v/c ratio in excess of 0.90 during the PM weekday peak.

In order to assist in the evaluation of alternative solutions, a screenline analysis was undertaken along Islington Avenue and Signet Drive-Arrow Road to assess the reserve capacity of the broader road network through the intersections of north-south alternative routes parallel to Weston Road. **Table 3** summarizes the link volumes and capacity across the screenlines. The results indicate that there is available capacity along Islington Avenue. The Signet-Arrow intersection is approaching capacity; volumes have reached 94% of capacity under existing conditions. Furthermore, the Finch/ Signet-Arrow intersection experiences high collision frequency and is ranked 6<sup>th</sup> in the City for potential for safety improvement (**Table 6**) as detailed later in Section 3.1.8. While safety improvements may be feasible, there is a limit to the effective accommodation of significant traffic increases. Islington Avenue is removed (further west) with limited opportunities to access from Weston Road north and south of Finch Avenue West, limiting its effectiveness in accommodating additional demand on Weston Road.

**Table 3: Northbound & southbound existing background reserve capacity**

Link	Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity % (vph)
Islington Avenue	Southbound	1181	781	33.9% (400)	1181	759	35.7% (422)
	Northbound	1181	499	57.7% (682)	1181	806	31.8% (375)
Signet-Arrow	Southbound	471	297	36.9% (174)	471	221	53.1% (250)

### 3.1.4 Pedestrian Accommodation

Pedestrians are best accommodated through the provision of continuous direct connections between origins and destinations, sufficiently separated from other modes of travel to allow for pedestrian safety and comfort. A high degree of pedestrian accommodation is consistent with the Secondary Plan objectives. Pedestrian accommodation and needs were assessed based on these objectives. Considerations included:

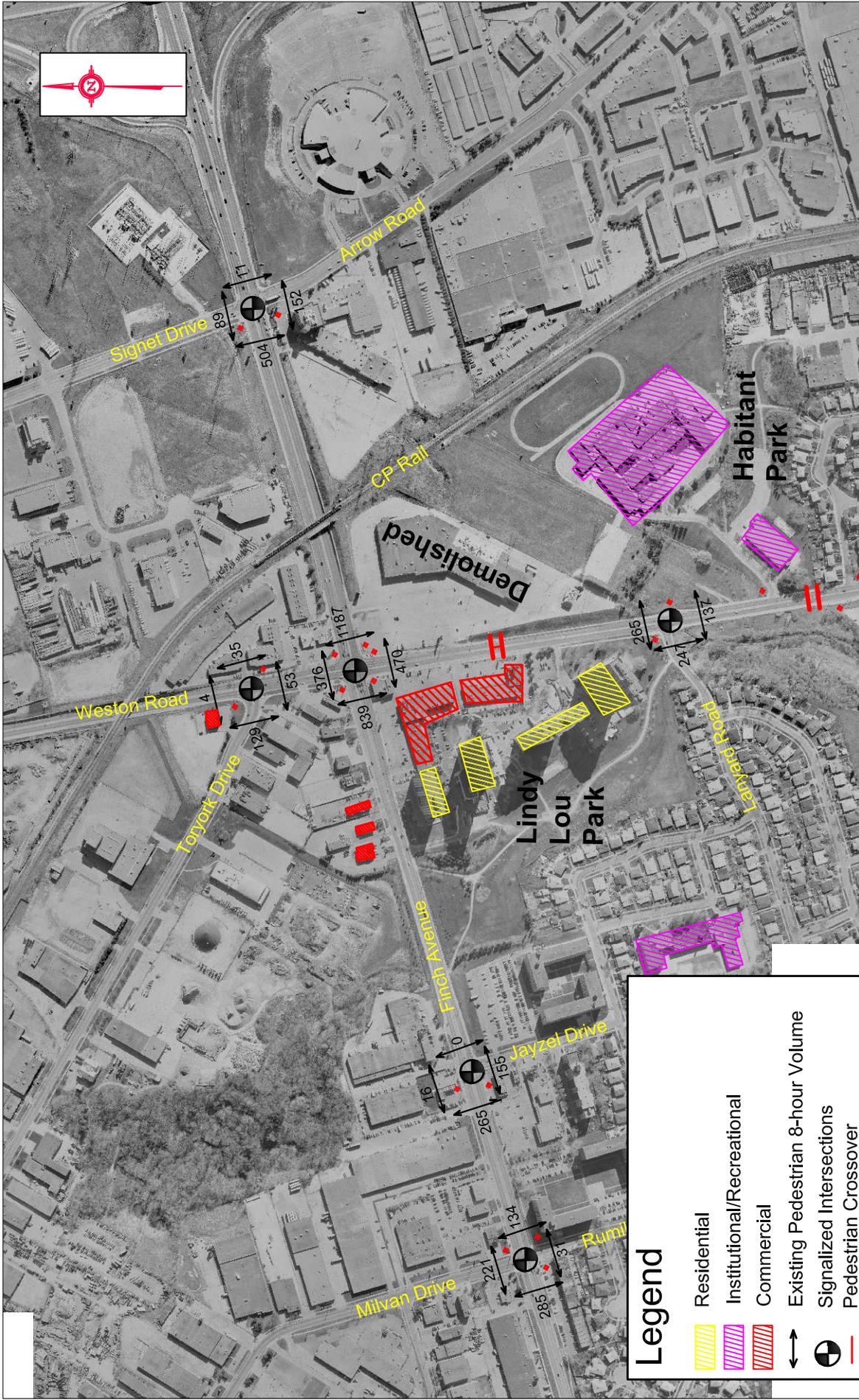
- Directness, capacity and continuity of pedestrian links.
- Separation between pedestrian and vehicular travel.
- Opportunities and security of pedestrian crossings.

**Exhibit 13** illustrates major pedestrian generators and other existing features. Pedestrian demand is indicated where information is readily available. Some of the key pedestrian generators in or near the study area include:

- Emery Collegiate Institute (high school)
- Habitant Arena
- Lindylou Park, Habitant Park
- Four high-rise apartment buildings on the southwest quadrant
- Daystrom Public School (elementary school)
- Fast food restaurants on the north side of Finch, west of Weston

Currently, pedestrian connections include sidewalk along Finch Avenue West and Weston Road. These sidewalks are 1.5 metres wide, less than the 1.675 metres recommended in the City's *2004 Accessibility Design Guidelines*. The sidewalks are setback between 2 and 5 metres from the arterial road curbs which is desirable; however pedestrian waiting areas at intersections are generally limited and obstructed by utility poles. Sidewalks compete with driveways along Finch Avenue West and Weston Road north and south of Finch Avenue West. The study area contains a mixture of built environments, both auto and pedestrian oriented.

Part of the existing pedestrian and cycling infrastructure is a trail system in Lindylou Park that links the residential areas to the southwest (at Lindy Lou Road) and the existing apartment buildings with Lanyard Road to the south and Finch Avenue West to the north. This trail system provides key pedestrian links in the Secondary Plan area and should be protected. Similar links on the east side of Weston Road are not fully developed and there is no existing opportunity for pedestrians to cross the CP rail line between Finch Avenue West and Sheppard Avenue.



**Legend**

- Residential
- Institutional/Recreational
- Commercial
- Existing Pedestrian 8-hour Volume
- Signalized Intersections
- Pedestrian Crossover
- Pedestrian Refuge Island
- Transit Stop

# Exhibit 13

## Pedestrian and Cyclist Generators

As noted in Section 2.4.3, existing pedestrian crossing opportunities across Weston Road include:

- The south leg of the signalized intersection at Toryork Drive.
- The north and south legs of the signalized intersection at Finch Avenue West.
- The pedestrian refuge island approximately 200m south of Finch Avenue West.
- The north and south leg of the signalized intersection at Lanyard Road.
- The pedestrian crossover approximately 200m south of Lanyard Road (just north of Habitat Drive).

Crossing opportunities along Weston Road are provided at a spacing of approximately 200-250m. This spacing is comparable to typical minimum spacing for controlled crossings in suburban areas in the City of Toronto and comparable to many areas within the downtown. However two of the five crossings are not protected. Given the objectives of the Secondary Plan, there are opportunities for improving pedestrian accommodation by adding a protected crossing point on Weston Road between Finch Avenue West and Lanyard Road.

The Weston Road / Finch Avenue West intersection represents the only existing crossing opportunity for pedestrians across a 1000 m frontage of Finch Avenue West within the study area (Jayzel Drive is approximately 530 m west; Arrow Road is approximately 470 m east). Consideration should be given for additional pedestrian crossings of Finch Avenue West between Weston Road and Signet-Arrow and / or between Weston Road and Jayzel Drive.

To accommodate and facilitate pedestrians from adjacent developments and pedestrians passing through Emery Village, adequate crossing opportunities are required. According to the September 1999 TAC *Geometric Design Guide for Canadian Roads* there are many ways to enhance the walking environment and encourage walking as an attractive mode of transportation.

Some of the characteristics of a desirable pedestrian environment according to TAC include the following:

- Short distances between origins and destinations, created through increased densities and mixed lane uses, or short-cut routes not available to the automobile.
- Continuity and directness of travel between origin and destination points.
- Increased character along the pedestrian route achieved through effective sidewalk design, streetscaping amenities, interesting adjacent views and other elements providing visual diversity.

There are a number of public and institutional uses in or near Emery Village that represent opportunities for integrating public and private streetscape initiatives. This includes Emery Collegiate and Habitant Arena. In addition, work is underway through the Emery Village Business Improvement Association that can be considered to provide pedestrian and cycling amenities, such as pedestrian scale lighting, benches, and bicycle racks, as outlined in their “Capital Improvements Master Plan” and “Streetscape Manual”.

### 3.1.5 Cycling Accommodation

Cyclists are best accommodated through the provision of continuous direct connections between origins and destinations, sufficiently separated from other modes of travel to allow cyclist safety and comfort. A high degree of cyclist accommodation is consistent with the Secondary Plan objectives. Cyclist accommodation and needs were assessed based on these objectives. Considerations included:

- Directness, capacity and continuity of cycling links.
- Separation between cyclist and vehicular travel.
- Opportunities and security of cyclist crossings.

**Exhibit 13** illustrates potential cycling generators. Cycling demand information was not available.

Currently, cycling accommodation is limited to shared use of the arterial road system and the trail system described in the previous section. There is a painted shoulder (approximately 1.0 m wide) along Finch Avenue West, west of Weston Road, however this shoulder is not a designated bicycle facility due to the substandard width. Crossing opportunities on the arterial road network are similar to those for pedestrians.

Based on the *Toronto Bike Plan (2001)*, consideration should be given to the following cycling routes:

- Finch Avenue West, west of Weston Road (bicycle lane 2.0 m).
- Finch Avenue West, east of Weston Road (off-road bicycle trail).
- Hydro corridor east of Weston Road (off-road bicycle trail).
- Rivalda Road (bicycle lane 1.7 m, and off-road bicycle trail to the Hydro corridor).
- Lanyard Road, Lindylou Road, and Rumike Road (signed bicycle route).
- Weston Road / Lanyard Road southwest to existing Humber River trail (off-road bicycle trail).
- Additional links would provide local connections to schools, shops and other bikeable destinations (within 5 km).

The level of service for on-road bicycle facilities can be assessed based on a measure of cyclist accommodation (e.g., provision of bicycle lane) and traffic conditions (e.g., volumes and road design). The Bicycle Compatibility Index (BCI) is an assessment of the relative conditions; analysis of existing conditions is provided in **Appendix E**.

### 3.1.6 Transit System

The Toronto Transit Commission (TTC) is considering two route changes in this area. The 36C Finch West bus that currently loops at Jane Street during weekday morning peaks may be extended west to Weston Road. This route would benefit from a road link for “on-street looping”. Similarly, the 165 Weston Rd North B and C branches, which currently operate on weekends only would benefit from on-street looping. Roads would need to be designed with appropriate geometry to accommodate bus movements.

However, any changes to operating periods or service must be evaluated through the Service Improvements process and would require TTC approval.

The City of Toronto's Official Plan (Map 1 and 4) designates the hydro corridor, which runs parallel to Finch Avenue West to the east of Emery Village and crosses Finch Avenue West and Weston Road through Emery Village as it continues southwest, as a higher order transit corridor. The existing CP Rail line is also designated as a higher order transit corridor. Where these two lines meet, a GO / TTC station is envisioned.

The Official Plan (Map 5) designates Finch Avenue West as a surface transit priority segment across most of the City. Given the emphasis on transit from the Official Plan and the goal of promoting non-auto modes of travel from the EVSP, opportunities for transit priority should be considered within the study area. The TTC is currently undertaking preliminary planning for Transit Project Assessment for the Etobicoke-Finch West LRT proposed in *Toronto Transit City, Light Rail Plan (March 2007)*. The proposed line would run west from Finch Station on the Yonge subway line and end at or near Highway 27 / Humber College. The TTC are investigating exclusive transit service on Finch Avenue. Section 5.5 further describes other planned improvements.

Any new developments in the area should be encouraged to improve the bus stopping environment and encourage direct pedestrian connections to the stops. The proposed Etobicoke-Finch West LRT project may provide additional opportunity to evaluate additional cycling facilities along Finch Avenue West.

### **3.1.7 Access Operations**

There are a number of accesses (or driveways) along the north and south sides of Finch Avenue West, west of Weston Road, and on the west side of Weston Road south of Finch Avenue West. These full-movement accesses operate under unsignalized control and there are limited gaps in traffic for outbound left-turn movements. These accesses also create frequent conflict points with pedestrians. In addition, on Finch Avenue West, vehicle queues extend from adjacent signalized intersections past the access locations further impeding outbound left-turn movements.

There is an opportunity either through implementation of a public road or coordination of private driveways to consolidate accesses into a controlled signalized access location. Access management can improve both traffic operations and traffic safety, and provide a more pedestrian- and cyclist-friendly environment.

Accesses for proposed developments within the EVSP area will need to be rationalized in Emery Village. In keeping with access management practices, new accesses will need to:

- Be situated away from vehicle queues.
- Limit conflict points between accesses.
- Be consolidated with existing accesses where possible, through the development planning process.
- Utilize access management guidelines.

### 3.1.8 Collision History

In order to identify and minimize the potential for retaining or exacerbating existing unsafe design elements, a traffic safety review was undertaken for the Emery Village Secondary Plan area. We undertook a review of collision summaries and conducted a field review to observe potential deficiencies, including queuing problems, road alignment, available sightline deficiencies, driveway access conflicts, intersection geometry, and vehicular conflicts (including with pedestrians and cyclists).

The City of Toronto provided 5-year (2001-2005) collision summary tables for the intersections and segments in the primary study area. **Table 4** and **Table 5** summarize the number of reported collisions for road segments and intersections within the study area, respectively. This data is based on reportable accidents where a motor vehicle accident (MVA) report form has been filed.

The fatal collision on Finch Avenue West between Jayzel Drive and Weston Road occurred in 2003 under wet conditions, and involved a pedestrian and a westbound vehicle. The fatal collision on Finch Avenue West between Weston Road and Arrow Road occurred in 2001 under dry conditions, and involved a pedestrian; the direction of travel of the vehicle is unclear.

**Table 4: Collision summary for segments (2001-2005)**

Segment	Fatal Collisions	Injury Collisions	% Injury	PDO Collisions	% PDO	Total Collisions	Annual collisions per million vehicle-km
<b>Weston Road</b>							
Toryork Dr to Finch Ave	0	5	17%	24	83%	<b>29</b>	5.58
Finch Ave to Lanyard Rd	0	21	21%	80	79%	<b>101</b>	4.95
<b>Average</b>	<b>0</b>	<b>13</b>	<b>19%</b>	<b>52</b>	<b>81%</b>	<b>65</b>	
<b>Finch Avenue West</b>							
Rumike Rd to Jayzel Dr	0	18	28%	47	72%	<b>65</b>	3.05
Jayzel Dr to Weston Rd	1	50	28%	131	72%	<b>182</b>	4.07
Weston Rd to Arrow Rd	1	36	31%	80	68%	<b>117</b>	2.51
<b>Average</b>	<b>1</b>	<b>35</b>	<b>29%</b>	<b>86</b>	<b>71%</b>	<b>121</b>	

Note: Collision data was provided from the City of Toronto Traffic Data Centre and Safety Bureau (TDCSB)  
PDO – Property Damage Only

**Table 5: Collision summary for intersections (2001-2005)**

Intersection	Fatal Collisions	Injury Collisions	% Injury	PDO Collisions	% PDO	Total Collisions	Annual collisions per million vehicles entering
Toryork Dr & Weston Rd	0	6	17%	29	83%	35	0.61
Finch Ave & Weston Rd	0	70	29%	172	71%	242	1.92
Lanyard Rd & Weston Rd	0	11	32%	23	68%	34	0.65
Rumike Rd & Finch Ave	0	31	38%	51	62%	82	0.88
Jayzel Dr & Finch Ave	0	20	33%	41	67%	61	0.72
Arrow Rd & Finch Ave	0	54	23%	180	77%	234	1.87
<b>Average</b>	<b>0</b>	<b>32</b>	<b>29%</b>	<b>83</b>	<b>71%</b>	<b>115</b>	

PDO – Property Damage Only

Based on the 2001 to 2005 collision summary:

- At Finch Avenue West / Arrow Road: rear-end (93) and turning movement (75) are the most common collision types. Westbound drivers are most involved in collisions (164 of 476), particularly rear-end collisions (100 of 197). Southbound drivers are also highly involved in collisions (141 of 476), particularly turning movement collisions (77 of 155). This may be related to the southbound left and shared through-left lanes in conjunction with the signal phasing, which has a permissive phase for southbound left-turns.
- At Weston Road / Finch Avenue West: rear-end (127) and turning movement (63) are the most common collision types. Westbound drivers are most involved in collisions (203 of 514), particularly rear-end collisions (118 of 267).

In total, there were 24 pedestrian and 11 cyclist collisions recorded on Finch Avenue West between Rumike Road and Arrow Road, and on Weston Road between Toryork Drive and Lanyard Road. Of particular interest is the intersection of Finch Avenue West and Rumike Road, where 7 pedestrian and 1 cyclist collisions were recorded. All other intersections and segments ranged from 0 to 5 pedestrian and cyclist collisions combined over the five year period.

The City of Toronto provided the most recent potential for safety improvement (PSI) index and rankings available for the intersections and segment in the study area. This index provides a comparison of safety performance of a particular intersection or segment compared to similar intersections or segments across the City of Toronto. The greater the index, the greater the potential to reduce collisions and improve the safety of a particular intersection.

The intersection rankings are based on collision data from 2000 to 2004; the segment rankings are based on collision data from 1998 to 2002. Four intersections within the Emery Village Secondary Plan area were ranked in the top 100 intersections with the highest potential for improvement for all collision types combined, weighted to property-damage only collisions. The rankings and indices are listed in **Table 6**.

**Table 6: Potential for safety improvement for Emery Village signalized intersections and arterial mid-block segments**

Rank	Signalized Intersections	PSI(All) Index
6	Arrow Rd & Finch Ave	31.83
24	Finch Ave & Weston Rd	22.86
65	Rumike Rd & Finch Ave	17.31
139	Jayzel Dr & Finch Ave	11.64
498	Weston Rd & Lanyard Rd	3.06
726	Weston Rd & Toryork Dr	1.60
Rank	Arterial Mid-block Segments	PSI(All) Index
72	Finch Ave from Weston to Arrow	25.60
76	Weston Rd from Finch to Lanyard	24.54
139	Finch Ave from Jayel to Weston	18.76
567	Weston Rd from Toryork to Finch	5.20
1262	Finch Ave from Rumike to Jayzel	0.00

PSI: Potential for Safety Improvement

## **3.2 Future Transportation Conditions**

To assess the required road infrastructure needs and evaluate alternatives for the EVSP area road network, future traffic conditions were projected for the build-out of current proposed developments within the 2011 timeframe. Trip generation for Full Build-out of all potential developments based on EVSP zoning was also assessed. Future transportation conditions under these two scenarios are described in the following sections.

### **3.2.1 Year 2011 Traffic Conditions**

To determine the traffic growth for adjacent areas within the City and within York Region, historical background traffic growth was reviewed. Traffic growth north / south along Weston Road has been in the order of 1% per annum. East-west traffic growth has been negligible. Accordingly, a 1% north / south and 0% east / west traffic growth was applied to existing traffic conditions to reflect future background traffic growth in the area to 2011.

In addition, future traffic volumes were projected to include traffic generated by development within the EVSP area.

To this end, the City of Toronto and iTRANS undertook a review of the traffic forecasts for the following proposed developments and adapted their results:

- Centrillium in Emery Village prepared for Bianbel and Associates by Sernas Transtech.
- Terrace Square, prepared for DBG Developments by Sernas Transtech.
- Finch West Mall, prepared for Medallion Properties (Phase 1) by Sernas Transtech.

The time horizon for 2011 traffic conditions is dependent upon the timing of developments within the EVSP area. Under an aggressive development scenario, some development could be in place by 2011. Traffic generated by the current proposed developments (Centrillium, Terrace Square and Medallion Properties Phase 1) were assumed to be in place.

The growth in trip generation associated with development is based on the latest traffic impact studies. Based on 2001 Transportation Tomorrow Survey Data<sup>1</sup>, the transit split in the AM is 7.9% and the other modes split is 3.6%; in the PM, the transit split is 7.8% and the other modes split is 3.6%. **Table 7** summarizes anticipated trips from the three currently proposed developments.

**Table 7: Emery Village 2011 Trip Generation Growth**

Proposed Development	Proposal	Size (# units)	Peak Hour	Auto Trips	Transit Trips	Other Trips	Total Trips
Centrillium	n/a	268	AM	265	21	10	296
			PM	315	25	11	351
Terrace Square	688 m <sup>2</sup>	270	AM	63	5	2	70
			PM	94	7	3	104
Medallion Properties (Ph 1)	4459 m <sup>2</sup>	1471	AM	135	11	5	151
			PM	254	20	9	283

Note: n/a = not available

Based on the review of traffic forecasts from the above-mentioned sources, the three proposed developments in Emery Village are anticipated to increase future traffic at the Finch Avenue West / Weston Road intersection by approximately 180 vehicles entering in the AM peak hour peak direction (southbound) and 206 vehicles entering in the PM peak hour peak direction (westbound) in 2011.

Future traffic volumes within the study area will result in intersections reaching capacity. The Weston Road / Finch Avenue West intersection will reach capacity resulting in longer traffic queues in each direction. The Weston Road / Toryork Drive and Finch Avenue West / Arrow Drive intersections will both operate at capacity. **Table 8** summarizes the future LOS conditions for intersections and their critical movements within the primary study area. The LOS for all movements is provided in **Appendix E**. Capacity constraints may result in traffic diversion away from the Weston Road / Finch Avenue West intersection.

<sup>1</sup> 2006 data was not available at the time of analysis.

**Table 8: Signalized Intersection Operations – Future (With Proposed Development)**

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Weston	<b>Overall</b>			<b>E</b>			<b>E</b>
	Westbound Left	-	-	-	1.01	157.5	F
	Westbound Through-Right	-	-	-	0.98	62.7	E
	Southbound Left	1.04	198.6	F	1.01	133.7	F
	Northbound Left	1.33	667.5	F	0.91	84.3	F
Finch / Milvan-Rumike	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left	-	-	-	1.10	348.2	F
Weston / Toryork	<b>Overall</b>			<b>B</b>			<b>E</b>
	Northbound Left	-	-	-	1.28	552.3	F
Finch / Signet-Arrow	<b>Overall</b>			<b>C</b>			<b>D</b>
	Eastbound Through-Right	-	-	-	1.02	99.3	F
Weston / Lanyard	<b>Overall</b>			<b>A</b>			<b>A</b>
Finch / Jayzel	<b>Overall</b>			<b>B</b>			<b>B</b>

### 3.2.2 Full Build-out Trip Generation

Further development-related growth is anticipated within the study area beyond those projected based on current development proposals. Additional residential units are anticipated through further phases of the Medallion site. The growth in trip generation associated with full build-out of the EVSP area is summarized in **Table 9**.

**Table 9: Emery Village Full Build-out Trip Generation Growth**

Properties	Commercial	Residential (# units)		Auto Trips	Transit Trips	Other Trips	Total Trips
Centrillium	n/a	268	AM	265	21	10	296
			PM	315	25	11	351
Terrace Square	688 m2	270	AM	63	5	2	70
			PM	94	7	3	104
Medallion Properties (1 & 2)	4459 m2	1471	AM	285	23	10	318
			PM	345	27	12	384
Other Potential Finch Avenue Developments	11,804 m2	70	AM	265	21	10	296
			PM	205	16	7	228

This longer term increase in travel demand will require either additional vehicle capacity at or around the Finch Avenue West / Weston Road intersection or increased use of non-auto modes to limit further impacts to the Finch Avenue West / Weston Road intersection. This will require improved transit service such as high order transit along Finch Avenue and / or local GO Transit rail service.

### **3.3 Summary of Needs and Opportunities**

Development is proposed and will occur within Emery Village. Improvements to transportation infrastructure are needed to support the redevelopment and revitalization of Emery Village. Planning direction has been identified through previous studies, including the Finch-Weston Avenues Study, the EVSP, and the Emery Village BIA Capital Improvements Master Plan. Some key planning objectives from previous studies include:

- Provide new public streets where feasible to divide large blocks and create new development sites with street addresses, while allowing network flexibility and incident management.
- Plan and protect for public transit improvements.
- Expand and improve pedestrian and bicycle routes, with access to the Humber and waterfront trail systems.
- Create an identifiable, attractive image for Emery Village with strong community edges, a well-defined Village Centre, and focal points within the business core area to establish a sense of place.
- Transform the character of Emery Village to be more pedestrian and street-oriented with buildings along the street and parking in the back.

The following is a summary of transportation needs and opportunities based on transportation analysis, Official Plan policies, and secondary plan objectives:

- Design solutions that reduce the potential for collisions in the study area, particularly pedestrian- and cyclist-related collisions.
- New pedestrian crossing opportunities on Finch Avenue West, both east and west of Weston Road.
- Additional or improved pedestrian crossing opportunities of Weston Road south of Finch Avenue West.
- Protection or replacement of the pedestrian facilities provided through the trail system in Lindylou Park.
- Design solutions that maximize pedestrian space within the boulevard including sidewalks that meet City accessibility guidelines and increased unobstructed pedestrian waiting areas at intersections.
- Provision of cycling facilities in-keeping with the Toronto Bike Plan.
- Provision of a road network that allows for improved transit operation through the study area and increased accessibility northwest of Finch Avenue West / Weston Road
- Accommodation of a high order / LRT transit facility along Finch Avenue West and / or the Hydro corridor, and potential GO Rail service on the CP Rail line.
- Additional road capacity within the secondary plan area to accommodate forecasted development.
- Traffic measures to manage heavy vehicle traffic within the secondary plan area.
- Rationalize accesses in Emery Village to reduce vehicular and pedestrian conflict points.

---

## **4. PROBLEM AND OPPORTUNITY STATEMENT**

Improvements to existing transportation infrastructure are needed to support redevelopment and revitalization of the Emery Village area, and to meet the objectives of the Emery Village Secondary Plan.

Transportation improvements and strategies are required to:

- Accommodate projected development and growth in travel demand associated with the Emery Village Secondary Plan, consistent with a village-like pattern of development.
- Accommodate the three development applications that are currently in various stages of the development approval process.
- Manage traffic within Emery Village and limit impacts such as traffic infiltration on adjacent communities.
- Develop a street network that provides logical connections and alternatives to the Finch-Weston intersection, accommodates safe pedestrian, cyclist and vehicular movements, and better accommodates transit, pedestrians, and cyclists through the area to encourage the use of alternative modes of travel and balance vehicular and non-vehicular needs.
- Accommodate the transportation requirements of the existing employment areas within the EVSP boundaries.
- Achieve City Building objectives through the provision of a network of streets that divide large development sites into smaller blocks, promoting compact pedestrian-oriented development.
- Implement streetscape improvements along the Finch Avenue West and Weston Road corridors.
- Increase non-vehicular accessibility to parks and open space areas.
- Reduce vehicle use and increase modal share to support Official Plan policies and other operating and environmental policies (e.g. stormwater).

## **5. ASSESSMENT OF ALTERNATIVES**

The Municipal Class Environmental Assessment Process requires the examination of all reasonable alternative solutions, including alternatives to the undertaking, referred to as planning alternatives. A formal evaluation methodology is used to ensure that the process is traceable and reproducible, and that the process takes into account technical, as well as economic, social, and natural environmental issues. This section of the report provides a discussion of the development and evaluation of the planning alternatives.

Alternatives to the undertaking are different means of addressing the problem. The problems identified for this project are described in the previous sections of this report. The advantages and disadvantages of each planning alternative were identified and evaluated for the corridor, to determine the best functional solution to the problem, as described in the following sections.

### **5.1 Development of Alternatives**

To address the problem and opportunity statement, a wide range of transportation system alternatives were considered. Network options were developed from a number of sources, including the EVSP, The Avenues – Finch Weston Phase II, Emery Village BIA Capital Improvements Master Plan, City of Toronto Wet Weather Flow Management (WWFM) Policy, Incremental Growth Strategy, and concepts developed by this project’s study team.

The project’s study team including City staff, Technical Advisory Committee members, and the consultant team contributed to the initial list of network alternatives. The options are described below and illustrated in **Exhibit 14** to **Exhibit 18**.

The resulting concepts and those from the previous studies were grouped into the following “families” to facilitate analysis:

1. Do nothing
2. Ring Road around Finch Avenue West / Weston Road intersection
3. Rivalda Road extension
4. Non-auto related solutions including new Pedestrian / Cyclist connections
5. Access improvements and local links
6. Finch Avenue West / Weston Road intersection improvements

Each family of alternatives is described in further detail below. Most alternatives include more than one option, and may also include sub-options.

#### **5.1.1 Do Nothing**

This alternative represents the continuation of existing conditions, and involves no changes or improvements to the existing transportation network. This option provides a baseline for comparison purposes for each family of options.

### 5.1.2 Ring Road around Finch Avenue West / Weston Road Intersection Options

This alternative includes new road links to create a “Ring Road”, in-whole or in-part, around the Finch Avenue West & Weston Road intersection (**Exhibit 14**). Road link options are considered in each quadrant to connect Finch Avenue West, Weston Road, Lanyard Road, and Toryork Drive, including:

- NW quadrant of Finch / Weston: 1 sub-option:
  - 2A: Link from Toryork Drive to Finch Avenue West
- SW quadrant of Finch / Weston: 3 sub-options:
  - 2B1: Link from Finch Avenue to Weston Road approx. 130m south of Finch Avenue
  - 2B2: Link from Finch Avenue to Weston Road approx. 300m south of Finch Avenue
  - 2B3: Link from Finch Avenue to Lanyard Road
- SE quadrant of Finch / Weston: 4 sub-options:
  - 2C1: Link from Emery Collegiate to Lanyard Road intersection
  - 2C2: Link along existing Emery Collegiate Institute driveway
  - 2C3: Link from Emery Collegiate Institute to Finch Avenue east of CP Rail bridge
  - 2C4: Link from Emery Collegiate Institute to Arrow Road
- NE quadrant of Finch / Weston: 2 sub-options:
  - 2D1: Link from former Mall site to Toryork Drive
  - 2D2: link from former Mall site to Weston Road at CP Rail bridge

### 5.1.3 Rivalda Road Extension Options

This alternative considers the extension of Rivalda Road into the EVSP area (**Exhibit 15**). Options considered include:

- 3A: Extend Rivalda north to new Ring Road
- 3B: Extend Rivalda east under the rail line to Deerhide Crescent
- 3C: Extend Rivalda north to the hydro corridor and then to Finch Avenue.

### 5.1.4 Non-auto Related Solutions including New Pedestrian / Cyclist Connection Options

This alternative includes consideration of non-vehicular modes. The options considered to improve the connectivity of the pedestrian and cyclist networks included protected crossings (i.e. traffic signal, overpass, or underpass) and on- and off-road facilities, such as boulevard enhancements (**Exhibit 16**):

- 4A: Weston Road crossing at Lanyard
- 4B: Finch Avenue West crossing at Lindylou Park
- 4C: Rail line crossing in / near hydro corridor
- 4D: Connection between Lindylou Park and high-rises on southwest quadrant
- 4E: Connection from Finch / Weston intersection to Emery Collegiate Institute
- 4F: Bicycle network proposed in *Toronto Bike Plan*
- 4G: Additional walking and cycling links to provide local connections to schools, shops and other destinations.

Alternative forms of protected pedestrian and cyclist crossings were considered at both the existing Weston Road signalized intersection with Lanyard Road (Option 4A) and the potential future Finch Avenue West crossing at Lindylou Park (4B). The appropriateness of traffic control signals were considered for both pedestrian and cyclist accommodation and the traffic operations associated with new road links identified in Section 5.1.2. The City has undertaken a separate review of the feasibility of grade-separated connections for Options 4A and 4B (**Appendix G**).

### **5.1.5 Access Improvements and Local Link Options**

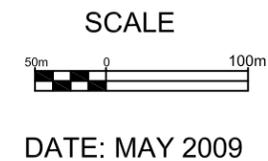
This alternative involves options to improve localized circulation and access to land parcels in Emery Village on three quadrants around the intersection of Finch Avenue West and Weston Road (**Exhibit 17**), including:

- NW quadrant of Finch / Weston: 3 sub-options:
  - 5A1: Access to Toryork Drive
  - 5A2: Access to 2A Link from Toryork Drive to Finch Avenue West
  - 5A3: Access to Finch Avenue West
- SW quadrant of Finch / Weston: 2 sub-options:
  - 5B1: Access to Finch Avenue West
  - 5B2: Access to Weston Road
- SE quadrant of Finch / Weston: 1 sub-option:
  - 5C: Access from Mall site to existing Emery Collegiate Institute driveway.

### **5.1.6 Finch Avenue West / Weston Road Intersection Options**

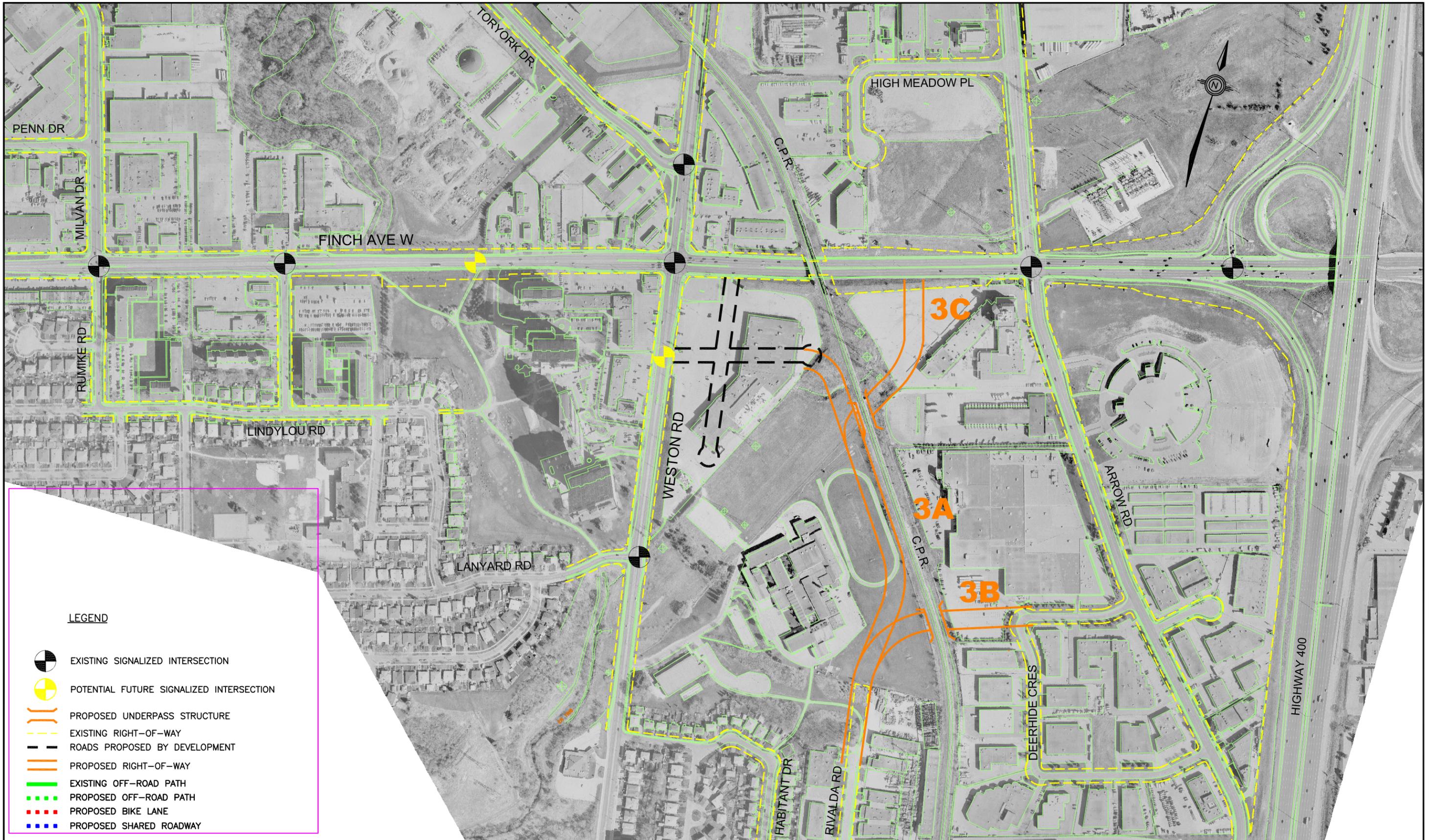
This alternative includes options for reconfiguring the intersection of Finch Avenue and Weston Road, such as closure of the south leg, conversion to a roundabout, and operational improvements (**Exhibit 18**), including:

- 6A: Four-leg, two-lane roundabout
- 6B: Three-leg, two-lane roundabout (closure of south leg)
- 6C: Four-leg signal with intersection improvements and transit priority
- 6D: Three-leg signal (closure of south leg).



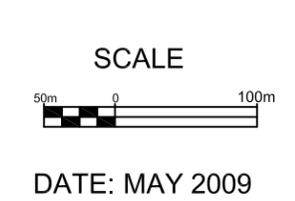
**EMERY VILLAGE**  
**Transportation Master Plan**  
**Ring Road Around Finch Avenue West**  
**And Weston Road Intersection Options**

Exhibit No.  
**14**



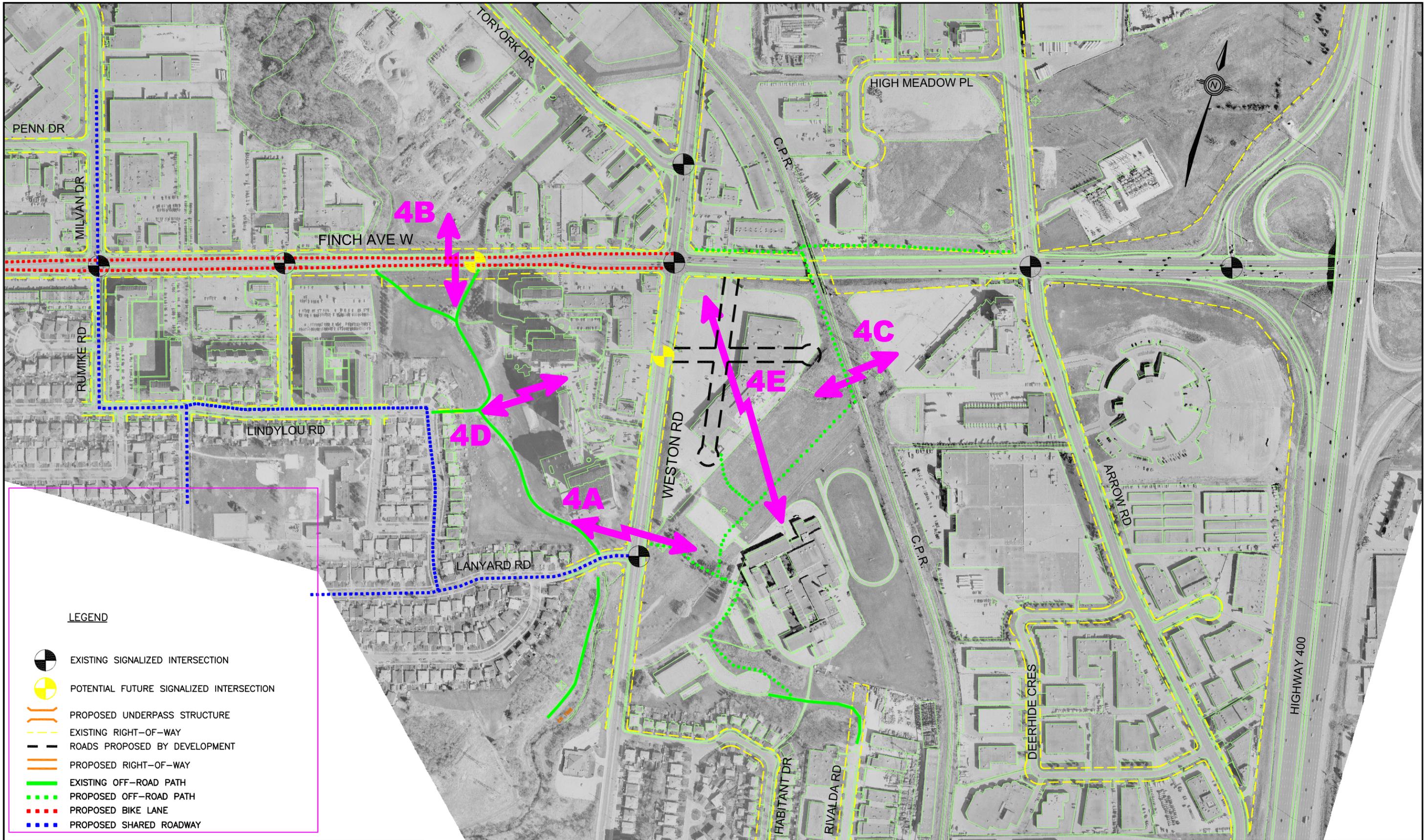
**LEGEND**

-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  ROADS PROPOSED BY DEVELOPMENT
-  PROPOSED RIGHT-OF-WAY
-  EXISTING OFF-ROAD PATH
-  PROPOSED OFF-ROAD PATH
-  PROPOSED BIKE LANE
-  PROPOSED SHARED ROADWAY



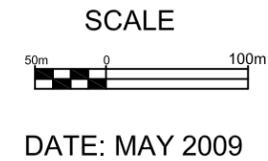
**EMERY VILLAGE**  
**Transportation Master Plan**  
**Rivalda Road Extension Options**

Exhibit No.  
**15**



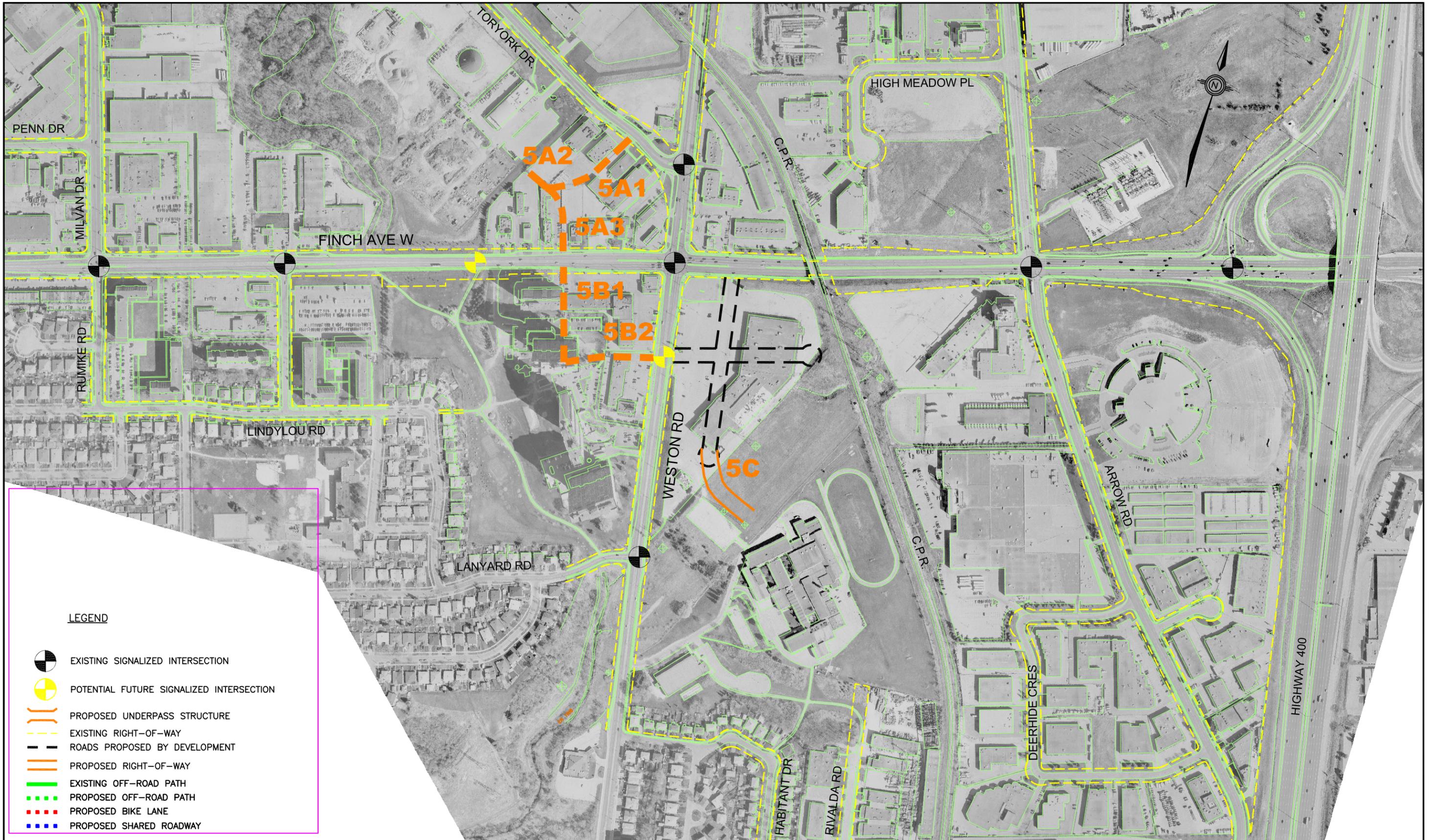
**LEGEND**

-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  ROADS PROPOSED BY DEVELOPMENT
-  PROPOSED RIGHT-OF-WAY
-  EXISTING OFF-ROAD PATH
-  PROPOSED OFF-ROAD PATH
-  PROPOSED BIKE LANE
-  PROPOSED SHARED ROADWAY



**EMERY VILLAGE**  
**Transportation Master Plan**  
**Pedestrian/Cyclist Connection Options**

Exhibit No.  
**16**



**LEGEND**

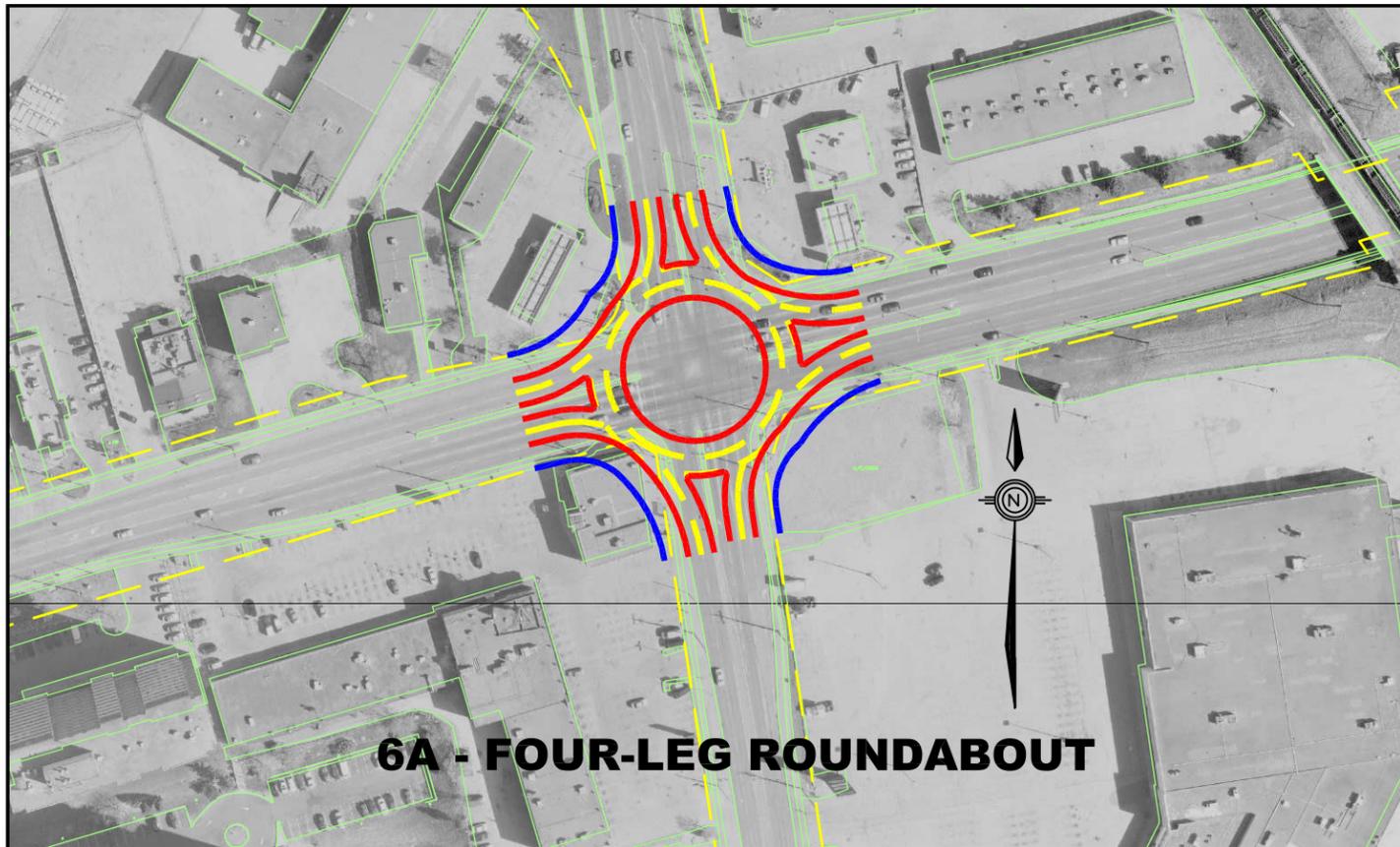
-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  ROADS PROPOSED BY DEVELOPMENT
-  PROPOSED RIGHT-OF-WAY
-  EXISTING OFF-ROAD PATH
-  PROPOSED OFF-ROAD PATH
-  PROPOSED BIKE LANE
-  PROPOSED SHARED ROADWAY



DATE: MAY 2009

**EMERY VILLAGE**  
**Transportation Master Plan**  
**Access Improvements And Local**  
**Link Options**

Exhibit No.  
**17**



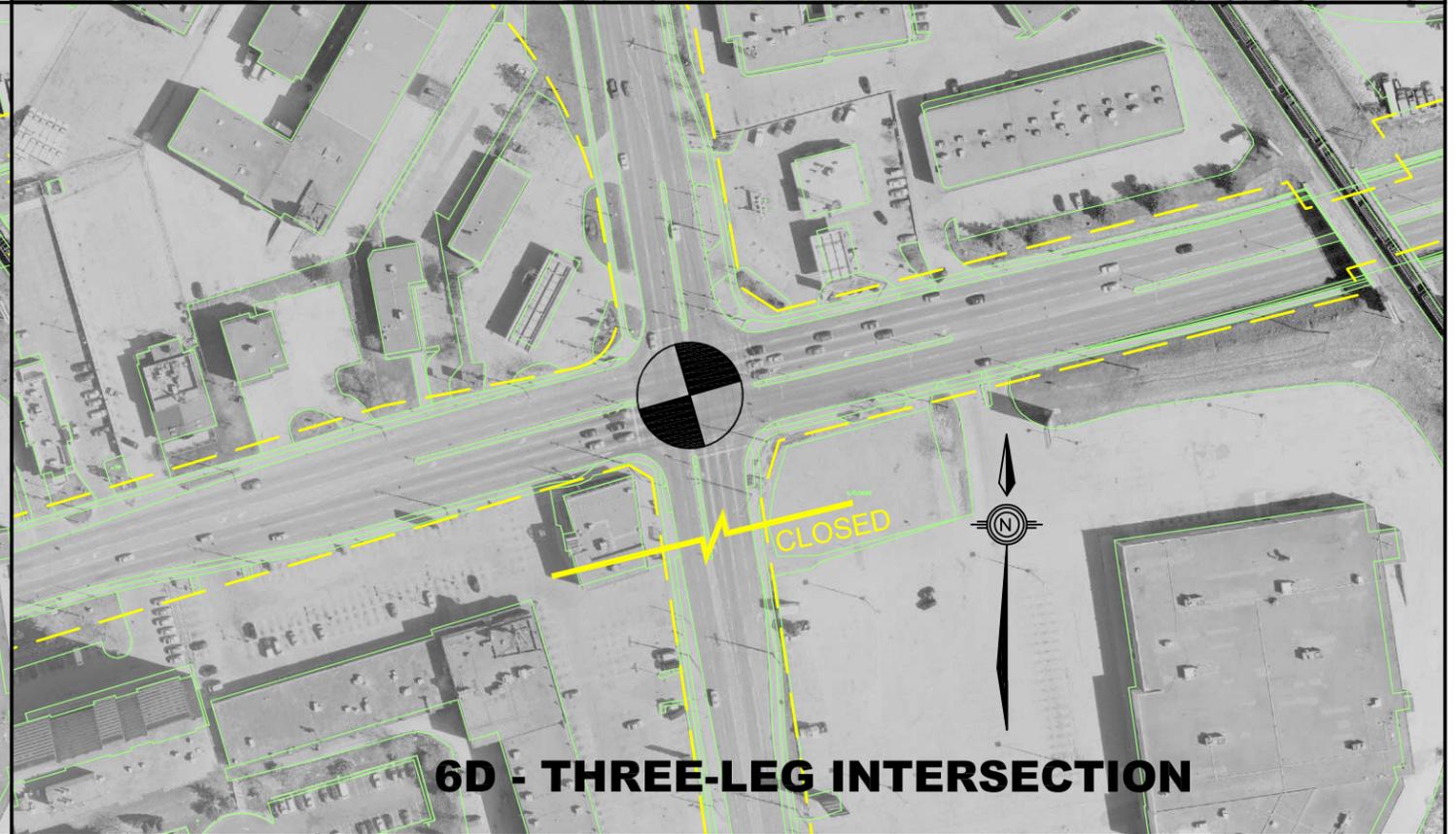
**6A - FOUR-LEG ROUNDABOUT**



**6B - THREE-LEG ROUNDABOUT**



**6C - FOUR-LEG INTERSECTION**



**6D - THREE-LEG INTERSECTION**



**LEGEND**

-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL CURB
-  POTENTIAL LANE LINE
-  PROPOSED RIGHT-OF-WAY

**SCALE**



DATE: MAY 2009

**EMERY VILLAGE**  
**Transportation Master Plan**  
**Finch Avenue West And Weston Road**  
**Intersection Options**

Exhibit No.

**18**

## 5.2 Evaluation Criteria

A detailed assessment of the alternative transportation planning solutions was completed based on the criteria listed below. The criteria were developed as per requirements and guidelines of the *Municipal Class EA June 2000* document. The criteria were also developed to be able to evaluate potential adverse impacts for each identified alternative, including the social and economic environments, transportation network, the natural environment, implementation, and costs, as follows:

### **Land Use and Socio-Economic:**

- Noise Impacts
- Residential Impacts
- Business Impacts
- Institutional Impacts
- Recreational Facilities Impacts
- TRCA Property
- Archaeological / Cultural Heritage Resources
- Neighbourhood Traffic Infiltration
- Impacts on active development sites
- Potential for Site Remediation Requirements

### **Natural Environment:**

- Natural Heritage Features
- Erosion and landforms
- Vegetation
- Wildlife
- Aquatic Species and Habitat
- Air Quality
- Stormwater
- Sustainability

### **Implementation:**

- Construction feasibility
- Staging opportunities

### **Transportation:**

- Corridor Capacity and Level of Service
- Traffic Safety within the study corridors
- Access to / from Weston Road and to / from Finch Avenue
- Transit Operations within the study corridor
- Accommodation for Pedestrians and Cyclists within study corridors
- Road function

### **City Building:**

- Provide for street network to divide development sites, promoting compact pedestrian-oriented environment
- Transportation Network Considerations
- Streetscape Improvement
- Access to future higher order transit

### **Costs:**

- Utility Relocation
- Capital Costs
- Operating Costs
- Property Acquisition

### **5.3 Evaluation of Alternatives**

The alternatives were evaluated based on the ability of each alternative to address the problem statement, including impacts to transportation, environmental impacts and the other criteria listed above. The evaluation was completed with input from the project team, the Technical Advisory Committee, the Emery Village BIA, and the public.

The detailed evaluations of each family of alternatives and a summary of the impacts and recommendations for the Study Area are provided in **Appendix F**.

Summaries of evaluation of the Ring Road family, Rivalda Road family, and Finch Avenue West / Weston Road family are provided in **Table 10** to **Table 12**. In summary, the evaluation of the Do nothing family, Non-auto related solutions family, and Access improvements and local links family resulted in the following preliminary recommendations:

**1. Do Nothing:** Maintaining existing conditions does not provide improvements to the transportation network and does not improve pedestrian, cyclist, or transit facilities. The City Building objectives of the Secondary Plan are not met. This option is not recommended, but will be carried forward for Schedule ‘C’ projects.

**4. Non-auto related solutions including new Pedestrian / Cyclist connections:** Each of the options are logical connections that service pedestrian and cyclist desire lines and improve pedestrian and cyclist facilities. All options meet the objectives of the EVSP to increase non-vehicular accessibility, reduce vehicle use and increase modal share. All options considered are recommended to be carried forward as part of the Emery Village Transportation Master Plan.

The City of Toronto does not have an established protocol for implementing grade separated pedestrian/cyclist crossings nor is there generally accepted engineering warrant. As noted previously, the operational need and appropriateness of pedestrian grade separated crossings were reviewed in a separate study (**Appendix G**).

**5. Access improvements and local links:** Each of the options and suboptions provide improved access to existing land uses. These links also provide smaller blocks for development, which is an objective of the EVSP. However, local links are development driven and based on the site plans of individual developments. Therefore, all options and suboptions considered are recommended to be carried forward for consideration in the development approval process, and are not recommended for inclusion in the Emery Village Transportation Master Plan.

**Table 10: Analysis and Evaluation of Options: Summary of Ring Road Around Finch Avenue West / Weston Road Intersection Options**

FACTOR	Option 2A		Option 2B		Option 2C		Option 2D	
	NW quadrant of Finch/Weston: 1 suboption		SW quadrant of Finch/Weston: 3 suboptions		SE quadrant of Finch/Weston: 4 suboptions		NE quadrant of Finch/Weston: 2 suboptions	
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>Works Yard property and potentially other business property required</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>		<ul style="list-style-type: none"> <li>Residential and substantial park property required; obstructs access to park</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>		<ul style="list-style-type: none"> <li>Hydro corridor property and potentially Emery Collegiate / Habitant Area property required</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>		<ul style="list-style-type: none"> <li>Property required from existing businesses and former mall site</li> <li>Relies on Option 2C</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	
<b>City Building</b>	<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings and new connection to Lindylou Park</li> <li>Provides new opportunity for street oriented buildings</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Provides new opportunity for street oriented buildings</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Protects for future pedestrian, cycling, and vehicular routes to higher order transit</li> <li>Provides opportunity for Emery CI and Habitant Arena to be street oriented</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Reduced lot sizes for existing businesses</li> </ul>	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Potential for expansion of TTC bus service and improved on-street looping</li> </ul>		<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Reduces east-west pedestrian accommodation in Lindylou Park; midblock crossings may increase pedestrian collisions</li> <li>Potential for TTC service expansion</li> </ul>		<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Improves pedestrian and cyclist transportation networks with new facilities to Emery Collegiate / Habitant Arena</li> <li>Potential for TTC service expansion</li> </ul>		<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Results in undesirable mix of industrial/ commuter and residential/ school traffic</li> <li>Potential for TTC service expansion</li> </ul>	
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>Potential impact to existing vegetation; potential for new planting</li> </ul>		<ul style="list-style-type: none"> <li>May require slope stability mitigation</li> <li>Impact to mid-aged trees in Lindylou Park</li> <li>Potential impact on wildlife pathways</li> </ul>		<ul style="list-style-type: none"> <li>Impact to mid-aged trees in hydro corridor; potential encroachment of plants with regional/local status</li> </ul>		<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Investigation of environmental constraints and potential remediation required</li> </ul>		<ul style="list-style-type: none"> <li>May require minimum design criteria, retaining walls, and pedestrian stairs</li> <li>Investigation of underground parking structures required</li> </ul>		<ul style="list-style-type: none"> <li>May require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> </ul>		<ul style="list-style-type: none"> <li>Requires property acquisition from existing businesses and former mall site</li> </ul>	
<b>Costs</b>	<ul style="list-style-type: none"> <li>Additional property required</li> </ul>		<ul style="list-style-type: none"> <li>Substantial additional property required</li> </ul>		<ul style="list-style-type: none"> <li>Substantial additional property required</li> </ul>		<ul style="list-style-type: none"> <li>Additional property required</li> <li>Bridge required over Finch Avenue</li> </ul>	
<b>Preliminary Recommendations</b>	<b>Carry forward</b>		<b>Do not carry forward</b>		<b>Carry forward</b>		<b>Do not carry forward</b>	

**LEGEND**

Most Preferred
 


 Least Preferred

NOTE: This table summarizes the detailed evaluation carried out for these options. Detailed evaluation tables are provided in **Appendix F**.

**Table 11: Analysis and Evaluation of Options: Summary of Rivalda Road Extension Options**

FACTOR	Option 3A		Option 3B		Option 3C	
	Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Cres.		Extend Rivalda north and east under the rail line to Finch Ave.	
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>Potential business property required at Rivalda</li> <li>Potential negative impacts to business operations on Rivalda due to increased traffic</li> <li>Potential for commercial/truck traffic to access Weston through new development on mall site</li> <li>Requires property from Emery Collegiate (running track and playing field)</li> </ul>		<ul style="list-style-type: none"> <li>Business property required to connect to Deerhide; Potential business property required at Rivalda</li> <li>Potential negative impacts to business operations on Deerhide Crescent and Rivalda due to increased traffic</li> <li>Requires property from Emery Collegiate (playing field)</li> </ul>		<ul style="list-style-type: none"> <li>Business property required to connect to Finch</li> <li>Potential business property required at Rivalda</li> <li>Potential negative impacts to business operations on Rivalda due to increased traffic</li> <li>Requires property from Emery Collegiate (running track and playing field)</li> </ul>	
<b>City Building</b>	<ul style="list-style-type: none"> <li>Does not provide opportunity for pedestrian / cyclist crossing of Finch or rail line</li> <li>Protects for future connections to higher order transit</li> <li>Does not provide opportunity to divert industrial through traffic</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for pedestrian / cyclist crossing of rail line</li> <li>Does not protect for future connections to higher order transit</li> <li>Provides opportunity to divert some industrial through traffic</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for pedestrian / cyclist crossing of Finch and of rail line</li> <li>Protects for future connections to higher order transit</li> <li>Reduces opportunity for improved land use in hydro corridor</li> <li>Provides opportunity to divert some industrial through traffic</li> </ul>	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity; reduced demands for development access to Weston</li> <li>Results in undesirable mixing of commuter/truck traffic with residential/school traffic</li> <li>Intended to service mix of industrial, residential and commercial through traffic</li> </ul>		<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Intended to service industrial traffic</li> </ul>		<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Alternative capacity to Finch/Weston intersection</li> <li>Intended to service mix of industrial, residential and commercial through traffic</li> </ul>	
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>Impact to existing vegetation at Rivalda and along rail line; encroachment of plants with regional/local status</li> </ul>		<ul style="list-style-type: none"> <li>Impact to existing vegetation at Rivalda and along rail line</li> </ul>		<ul style="list-style-type: none"> <li>Impact to existing vegetation at Rivalda and along rail line; encroachment of plants with regional/local status</li> </ul>	
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Requires approval for hydro corridor access</li> </ul>		<ul style="list-style-type: none"> <li>May require minimum design criteria</li> </ul>		<ul style="list-style-type: none"> <li>May require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> </ul>	
<b>Costs</b>	<ul style="list-style-type: none"> <li>Substantial additional property required</li> </ul>		<ul style="list-style-type: none"> <li>Additional property required</li> <li>Bridge structure required to pass under rail line</li> </ul>		<ul style="list-style-type: none"> <li>Substantial additional property required</li> <li>Bridge structure required to pass under rail line</li> </ul>	
<b>Preliminary Recommendations</b>	<b>Do not carry forward</b>		<b>Carry forward</b>		<b>Do not carry forward</b>	

**LEGEND**



NOTE: This table summarizes the detailed evaluation carried out for these options. Detailed evaluation tables are provided in **Appendix F**.

**Table 12: Analysis and Evaluation of Options: Summary of Finch Avenue West / Weston Road Intersection Options**

FACTOR	Option 6A		Option 6B		Option 6C		Option 6D	
	Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)		Four-Legged Signal (Intersection Modifications/ Transit Priority)		Three-Legged Signal (Closure of South Leg)	
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>Impact associated with delay on Weston Road may lead to cut-through traffic via Lanyard</li> <li>Potential business property required</li> </ul>		<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase.</li> </ul>		<ul style="list-style-type: none"> <li>Improved traffic flow at intersection likely offset by increasing traffic volumes</li> </ul>		<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase via Lanyard to community to the west.</li> </ul>	
<b>City Building</b>	<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>		<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>		<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Removal of controlled pedestrian crossing at major intersection and transit transfer point</li> <li>The function of Finch and Weston will remain unchanged.</li> <li>Queuing is expected to increase and block accesses</li> </ul>		<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes south of Finch</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>		<ul style="list-style-type: none"> <li>Existing pedestrian connections maintained; provides opportunity to incorporate bike facilities identified in Toronto Bike Plan.</li> <li>The function of Finch and Weston will remain unchanged.</li> <li>Transit priority (queue jump lanes) will improve east-west and/or north-south movements.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes.</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>		<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>		<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>		<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>		<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>		<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>		<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	
<b>Costs</b>	<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>		<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>		<ul style="list-style-type: none"> <li>Slight additional property required</li> </ul>		<ul style="list-style-type: none"> <li>No property required</li> </ul>	
<b>Preliminary Recommendations</b>	<b>Do not carry forward</b>		<b>Do not carry forward</b>		<b>Carry forward</b>		<b>Do not carry forward</b>	

**LEGEND**



NOTE: This table summarizes the detailed evaluation carried out for these options. Detailed evaluation tables are provided in **Appendix F**.

## 5.4 Preliminary Preferred Solution

The preliminary preferred planning alternative for Emery Village includes a combination of options and sub-options from each of the alternative “families”:

- A Ring Road around the Finch Avenue West / Weston Road intersection in the northwest and southeast quadrants:
  - 2A: Link from Toryork Drive to Finch Avenue West
  - 2C1: Link from Emery Collegiate to Lanyard Road intersection
  - 2C2: Link along existing Emery Collegiate driveway
  - 2C4: Link from Emery Collegiate to Arrow Road (along the south side of the hydro corridor and under the CP Rail line)
- Rivalda Road extension:
  - 3B: Extend Rivalda east under the rail line to Deerhide Crescent
- New Pedestrian / Cyclist connections throughout the Emery Village neighbourhood:
  - 4A: Weston Road crossing at Lanyard
  - 4B: Finch Avenue West crossing at Lindylou Park
  - 4C: Rail line crossing in / near hydro corridor
  - 4D: Connection between Lindylou Park and high-rises on southwest quadrant
  - 4E: Connection from Finch / Weston intersection to Emery Collegiate Institute
  - 4F: Bicycle network proposed in *Toronto Bike Plan*
  - 4G: Additional walking and cycling links to provide local connections to schools, shops and other destinations
- Access improvements in three quadrants:
  - 5A: Access improvements in NW quadrant of Finch / Weston
  - 5B: Access improvements in SW quadrant of Finch / Weston
  - 5C: Access from Mall site to existing Emery Collegiate Institute driveway
- A four-leg signalized intersection at Finch Avenue West & Weston Road with modifications and transit priority:
  - 6C: Four-leg signal with intersection improvements and transit priority

The combination of recommended improvement options and sub-options represents the preliminary preferred solution, and meets the objectives of the Problem Statement by:

- Meeting the transportation requirements identified in the EVSP for future development and existing land uses.
- Providing a network of streets and non-vehicular connections to divide larger sites into smaller blocks for development, and promoting a pedestrian-oriented development.
- Providing flexibility to improve the streetscape along Finch Avenue West and Weston Road, and provide high quality pedestrian and cycling facilities within Emery Village.
- Increasing accessibility to parks and open spaces, while minimizing the impact to those valuable resources.
- Promoting a reduction in personal vehicle use and an increase to other modes such as transit, walking, and cycling.
- Minimizing environmental impacts.

Overall, this solution provides for substantial improvements over existing conditions. The proposed future road network in the Emery Village Study Area is shown in **Exhibit 19**.

### Option 4F Bicycle network proposed in Toronto Bike Plan

**LEGEND**

-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  ROADS PROPOSED BY DEVELOPMENT
-  PROPOSED RIGHT-OF-WAY
-  EXISTING OFF-ROAD PATH
-  PROPOSED OFF-ROAD PATH
-  PROPOSED BIKE LANE
-  PROPOSED SHARED ROADWAY

**GENERAL NOTES:**

-5A AND 5B ARE NOT SHOWN. LANES ARE DEVELOPMENT DRIVEN. LOCATION AND NUMBER OF LANES TO BE DETERMINED THROUGH DEVELOPMENT PROCESS.

**NOTE ①**

PROTECT FOR FUTURE CONNECTIONS TO PEDESTRIAN, BICYCLIST AND/OR TRANSIT LINKS

**SCALE**

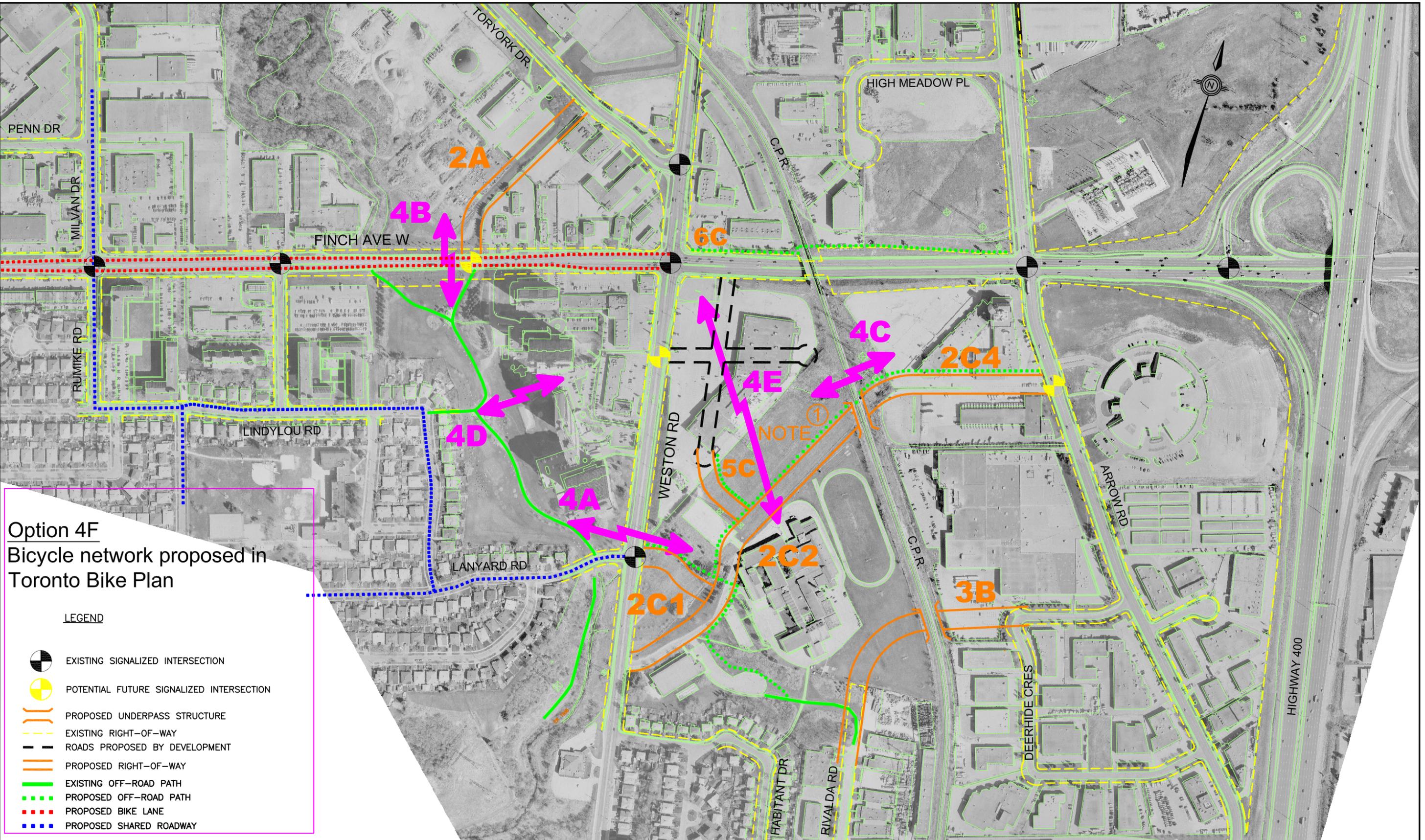


DATE: MAY 2009

**EMERY VILLAGE  
 Transportation Master Plan  
 Preliminary Preferred Solution**

Exhibit No.

**19**



## 5.5 Other Planned Improvements

It is anticipated that transportation benefits will be derived from transit initiatives, in terms of improved transit service and accessibility and related to a shift in modal share to transit and reducing demands on vehicular travel and service conditions.

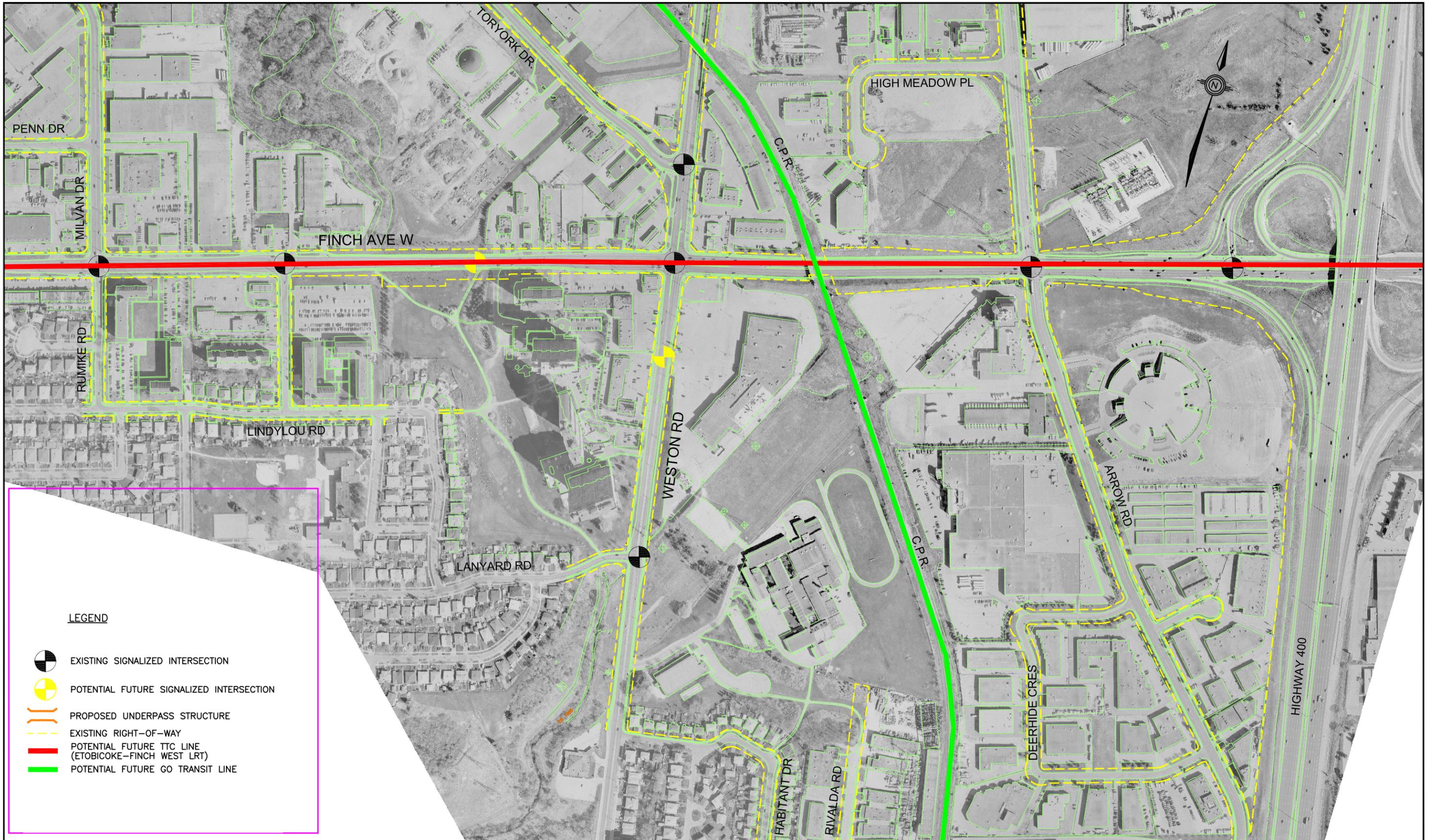
The TTC is currently undertaking preliminary planning for Transit Project Assessment for the Etobicoke-Finch West LRT proposed in *Toronto Transit City, Light Rail Plan (March 2007)*. The proposed line would run west from Finch Station on the Yonge subway line and end at or near Highway 27 / Humber College. The TTC are investigating exclusive transit service on Finch Avenue, which could reduce travel time and increase ridership in the corridor by 13.3 million riders per year, over the next 14 years. This will ultimately result in a reduction in passenger vehicle travel. This LRT line could connect to the planned, approved and funded Spadina Subway extension. The LRT route would replace a busy existing bus route; it would provide fast and frequent east / west service through the northern part of North York and Etobicoke.

A GO Rail station, as identified in the *1991 GO Commuter Rail Station Location Study*, would also contribute to the modal shift toward transit. Suburban Toronto GO rail stations draw in the range of 1,000 to 6,000 peak period trips. New GO Rail service on the CP Rail Mactier Subdivision may be able to support ridership comparable to other corridors summarized below (data based on “Georgetown Corridor Planning Study Final Report 2002”):

- Brampton                                    1,000 peak hour trips
- Georgetown                                1,000 peak hour trips
- Bramalea                                    4,000 to 6,000 peak hour trips

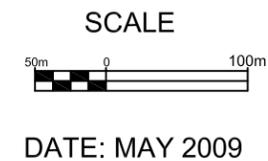
Currently, as part of the Government of Ontario’s *MoveOntario 2020* initiative, GO Transit is undertaking a feasibility study for service from Union Station to Bolton. As part of this study GO is investigating the possibility of establishing a GO Station in the Emery Village area.

The potential future transit lines are illustrated in **Exhibit 20**.



**LEGEND**

-  EXISTING SIGNALIZED INTERSECTION
-  POTENTIAL FUTURE SIGNALIZED INTERSECTION
-  PROPOSED UNDERPASS STRUCTURE
-  EXISTING RIGHT-OF-WAY
-  POTENTIAL FUTURE TTC LINE (ETOBICOKE-FINCH WEST LRT)
-  POTENTIAL FUTURE GO TRANSIT LINE



**EMERY VILLAGE  
Transportation Master Plan**

**Potential Future TTC  
And Go Transit Lines**

## 6. PUBLIC CONSULTATION

The public consultation process and public reaction to the Emery Village Transportation Master Plan Study are summarized in this section of the report. Public and agency consultation was an important component of this study. The intent of the consultation process was to keep the public and the agencies informed about the study and to solicit their input at key stages of the study.

Additional details on the agency and public consultation process are contained in **Appendix A** and **Appendix B**.

### 6.1 Public Consultation Process

During the Problem Statement and Planning Alternatives phases, the public consultation process for Emery Village involved the following activities:

- Notification of Study Commencement:                      Public Mail-out: December 18, 2006  
Agency Mail-out: January 8, 2007  
Ads: December 22 and 29, 2006
- Notification of Public Information Centre:                      Mail-out: February 21, 2007  
Ads: February 23 and March 2, 2007
- Public Information Centre:    March 7, 2007
- Emery Village BIA Meeting #1:    April 11, 2007
- Emery Village BIA Meeting #2:    October 25, 2007

#### 6.1.1 Agency Notification

An introductory letter was sent out on January 8, 2007 to all relevant government agencies to inform them of the nature and scope of the project. These agencies were requested to provide the City with any information relevant to the study, identify any concerns and / or comments regarding the project, and identify whether they wished to provide input to the study. A fax back form was provided for the agency response. To inform these groups of the proposed alternatives, a second letter was sent on February 21, 2007 inviting them to attend a Public Information Centre (PIC) to be held on March 7, 2007. A copy of this notice is included in **Appendix A**.

Following the March 7 PIC, detailed information packages were distributed to various agencies in order to seek further input on the alternatives being proposed for the study, specifically those which could potentially impact their lands. The package included copies of the meeting display panels, detailed evaluation tables of all options and a comment sheet.

### **6.1.2 Public Notification**

Throughout the week of December 18, 2006, a Notice of Study Commencement was distributed via Canada Post to approximately 9,200 residents and businesses within the Emery Village EA study boundaries. The study area is bounded by Steeles Avenue West (N), Sheppard Avenue West (S), Highway 400 (E) and Islington Avenue (W). The notice was also mailed to the local Business Improvement Association (BIA) and ratepayer associations including Emery Village BIA, Daystrom Emery Community Association, Humber Summit Ratepayers Association and York West Ratepayers Association seeking input from them. Advertisements were placed in two editions of the North York Mirror newspaper on December 22 and December 29, 2006. A copy of this notice is included in **Appendix B.1**.

On February 21, 2007, a notice of the first PIC was distributed to all residents and businesses within the Emery Village study boundaries. The local ratepayer associations were again notified as well as those individuals who had requested to be added to the study mailing list. Advertisements for the public meeting appeared in the February 23 and March 2, 2007 editions of the North York Mirror. A copy of this notice is included in **Appendix B.1**.

Local Councillor Giorgio Mammoliti (Ward 7) was notified of the commencement of the study prior to the public launch. His office was also invited to attend the Public Information Centre. Project team representatives met with the Councillor in advance of each round of consultation. These briefings provided an opportunity for him to raise questions and concerns that would be considered in the development of the alternatives.

### **6.1.3 Website**

All background information related to the study, meeting material, project updates and staff contact information were posted on the project website at: [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects). The website was regularly updated as the study progressed.

## **6.2 Public Information Centre (PIC)**

The Public Information Centre (PIC) for the Class EA Master Plan Study for Emery Village was held on March 7, 2007 from 6:30 PM to 9:00 PM, at the Humber Sheppard Community Centre Gymnasium, 3100 Weston Road (at Sheppard Avenue) in the City of Toronto.

The purpose of the Open House was to:

- Present an overview and background of the Emery Village Master Plan study
- Present the short list of proposed options
- Present evaluation criteria for the proposed options
- Outline next steps for the project.

The information panels included the following information:

- Purpose of the meeting
- Study background
- Emery Village Secondary Plan
- The study area
- Information on the existing conditions
- Study purpose
- Chart of the EA process
- Study public consultation plan
- Description of applications Official Plan and Secondary Plan policies
- Needs and opportunities
- Problem statement
- ‘Long List’ of option groups
- Criteria for evaluation of options
- Summary evaluation tables of ‘Short List’ of options
- Preliminary preferred solution
- Next steps
- Feedback and contact information.

During the week of February 21, 2007, notification was mailed and/or emailed to individuals on the project mailing list. A notice was placed in the North York Mirror on Friday February 23 and Friday March 2, 2007 informing the public of the meeting. Approximately 9,200 notices were also distributed via Canada Post to residents and businesses in the study area. Notification letters were also mailed out to other individuals who had responded with an interest in the Study since its commencement, to conservation authorities, Federal and Provincial agencies, and utility companies. A copy of the advertisement is provided in **Appendix B.1**.

The format of the meeting was an informal drop-in centre with display panels from 6:30 to 7:00 PM to meet the project team and to review the information and drawings. There was a presentation at 7:00 PM, followed by a question and answer period. The PIC continued until 9:00 PM, which provided participants the opportunity to further discuss the project with the Study team.

Copies of the displayed material, evaluation of design options and the presentation were made available to the public as either handouts or posted on the project website at [www.toronto.ca/involved](http://www.toronto.ca/involved). A comment sheet was also provided to attendees requesting input on the study, the preliminary preferred solution, and additional evaluation criteria. Comments could be provided to the City within a two week period.

A total of 84 participants signed in at the PIC. Representatives from the project team and City staff attended the PIC to discuss the details of the project and answer questions of the public. A full summary of the PIC is provided in **Appendix B.2**.

### **6.2.1 Formal Comments Received**

Following the issuance of the Notice of Commencement, three general comments were received from members of the public. Following the March 7 PIC, four comment sheets were completed and returned to the City along with one general comment. These comments and the responses from the project team are provided in **Appendix B.3**.

### **6.3 TDSB Consultation**

On February 9, 2007, a meeting was held at Metro Hall with City of Toronto staff, members of iTRANS Consulting Inc. a representative from the Toronto District School Board (TDSB) and Emery Collegiate Institute. The purpose of the meeting was to seek input on the alternatives being proposed for the study, specifically those which could potentially impact the grounds of Emery Collegiate in order to accommodate enhanced pedestrian and road connections in the southeast quadrant of the Weston Road and Finch Avenue West intersection. Comments and concerns provided were considered when reviewing/confirming the preliminary preferred option(s). Minutes of the meeting are provided in **Appendix A**.

### **6.4 Emery Village BIA Consultation**

On April 11, 2007, a meeting was held at the Carmine Stefano (formerly Humber Sheppard) Community Centre with City of Toronto staff, the consulting team, local Councillor Giorgio Mammoliti, representatives from the Emery Village Business Improvement Association (BIA), and a representative from the TDSB.

The purpose of the meeting was to further present the results of the evaluation of options and the preliminary preferred option(s) and to gather input on the proposed works. Other details discussed included the EVSP structure plan, the Emery Village BIA Master Plan, area transit initiatives and next steps in the process.

There was a request from the BIA and Councillor Mammoliti to designate option 5C as a pedestrian and cyclist link.

A follow-up meeting was held on October 25, 2007 at the Carmine Stefano Community Centre with City of Toronto staff, the consulting team, local Councillor Giorgio Mammoliti, and representatives from the Emery Village Business Improvement Association (BIA).

The purpose of the meeting was to discuss the evaluation of alternatives and discuss the preferred planning recommendations. Other details discussed included the further study of pedestrian grade-separated crossings, the accommodation and location of the proposed flag pole, and the possibilities for future transit initiatives in Emery Village.

Minutes from these two meetings are provided in **Appendix B.4**.

## **6.5 City Parks Department**

On August 22, 2007, a meeting was held at Metro Hall with City of Toronto staff from Transportation Services, City Planning and Parks, Forestry and Recreation. The purpose of the meeting was to discuss the study with Parks, Forestry and Recreation staff and seek their input on the alternatives being proposed for Emery Village. Subsequently, Parks, Forestry and Recreation staff provided the City with a memorandum that contained their comments. A copy of the memorandum is found in **Appendix A**.

As part of its ***Yard Consolidation Study***, the Facilities and Real Estate Division identified that if the proposed 2A road link connecting Toryork Drive to Finch Avenue West were to pass through the Emery Yard, it would seriously impact the activities of various City Divisions that use the Emery Yard.

Emery Yard is a very busy Parks, Forestry and Recreation yard that houses Parks, Forestry, Technical Services (PDIM) and the Asian Long Horn Beetle (ALHB) program. The yard also accommodates the Solid Waste Division's yard waste collection program for residents, and a site for Transportation Services' winter operations, which is one of their major hubs.

The ALHB program is a partnership between the Canadian Food Inspection Agency (CFIA) and the City of Toronto. The CFIA however, is the lead agency and is directing the program under the Plant Protection Act. Regulations have been placed on the City of Toronto through a Ministerial Order which has quarantined parts of Toronto and Vaughan, restricting the movement of wood material outside of this area unless it is ground to less than 5/8 inch in diameter. This has not only had an impact on the City's urban forestry program, but it has had a significant impact on the City of Toronto's Yard Waste Program, which is under the direction of Solid Waste Management (SWM).

In order for SWM to continue with its curb side collection of Leaf and Yard Waste, a grinding site within the regulated area is required. SWM advises that the Emery Yard location is the only location within the regulated area that allows them appropriate space to mechanically grind all of its leaf and yard waste to the acceptable size to allow its passage out of the regulated area to external composting processors. SWM advises that without the Emery Yard location, they would be unable to continue with yard waste collection services to the residents in this regulated area.

The staff assigned to the ALHB program and the space they occupy is shared with Urban Forestry operations staff. If the ALHB survey team were to be relocated, it would have very little or no impact on freeing up space. In fact, with the implementation of the new Parks, Forestry and Recreation front-line structure, the staff and equipment complement currently located at Emery Yard will be expanding unless other operating yard locations can be acquired and used. This facility is ideal for the Forestry North West (FNW) Operations and the area within this yard accommodates the wood waste material from the FNW tree maintenance program.

Both the ALHB and the Emerald Ash Borer (EAB) Beetle Control Program requires significant operating room for stockpiling, cutting, mulching and composting of the infected timber. Should the proposed road link 2A be located on Emery Yard property, it will have a significant negative impact on Urban Forestry's Beetle Control Program. As such, it is recommended that during the completion of the Project Specific EA for Link 2A, design options be considered that minimize the negative impact on the Beetle Control Program. Specifically, design options whereby Link 2A is entirely on the Development parcel, or partially on the Development parcel, should be developed and evaluated.

## 7. RECOMMENDATIONS

### 7.1 Planning Recommendations

The recommended Transportation Master Plan for Emery Village focuses on improvements to address existing and future transportation problems and needs, and consists of the following planning recommendations (**Exhibit 21**):

- A Ring Road around the Finch Avenue West & Weston Road intersection in the northwest and southeast quadrants:
  - 2A: Link from Toryork Drive to Finch Avenue West
  - 2C1: Link from Emery Collegiate to Lanyard Road intersection
  - 2C2: Link along existing Emery Collegiate driveway
  - 2C4: Link from Emery Collegiate to Arrow Road
- Rivalda Road Extension:
  - 3B: Extend Rivalda east under the rail line to Deerhide Crescent
- New Pedestrian / Cyclist connections throughout the Emery Village neighbourhood:
  - 4A: Weston Road crossing at Lanyard
  - 4B: Finch Avenue West crossing at Lindylou Park
  - 4C: Rail line crossing in/near hydro corridor
  - 4D: Connection between Lindylou Park and high-rises on southwest quadrant
  - 4E: Connection from Finch/Weston intersection to Emery Collegiate Institute
  - 4F: Bicycle network proposed in Toronto Bike Plan
  - 4G: Additional walking and cycling links to provide local connections to schools, shops and other destinations
- Access Improvements in three quadrants:
  - 5A: Access improvements in NW quadrant of Finch/Weston
  - 5B: Access improvements in SW quadrant of Finch/Weston
  - 5C: Access from Mall site to existing Emery Collegiate Institute driveway
- A four-leg signalized intersection at Finch Avenue West & Weston Road with modifications and transit priority:
  - 6C: Four-leg signal with intersection improvements and transit priority

The City has undertaken a separate review of the feasibility of grade-separated connections for Options 4A and 4B (**Appendix G**). Based on this feasibility study, Recommendations 4A and 4B are refined to:

- 4A: A pedestrian bridge crossing Weston Road near Lanyard Road
- 4B: A pedestrian bridge crossing Finch Avenue West at Lindylou Park

It is recommended that the Class EA Schedule ‘B’ or ‘C’ process be followed for each of the recommended facilities, as appropriate. Schedule ‘B’ will require the development of the recommended solution in more detail, and the issuance of a Notice of Completion to complete Phase 2 and obtain EA approval for each project. For Schedule ‘C’ projects the Master Plan may satisfy Phases 1 and 2, and Phases 3 and 4 will need to be completed.

Suggested timing for implementation, a unit cost estimate, and the potential EA project schedule to follow of each recommendation are summarized in **Table 13**.

It is noted that the implementation of recommendations 5A and 5B will be development driven and based on the site plans of individual developments. Therefore, the location and number of lanes will be determined through the development process for the northwest and southwest quadrants.

It is also noted that the location of road link 2A is subject to further study.



**GENERAL NOTES:**

-5A AND 5B ARE NOT SHOWN. LANES ARE DEVELOPMENT DRIVEN. LOCATION AND NUMBER OF LANES TO BE DETERMINED THROUGH DEVELOPMENT PROCESS.

**NOTE ①**

PROTECT FOR FUTURE CONNECTIONS TO PEDESTRIAN, BICYCLIST AND/OR TRANSIT LINKS

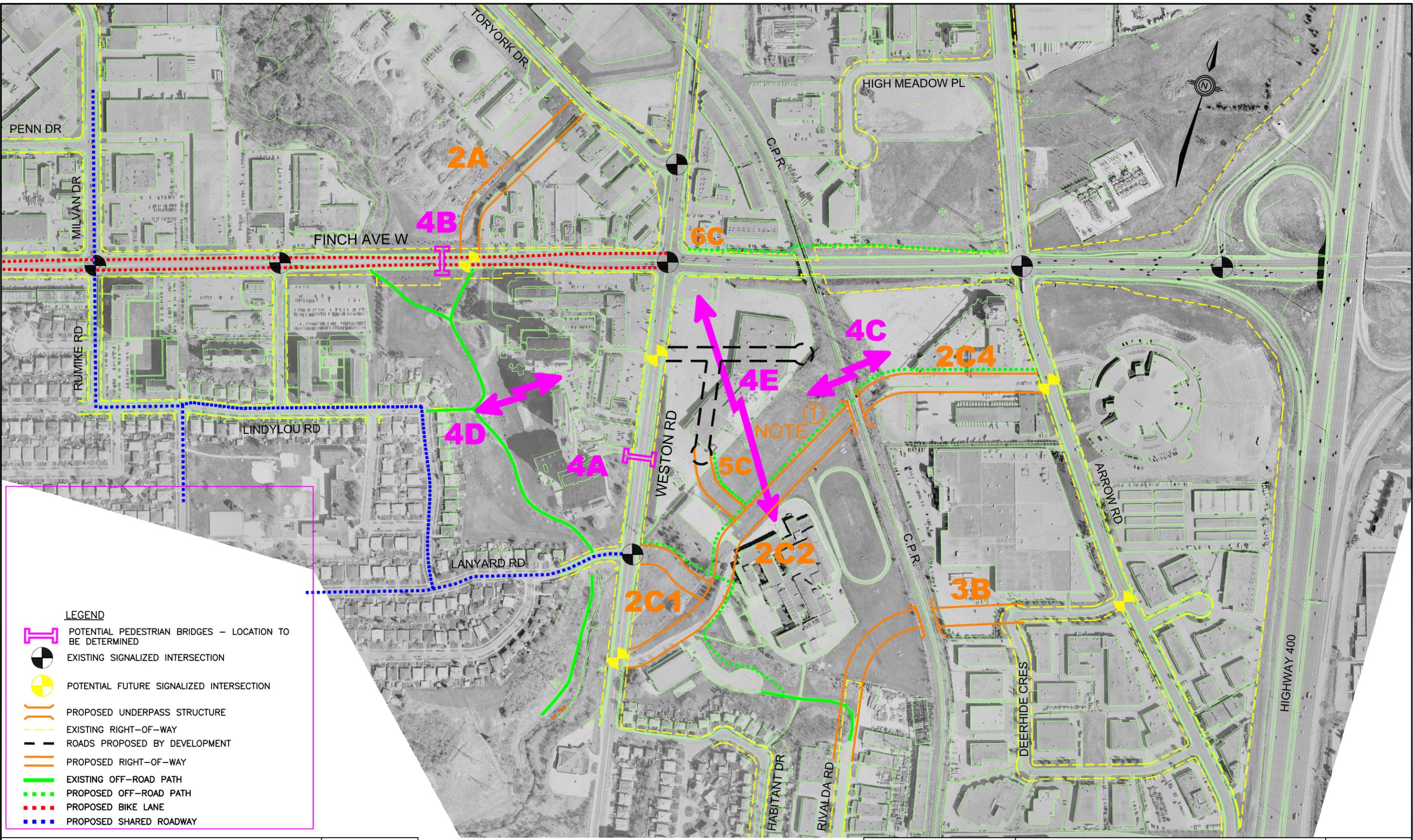
**SCALE**



DATE: MAY 2009

**EMERY VILLAGE  
 Transportation Master Plan  
 Recommended Solution**

Exhibit No.  
**21**



**LEGEND**

- POTENTIAL PEDESTRIAN BRIDGES – LOCATION TO BE DETERMINED
- EXISTING SIGNALIZED INTERSECTION
- POTENTIAL FUTURE SIGNALIZED INTERSECTION
- PROPOSED UNDERPASS STRUCTURE
- EXISTING RIGHT-OF-WAY
- ROADS PROPOSED BY DEVELOPMENT
- PROPOSED RIGHT-OF-WAY
- EXISTING OFF-ROAD PATH
- PROPOSED OFF-ROAD PATH
- PROPOSED BIKE LANE
- PROPOSED SHARED ROADWAY

**Table 13: Suggested timing and unit cost estimate for planning recommendations**

Planning Recommendations	Suggested Timing	Road Function (right-of-way)	Municipal Class EA Schedule <sup>1</sup>
			Unit Cost Estimate (approximate) <sup>2</sup>
2A	Implement in conjunction with development on the northwest quadrant. To mitigate the impact of Road 2A on the operations of the Emery Yard, it is recommended that when this road is required and the Project Specific EA is being undertaken, the following alternative alignments be assessed:	Collector (20 to 27m)	Schedule B 2A: \$1,650,000
4B	<ul style="list-style-type: none"> <li>▪ locating this road partially on the Emery Yard and partially on the development lands, and</li> <li>▪ locating this road entirely on the development lands.</li> </ul> The type of pedestrian crossing of Finch Avenue should be determined through further study.	n/a	Schedule B or C 4B: \$2.1 million
2C1	Implement in coordination with TDSB, Parks, Forestry and Recreation and in conjunction with development of former Mall site.	Collector (20 to 27m)	Schedule B or C 2C1: \$360,000
2C2		Collector (20 to 27m)	Schedule B or C 2C2: \$1,800,000
4A		n/a	Schedule B or C 4A: \$2.1 million
2C4, 4C	Implement as part of the overall transit strategy for the area, and to support development of lands south of Finch Avenue West.	Collector (20 to 27m)	Schedule C 2C4: \$7,400,000
6C	Implement as part of the overall transit strategy for the area.	n/a	Schedule B \$500,000
5C, 4E	Implement in conjunction with development on the southeast quadrant. Potential to implement pedestrian and cyclist facilities prior to constructing road link.	Local (20 to 23m)	Schedule B 5C: \$375,000
4F	Implement as opportunities arise during road improvements and construction of new transportation links.	n/a	Incorporate with other improvements
4G	Implement in conjunction with new development in Emery Village and boulevard improvements identified in Emery Village BIA Capital Improvements Master Plan.	n/a	Incorporate with development
3B	Implement in coordination with TDSB, Parks, Forestry and Recreation and in conjunction with development of former Mall site through further study.	Collector (20 to 27m)	Schedule C \$6,000,000

Planning Recommendations	Suggested Timing	Road Function (right-of-way)	Municipal Class EA Schedule <sup>1</sup>
			Unit Cost Estimate (approximate) <sup>2</sup>
5A, 5B	Implement in conjunction with development on the northwest and southwest quadrants. Location and number of lanes to be determined through development process.	Lane (6 to 10m)	Incorporate with development

Notes: n/a) Not Applicable, recommendation is not a road

1) Municipal Class Environmental Assessment schedule based on available information and the Municipal Class Environmental Assessment document (Municipal Engineers Association, October 2000 as amended in 2007). To be reviewed before and during each project to select the appropriate schedule.

2) Unit cost estimate is based on approximate cost to construct an urban road per linear metre per lane in 2007. Cost does not include additional Schedule 'C' Phase 3 and 4 environmental assessment study, permits, land acquisition, sidewalks, trails, detailed design, contingency, or increasing construction costs.

## 7.2 Mitigation Measures

This section provides some information on potential mitigating measures to address anticipated environmental effects on the natural, social, economic and cultural environments.

Some of the planning recommendations (such as network options 2A, 2C2, and 3B) are within areas that are protected under the Ravine Protection Bylaw. The City's Urban Forestry Branch has indicated that it would not object to option 3B subject to the following condition: the lost trees and the lost protected area (as well as lost growing space and infiltration area) must be compensated for through planting in some other, suitable area. Consultation with the Urban Forestry Ravine Protection group should occur regarding each link that is within the protected areas.

To mitigate potential negative impacts of road link 2A on the operations of the Emery Yard, consider the following alternative alignments during the project specific environmental assessment:

- Locate the right-of-way for link 2A partially on the Emery Yard and partially on the development lands.
- Locate the right-of-way for link 2A road entirely on the development lands.
- Continued consultation with all impacted City Divisions will be undertaken during the project specific EA process.

Restoration and enhancement opportunities of vegetation/vegetation communities should be investigated during detail design to achieve a net gain of vegetation communities/wildlife habitat. Vegetation to be removed for road development should be transplanted, where appropriate, into protected areas.

During the detailed design phase of each project, all trees that will be impacted shall be identified in an arborist report. Planting and restoration plans must be developed to ensure that the proposed development will result in net environmental gain. The plans must provide compensation for the lost trees to the satisfaction of the General Manager, Parks, Forestry

and Recreation. Urban Forestry (RNFP) typically requires a replacement ratio of three trees planted for each tree removed plus one tree planted for each tree injured or for every 25m<sup>2</sup> of protected area lost to hard surfaces.

All detailed plans of each project must include mitigation measures as described in the Natural Science Report by LGL Ltd. dated October 2007, included in the Emery Village Transportation Master Plan Study.

A total of three eastern red cedar (*Juniperus Virginiana*) trees, considered rare in the City of Toronto by the MNR (but common by the TRCA), are located immediately adjacent to/within the preferred road alternatives/routes. These three trees should be protected from removal, and opportunities to protect/relocate these trees should be investigated.

There is the potential for environmental contamination to be associated with some of the land uses (works yard, gas stations) identified. As a result, consideration should be given to conducting a further investigation during subsequent implementation stages and in advance of property acquisition.

To meet the requirements of the Migratory Birds Convention Act, no vegetation removals should occur during the nesting season. With several exceptions, this includes the period from April 1 to July 31. If vegetation clearing is required during this period, a nesting survey should be carried out by a qualified avian biologist prior to construction. If active nests are found, a site-specific mitigation plan should be prepared in consultation with the Canadian Wildlife Service.

A detailed natural environment mitigation and monitoring program should be developed during detail design, as discussed in the Natural Heritage report (**Appendix D.4**). During construction, an environmental inspector should make frequent random site visits. The environmental inspector will be responsible for delineating work areas and ensuring that erosion and sedimentation control measures are functional.

If any work is proposed within the valley and stream corridors/regulation limits it is necessary to apply for a permit under Ontario Regulation 166/06 during detail design. Further correspondence with the TRCA will be necessary to determine whether a permit is required.

### **7.3 Project Staging**

It is recommended that the City protect for and acquire property for the road infrastructure identified through the redevelopment process. The construction of the road infrastructure can be scheduled as development warrants.

## **7.4 Other Issues**

This section provides some information on other issues that were raised during the course of this study that should be considered during subsequent studies in Emery Village.

An improvement that may be considered as part of Recommendation 6C: Four-leg signal at Finch Avenue West / Weston Road with intersection improvements and transit priority is the provision of bus queue jump lanes. This would be consistent with the Avenues policy in the City Official Plan noted in Section 2.1.3 of this report. Based on information provided by the TTC, bus queue jump lanes would ideally be placed on all four approaches to the intersection, either extending back to the previous upstream intersection or with a minimum 200 metre taper. Farside bus bays on the egress side of the intersection would also be required. It is noted that for eastbound and westbound busses, the bus queue jump lanes could make use of existing right turn lanes by adding the designation “right-turn only excluding buses”. For northbound and southbound busses, intersection modifications would be necessary.

The TTC recommends that all roads be designed with geometry sufficient to accommodate bus movements to facilitate the future expansion of transit service in the Emery Village area, and that any new developments be encouraged to improve the bus stop environment and provide direction pedestrian connections to bus stops.

Further consultation with the TDSB will be required to determine compensation for the property impacts and loss of a playing field related to Recommendations 2C2 and 3B.

Confirmation of the alignments of Recommendations 2A and 2C2 is required, in particular with consideration of the impacts to parks and the existing Emery Yards. The “Yard Rationalization Study” is expected to be completed in 2009.

Further consultation will be required to secure an easement in the hydro corridor for the recommended transportation links in the southeast quadrant. Vertical clearance of the overhead wires is an important consideration prior to implementing transportation links in the hydro corridor.

Further consultation with the property owners on Arrow Road that are impacted by Recommendations 2C4 and 3B will be required to determine compensation for the related property impacts.

Detailed review of existing utility locations will be required during Phases 3 and 4 to identify any potential utility impacts.

Pedestrian connections to between Lindylou Park and the existing high-rises on the southwest quadrant (Recommendation 4D) should be developed in consultation with the City’s Parks, Forestry and Recreation Division.



## Emery Village Transportation Master Plan

### Appendices



May 2009



# **Appendix A**

## **Agency Consultation**



**Emery Village Transportation Master Plan Study  
Review Agency Correspondence**

Agency	Contact	Interested in providing input	Not Interested. Please leave on mailing list	Take off mailing list	Comments
Toronto District School Board	Mario Silva, Land Use Planning Officer	X			
Ministry of Transportation	Sabina Merrey, Project Engineer		X		Interested in 400/Finch interchange. Depending on impacts to this interchange, we may play a more active role and provide input on this study in the future.
Ontario Provincial Police	Operations Policy and Strategic Planning		X		
Emergency Medical Services	John Janson & Rose Baynham, Manager and District Supervisor	X			
Indian and Northern Affairs Canada	Miranda Lesperance			X	
Toronto and Region Conservation Authority	Darren Randell, Planner I	X			Comments will follow under separate cover (sent January 15, 2007)
Hydro One	Brian McCormick, Manager of Env. Services and Approvals				Please notify us if Hydro One facilities are affected
CN Rail	John MacTaggart			X	CN Rail has no concerns or comments regarding this project and will not be attending the public meeting. This project does not affect any CN Rail line or property.
Ontario Ministry of Culture	Anthony Falcone, Regional Advisor		X		
GO Transit	Mike Wolczyk, Manager, Marketing and Planning	X			Possibility of future GO train services on the corridor through the area
TCDSB	Peter Kole, Senior Coordinator of Planning		X		Effects on transportation and bus routes of students in nearby area schools – St. Jude, St. Roch, St. John Vianney
Sun-Canadian Pipeline	W. Paul Lane, Senior Property and Construction Technologist		X		
Imperial Oil	Colleen Mitchell, Right of Way Coordinator	X			Imperial Oil operates a high pressure oil system within the study area. There are restrictions and safety precautions associated with developments in the vicinity of the pipeline system.
Ministry of Municipal Affairs and Housing	Michelle Moretti, Planner		X		

---

Parks, Forestry & Recreation

**Parks Development & Infrastructure  
Management**  
Etobicoke Civic Centre  
399 The West Mall  
Etobicoke, Ontario M9C 2Y2

**Anne Marra**  
Director  
**Tel: 416-394-5723**  
Fax: 416-394-8935

**Date:** November 26, 2007

**To:** Uwe Mader, Transportation Services

**From:** Anne Marra, Director of Parks Development and Infrastructure Management  
Parks, Forestry and Recreation Division (PF&R)

**RE: Response to Emery Village Transportation Master Plan- Draft, dated October 2007.**

---

Thank you for the opportunity to comment on the above noted initiative. Our general and specific comments as well as our recommendations are set out below.

I. General Comments:

**Option 2C2:**

As stated in our response to “Preliminary Road Concepts (Ring Road and Rivalda Road Extension) at Emery Village”, dated October 22, 2007 (Attachment B), Parks, Forestry & Recreation does not support Option 2C2 through Habitant Park (as per Attachment A), as this option:

- Does not comply with Official Plan Policies as follows:
  - OP Section 2.3.2: Green Space System (Pg. 2-23, Pgrph 1, 3 & 4; and Policy 1)
  - OP Section 4.3: Parks and Open Spaces (Policies 4, 6 & 8)
- Does not comply with Secondary Plan (SP) as follows:
  - Section 10.3 Only identifies an “...eastward extension of Lanyard Road through the *Ontario Hydro Utility corridor* and development lands” and not through Habitant Park.
- Compromises parkland effectiveness by:
  - Resulting in the loss of parkland in a neighbourhood at risk and with identified low levels of local parkland provision.
  - Impacting park character and aesthetics through loss of green space and increased levels of noise and air pollution.

Note: The existing road has an access function, with low levels of traffic. The proposed road would take additional park space.

**Option 2A:**

As stated in our response to “Preliminary Road Concepts (Ring Road and Rivalda Road Extension) at Emery Village”, dated October 22, 2007 (Attachment B), this option:

- Requires a full assessment of the impacts on the existing Emery Yards, as stated in the Secondary Plan Amendment.
- Should be evaluated with respect to any costs to relocate and/or rebuild as assessed through the “Yard Rationalization Study” which will be completed by Facilities and Real Estate in 2008.

**Option 4D:**

The layout and design of any connections between Lindylou Park and the high-rises on the southwest quadrant should be discussed and approved by the Parks, Forestry and Recreation Division.

**II. Specific Comments:**

Specific comments are provided within the electronic version of the Emery Village Transportation Master Plan Report. They were sent to you by e-mail.

**III. Recommendations:**

Parks, Forestry and Recreation recommends that:

- The proposed 2C2 Option be moved outside of parkland, towards the Hydro Corridor, liberating park space, highly valuable in this particular community with low parkland provision levels.
- Option 2C2, once shifted towards the Hydro Corridor, be designed with a pedestrian friendly component (e.g. boulevard; broad sidewalks, etc) facing the park.

Any further discussions in regards to Option 2C2 or 4D, or any interventions within parkland (land owned by Parks, Forestry and Recreation) should be discussed and approved by the Parks, Forestry and Recreation Division.

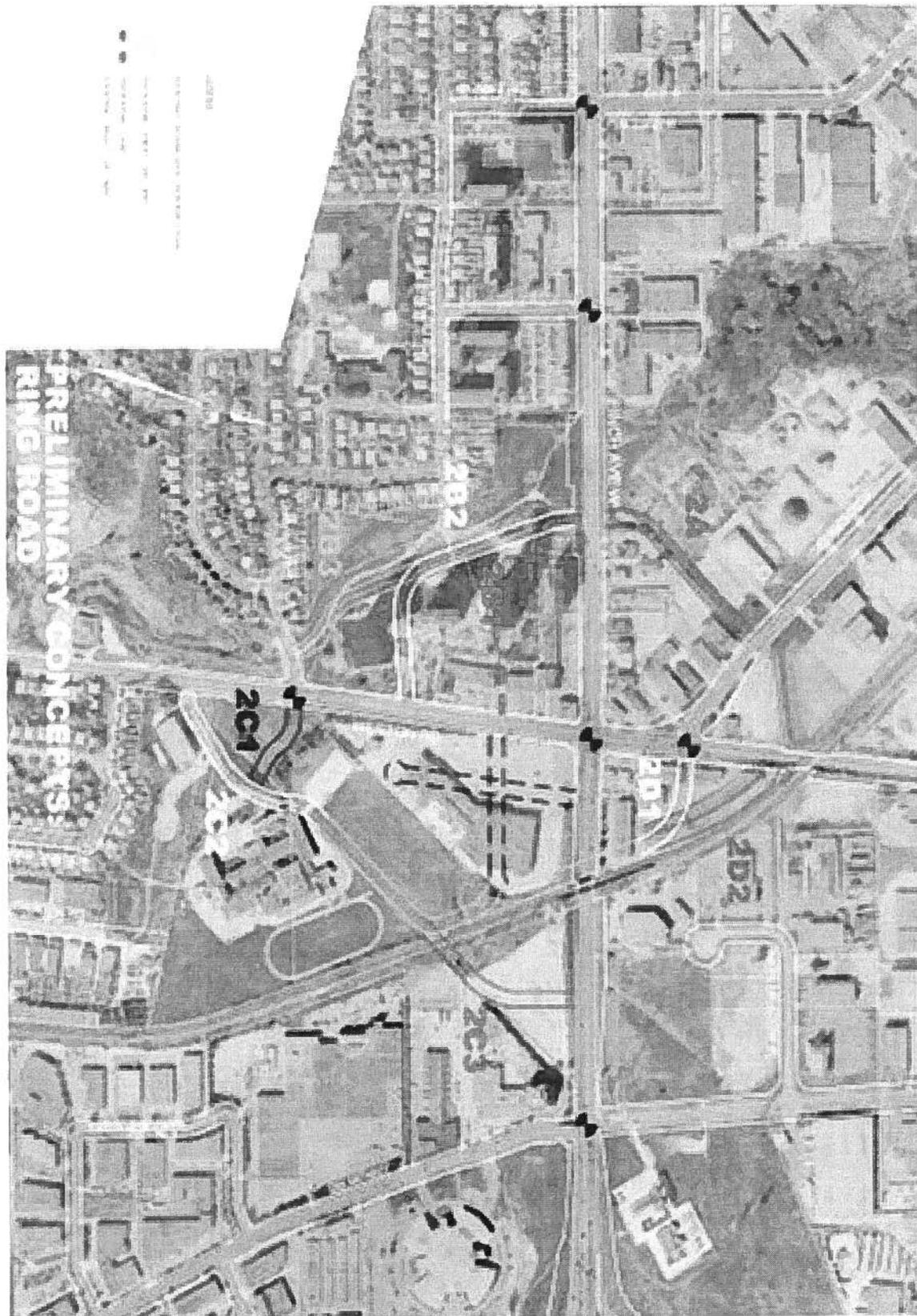
Sincerely

Anne Marra, Director  
Parks Development & Infrastructure Management  
Parks, Forestry & Recreation Division  
ag

**Attachments:**

Attachment A: Preliminary Concepts - Ring Road  
Attachment B: Memo- Response to Proposed Road Concepts (Ring Road and Rivalda Road Extension) at Emery Village

# ATTACHMENT 'A' PRELIMINARY CONCEPTS- RING ROAD



**ATTACHMENT 'B'**

**MEMO- RESPONSE TO PROPOSED PRELIMINARY ROAD CONCEPTS (RING  
ROAD AND RIVALDA ROAD EXTENSION AT EMERY VILLAGE)**

Parks, Forestry &amp; Recreation

**Parks Development & Infrastructure  
Management**  
Etobicoke Civic Centre  
399 The West Mall  
Etobicoke, Ontario M9C 2Y2

**Anne Marra**  
Director  
**Tel: 416-394-5723**  
Fax: 416-394-8935

**Date:** October 22, 2007

**To:** Uwe Mader, Transportation Services

**From:** Anne Marra, Director, Parks Development and Infrastructure Management  
Parks, Forestry and Recreation Division (PF&R)

**RE: Response to Proposed Preliminary Road Concepts (Ring Road and Rivalda Road Extension) at Emery Village.**

Thank you for the opportunity to comment on the above noted initiative.

To date, the proposed options (refer to Attachments A1 & A2) will have an impact on Parks, Forestry and Recreation properties, namely Emery Yard, Habitant Park and Lindylou Park. Since options "2B1" and "2B3" have been eliminated from consideration, our comments address options "2A", "2B2", and "2C2" only. Following is a summary of concerns with each option. Please refer to Attachment B for a detailed description of our comments and background.

**Option 2A (Proposed Road from Toryork Dr. to Finch Ave.):**

The road configuration will have an impact on Emery Yard; a number of PF&R programs which operate out of this site may be affected. This option:

- Requires a full assessment of the impacts on the existing Emery Yards, as stated in the Secondary Plan Amendment.  
Note: The Secondary Plan, Section 10.3, identifies a "local" road linking Toryork and Finch Avenue
- Should be evaluated with respect to any costs to relocate and/or rebuild as assessed through the "Yard Rationalization Study" which will be completed by Facilities and Real Estate in 2008.
- Is within the Ravine Protection by-law and the Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).

**Option 2B2 (Proposed Road from Finch Ave. to Weston Rd):**

The proposed road configuration through Lindylou Park is not supported by Parks, Forestry and Recreation as the option:

- Does not comply with Official Plan (OP) Policies as follows:
  - OP Section 3.4: Natural Heritage System (Pg. 3-23, Pgrph 3; and Policies 1 & 10)
  - OP Section 2.3.2: Green Space System (Pg. 2-23, Pgrph 1,3 &4; and Policy 1)
  - OP Section 4.3: Parks and Open Spaces (Policies 4, 6 &8)

- OP Section 3.4: Areas Below Top of Bank (Policy 8)
- Does not comply with Secondary Plan (SP) as follows:
  - Section 9 Identifies opportunities for “the improvement and expansion of the existing open space”; Section 9.3 states “The upgrading of Lindylou Park is encouraged”
  - Section 10.3 Identifies, “...a local road adjacent to Lindylou Park and not a major road within
- Compromises parkland effectiveness and appearance by:
  - Resulting in the loss of parkland (13% of Lindylou Park) in a neighbourhood at risk and with identified low levels of local parkland provision.
  - Obstructing park access from adjacent residential buildings and increasing potential of accidents of pedestrians crossing to/ from the park.
  - Creating significant grade changes with a retaining wall that will affect the access and visibility within and to the park. This may also create safety challenges.
  - Promoting the loss of habitat and significant trees as well as the potential alteration of storm water patterns associated with the Humber System.
  - Impacting park character and aesthetics through loss of green space and increased levels of noise and air pollution.
- Does not conform to directions identified in the Wet Weather Flow Management Master Plan (Section 8, Study Area 3; approved by Council in 2003) for bank revegetation of old Emery Creek (The road option is below top of bank).
- Is within the Ravine Protection by-law area; the Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).
- Is within TRCA regulatory zone; TRCA should be contacted directly in this regard.

**Option 2C2 (Proposed Road from Weston Rd to the CPR line):**

The proposed road configuration through Habitant Park is not supported by Parks, Forestry & Recreation, as this option:

- Does not comply with Official Plan Policies as follows:
  - OP Section 2.3.2: Green Space System (Pg. 2-23, Pgrph 1, 3 & 4; and Policy 1)
  - OP Section 4.3: Parks and Open Spaces (Policies 4, 6 & 8)
- Does not comply with Secondary Plan (SP) as follows:
  - Section 10.3 Identifies “...eastward extension of Lanyard Road through the *Ontario Hydro Utility corridor* and development lands” and not through Habitant Park.
- Compromises parkland effectiveness by:
  - Resulting in the loss of parkland in a neighbourhood at risk and with identified low levels of local parkland provision.
  - Impacting park character and aesthetics through loss of green space and increased levels of noise and air pollution.

- Is within the Ravine Protection by-law area; Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).

**Options 2C1, 3A, 3B & 3C:**

These options are outside of jurisdiction of PF&R, however, they may be within the Ravine Protection by-law area and should be reviewed with the Forestry Branch of PF&R (contact Vojka Miladinovik, 2-7815).

Should you require additional information regarding the above please contact Gary Short, Manager, Parks Planning, Design and Development (2-7438), Alex Shevchuk, Supervisor, Area Landscape & Planning Initiatives (2-0356) or Adriana Gomez, Parks Planner (4-8765) at your convenience.

Sincerely

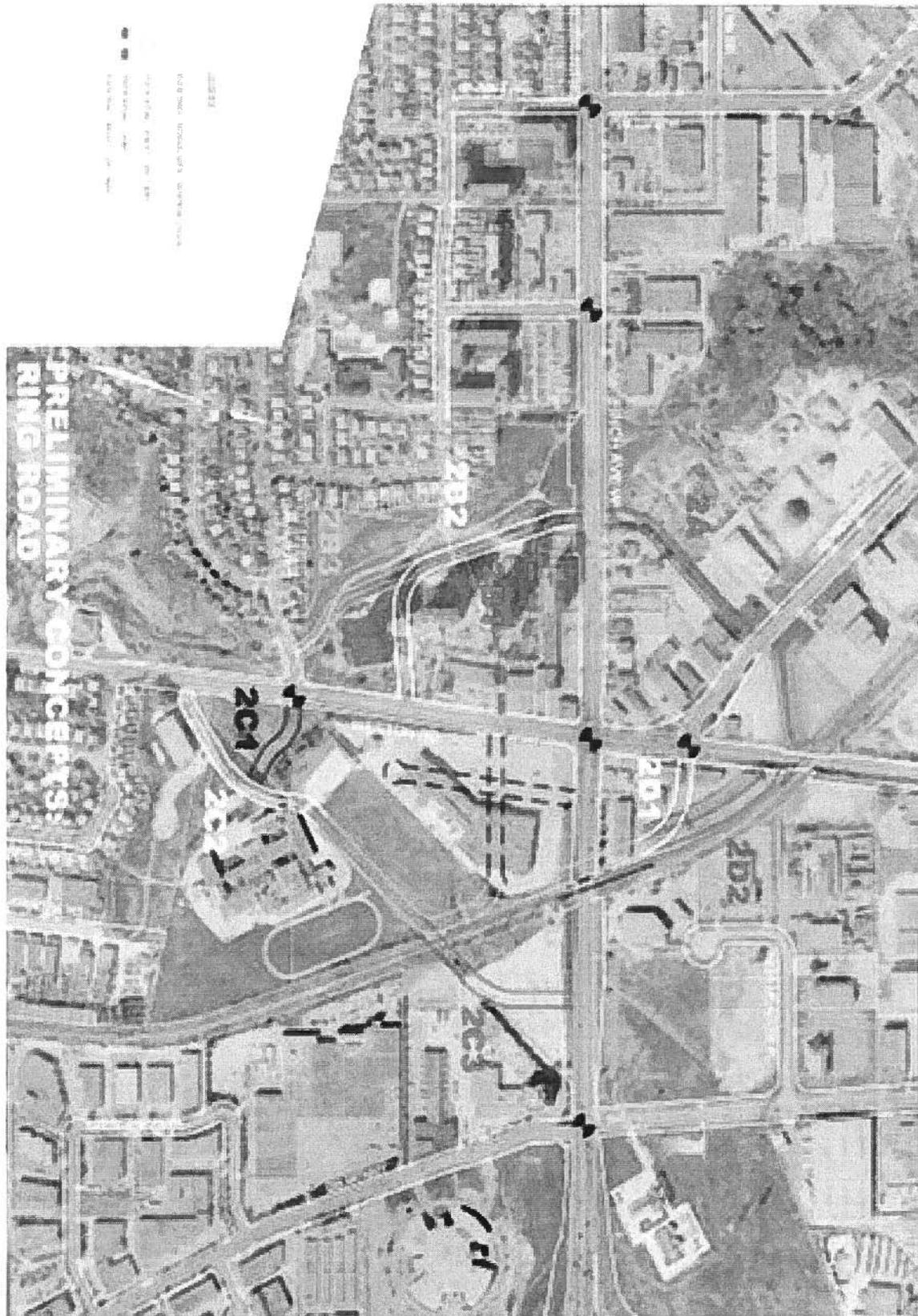
Anne Marra, Director, Parks Development and Infrastructure Management,  
Parks, Forestry & Recreation Division

c. Brenda Librecz, General Manager, Parks, Forestry & Recreation

**Attachments:**

Attachments A1 & A2: Preliminary Concepts - Ring Road and Rivalda Road Extension  
Attachment B: Background & Detailed Comments

# ATTACHMENT 'A1' PRELIMINARY CONCEPTS- RING ROAD





## ATTACHMENT 'B'- BACKGROUND AND DETAILED COMMENTS

### I. BACKGROUND:

#### Parks, Forestry and Recreation (PF&R) Properties Impacted by the road configurations:

The Emery Yard Site: Located at 61 Toryork Road, is approximately 17.81ha in size and accommodates 60% of Parks Construction Services; “Flying Crews” for North and West District, and Forestry crews. This facility is integral to Parks, Forestry and Recreation Services

Lindylou Park: Located at 14 Lanyard Rd, is approximately 4.5 hectares in size. It has a system of passive trails with shelters, volleyball courts, open green spaces and wooded areas. Being part of the Humber valley system, the park has a significant environmental value, in terms of habitat, trees, overland flow routes and the potential to infiltrate stormwater. It is highly used by the adjacent low-income development, with an estimated population of 3000.

Habitant Park: Located at 3383 Weston Rd, is approximately 2 hectares in size. It hosts an arena, bocce courts, and green open space, and is also part of the Humber Valley system.

Both Lindylou and Habitant Park are located in Humbermede, a ‘Neighbourhood at risk’, with identified low levels of local parkland provision. Preservation of open space resources is integral to supporting Neighbourhoods at risk.

#### Secondary Plan:

When the roads were proposed and approved as part of the 2002 Council approved Emery Village Secondary Plan (Chapter 26 of the OP), the road width and right-of-way (configuration) was not identified in detail. However, Section 10.3 of the Secondary Plan describes the roads as:

- (a) a local road linking Toryork Drive and Finch Avenue and
- (b) a local road adjacent to Lindylou Park linking Finch Avenue and Weston Road

(c) an eastward extension of Lanyard Road through the Ontario Hydro Utility corridor and development lands

Furthermore, Section 9 of the Secondary Plan identifies opportunities for “improvement and expansion of the existing open space network within the plan area”, one of which is “the upgrading of Lindylou Park” .

The Amendment to the Emery Village Secondary Plan- states “Staff of Parks and Recreation Division supports the development of the ring road section between Finch Avenue and Torvork.” The other road alignments are not mentioned.

The Amendment to the Secondary Plan also identifies that “a full assessment of the impacts on the existing Emery Yards...will be undertaken prior to construction of the roadway” .

## II. DETAILED COMMENTS:

### Option 2A: Proposed road from Finch Ave to TorYork Dr

**The road configuration will have an impact on Emery Yard; a number of PF&R programs which operate out of this site may be affected.**

#### Operational Requirements:

After review of the current PF&R operations based at Emery Yard (Parks Maintenance, Forestry, Technical Services / Parks Construction) any plan for a roadway would need a careful review to ensure there is no disruption to the existing operational requirements at this yard location:

- The yard is currently used by two different Districts, both North and West, to manage “flying” crews who provide service to parks in the area.
- Parks Construction carries out approximately 60% of their operation from the Emery Yard which services the entire North District
- Forestry Crews dealing with the Asian long horned beetle operate from this yard.

#### Yard Rationalization Study:

- Corporate Service’s “Yard Rationalization Study” will confirm the future direction for Yards in the City of Toronto. When the study is released and approved, staff in various Divisions will be able to assess the cost to relocate and/or rebuild as appropriate.
- The Secondary Plan (Attachment 1) requires a full assessment of the impacts on the existing Emery Yards.

#### Ravine Protection by-Law:

- This option is within the Ravine Protection by-law area; Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).



**Option 2B2: Proposed road from Finch Ave to Weston Rd:**

**The proposed road configuration through Lindylou Park is not supported by Parks, Forestry and Recreation:**

**Local Parkland Provision:**

- Lindylou Park is in a neighbourhood with identified low levels of local parkland provision, as per map 8(b) in the Official Plan.
- The proposed “2B2” road configuration will result in the loss of parkland (13% of Lindylou Park).
- Lindylou Park is located in Humbermede, an identified “Neighbourhood at Risk”. Parkland provision and improvement in recreation levels has been identified as a priority in these neighbourhoods. Loss of parkland would not support this priority.

**Environmental Impact:**

- Major environmental impact would result from the development of Option 2B2 (at Lindylou Park), including alteration of habitat, potential reduction in stormwater infiltration, alteration of grading and topography of valley land, alteration of overland flow routes, and loss of a significant amount of trees.

**Park Access & Safety:**

- Option 2B2 (at Lindylou Park) will constitute a physical obstacle for residents of adjacent buildings to access the park. These low-income residents are the main users of the park.
- Option 2B2 would increase the potential for pedestrian/ vehicular conflicts, especially among children, who would be crossing the road from adjacent buildings to/from Lindylou Park.

- Option 2B2, unlike other similar cases of roads adjacent to parks, would deteriorate park safety conditions. The change in grading, and the retaining wall potentially needed for the development of the road, would affect visibility lines and create hiding spots, as the park and the road would be at different levels. The proposed road would not have adequate “eyes on the park”, and the “eyes on the park” from adjacent buildings would be diminished. The retaining wall will also be an obstacle to access the park.

Park Character and Aesthetics:

- Proposed Option 2B2 would impact the passive character and aesthetics of the park, as green space would be reduced and increased levels of noise, air and visual pollution would result from this option.
- The changes in grading and the retaining wall will negatively impact aesthetics and the enjoyment of the park as a passive green space.

As per Official Plan- Disposal of Parkland

- According to Policy 7 of Section 2.3.2, and Policy 8 or Section 4.3, of the Official Plan, “the sale or disposal of publicly owned lands in the Green Space System and the Parks and Open Space System will be discouraged. No City owned land in the Green Space System will be sold or disposed of. However, City owned land in the Green Space System may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility”.

As per Official Plan - Natural Heritage System

- All of Lindylou Park, is identified in the Official Plan (OP) as “Natural Heritage System”. The “2B2” road development is inconsistent with the OP policies for protection and enhancement of these areas.
- According to Section 3.4 of the Official Plan, the Natural Heritage System is made up of areas where protecting, restoring and enhancing

the natural features and functions should have high priority in our city-building decisions; we must not only protect the existing urban forest, but also enhance it.

- According to Policy 1 of Section 3.4, public and private city building activities... will be environmentally friendly based on protecting, restoring and enhancing the health and integrity of the natural ecosystem, supporting biodiversity in the City and targeting ecological improvements, paying particular attention to:
  - habitat for native flora and fauna.
  - landforms, ravines, watercourses, wetlands, and associated biophysical processes;
  - natural linkages between the natural heritage system and other green spaces.

Preserving and enhancing the urban forest by:

- providing suitable growing environments for trees.
  - increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees;
  - regulating the injury and destruction of trees.
- According to Policy 10, development is generally not permitted in the natural heritage system, unless the underlying land use designation provides for development.

As per Official Plan -Top of Bank

- Option 2B2 is within the top of the bank of the valley.
- According to Policy 8, of Section 3.4 of the Official Plan, development will be set back by at least 10 meters from the top of bank of

valleys, ravines and bluffs;

- Any major alterations within those areas are highly discouraged by City's policies.

As per Official Plan- Green Space System:

- Lindylou Park is identified in the Official Plan as "Green Space System". Option 2B2 is inconsistent with OP policies for improvement and protection of these areas. The OP also prohibits the disposal of lands within the "Green Space System".
- According to Section 2.3.2 of the Official Plan areas within the Green Space System have a significant natural heritage or recreational value. They should be protected, improved and added to whenever feasible. The following roles of the Green Space System should be supported and advanced
  - These lands are the core of the City's ecosystem providing habitat for flora and fauna.
  - They improve our environment by recharging groundwater, cleaning the air and water and limiting damage that might arise from flooding and soil erosion.
  - They provide natural beauty and a variety of landscapes for reflection, contemplation and appreciation of nature.
  - They offer opportunities for passive and active recreation, community gardens, and environmental education;
  - And they offer unique tourism and entertainment destinations attracting visitors from across the region and elsewhere.
- According to Policy 1 of Section 2.3.2 of the Official Plan, Actions will be taken to improve, preserve and enhance the Green Space System by:
  - a) improving public access and enjoyment of lands under public ownership
  - b) restoring, creating and protecting a variety of landscapes

As per Official Plan- Parks and Open Spaces:

- Lindylou Park is identified in the Official Plan as “Parks and Open Space Areas”. Option 2B2 is inconsistent with OP policies for improvement and protection of these areas.
- According to Policy 4 of Section 4.3 of the Official Plan, the areas shown as Parks will be used primarily to provide public parks and recreational opportunities
- According to Policy 6 any development on Parks will:
  - c) protect, enhance or restore trees, vegetation and other natural heritage features
  - d) preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas...
  - e) maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors
  - f) maintain or expand the size and improve the usability of publicly owned Parks and Open Spaces for public parks, recreational and cultural purposes
  - g) respect the physical form, design, character and function of parks and Open Space Areas;
  - h) provide comfortable and safe pedestrian conditions

As per Official Plan- Emery Village Secondary Plan

- Section 10.3 identifies, “...a local road adjacent to Lindylou Park and not a major road within.
- Section 9 identifies opportunities for “...improvement and expansion of the existing open space network”, one of which is “The upgrading of Lindylou Park”

Impacts to Wet Weather Flow:

- Due to its topography and characteristics, Lindylou Park accommodates an overland flow route (on top of piped creek), and areas to infiltrate stormwater runoff. As per the intent of the Wet Weather Flow Management Master Policy, infiltration of stormwater runoff should be maintained or increased as necessary, and overland flow routes, as in this case, should be maintained and improved as necessary. The proposed 2B2 option would impact these stormwater functions.
- The proposed option does not conform with the direction of Wet Weather Flow Management Master Plan (Section 8, Study Area 3; approved by Council in 2003) for bank revegetation of old Emery Creek (The road option is below top of bank).

Ravine Protection by-Law

- This option is within the Ravine Protection by-law area; Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).

**Option 2C2: Proposed road from Weston Road to the CPR line.**

**The proposed road configuration through Habitant Park is not supported by Parks, Forestry & Recreation:**

Local Parkland Provision:

- Habitant Park is in a neighbourhood with identified low levels of local parkland provision, as per map 8(b) in the Official Plan.
- The proposed option “2C2” will reduce open green space in the park.

- Habitant Park is located in an identified “Neighbourhood at Risk”. Parkland provision and improvement in recreation levels has been identified as a priority in these neighbourhoods. Loss of parkland would not support this priority.

Park Character and Aesthetics:

- Proposed Option 2C2 would impact character and aesthetics of the park, as green space would be reduced and increased levels of noise, air and visual pollution would result from this option.

As per Official Plan- Parkland Disposal:

- According to Policy 7 of Section 2.3.2, and Policy 8 or Section 4.3, of the Official Plan, “the sale or disposal of publicly owned lands in the Green Space System and the Parks and Open Space System will be discouraged. No City owned land in the Green Space System will be sold or disposed of. However, City owned land in the Green Space System may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility”.

As per Official Plan- Green Space System & Parks and Open Space System:

- Option 2C2 does not comply with Official Plan Policies for Green Space System (Section 2.3.2 Pg. 2-23, Pgrph 1, 3&4; and Policy 1) - See description of policies above, under Detailed Comments for Option 2B2.
- Option 2C2 does not comply with Official Plan Policies for Parks and Open Spaces (Section 4.3 Policies 4,6 &8) -See description of policies above, under Detailed Comments for Option 2B2.

As per Official Plan- Emery Village Secondary Plan

- Section 10.3 identifies, “...an eastward extension of Lanyard Road through the Ontario Hydro Utility corridor and development lands”

and not through Habitant Park.

Ravine Protection by-law

- This option is within the Ravine Protection by-law area; Urban Forestry Branch of PF&R should be contacted directly in this regard (Contact: Vojka Miladinovik, 2-7815).

**Emery Village Transportation Master Plan Study  
Meeting with Emery Village BIA  
Thursday, October 25, 2007, 10:30 a.m. – 12:30 p.m.  
Carmine Stefano Community Centre**

**Attendance**

**City of Toronto**

Richard Beck – City Planning  
Joe Mariconda – Transportation Services  
Alex Shevchuk – Parks, Recreation and Forestry  
Adriana Gomez – Parks, Recreation and Forestry  
Greg Byrne – City Planning  
Al Smithies – Transportation Planning  
John Kelly – Transportation Planning

**iTRANS Consulting**

Margaret Parkhill

**Emery Village BIA**

Councillor Giorgio Mammoliti  
Steve Sanderson  
Tim Lambrinos  
Lorraine Chabot-Vecera - Chair  
Harbhajan Dhillon  
Ray Di Battista  
Sandra Farina - Coordinator

**(1) Finch Avenue West / Weston Road - Roundabout**

**Margaret Parkhill** provided an overview of roundabouts including their uses, benefits, and impacts. She reviewed the concept plan for a 3 lane roundabout and indicated that the roundabout identified on the concept plan is the minimum size. The green line on the drawing indicates property requirements. **Margaret Parkhill** stated that the proximity of the Traffic Control Signal at Toryork Drive to the lanes of the roundabout will reduce the effectiveness of any roundabout. She indicated that transit stops will need to be moved further away from intersection, which will result in greater distances and a longer walk for passenger transfers. **Margaret Parkhill** indicated that the roundabout would have impacts on accesses to properties and stated that accesses can not be in close proximity to the roundabout. Finally, she stated that that the roundabout radius may need to be increased to accommodate the weaving activity of larger trucks.

**Steve Sanderson** enquired as to what the threshold volume between 2 lane versus 3 lane roundabouts is. **Margaret Parkhill** indicated that this was 40,000 vehicles per day. She

indicated that an analysis for the 2 lane roundabout undertaken by iTRANS concluded that such a roundabout was insufficient for demand at Finch Avenue West and Weston Road.

**Tim Lambrinos** enquired as to what are the benefits of roundabouts, and specifically how could it benefit this area? **Margaret Parkhill** responded that some benefits are community enhancement, a reduction in vehicular traffic speeds around the roundabout, and reduced collision risk - specifically there would not be any angle-type collisions. **Al Smithies** indicated that safety benefits from roundabouts are limited to lower volume roadways. **Councillor Mammoliti** indicated that the BIA does not wish to make infrastructure changes; however, perhaps a smaller roundabout could be implemented. **Al Smithies** indicated that staff does not feel that a smaller roundabout will be feasible, therefore the City will need to go back to Medallion, to ask for more property. We can only implement the roundabout if we have all corners of the existing intersection. Also would have injuries affection claims from closing accesses.

**Councillor Mammoliti** indicated that he is willing to forego the issue of a roundabout for the intersection of Finch Avenue West and Weston Road if the BIA is in agreement about doing so. He indicated that there needs to be language in the Secondary Plan regarding the location of a GO train / bus station.

**Councillor Mammoliti** also indicated that he wished the historical Emery Village train station as a place that should be used/referenced for a new GO Station. He stated that the Secondary Plan needs to identify the exact location of the flagpole. **Al Smithies** stated that the City needs to have the developer provide the footprint for the flagpole, including details about the support structure to ensure that the flagpole doesn't conflict with any new road alignments.

**Councillor Mammoliti** indicated that he will approach the Emery Village BIA regarding the flagpole location and its preliminary design. In his discussions with the developer he can perhaps reference two possible locations for the flagpole, for instance two locations such as on the north side of Finch Avenue, at the south end of the existing Emery Yard, west of Option 2A, or on the south side of Finch Avenue West, east of Arrow Road near Highway 400 and the Prayer Palace.

All in attendance agreed that the roundabout option will not be carried forward for further consideration.

## **(2) Connection of Toryork Road to Finch Avenue West (North-West Quadrant)**

This option provides benefits from a transportation and planning perspective and all in attendance agreed that this option should be carried forward as the currently identified road alignment Option 2A.

**Councillor Mammoliti** indicated that the importance of this connection was not only to divert traffic from the Finch Avenue West / Weston Road intersection but also to provide access to the proposed ice rink on the Emery Yard lands.

### **(3) Connection of Rivalda Road to Toryork Drive**

The main benefit of such a connection would be to remove truck traffic from Weston Road. There is the potential for a significant impact on the north east corner of the Finch Avenue West and Weston Road intersection. Such a connection could perhaps result in further impact on the feasibility of a roundabout. A connection of Rivalda Road to Arrow Road would provide an alternate access to Highway 400. The area surrounding this connection is more industrial and would be a better location for truck traffic to travel along.

This option would connect Rivalda Road to Arrow Road. This would permit northbound truck traffic to avoid the Finch Avenue West / Weston Road intersection. Such truck traffic could travel north on Arrow Road and then Signet Drive then travel west on Fenmar Drive to connect with Weston Road.

**Councillor Mammoliti** indicated that he saw the benefit of option 3B.

### **(4) Road Alignment in South West Quadrant**

**Al Smithies** indicated that the consultant and staff do not recommend a road alignment through Lindylou Park. **Ray Di Battista** stated that he was concerned that this new development is protecting for a roadway that connects Weston Road to Finch Avenue West; however, this roadway connection is being removed as a result of the Transportation Master Plan study. **Richard Beck** outlined the possibility of providing a local road on private property, in this area, through the development review process. This road would have limited vehicle carrying capacity and would primarily serve to provide access and servicing to adjacent properties. Wording to this effect will be included in the Transportation Master Plan. **Councillor Mammoliti** stated that he would like a road on private property in the south west quadrant to be specifically defined in the Transportation Master Plan.

### **(5) Transit Initiatives**

**Richard Beck** reviewed transit issues in the area including the Transit City initiatives and Official Plan provisions for future GO train service in the study area. BIA members expressed the need for improved transit service in the area and asked that the Transportation Master Plan speak to this issue.

### **(6) Timing of Transportation Master Plan**

Staff indicated that they could delay submitting the Transportation Master Plan to Committee until additional detailed work on the pedestrian bridges has been undertaken

and the Official Plan Amendment is ready for submission to Committee. The Official Plan Amendment could proceed to Committee at the same time as the Transportation Master Plan. The reporting process will be discussed further with the Councillor. Approximate timing for reporting is April / May of 2008.

### **(7) Pedestrian/Cycling Connection**

**Councillor Mammoliti** indicated that the TRCA and the Church south of Habitant Drive were in discussions. There is a recommendation for a pedestrian crossing to Lindylou Park over Lanyard Road. The TRCA is proposing a small service road adjacent to church for access to stormwater ponds. The Parks, Forestry and Recreation Division is aware of the stormwater pond planned by the TRCA south of Lanyard Road.

Although not part of the Transportation Master Plan exercise, the BIA asked that a discussion be included in it regarding the need to connect Lindylou Park trail south of Lanyard Road and ultimately to the Humber River trail system. TRCA is doing work in the area. Alex Shevchuk is dealing with TRCA and will follow-up on this issue.

### **(8) Meeting Summary**

City staff stated that they:

- i. support removing the roundabout from consideration in the Transportation Master Plan;
- ii. support removing the issue of a connection of Rivalda Road to Toryork Road
- iii. support road alignments 2A, 2C4, and 3B;
- iv. support having a road alignment on private land adjacent to Lindylou Park in the South West Quadrant;
- v. support undertaking further work on pedestrian overpasses; and,
- vi. support removing the proposed north – south road between Finch Avenue West and the east – west road on the Medallion site that is identified in the Emery Village Secondary Plan.

**Lorraine Chabot-Vecera**, speaking as the Chair of the Emery Village BIA, indicated that the BIA, including Councillor Mammoliti:

- i. supports removing the roundabout from consideration in the Transportation Master Plan;
- ii. supports removing the issue of a connection of Rivalda Road to Toryork Road
- iii. supports road alignments 2A, 2C4, and 3B;
- iv. supports having a road alignment on private land adjacent to Lindylou Park in the South West Quadrant;
- v. the BIA will investigate obtaining concepts for the location of the flagpole;

- vi. Councillor Mammoliti is interested in further study being undertaken on the concept of a pedestrian bridge north of Lanyard Road coming off of the embankment from the Medallion site;
- vii. supports undertaking further work on pedestrian overpasses; and,
- viii. supports removing the proposed north – south road between Finch Avenue West and the east – west road on the Medallion site that is identified in the Emery Village Secondary Plan .

### **(9) Additional Meetings**

There will be another meeting to discuss pedestrian bridges in the new year.

Emery Village Transportation Master Plan Study  
Meeting with Emery Village BIA  
Wednesday, April 11, 2007, 3:00 p.m. - 6:15 p.m.  
Humber-Sheppard Community Centre

**ATTENDANCE**

**City of Toronto**

Uwe Mader - Transportation Services  
Al Smithies - Transportation Services  
Joe Mariconda - Transportation Services  
Richard Beck - City Planning  
Ed Presta - City Planning

**Toronto District School Board**

Mario Silva

**iTRANS Consulting**

Margaret Parkhill – Consultant Project Coordinator

**Emery Village BIA**

Councillor Giorgio Mammoliti  
Harbhajan Dhillon - Chair  
Sandra Farina - Coordinator  
Tim Lambrinos  
Jack Shyu  
Maxwell Wynter  
Lorraine Chabot Vecera  
Ray Di Battista - ATC (Advisory Transportation Committee)  
Deanna Boniello

**1.0 Introductions**

**Al Smithies** opened the meeting at 3:10 p.m. He said the City is looking to move beyond the Secondary Plan document and identify which links can be introduced. The City would like to determine what is feasible from a transportation, cost and property perspective. The City would like to move forward on the Plan by determining which options are feasible in the short-term and which options are feasible in the future.

**Ray Di Battista** asked whether the City has some flexibility with respect to the plan it presented at the Open House. **Al Smithies** said there is flexibility since a range of options was presented. There may have been an impression that there was no choice in the process but this is not the case. The City has done a study of what is possible and what the constraints are. The City is committed to the Secondary Plan but staff needs to

know where to put its efforts. The Plan will be implemented on a staged basis because there is not enough money to implement all the changes at once.

**Councillor Mammoliti** said the community began this project nine years ago because it wanted changes. The community fulfilled its end of the bargain by having proper formal discussion to communicate its wishes to the planning department. The community came out with what it thought was a solid recommendation. The community did not object to the recommendation and there was no appeal from anyone in the community to the Ontario Municipal Board.

**Councillor Mammoliti** said the City said no to a number of the recommendations coming out of the charettes, but said that there would be another kick at the can. The City said there would be an environmental assessment (EA) study and money was set aside for this purpose. The City said an EA needed to be done with respect to a lot of issues. The community agreed to bump up a lot of the approvals with the understanding that this process would come later. **Councillor Mammoliti** said he understood the EA money would still be there, but somewhere along the line someone took the EA money out and instead went with this current process. Now the community is trying to implement as many of the recommendations as possible and will have to try to make amendments to the secondary plan.

**Councillor Mammoliti** said he will push the recommendation for traffic circles and said this is also Mayor Miller's recommendation. The recommended roads and pedestrian bridges are still important. He also emphasized that pathways are not the same as roads.

**Councillor Mammoliti** said some of the frustrations the City and consultants are hearing result from the fact that the community participated in the charettes and heard some commitments from the City that were not kept. There were no appeals of the original recommendations because of what the community initially thought they were getting.

**Councillor Mammoliti** said he understands the financial constraints more than anyone because he is the person who will have to find the money for these projects. The community would feel better knowing this is a staged implementation as opposed to thinking some of the recommendations would not happen. **Councillor Mammoliti** said he could pursue possible expropriations with City Council if this is necessary to make the Secondary Plan happen.

## **2.0 Review Emery Village Secondary Plan and Emery Village BIA Master Plan**

**Margaret Parkhill** described the Emery Village Secondary Plan. The plan is focused on the intersection of Finch and Weston Road, which is a smaller area than that covered by the Emery Village BIA.

**Tim Lambrinos** said the community's street improvement plan was not detailed and some aspects of the plan were only described briefly. It was not a comprehensive

statement of what the BIA wanted to see. There should be dialogue to identify the BIA position, particularly because the City did not ask the community about its position. **Margaret Parkhill** described a number of options that were considered and presented some drawings to provide meeting participants with an idea of what options were considered. Pedestrian links and transit links were not shown in the drawings.

#### Northwest quadrant of Finch/Weston

**Margaret Parkhill** said a link road identified as 2A is a preferred option.

**Ed Presta** said laneways (5A1, 5A2, 5A3) are no longer an option in this area because the development concept was changed from condominiums to townhouses. **Councillor Mammoliti** said the developer does not need to pay for a laneway because of the reduced density of the development. There is a directive by City Council build road link 2A and **Councillor Mammoliti** said he would be very unhappy if staff used the Secondary Plan to avoid putting in the road. **Uwe Mader** said the preferred solution drawing at this time identifies link 2A, as shown in the Secondary Plan. **Al Smithies** said laneways could not be placed over underground parking garages in the development because the City would be liable if the structure collapses. **Councillor Mammoliti** said the developer presented a particular development model that the City approved and then the developer came back with a new development model that prevented the building of laneways on the site.

**Tim Lambrinos** asked what the option would be at 2A. **Al Smithies** said the 2A road link would likely be a four-lane two-way road; however an environmental assessment would be required to determine the design. Such a road could be put in tomorrow as it has very few constraints from a property and financial perspective. **Councillor Mammoliti** said money is not a limitation in this instance. **Councillor Mammoliti** said he may not support this two-way road if no ring road is being built. The ring road was supposed to be a link to take traffic around the intersection.

**Maxwell Wynter** said most BIA members present at the meeting drive in the area every day but he does not see himself using the 2A road link if it is not part of a ring road. The 2A road link will not work without the south part of the ring road. **Councillor Mammoliti** said there were two arguments for the ring road. First, the road was to help get people around the village. Closing Weston Road from Lanyard Rd to Finch Ave would create a pedestrian area that would benefit both pedestrians and local businesses. A link road would also get tractor trailers and other large vehicles out of the area.

**Margaret Parkhill** said their recommendation was road link 2A. Road link 2A would help divert traffic from Finch and Weston. If the intersection with Finch Ave is signalized, the signal would provide an at grade pedestrian connection across Finch Ave. It will divert any trucks at Toryork that want to travel west on Finch, thus providing traffic relief at the Finch Ave and Weston Rd intersection.

**Councillor Mammoliti** said the tail end of the Emery Works/Parks Yard is to the west of the road link 2A. One of the other directives given to Council was to give the developer

the opportunity to develop the south side, take down the fence, install a 47-story flagpole with an ice rink around it and set up some businesses and stores around the ice rink and flag pole. The developer would manage and keep the businesses for himself and was going to provide a road and flagpole in return. The zoning at the south side of the Emery Yard was changed to parkland so that people could cross the proposed pedestrian bridge over Finch Ave and use the newly created park. Now there is resistance to this project by the Works and Parks departments. They want to keep that fence up that currently exists at the site and keep that land for themselves. **Al Smithies** said that road link 2A road does not preclude that from happening. **Councillor Mammoliti** said he wanted to describe the history of how this plan came about since he made motions at Council to make this plan possible and decisions were made based on agreements with developers.

**Jack Shu** asked whether road link 2A could be extended a little further west to reduce the traffic near his property because there is a lot of traffic around the Canadian Tire gas station and Burger King. **Councillor Mammoliti** said it may be possible to include **Jack Shu's** quadrant in the plan and change the zoning because the Secondary Plan is being revisited.

#### Southwest quadrant of Finch/Weston

**Margaret Parkhill** indicated that Emery Creek currently runs under Lindylou Park through a large pipe. As such, a road cannot be built over this pipe. In addition, a road on the edge of the park would require significant grading and retaining walls. Currently, there are pedestrian pathways, tennis courts, and gazebos within Lindylou Park.

For the southwest quadrant of Finch Ave and Weston Rd, several options were considered, even more than those shown on the drawings. Of the many options available, options 2B1, 2B2 and 2B3 were considered as the best options and were evaluated in detail. **Margaret Parkhill** presented photographs illustrating key features of the area. She said the team looked at cost, physical feasibility and impacts on various socio-economic elements in considering the options. She said that none of the options were considered feasible or preferred based upon evaluation of these factors. However, **Ed Presta** said that the City has recently obtained plans for the existing underground parking structures of the apartment buildings in this quadrant. Based upon these plans there could be a reevaluation of the options and their feasibility. **Richard Beck** said the surface parking would be almost exactly above the underground parking.

**Tim Lambrinos** asked why 2B3 was even considered if it runs over the pipe carrying Emery Creek. **Al Smithies** said this was just an option and **Richard Beck** indicated that it had been screened out.

**Maxwell Wynter** said that at the PIC the City indicated that the Finch Ave/Weston Rd intersection was at capacity and that Milvan Dr/Rumike Rd and Finch Ave intersection was over capacity. Another 3000 housing units are expected in the area in the next five years. How will we accommodate 15000 new people in the area? There is nothing proposed in the Plan to alleviate or deal with increased traffic. The only other road

proposed was a dead-end road that could be opened later. The community believed the changes recommended were necessary. This area of Toronto is challenged by the flight of businesses, perhaps more than any other area of the City. York Region is just across Steeles Avenue and presents a more attractive tax regime for business owners. The community needs this plan to improve the area. Just one coffee shop opening in this area made a big difference in employment. Do not worry about the cost of these improvements because the improvements will help the community. **Al Smithies** said we have to worry about cost. **Councillor Mammoliti** said he can understand physical constraints but he has the responsibility of obtaining funding. He said City staff had told him the community's goals would never be achieved because of the cost. However, **Councillor Mammoliti** said he has proven that he can find the money, as he has identified partners and has secured more Section 37 money than in any other area of the City.

**Maxwell Wynter** said people driving through the area seven years from now will ask why there is gridlock. Either you can say the right solution was offered and the powers above did not accept it, or you can say that the professionals made the wrong recommendation. It is up to you decide what your reputation is going to look like a number of years from now.

**Tim Lambrinos** said 2B3 should be scrapped for the time being because moving the pipe that carries Emery Creek would be a costly and large undertaking. **Tim Lambrinos** said two of the constraints stated here were pedestrian access and the size of the retaining wall or level. Could City staff look at at-level stairs or an underground walkway or a tunnel? **Margaret Parkhill** said the quality of the park would be reduced if a road carrying large trucks went through it, and this road would separate the park from the 4 existing apartment buildings. **Councillor Mammoliti** said the entire community was ready for a ring road and made no appeal to the Ontario Municipal Board when it was proposed. **Ed Presta** said 2B2 was not presented to the public because the underground structures were unknown at the time of the presentation. The 2B options had some of the highest costs, particularly in terms of the natural environment, with only moderate traffic improvements. **Councillor Mammoliti** said there are condoms and needles in the park. A road in the park would provide better police access to the park. People want the ring road and the City should not try to take away the work that has already done over the last nine years. There have probably been fifty meetings about this topic. **Ed Presta** said staff did not consider 2B2 because of the extent of the underground parking structures was unknown. Staff will reconsider 2B2 in light of the new information available regarding the location of the existing underground parking structures.

**Tim Lambrinos** said the consultant described only a moderate traffic improvement for 2B2. However, in reality 2B2 has a greater impact than 2A because there is far more northbound Weston Road traffic heading west on Finch Ave than there is southbound Toryork traffic heading west on Finch Ave, as well as eastbound traffic on Finch Ave heading southbound on Weston Road.

**Uwe Mader** asked **Margaret Parkhill** to talk about the traffic analysis that was undertaken as part of this study. **Margaret Parkhill** indicated that the traffic analysis considered the full planning horizon and a full build-out, which included consideration of planned developments as well as the potential for development based on the latest zoning, even for properties that are currently not in the development process. **Councillor Mammoliti** said the City and consultants should be interested in hearing the community's opinion on traffic. If 2B2 is an option on the table then one half of the ring road is being recommended.

**Ray Di Battista** said automobile traffic should be raised and not pedestrian traffic. **Ed Presta** said that option 2B2 would require a lot of fill. **Ray Di Battista** said the roadway could also be put on the crest. **Ed Presta** said these options would be expensive. **Uwe Mader** said 2B2 will be re-evaluated. He described the EA stages for the Emery Village Transportation Master Plan Study. Cost is one of a number of considerations when alternatives are evaluated in the EA process. He said most of the roads identified in the Transportation Master Plan would be considered separately under a Class EA study (Schedule C) to determine the preferred design.

#### Southeast quadrant of Finch/Weston

**Margaret Parkhill** described the features of the southeast quadrant of Finch Ave and Weston Rd. She then described the proposed and preferred options for this area.

**Councillor Mammoliti** asked where the ring road would be in the southeast quadrant. **Margaret Parkhill** indicated that the road identified as 2C could either be brought north to Finch Ave or it would be brought to Arrow Rd.

**Councillor Mammoliti** said another option was to extend Rivalda Road between the school and the arena connecting to 2C2. **Councillor Mammoliti** said there were a number of attachments to the Secondary Plan that were never adopted by Council. A Rivalda Road extension was described in one of the attachments. The 2C road should eventually be connected to Finch Ave as part of a ring road. **Ed Presta** said this option would involve losing a lot of land in terms of parking for a potential transit station. Also, the access point at 2C and Finch Ave proposed by **Councillor Mammoliti** would be fairly limited due to the rail bridge over Finch Ave and the existing vertical grade on Finch Ave. Another option is to extend 2C under the railway to Arrow Road. **Uwe Mader** said extending 2C to Finch Ave or Arrow Rd could be evaluated in more detail.

**Councillor Mammoliti** said building a ring road, including a road extension at 2C to Arrow Road, would take tractor trailer traffic off of Weston Road. Also, the TTC has recently said that it will not provide service on Rivalda Road because it is a dead-end road. Extending Rivalda Road would help both students at Emery Collegiate and workers from businesses on and around Rivalda Road as they would have TTC access on Rivalda, rather than having to walk for up to two kilometers on Rivalda Road to get from the TTC transit stop to their destination.

**Mario Silva** said that the School Board may resist the extension of Rivalda due to the impact to school grounds. He said that he understands the benefits of Options 2C1 and 2C2, such as street frontage for the school and better pick-up or drop-off locations.

**Councillor Mammoliti** indicated that the community does not want 5C to be a road; it should be a pedestrian link or trail. **Al Smithies** said that the functions of the links are not yet defined, and the options will be considered.

#### Northeast quadrant of Finch/Weston

**Margaret Parkhill** described Sub-options 2D, 2D1 and 2D2. At the time of evaluation, a large socio-economic impact was identified as a result of the large number of businesses in the northeast quadrant. 2D1 has some serious technical issues due to the existing traffic operations at the intersection of Toryork and Weston. The northbound left has a lot of queues. The queues will get longer as the east-west traffic needs more time at the signal to get through, which takes signal time away from the north-south traffic. 2D2 has other issues due to the existing CP rail bridge which limits sightlines and the existing grade on Weston Road. The link 2D, which is the potential bridge over Finch Ave, also has technical issues due to the existing rail structure, impact to the former mall site on the south side of Finch, and the grades and structure that would be required to bring the road over Finch, and then bring it back to be level with Weston Road north of Finch Ave.

**Tim Lambrinos** asked about the option of extending the road to east of the rail-line. **Margaret Parkhill** said the boundary of the Secondary Plan is to the west of the rail-line. **Al Smithies** said extending the road to east of the rail-line would still be problematic. **Councillor Mammoliti** said such a road could have a link to Weston Road along Fenmar and Arrow/Signet.

**Al Smithies** suggested reviewing the issue of the roundabout. **Councillor Mammoliti** said he wants to talk about the potential to rezone the 2D1 corner as parkland or institutional property. **Councillor Mammoliti** said he supports the 2D option as long as the ring road connects to Weston Road. **Al Smithies** said this would require expropriating the property at the northeast end of 2D. This would be expensive and would essentially sterilize the area. A BIA member said expropriating the land could result in the loss of a lot of BIA members because the property currently has a number of thriving businesses whose owners are BIA members. **Councillor Mammoliti** indicated that the historic Emery Elementary School was on that site and it could eventually be rebuilt on that property and said the school used to be at that site. **Tim Lambrinos** said that option 2C extending to and connecting with Arrow Rd would be better than connecting to Finch Ave, which would probably add more traffic to Finch Ave. The group was generally in favour of possibly extending 2C to Arrow, and then the ring road would be Arrow to Signet to Fenmar, and 2D would not be needed.

Another BIA member said it might not be difficult to have the land designated for a future transit station. **Councillor Mammoliti** asked whether the discussions about possible expropriations need to be kept confidential. **Uwe Mader** said an Official Plan

amendment is required to enact the preferred option. Both processes are public. Aspects of the current Official Plan which involve land which will eventually be expropriated; this information is public.

### Roundabout

**Margaret Parkhill** explained what a roundabout is. She explained that the benefits of a roundabout include increased speed and operation through an intersection compared to traffic signals because traffic does not need to stop at a roundabout, only yield to traffic in the roundabout. In the United States, roundabouts are gaining popularity, and are generally used in rural areas. A two-lane roundabout at Finch and Weston was considered but this size of roundabout works only with certain types of traffic flow. A three-lane traffic roundabout could work, but it creates problems for pedestrians who must cross traffic without the benefit of having the right-of-way which is controlled at traffic signals. Beyond a certain level of traffic volume, the roundabout does not work as well as signals. Both a two-lane and three-lane traffic roundabout would require extra land around the intersection which would impact all the businesses on each corner of the intersection. **Al Smithies** said the roundabout creates safety issues for cyclists and pedestrians and noted that expropriation of property around the intersection would be costly.

**Uwe Mader** asked how many three-lane roundabouts exist in North America. **Margaret Parkhill** said she is not aware of any three-lane roundabouts in Canada connecting urban arterial roads. **Margaret Parkhill** said Waterloo Region has built some roundabouts but they are generally in industrial parks where there is no transit or pedestrian traffic, and at most are two-lanes.

**Maxwell Wynter** said there are a lot of roundabouts in highly dense areas in Jamaica. Roundabouts work where traffic is lighter. When traffic is very heavy roundabouts do not work. There is an example in Jamaica of a roundabout involving heavy traffic where the resulting poor traffic operation caused the roundabout to be replaced with traffic signals. When roundabouts are very large, they only work where there are tunnels or bridges for pedestrians. He would have difficulty believing a roundabout in this location would improve the community. **Al Smithies** said the decision to take out the traffic signals should not be taken lightly because once they are removed it would be very hard to change the intersection back to signals.

**Councillor Mammoliti** said the community is diverse and community members are used to the concept of the roundabouts and pedestrian walkways. Property expropriation is a valid concern.

**Tim Lambrinos** said expropriating land on the northeast corner of Weston Rd and Finch Ave would be a positive factor because that area is the historical site of first brick school house in Emery Village. **Councillor Mammoliti** said expropriation would not be necessary if the site was rezoned to potentially house a historical monument. **Al Smithies** said expropriation is not the same as confiscation. Owners of property to be

expropriated get full benefits. The City pays full market value and sometimes pays more than market value. Putting in road links through expropriated property is expensive and involves a very lengthy legal process.

**Councillor Mammoliti** asked whether there is the option of expropriating land later to reserve the space to build roundabouts in the future. **Al Smithies** said a functional plan needs to be prepared. City staff must first be satisfied that the plan is feasible and that the positives outweigh the negatives.

**Tim Lambrinos** said pedestrian bridges must be considered if a roundabout is planned. Another BIA member said bridges are safer than tunnels. Another BIA member said the roundabout should be shifted east so that only two properties are impacted. **Councillor Mammoliti** said shifting the roundabout east would take land away from the piazza on the southeast corner. Another BIA member said barriers are needed outside the roundabout to create barriers to protect pedestrians so that they would not jaywalk and such barriers would harden the intersection. **Tim Lambrinos** said pedestrian bridges with escalators are an option used in Las Vegas.

**Councillor Mammoliti** said the eastern civilizations are better than us in traffic control. Eventually the western world will catch up. He said City staff should study the feasibility of roundabouts; staff should consider roundabouts that are planned into future developments rather than roundabouts whose construction requires expropriation. **Al Smithies** said roundabouts with such large traffic volumes would have to have a large diameter to accommodate weaving traffic, and a major constraint is the availability of property to build the roundabout and whether or not it makes sense for traffic.

### 3.0 Transit Initiatives

**Al Smithies** said staff supports transit initiatives but noted that GO transit planning is not within the City's jurisdiction. **Councillor Mammoliti** said the community, businesses and politicians are unanimous in wanting transit improvements in the area that could include a GO station, a transit station, a bus terminal or a light rail line along Finch Avenue. **Ray Di Battista** said staff should show the possibility of the GO option in the Secondary Plan. **Councillor Mammoliti** agreed that the Secondary Plan should include the GO option in order to show the community's desire for more transit.

**Margaret Parkhill** said the Official Plan and recent announcements by the TTC indicate a possible LRT line along Finch from York University / Spadina subway extension that links to Hwy 27. **Al Smithies** said an LRT line would complicate plans for a roundabout. **Councillor Mammoliti** said he would obviously prefer the transit option if the two options conflict. A BIA member said the transit plans must be referenced in the Secondary Plan.

**Margaret Parkhill** reviewed the potential for a new GO train service on the CP MacTier rail subdivision. Staff support this idea, but additional studies would have to be done by GO. Several factors must be considered before implementing a new train service,

including how big the train would be, where would it go to and from, if it goes to Union is there capacity at Union for additional service, and so on. **Uwe Mader** said these logistics are not in the scope of this study, but the Secondary Plan can be written to support transit initiatives.

**Richard Beck** presented some information from a study done by GO for potential future bus rapid transit in the hydro corridor from Finch Ave southwest towards the airport. Timing for these plans is likely dependent on funding. It is not clear when or if bus rapid transit in the hydro corridor might happen.

#### 4.0 Pedestrians and Cyclists

**Margaret Parkhill** identified the pedestrian connections. Pedestrian bridges are not off the table. **Councillor Mammoliti** said pedestrian bridges have to be in the Master Plan because they have already been identified as a mechanism for people to get across the roads in a safe way. The bridge at Lanyard Road should be included in the Master Plan. **Ed Presta** said traffic signals provide a safe way for pedestrians to cross streets. Pedestrian counts and traffic studies have shown that pedestrians prefer to cross at a signal rather than use a pedestrian bridge if both options are provided close together. **Ed Presta** said he understand that the pedestrian bridges are meant to be an entryway into Emery Village. Rather than building a pedestrian bridge, an entry feature could be designed from a more aesthetic perspective. **Councillor Mammoliti** said it has already been established that Medallion will pay for a structure on their property linking to an elevated walkway. **Al Smithies** said a bridge has to accommodate the disabled and this could result in a large footprint. **Councillor Mammoliti** said the park was taken over from the condominium in order to have a pedestrian bridge. **Al Smithies** said bridges are expensive to build on a standalone basis and would be cheaper to build as part of concurrent road construction. The City will consider adding a bridge to this site when it is building a roadway. **Councillor Mammoliti** said the option of a pedestrian bridge or path should not be taken out of the Master Plan because including the option in the plan would facilitate future planning and approvals.

With reference to the trails along Emery Creek south of Lanyard, **Tim Lambrinos** said people will take the easiest pathway. They will take the route of “least resistance”. There are dirt pathways that already hook into the existing pathway along the Humber. Lanyard should be linked to the existing pathway. There should be a pedestrian bridge where there is a “least resistance” pathway. Also, a walkway bridge should be built over the creek in the park because pedestrians currently cut through the creek by walking on a series of rocks. **Margaret Parkhill** said she will talk to the TRCA about connectivity through these lands, as they are owned by the TRCA.

**Tim Lambrinos** said he wanted greenery north of Finch Ave, north of Lindylou Park, where the fence on the north side has not yet been taken down. **Al Smithies** said the City’s Planning and Transportation staff cannot do much on Parks property because of jurisdiction issues but he committed to asking Parks about these pedestrian traffic issues. **Councillor Mammoliti** said the mandate here is to make recommendations to amend the

Secondary Plan. Parks can voice its concerns if it has a problem with any of the amendments.

## 5.0 Next Steps

**Al Smithies** said **Margaret Parkhill** will come back to the Emery Village BIA with further information on the options discussed at the meeting.

**Councillor Mammoliti** said the plan should slot the Lanyard Bridge for implementation in the near future. **Al Smithies** said the foundation should not be built if the bridge turns out to not be the right option. Further study may determine that an underground pathway is a better option. **Councillor Mammoliti** said that, regardless of whether the pathway is above or below ground, funding has been secured and the money should be used for infrastructure.

**Councillor Mammoliti** said Gregory Byrne from Community Planning should be invited to the next meeting to discuss zoning.

**Al Smithies** said the alignment options on the southeast and southwest quadrants will be studied further for the next meeting, as well as the roundabout. It would likely take a couple of months to prepare this information.

**Tim Lambrinos** commended **Margaret Parkhill** on her knowledge of the community. He thanked the City and consultants for proposing to meet because this stopped the BIA from hiring their own consultants. He remarked that everybody seems to be working together now. **Al Smithies** said the City wants to work with the community and thanked meeting participants for taking the time to attend the meeting. **Ed Presta** asked BIA members if this meeting format worked better than the presentation format used at the last public consultation. A BIA member said the last meeting was problematic because there was a lack of information and there were planning changes that the community did not understand.

The meeting ended at 6:10 p.m.

Next meeting: TBD



Richard Butts, Deputy City Manager

**Policy, Planning, Finance & Administration**  
Metro Hall, 19<sup>th</sup> Floor  
55 John Street  
Toronto, ON M5V 2 3C6

**Josie Giordano**  
**Public Consultation Co-ordinator**  
**Public Consultation Unit**  
Tel: (416) 338-2859  
Fax: (416) 392-2974  
Email: [jgiorda@toronto.ca](mailto:jgiorda@toronto.ca)

March 29, 2007

To: Mr. Rick Buckle  
CP Rail  
40 University Avenue, Suite 200  
Toronto, ON M5J 1T1

Dear: Mr. Buckle,

**RE: Emery Village Transportation Master Plan Study**

On Wednesday March 7th, 2007, a public meeting and open house was held at Humber Sheppard Community Centre to present the results of the evaluation of options, the preliminary preferred option, and identify the next steps in the Emery Village Transportation Master Plan Study process.

Enclosed are copies of the presentation material for your review and comment including:

- Display panels,
- Detailed evaluation tables of all options, and
- Comment sheet

We would appreciate any information your agency may have that is relevant to any of the proposed options identified in the preliminary preferred solution. For additional information, you may also visit the project website at [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects).

Should you have any questions or comments on the study, please contact myself, Josie Giordano at 416-338-2859 or Uwe Mader, Project Manager, Transportation Services at 416-392-8479.

Sincerely,

Josie Giordano  
Public Consultation Co-ordinator  
City of Toronto



**Regional Engineering  
Engineering Services**

Canadian National Railway  
1 Administration Road  
P.O. Box 1000  
Concord, Ontario  
L4K 1B9  
Tel.: 905-669-3155  
Fax: 905-760-3406

February 26, 2007

Email: [works\\_consultation@toronto.ca](mailto:works_consultation@toronto.ca)

Mr. Uwe Mader, P.Eng.  
Transportation Services  
City of Toronto,  
City Hall, 22 Floor, East,  
100 Queen Street West  
Toronto, Ontario M5H 2N2

Dear Mr. Mader;

**Re: Emery Village Transportation Master Plan  
Class Environmental Assessment - Public Meeting and Open House**

Thank you for your notice received February 23, 2007, informing us of the initiation of the Emery Village Transportation Master Plan and the scheduled Public Meeting and Open House.

CN Rail has no concerns or comments regarding this project and will not be attending the Public Meeting. This project does not affect any CN rail line or property. Please remove CN from your project mailing list.

Sincerely,

*Darylann Perry* for  
John F. MacTaggart, P.Eng.  
Senior Engineering Services Officer

**From:** "Silva, Mario" <Mario.Silva@tdsb.on.ca>  
**To:** <umader@toronto.ca>, <jgiorda@toronto.ca>  
**Date:** 2/22/2007 5:22:03 PM  
**Subject:** Emery Village Transportation Plan - Preliminary comments from  
Planning - TDSB

Uwe and Josie,

Thank you for inviting my colleague, Tom Kolin - Principal of Emery Collegiate, and I to a meeting on February 9th at Metro Hall, for a preliminary discussion of what is contemplated in the Transportation Master Plan for the intersection of Finch and Weston Road. The Plan will be the subject of a class Environmental Assessment process beginning with a March 7th open house and public meeting which we will attend.

To briefly summarize, the presented scenarios of pedestrian and road networks in the Finch and Weston intersection are contemplated to accommodate projected traffic levels which are commensurate with planned residential intensification in the area. Included among the scenarios is the potential encroachment of TDSB lands, currently occupied by Emery CI, to accommodate enhanced pedestrian and road connections in the southeast quadrant of the Finch and Weston intersection.

At this stage of discussion and exploration, significantly more thought must be given to these scenarios, and the forthcoming EA process will guarantee TDSB participation in this review, analysis and feedback. In addition, without the benefit of a thorough consultation with internally affected departments and the school community, I am compelled to express serious reservations about the ability of the TDSB to respond positively or proactively in light of the current restrictions and shortcomings already associated with our school site. Until these matters are resolved or at least addressed, it would be premature to comment further.

To that end, I look forward to continued dialogue and participation in the EA process.

Sincerely,

Mario J. Silva MCIP RPP  
Land Use Planning Officer  
Planning Division, Facility Services  
Toronto District School Board  
1 Civic Centre Court, Toronto, M9C 2B3  
Phone: (416) 394 3944 Fax: (416)394-3955  
e-mail: mario.silva@tdsb.on.ca



February 16, 2007

Project # 3629

Ms. Laura James  
Environmental Assessment Review  
Toronto and Region Conservation Authority  
5 Shoreham Drive  
Downsview, ON M3N 1S4

SENT VIA  
EMAIL



Dear Ms. James:

**Re: Emery Village Transportation Master Plan Study  
TRCA File No. CFN 38665**

In response to the environmental concerns outlined in your Response to Notice of Commencement for the above-noted study, dated January 15, 2007, we provide the following additional information to identify how TRCA's environmental concerns are being addressed through this Transportation Master Plan Study.

**Study Area and Scope**

Two study areas have been identified for this Transportation Master Plan. The Emery Village Transportation Master Plan study area, or "primary study area", shown in Exhibit 1, includes:

- Finch Avenue from Milvan Drive to Signet Road
- Weston Road from Lanyard Road to Toryork Drive
- Lindylou Park, and the natural area extending north of Finch Avenue
- Habitant Park, Habitant Arena, and Emery Collegiate Institute
- The Hydro corridor which runs southwest to northeast south of Finch Avenue

The additional study area includes the following arterial roads:

- Islington Ave from Steeles Avenue to Albion Road
- Steeles Avenue from Islington Ave to Highway 400
- Sheppard Avenue from Highway 400 to Weston Road

Transportation infrastructure improvements are being considered through this master plan study within the primary study area only. No changes to infrastructure are proposed within the additional study area.

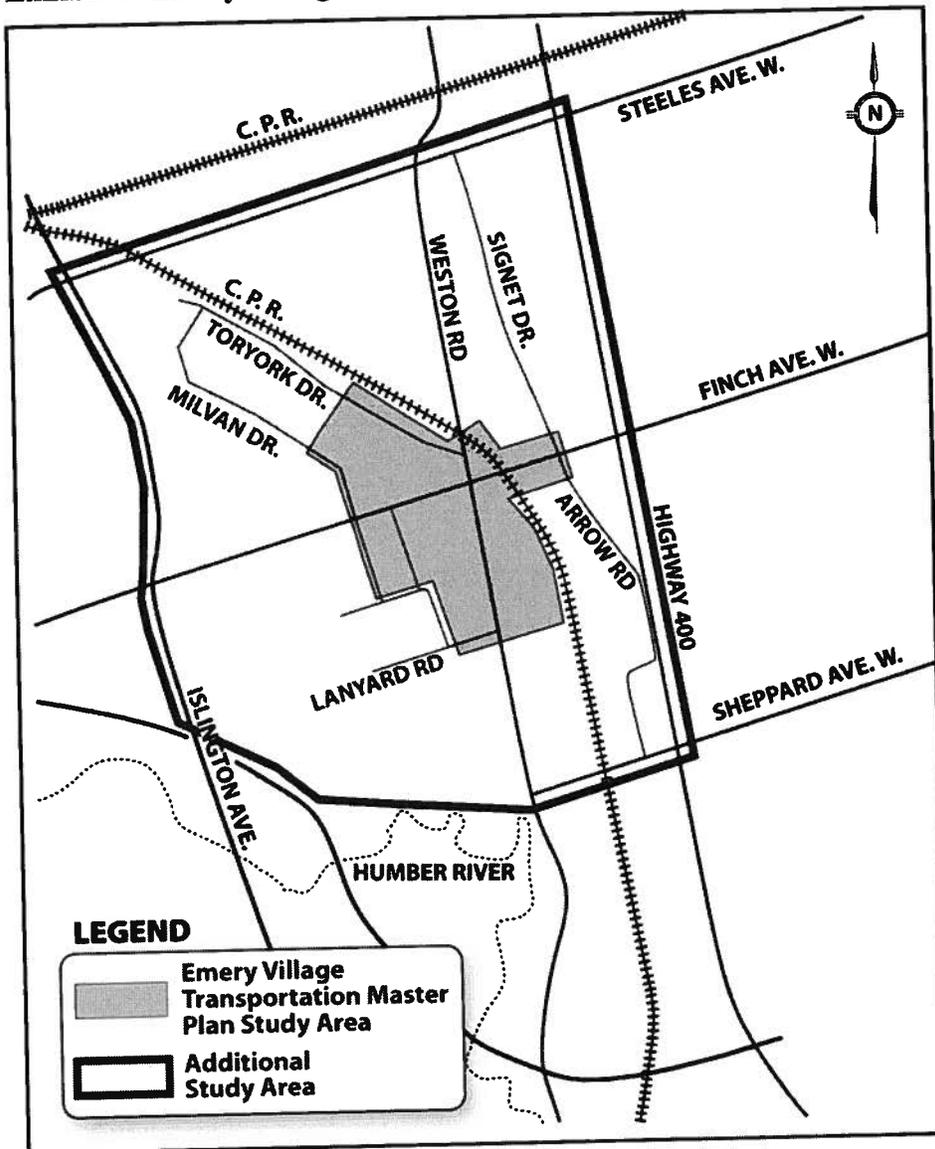
TRANS  
Consulting Inc.

100 York Boulevard  
Suite 300  
Richmond Hill, ON  
L4B 1J8 Canada  
Tel: 905 882-4100  
Fax: 905 882-1557

[www.itransconsulting.com](http://www.itransconsulting.com)

The additional study area is being used to determine the need for transportation improvements based on available reserve capacity and potential for traffic diversion.

**Exhibit 1: Emery Village Transportation Master Plan study area**



The purpose of this study is to:

- Develop a Transportation Master Plan to support development in Emery Village
- Recommend a preferred transportation infrastructure solution and implementation plan, consistent with the objectives of the Emery Village Secondary Plan

## Preliminary transportation alternatives

A wide range of transportation system alternatives are under consideration. These alternatives have been grouped into 6 “families” to facilitate their evaluation, as summarized below and illustrated in Exhibit 2.

1. **Do Nothing:** Represents continuation of existing conditions, and involves no changes or improvements to the existing transportation network. This option provides a baseline for comparison purposes for each family of options.
2. **Ring Road** around Finch Ave & Weston Road intersection: Includes options for road links to connect Finch Ave, Weston Road, Lanyard Road, and Toryork Drive
  - a) NW quadrant of Finch/Weston: 1 option
  - b) SW quadrant of Finch/Weston: 3 options
  - c) SE quadrant of Finch/Weston: 2 options
  - d) NE quadrant of Finch/Weston: 2 options
3. **Rivalda Road extension:** Includes options to extend Rivalda Road to the north to Finch Avenue or Weston Road, and/or to the east to Arrow Road.
  - a) Extend Rivalda north to new Ring Road
  - b) Extend Rivalda east under the rail line (to Deerhide Crescent)
  - c) Extend Rivalda east under the rail line from new Ring Road (2c)
4. **New Pedestrian / Cyclist connections:** Includes options to improve pedestrian and cyclist network connectivity, including overpasses, underpasses, on- and off-road facilities.
  - a) Weston Road crossing at Lanyard
  - b) Finch Avenue crossing at Lindylou Park
  - c) Rail line crossing in/near hydro corridor
  - d) Connection between Lindylou Park and high-rises on southwest quadrant
  - e) Connection from Finch/Weston intersection to Emery Collegiate Institute
  - f) Bicycle network proposed in Toronto Bike Plan
  - g) Additional walking and cycling links to provide local connections to schools, shops and other destinations
5. **Access improvements and local links:** Includes options to improve localized circulation and access to land parcels in Emery Village around the intersection of Finch Avenue and Weston Road.
  - a) NW quadrant of Finch/Weston: 3 options
  - b) SW quadrant of Finch/Weston: 2 options
  - c) SE quadrant of Finch/Weston: 1 option
6. **Finch Ave & Weston Road intersection:** Includes options at the intersection of Finch Avenue and Weston Road, including closure of the south leg, conversion to a roundabout, and operational improvements.
  - a) Four-leg signal
  - b) Three-leg signal (closure of south leg)
  - c) Four-leg roundabout
  - d) Three-leg roundabout (closure of south leg)

**Exhibit 2: Preliminary Transportation Network Concepts**

FILENAME: M:\Toronto City of\3629 Emery Village TMP EA\Design\5.2 Functional Design\Active\Conceptual Alignments.dwg  
PLOTDATE: Jan 03, 2007 - 1:55pm  
PLOTTED BY: gregg



## **Draft Natural Heritage Report – Existing Conditions**

LGL Limited has performed a preliminary natural heritage investigation within the primary study area plus the area surrounding Emery Creek south of Lanyard Road. This investigation included a review of secondary source information provided by the Toronto and Region Conservation Authority (TRCA), the Ministry of Natural Resources (MNR), and the City of Toronto. In addition, field investigations were conducted in January 2007. The field investigations included three main areas within the primary study area:

- The areas surrounding the preliminary road alternatives, particularly Alternatives 2, 3, and 5 (as described above)
- The natural area surrounding Emery Creek north of Finch Avenue west and west of Weston Road
- The natural area surrounding Emery Creek south of Lanyard Road and west of Weston Road

Alternative 4 was not investigated separately, since the options following existing and proposed rights-of way. Alternative 6 was not investigated separately, as these options are centered at the intersection of Finch Ave and Weston Road which is substantially developed.

The preliminary natural heritage investigation has identified the existing conditions of the following areas of concern noted by the TRCA:

- Aquatic species and habitat
- Watercourses
- Environmentally Significant Areas (ESAs)
- Terrestrial Natural Heritage System
- TRCA property
- Stream and valley corridors

The Draft Natural Heritage Report is attached for review and comment by the TRCA.

Three concerns raised by TRCA that are not fully addressed in the Draft Natural Heritage Report are 1) Regulation limits, 2) Regional storm flood plains, and 3) Living City Trails. These issues are discussed below.

### Regulation Limits

The TRCA's Regulation Limits surround Emery Creek within the study area and cross some of the proposed road alternatives. Under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) we understand that the TRCA regulates and may prohibit work taking place within valley and stream corridors and associated areas of interference (i.e. within the regulation limits). Based on the work completed to

date, none of the proposed road alternatives cross Emery Creek so there will be no direct impacts to this watercourse or the valley/stream corridor associated with this watercourse. We would like to discuss the potential requirements of the TRCA, such as permits or approvals, given the alternatives under consideration and the existing level of development within the regulation limits.

#### Regional storm flood plains and Living City Trails

LGL requested information from TRCA in October/November 2006 for the natural features within the primary study area. The information provided did not include information on Regional storm flood plains or Living City Trails. Based on the work completed to date, none of the proposed road alternatives cross Emery Creek so there will be no direct impacts to this watercourse. We would like to clarify if these features are within the Emery Village Transportation Master Plan study area, or the broader additional study area.

### **Cultural Environment – Archaeological and Heritage Resources**

Archaeological Services Inc. has conducted a Built Heritage and Cultural Landscape assessment and a Stage 1 archaeological assessment. These assessments also focused on the area within the Emery Village Transportation Master Plan study area. Based on the Built Heritage and Cultural Landscape assessment there are no built heritage features or designated structures that may be affected by the transportation network alternatives under consideration.

We would like the opportunity to discuss further the need to conduct an archaeological investigation on TRCA owned lands near Lanyard Road that may be affected by Option 2B3. We anticipate that this option will result in impacts and as a result, our preliminary assessment does not include this option in the preliminary preferred solution.

### **Evaluation Tables**

A preliminary evaluation has been completed using a range of factors and criteria, including the following factors that may be of most interest to the TRCA. Note that the five criteria identified on page 2 of your letter have been explicitly incorporated.

FACTOR	CRITERIA
<b>Land Use and Social-Economic</b>	
TRCA property	<ul style="list-style-type: none"> <li>▪ Impact to TRCA property</li> </ul>
Archaeological/ Cultural Heritage Resources	<ul style="list-style-type: none"> <li>▪ Impact to listed built heritage sites</li> <li>▪ Potential for unidentified archaeological or cultural heritage sites</li> </ul>
<b>Natural Environment</b>	
Natural Heritage Features	<ul style="list-style-type: none"> <li>▪ Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>▪ Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>
Erosion and landforms	<ul style="list-style-type: none"> <li>▪ Prevents the risk associated with flooding, erosion or slope instability</li> <li>▪ Protects and rehabilitates existing landforms, features and functions</li> </ul>
Vegetation	<ul style="list-style-type: none"> <li>▪ Number of species impacted and level of concern</li> <li>▪ Removal/ potential for planting</li> </ul>
Wildlife	<ul style="list-style-type: none"> <li>▪ Number of species impacted and level of concern</li> <li>▪ Provides for terrestrial access</li> </ul>
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>▪ Number of species impacted and level of concern</li> <li>▪ Provides for aquatic access</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>▪ Impact on emissions associated with traffic speed and volume</li> <li>▪ Minimizes pollution</li> </ul>
Stormwater	Opportunities to meet targets of Toronto WWFMMP
Sustainability	Minimizes water/energy consumption

Enclosed are the draft evaluation tables for each of the 5 “families” of alternatives considered through this study. Note that the “do nothing” alternative is included with each family to provide a baseline for comparison.

We trust that this additional information addresses most of TRCA's concerns regarding the Emery Village Transportation Master Plan study. Should you have additional questions, please do not hesitate to contact us prior to our meeting scheduled for February 23, 2007. We look forward to your input.

Yours truly,

**iTRANS Consulting Inc.**



Margaret Parkhill, P.Eng.  
Project Manager

Encl. Draft Natural Heritage Report – Existing Conditions by LGL Limited  
Draft evaluation tables of the 5 families of options for Emery Village

cc: Uwe Mader, City of Toronto  
Richard Beck, City of Toronto  
Liz Speller, LGL Limited  
Ray Bacquie, iTRANS Consulting



January 19, 2007

Your file    Votre référence

Our file    Notre référence

5010-1  
#146590

Uwe Mader  
Transportation Services  
City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen Street West  
Toronto, ON  
M5H 2N2

Dear Mr. Mader:

**RE:    Emery Village Transportation Master Plan Study**

Thank you for your notice of January 19, 2007 regarding the above project.

While INAC has, in the past, responded to such notifications by identifying and providing contact information for Aboriginal groups who may have an interest in provincial/municipal undertakings, we now are asking that you make efforts directly from the start to identify and notify potentially interested Aboriginal groups at the earliest planning stages of that undertaking and keep them informed throughout the process.

To assist with identifying Aboriginal groups within the vicinity of a specific proposed project, the following resources will be of assistance:

- The Chiefs of Ontario website (<http://www.chiefs-of-ontario.org>) provides a directory of contact information for all First Nations and Chiefs, as well as a map of the locations of all Ontario First Nations.
- Natural Resources Canada, Legal Surveys Division, produces a 1:2 000 000 map entitled "Canada - Indian Communities, Ontario", showing all First Nation reserve lands and communities in Ontario.
- Natural Resources Canada's online *Historical Indian Treaties* map, showing historical First Nation treaties across Canada, is available at:  
<http://atlas.nrcan.gc.ca/site/english/maps/historical/indiantreaties/historicaltreaties>
- A search by place name at the Canadian Geographical Names database ([http://geonames.nrcan.gc.ca/search/search\\_e.php](http://geonames.nrcan.gc.ca/search/search_e.php)) will generate a map which shows any nearby Indian reserve lands in grey.

Canada

- The Métis Nation of Ontario (<http://www.metisnation.org/>) may be able to provide information regarding Métis interests with respect to a particular project.
- The Ontario Federation of Indian Friendship Centres website provides a list of all friendship centres in Ontario, at: <http://www.ofifc.org/Centres/OfficeList.asp?Region='ON'>
- For enquiries regarding land claims in Ontario, please contact the INAC Specific Claims Branch directly at (819) 953-4622

If, however, you believe that your proposed project is likely to also trigger a requirement for a federal environmental assessment under the *Canadian Environmental Assessment Act* (CEAA), we advise that you contact the Canadian Environmental Assessment Agency early in the planning process, and provide a project description to them. The Agency will notify federal agencies, including INAC, of the proposed project as appropriate, in accordance with the requirements of the *Regulations Respecting the Coordination by Federal Authorities of Environmental Assessment Procedures and Requirements*. INAC will, in turn, provide input to the Agency regarding our interest in the project and/or First Nation contact information wherever warranted.

Thank you for your time and consideration,

Miranda Lesperance  
Environment Officer  
Environment Unit  
INAC - Ontario Region  
25 St. Clair Avenue E. 8<sup>th</sup> Floor  
Toronto, Ontario M4T 1M2  
[lesperancem@inac.gc.ca](mailto:lesperancem@inac.gc.ca)

cc: Josie Giordano; City of Toronto Policy, Planning, Finance & Administration

This letter has been distributed electronically. If you require a signed copy, please contact the author at the address provided above.

Canada

**FAX BACK FORM**

**To:** UWE MADER, CITY OF TORONTO **Date:** January 19, 2007  
**Fax:** (416) 392-4808  
**RE:** Emery Village Transportation Master Plan Study

---

**NAME:** Miranda Lesperance  
**TITLE:** Environment Officer  
**MUNICIPALITY/AGENCY:** Indian and Northern Affairs Canada  
**ADDRESS:** 25 St. Clair Ave. E. 8<sup>th</sup> Floor  
Toronto, ON  
**POSTAL CODE:** M4T 1M2  
**PHONE:** (416) 973-5899  
**FAX:** (416) 954-4328  
**E-MAIL:** [lesperancem@inac-ainc.gc.ca](mailto:lesperancem@inac-ainc.gc.ca)

Please indicate the appropriate response.

- My group/agency is interested in providing input regarding this study.
- My group/agency is not interested in providing input regarding this study but would like to be kept informed. Please leave on the City's mailing list for this project.
- Please take my group/agency off the City's mailing list.

Agency's areas of interest or concern/preliminary comments:

**Please ensure that the proponent is aware that it is their responsibility to ensure that all First Nations who may have an interest in the proposed project are consulted. Please refer to the resources provided in the letter as these resources may assist with identifying potentially interested First Nations.**

Please attach additional sheets if required. Any questions may be directed to Uwe Mader at (416) 392-8479.

 **TORONTO AND REGION**  
**Conservation**  
*for The Living City*

January 15, 2007

CFN 38665  
X-Ref:33048

**SENT VIA EMAIL**

Mr. Uwe Mader  
Transportation Services  
City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen St. West  
Toronto, ON  
M5H 2N2

Dear Mr. Uwe Mader

**Re: Response to Notice of Commencement  
Emery Village Transportation Master Plan  
Municipal Class Environmental Assessment (EA) - Master Plan  
Humber River Watershed; City of Toronto - Etobicoke**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above-noted Environmental Assessment (EA) Transportation Master Plan on January 9, 2007. It is the understanding of TRCA staff that this undertaking involves studies to investigate the potential to improve the transportation infrastructure in Emery Village while protecting the established residential community.

**Developing the EA**

Staff conducted a review of the background mapping and has identified environmental concerns within the study area. These environmental concerns should be identified in the EA document in both the text and on an overlay map, as appropriate. Digital versions of the mapping and available TRCA data will follow under separate cover.

Site and building design should avoid impacts and support sustainable solutions as related to the natural, socio-economic and cultural environment. TRCA staff's environmental concerns in this undertaking are:

**Natural Environment**

- Aquatic Species and Habitat
- Environmentally Significant Areas (ESAs)
- Regulation Limit
- Regional Storm Flood Plains
- Stream Corridors
- Terrestrial Natural Heritage System (draft)
- Valley Corridors
- Watercourses

*Member of Conservation Ontario*



**Socio-Economic Environment**

- Living City Trails
- TRCA Property

**Cultural Environment**

- Archaeological Resources
- Heritage Resources

For your reference, we are providing *Appendix 1: TRCA Environmental Concerns and EA Document Requirements* and *Appendix 2: Preliminary Technical Study Requirements*. This information should be used in developing the alternatives. Staff will confirm if additional studies are required as the EA progresses.

**Selecting the Preferred Alternative**

TRCA staff requires that the preferred alternative meets the following criteria:

- Criteria 1: prevents the risk associated with flooding, erosion or slope instability;
- Criteria 2: protects and rehabilitates existing landforms, features and functions;
- Criteria 3: provides for aquatic, terrestrial, human access;
- Criteria 4: minimizes water/energy consumption and pollution; and,
- Criteria 5: addresses TRCA property and archaeology concerns.

Please book a meeting through the TRCA Project Manager prior to selecting the preferred alternative solution and design. At the meeting, TRCA staff will discuss issues related to our environmental concerns, as outlined in Appendices 1 and 2.

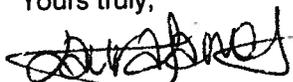
**TRCA Project Management Details**

1. The TRCA Project Manager for your file is Laura James Planner II, Environmental Assessments, and can be reached at 416-661-6600, extension 5723 or by email at [ljames@trca.on.ca](mailto:ljames@trca.on.ca).
2. To assist our review of the undertaking, please quote Central File Number (CFN) 38665 on any correspondence, or with any telephone or e-mail inquiries.
3. Please include Laura James on the mailing list and ensure that this Project Manager receives the following:
  - A. A response to this letter that identifies how TRCA's environmental concerns will be addressed in the EA document
  - B. Notice(s) of Public Information Centres (PICs) and handouts
  - C. 4 copies of the double-sided draft EA document identifying problems and alternative solutions

- i) Four (4) copies of the draft EA document 15 days prior to filing if the Phase 1, 2 and 3 Reports **have been submitted** previously, or;
  - ii) Five (5) copies of the draft EA document 30 days prior to filing if the Phase 1, 2 and 3 Reports **have not been submitted** previously.
- D. Notice of Study Completion
- E. One (1) hard copy of the final EA document
- F. One (1) digital copy of the final EA document and appendices in .pdf form
5. Please include TRCA's Humber Watershed Specialist, Gary Wilkins on the undertaking's mailing list and ensure that he receives all notices of Public Information Centres (PICs). Gary Wilkins information should be sent to TRCA's Head Office at 5 Shoreham Drive, Downsview, M3N 1S4.

Should you have any questions or require any additional information please contact me at 416-661-6600 extension 5723 or by email at [ljames@trca.on.ca](mailto:ljames@trca.on.ca).

Yours truly,



Laura James  
Planner II, Environmental Assessment Review  
Planning and Development

LJ/dr

Encl.

- 1. Appendix 1 - TRCA Environmental Concerns and EA Document Requirements
- 2. Appendix 2 - TRCA Preliminary Technical Study Requirements

cc: Richard Beck, City of Toronto, City Planning  
Margaret Parkhill, iTrans Consulting Inc  
Carolyn Woodland, TRCA, Director, Planning and Development  
Beth Williston, TRCA, Manager, Environmental Assessment  
Steve Heuchert, TRCA, Manager, Development Planning and Regulation  
Gary Wilkins, TRCA, Humber Watershed Specialist  
George Leja, TRCA, Real Estate Coordinator  
Cathy Crinnion, TRCA, Archaeologist

<b>APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS</b>	
<b>Environmental Concerns</b>	<b>EA Document Requirements</b>
<b>NATURAL ENVIRONMENT</b>	
<p><b>Aquatic Species and Habitat</b></p> <p>Please include the fisheries timing window(s) for construction. Please contact the Ministry of Natural Resources in writing and request the timing windows associated with the watercourses in the study area. Please forward a copy of the response to TRCA.</p>	<ol style="list-style-type: none"> <li>1. Please include a statement in the EA document that the TRCA has a Level 3 Agreement with the Fisheries and Oceans Canada (DFO). The appropriate wording is:   <i>On July 24, 1998, the TRCA signed a Level 3 Agreement with Fisheries and Oceans Canada (DFO), which established a streamlined approach to addressing issues pertaining to the Federal Fisheries Act. Conservation Authorities with a Level 3 Agreement determine whether the proposal has a potential for a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat. CA staff will work with the proponent to suggest ways to mitigate the HADD and if mitigatable write Letters of Advice on behalf of DFO. If the CA determines that the HADD cannot be mitigated then the CA will provide a skeleton of a Letter of Intent and a DFO application in order for the proponent to prepare a compensation package. Note that only DFO through the Minister of Fisheries and Oceans can authorize compensation regarding a HADD pursuant to Section 35 (2) of the Federal Fisheries Act.</i> </li>   <li>2. Please include a section in the EA document that indicates which aspects of the undertaking may trigger the Canadian Environmental Assessment Act (CEAA). The CEAA trigger list may be obtained from <a href="http://www.ceaa.gc.ca">www.ceaa.gc.ca</a>.                       Please note that there are two CEAA triggers which are commonly associated with the issuance of TRCA permits. These are the DFO triggers if the undertaking is a HADD and the Navigable Waterways trigger (contact Transport Canada, Sarnia at 519-383-1826).                 </li>   <li>3. If applicable, please include a statement in the EA document that the Ministry of Natural Resources (MNR) conducts the fisheries review on behalf of DFO for EA undertakings initiated by the Ministry of Transportation (MTO). Please contact the MNR in Aurora at 905-713-7400.</li>   <li>4. If applicable, please include a statement in the EA document that works conducted by a Provincial/Federal Ministry on Provincial/Federal lands are exempted from Ontario Regulation 166/06. Therefore, TRCA staff requires that all concerns be addressed in the selection of the preferred design, as TRCA clearance of the EA document is required.</li> </ol>
<p><b>Environmentally Significant Areas (ESAs)</b></p> <p>There are ESAs located within the study area.                       TRCA's Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing items 16 and 17 should be followed.</p>	<ol style="list-style-type: none"> <li>1. Indicate in the text and mapping where the ESAs are located.</li> <li>2. Detail how the proposal will conform to the requirements of TRCA Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing items 16 and 17.</li> <li>3. Include a copy of the ESA information in the Appendices of the EA Document and reference the information in the text of the EA Document.</li> </ol>

APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS		
Environmental Concerns	TRCA Programs, Policies and Guidelines	EA Document Requirements
Regional Storm Flood Plains	<p>Portions of the study area are within the Regional Storm Flood Plain..</p> <p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any of the following works taking place:</p> <p>b) <b>development</b>, if in the opinion of the authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.</p> <p>Development is defined as:</p> <ul style="list-style-type: none"> <li>i) the construction, reconstruction, erection or placing of a building or structure (culverts, bridges, outfalls, headwalls etc.) of any kind,</li> <li>iii) site grading,</li> <li>iv) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.</li> </ul> <p>TRCA's Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing should be followed.</p>	<ol style="list-style-type: none"> <li>1. Indicate in the text and mapping what areas are within a Region Storm Flood Plain.</li> <li>2. Discuss in detail how the undertaking design will reflect the relevant portions of the VSCMP in order that impacts to the corridors and areas of concern will be minimized.</li> <li>3. Note which portions of the undertaking will potentially require permits from TRCA.</li> </ol>

APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS	
Environmental Concerns	EA Document Requirements
<p><b>Regulation Limit</b></p> <p>TRCA's Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing should be followed</p> <p>There are Regulation Limits within the study area.</p> <p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any of the following works taking place:</p> <ul style="list-style-type: none"> <li>a) straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;</li> <li>b) development, if in the opinion of the authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.</li> </ul> <p>Development is defined as:</p> <ul style="list-style-type: none"> <li>i) the construction, reconstruction, erection or placing of a building or structure of any kind,</li> <li>ii) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,</li> <li>iii) site grading,</li> <li>iv) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.</li> </ul>	<ol style="list-style-type: none"> <li>1. Indicate in the text and mapping what areas are within the Regulation Limits</li> <li>2. Discuss in detail how the alternative design will reflect the relevant portions of the VSCMP in order that impacts to the regulated areas and areas of concern will be minimized</li> <li>3. Note which portions of the project will potentially require permits for Development, Interference with Wetlands and Alterations to Shorelines and Watercourses through TRCA</li> <li>4. Include a copy of the Regulation Limits in the EA Appendices and reference the information in the text of the EA Document.</li> </ol>
<p><b>Stream Corridors</b></p> <p>There are stream corridors located in the study area.</p> <p>In accordance with the TRCA's Valley and Stream Corridor Management Program (VSCMP), a 10-metre setback from the meander belt is required for any development.</p>	<ol style="list-style-type: none"> <li>1. Indicate in the text and mapping what areas are stream corridors.</li> <li>2. Discuss in detail how the undertaking design will reflect the relevant portions of the VSCMP in order that impacts to the corridors and areas of concern will be minimized.</li> <li>3. Meander belt delineation studies may be required.</li> <li>4. Fluvial geomorphology analysis may be required.</li> <li>5. Aquatic habitat and species studies may be required.</li> </ol>

APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS	
Environmental Concerns	TRCA Programs, Policies and Guidelines
<p><b>Terrestrial Natural Heritage System (draft)</b></p> <p>The study area is located within the draft Terrestrial Natural Heritage System. TRCA has prepared a draft Terrestrial Natural Heritage System Strategy (TNHSS) for TRCA's jurisdiction. This system recognizes the need to improve both the quantity and quality of the terrestrial habitats.</p> <p>A model has been used to delineate an improved or "targeted" system to meet these objectives as outlined on the maps included in the draft TNHSS.</p> <p>A copy of our draft Terrestrial Natural Heritage Strategy (TNHS) can be obtained from our website <a href="http://www.trca.on.ca/land_protection/terrestrial/default.asp?load=approach">www.trca.on.ca/land_protection/terrestrial/default.asp?load=approach</a>.</p> <p>TRCA's <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing Items 14, 16 and 19 should be followed.</p>	<p><b>EA Document Requirements</b></p> <ol style="list-style-type: none"> <li>Indicate in the text and mapping what portions of the study area are within the TNHSS.</li> <li>Please provide a discussion in detail how the EA document undertaking will conform to the requirements of TRCA's Valley and Stream Corridor Management Program (VSCMP) and TNHSS.</li> <li>If applicable, please include a statement in the EA document on the Migratory Bird Convention Act, which is enforced by Environment Canada. Under this legislation tree cutting should not occur during the nesting phase of on-site migratory birds. If applicable please include a statement in the EA document on the Species at Risk Act (SARA). The purpose of this legislation is to prevent wildlife species from being extirpated or extinct, to provide for the recovery of wildlife species that are extirpated, endangered or threatened, as a result of human activity, and to manage species of special concern to prevent them from becoming endangered or threatened.</li> </ol>
<p><b>Valley Corridors</b></p> <p>There are valley corridors located in the study area.</p> <p>In accordance with the TRCA's <i>Valley and Stream Corridor Management Program (VSCMP)</i>, a 10-metre setback from the stable top of bank is required for development.</p> <p>Please note that a portion of this undertaking may be subject to the provisions of the City of Toronto Municipal Code Chapter 658 - the Toronto Ravine Protection Bylaw. Please contact the municipality for permits regarding the removal of trees or significant vegetation.</p>	<ol style="list-style-type: none"> <li>Indicate in the text and mapping what areas are valley corridors.</li> <li>Discuss in detail how the alternative design will reflect the relevant portions of the VSCMP in order that impacts to the corridors and areas of concern will be minimized.</li> <li>One hundred year erosion studies, top of bank staking and/or geotechnical studies may be required.</li> </ol>
<p><b>Watercourses</b></p> <p>There are watercourses located within the study area.</p> <p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any of the following works taking place:</p> <ol style="list-style-type: none"> <li>straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;</li> </ol> <p>Digital photographs and field visits may be required at a later date to confirm these watercourse features.</p> <p>TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing should be followed.</p>	<ol style="list-style-type: none"> <li>Indicate the location of the watercourses in the text and mapping. Discuss in detail how the alternative design will reflect the relevant portions of the VSCMP in order that impacts to the watercourses and areas of concern will be minimized.</li> <li>Note which portions of the alternative design will potentially require permits from TRCA.</li> <li>Book a site visit with the TRCA Project Manager to confirm watercourse features.</li> <li>Include the watercourse summary sheet.</li> </ol>

APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS	
Environmental Concerns	EA Document Requirements
<b>SOCIO-ECONOMIC ENVIRONMENT</b>	
<p>Living City Trails</p> <p>There are opportunities for including Living City Trails with this undertaking.</p> <p>The Living City Trails include those of national, provincial, and municipal significance.</p> <p>The Living City Trail Plan advocates for connections between the Trans Canada, Oak Ridges, Bruce, Lake Ontario and watershed trail systems.</p>	<p>1. Commit to constructing, connecting or maintaining trail systems within The Living City which are planned in proximity to the preferred alternative in order to achieve a socio-economic gain.</p>
<p>TRCA Property</p> <p>There are TRCA owned lands located within the study area.</p> <p>TRCA is the largest land owner in the Greater Toronto Region. From time-to-time, the preferred alternative requires some infrastructure servicing on TRCA owned lands.</p> <p>Should the preferred alternative (as determined through the EA process), require the use of TRCA land, permission and approval from the Toronto and Region Conservation Authority and the Minister of Natural Resources is required. As such, the plan must reflect any or all of the following: TRCA Strategy for Public use of Authority Lands, master plans for specific conservation lands, watershed strategies, and specific policies for infrastructure siting on TRCA owned lands. Note that formal approval typically takes 12 to 18 months from completion of the EA document.</p>	<p>1. Indicate in the text and mapping what areas are TRCA owned property.</p> <p>2. Contact George Leja, TRCA Real Estate Co-ordinator, in writing and at 416-661-6600 extension 5342 prior to any investigations on TRCA owned lands and to obtain a Permission to Enter (PTE) and copy the Project Manager at TRCA.</p> <p>3. Contact Margie Kennedy, TRCA Archaeologist, at extension 5323 to conduct an archaeological investigation on all TRCA land and copy the Project Manager at TRCA.</p>
<b>CULTURAL HERITAGE</b>	
<p>Archaeological Resources on TRCA Lands</p> <p>There are TRCA owned lands within the study area.</p> <p>Any works on TRCA's lands will require an archaeological investigation by TRCA's Archaeologist.</p> <p>TRCA's comprehensive watershed management strategies include recommendations related to archaeological resources. As well, a comprehensive database has been collected.</p> <p>TRCA's comprehensive watershed strategies recommend that heritage resources in the watershed be protected in accordance with Ministry of Culture's standards. The TRCA watershed strategies are available on the website.</p> <p>If TRCA property is needed for this undertaking, there are requirements for archaeological studies, as noted in the Conservation Lands section.</p>	<p>1. Indicate in the text and mapping what areas are on TRCA owned lands. (see Conservation Lands for requirements)</p> <p>2. Contact TRCA staff for permission to enter and for archaeological investigations on TRCA owned lands.</p> <p>3. Commit to completing an archaeological investigation as per the requirements of the Ministries of Environment and Culture, prior to confirming and constructing the preferred alternative.</p>

APPENDIX 1 - TRCA ENVIRONMENTAL CONCERNS AND EA DOCUMENT REQUIREMENTS		
Environmental Concerns	TRCA Programs, Policies and Guidelines	EA Document Requirements
<p><b>Heritage Resources</b></p>	<p>There are TRCA owned lands within the study area. Any works on TRCA's lands will require a cultural heritage investigation by TRCA's Archaeologist.</p> <p>TRCA watershed strategies recommend that heritage resources in the watershed be protected in accordance with Ministry of Culture or municipal standards.</p>	<ol style="list-style-type: none"> <li>1. Indicate in the text and mapping what areas are on TRCA owned lands. (see Conservation Lands for requirements)</li> <li>2. Contact TRCA staff for permission to enter and for heritage investigations on TRCA owned lands.</li> <li>3. Commit to completing a heritage investigation as per the requirements of the Ministries of Environment and Culture, prior to confirming and constructing the preferred alternative.</li> </ol>

## APPENDIX 2

### Preliminary Technical Study Requirements

TRCA requires that the preferred alternative meet the following criteria:

- Criteria 1: Prevent risk associated with flooding, erosion or slope instability;
- Criteria 2: Protect and rehabilitate existing landforms and features and functions;
- Criteria 3: Provide for aquatic, terrestrial and human access; and,
- Criteria 4: Minimize water and energy consumption
- Criteria 5: Minimize water and air pollution and thermal variation

In relation to this project, the following studies may be required, as a minimum. Staff will confirm additional study requirements as the EA progresses, if additional issues or impacts are identified.

Type of Study or Report	Guidelines Available
	Yes/No
Hydraulic and hydrologic studies to delineate floodlines and flow rates, including detailed topographic mapping and modelling	Yes
Fluvial Geomorphology Studies <input type="checkbox"/> 100-year toe erosion limit for slope stability <input type="checkbox"/> Meander belt and erosion limit delineation studies <input type="checkbox"/> Watercourse characterization study	Yes
Geotechnical studies <input type="checkbox"/> slope stability (valley and shoreline) <input type="checkbox"/> construction feasibility (tunnelling, footings etc.)	Yes
Hydrogeological studies <input type="checkbox"/> report for determining dewatering requirements for watercourse crossings, or impacts on watercourses and natural features <input type="checkbox"/> groundwater upwellings <input type="checkbox"/> Geotechnical report for determining groundwater potential (upwelling and dewatering needs), including slug tests <input type="checkbox"/> Local aquifer conditions study to be confirmed through step and pump tests <input type="checkbox"/> Predicted zone of influence map using measured coefficients <input type="checkbox"/> Hydrogeologic study which includes surficial geology; identification of shallow, deep and perched aquifers; cross-sectional drawings of identified aquifer/aquitard systems, assessment of hydrogeologic coefficients, especially hydraulic conductivity (K) based on slug pump tests or aquifer pumping tests	Yes
Legal survey of field verified natural features, including top-of- bank (staked with TRCA)	No
Stormwater management study including water quality (including temperature), quantity, stream bank erosion and water budget.	Yes  MOE SWM and Planning Design Manual
Channel Crossings Assessment including terrestrial passage trails, fish	No

Type of Study or Report	Guidelines Available
	Yes/No
Natural Heritage Study, including <input type="checkbox"/> inventory and mapping of landforms, aquatic and terrestrial resources including areas that are part of the TRCA TNHS <input type="checkbox"/> baseline conditions report within all natural features and functions within the hydrogeological zone of influence <input type="checkbox"/> mitigation, compensation and monitoring strategies for impacted terrestrial and aquatic resources <input type="checkbox"/> assessment and identification of linkages and barriers for aquatic and terrestrial resources	No
Atmospheric Deposition Study	No
Assessment and identification of local, regional and national trail systems	Yes
Assessment and identification of archaeological and built heritage resources	No
Assessment of TRCA property/programming interests	No
Erosion and sediment control assessment	Yes
Sustainability assessment <input type="checkbox"/> that emphasizes site development, water savings, energy efficiency, materials selection, waste management and indoor environmental quality, as defined by the Canada Green Building Council.	Yes
Other _____	

January 8, 2007

To: **Laura James, Plan Analyst**  
**Toronto and Region Conservation Authority**  
**5 Shoreham Drive, Toronto, ON M3N 1S4**

Dear Ms. James:

**Re: Emery Village Transportation Master Plan Study**

This is to inform you that the Transportation Services Division of the City of Toronto has initiated a Transportation Master Plan Study for Emery Village. The purpose of the study is to investigate the potential to improve the transportation infrastructure in Emery Village, the area of Finch Avenue and Weston Road, while protecting the established residential community. Transportation infrastructure improvements will provide the opportunity to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village. We are also requesting your comments on how this project may impact your facilities or programs.

The Master Plan is being developed as per the Master Plan process identified in the Municipal Class Environmental Assessment (EA) June 2000 document.

We would appreciate receiving any information your agency may have that is relevant to this project. If your agency has any concerns and/or comments regarding this project and you wish to provide input into the study, please contact Uwe Mader using the **Fax Back Form** provided. Should the proposed project have no effect on your agency's program mandate and/or policies please advise Mr. Mader of this fact by returning the **Fax Back Form** provided.

Should you have any questions or comments on the study, please contact Uwe Mader at (416) 392-8479. Your prompt reply by January 22, 2007 would be appreciated so that we can meet the project schedule.

Sincerely

Josie Giordano

Public Consultation Co-ordinator

Cc: Richard Beck, City Planning  
Margaret Parkhill, iTRANS Consulting Inc.

## FAX BACK FORM

**To:** UWE MADER, CITY OF TORONTO      **Date:** \_\_\_\_\_

**Fax:** (416) 392-4808

**RE:** Emery Village Transportation Master Plan Study

---

**NAME:** \_\_\_\_\_

**TITLE:** \_\_\_\_\_

**MUNICIPALITY/AGENCY:** \_\_\_\_\_  
**ADDRESS:** \_\_\_\_\_

**POSTAL CODE:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**FAX:** \_\_\_\_\_

**E-MAIL:** \_\_\_\_\_

Please indicate the appropriate response.

\_\_\_ My group/agency is interested in providing input regarding this study.

\_\_\_ My group/agency is not interested in providing input regarding this study but would like to be kept informed. Please leave on the City's mailing list for this project.

\_\_\_ Please take my group/agency off the City's mailing list.

Agency's areas of interest or concern/preliminary comments:

---

---

---

Please attach additional sheets if required. Any questions may be directed to Uwe Mader at (416) 392-8479.

3001  
MP

**Ministry of Culture**

Culture Programs Unit  
Programs and Services Branch  
435 S. James St., Suite 334  
Thunder Bay, ON P7E 6S7  
Tel: (807) 475-1638  
Fax: (807) 475-1297  
Email: paige.campbell@ontario.ca

**Ministère de la Culture**

Unité des programmes culturels  
Direction des programmes et des services  
Bureau 334, 435 rue James sud  
Thunder Bay, ON P7E 6S7  
Tél: (807) 475-1638  
Télééc: (807) 475-1297  
Email: paige.campbell@ontario.ca



December 1, 2008

Robert Pihl  
Archaeological Services Inc.  
528 Bathurst Street  
Toronto, ON M5S 2P9

Dear Mr Pihl,

**Re: Review and acceptance into the provincial register of reports the archaeological assessment report entitled "Stage 1 Archaeological Assessment, Emery Village Transportation Master Plan, Final Study Design, Class EA, City of Toronto, Ontario" written December 2006, received on September 28, 2007**

**PIF: P057-306-2006**  
**RIMS: 20RD063**  
**ASI #: 06EA-123**

This office has reviewed the above-mentioned report, which has been submitted to this Ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review is to ensure that the licensed professional consultant archaeologist has met the terms and conditions of their archaeological licence, that archaeological sites have been identified and documented according to the 1993 technical guidelines set by the Ministry and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario.

This Stage 1 report finds that there are zones of confirmed potential within the master plan study area, and recommends that Stage 2 assessments should be conducted in the areas identified in Figures 3-1 and 3-2. The Ministry of Culture concurs with these recommendations and accepts this report into the provincial register of archaeological reports.

Please feel free to contact me regarding this project should you have any questions.

Yours,

Paige Campbell  
Acting Archaeology Review Officer  
cc iTRANS Consulting Inc.

Ministry of Culture

Ministère de la Culture

Programs and Services Branch  
400 University Avenue  
4<sup>th</sup> Floor  
Toronto ON M7A 2R9

Direction des programmes et services  
400, avenue University  
4<sup>e</sup> étage  
Toronto (ON) M7A 2R9



Heritage Operations Unit

Tel:(416)314-7146 Fax:(416)314-7175

email: malcolm.home@ontario.ca

March 13, 2007

Uwe Mader

Transportation Services

City of Toronto

City Hall, 22<sup>nd</sup> Floor East, 100 Queen Street West

Toronto ON M5H 2N2

**RE: Municipal Class Environmental Assessment, Emery Village Transportation Master Plan,  
City of Toronto, MCL File 20RD063**

Dear Uwe Mader:

A principal concern of this Ministry is the adverse effects that undertakings arising from the above mentioned master plans may have on cultural heritage resources. If a project is determined to have the potential to have an impact on cultural heritage resources, then this office would recommend that a cultural heritage resource assessment be prepared as part of the Environmental Assessment. If any significant cultural heritage features are identified, then any negative impacts would have to be mitigated by either avoidance or documentation. Cultural heritage resources include all built heritage and cultural heritage landscape features, archaeological sites, or features of historical or architectural interest.

Consequently, this office wishes to continue to be involved in this project. In particular, when available it would be useful to be provided with detailed information and maps of the alternatives being considered, outlining the extent and type of land disturbance activities to be carried out, and the extent of any previous land disturbance within the area(s) proposed to be impacted. This information will allow a more accurate determination of the parts of the project that may exhibit the potential for impacting cultural heritage resources, and therefore would require an assessment. The information concerning the cultural heritage resources thus provided will determine the nature of the mitigation work that may be required.

We note that the study area includes an historic crossroads (Finch and Weston) that was the site of a small rural village in the nineteenth century. The potential cultural heritage resources associated with the former village should be taken into account in the study.

Cultural heritage resources include all built heritage and cultural heritage landscape resources or features of historical, architectural, or archaeological interest. The Heritage Preservation Services unit of the City of Toronto should be consulted concerning the historical background of the areas to be impacted and any concerns that they may have for impacts to cultural heritage features.

Please also contact the Heritage Policy and Program Development Unit of this Ministry for advice regarding built heritage and cultural heritage landscape features that may be impacted by this project.

We would appreciate the opportunity to comment on any information which you may be able to supply. Should you wish to discuss this matter further, please do not hesitate to contact me.

Sincerely,



Malcolm Home  
Heritage Planner/Archaeologist

cc. Susan Hughes, Heritage Preservation Services, City of Toronto  
Karla Barboza, Heritage Policy and Program Development, MCL

City Hall, 23rd Floor, East Tower  
100 Queen Street West  
Toronto, Ontario M5H 2N2**Tel:** 416-392-8431  
**Fax:** 416-392-4455  
**E-Mail:** Welsh@toronto.ca

October 18, 2007

Malcolm Horne  
Heritage Planner / Archaeologist  
Ministry of Culture  
Programs and Services Branch  
400 University Avenue  
4<sup>th</sup> Floor  
Toronto, Ontario  
M7A 2R9

Dear Mr. Horne,

**RE: Emery Village Transportation Master Plan Study**

I am writing in response to your letter of March 13 2007, regarding the Emery Village Transportation Master Plan Study.

The purpose of the Emery Village Transportation Master Plan Study is to identify transportation infrastructure improvements to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village.

The study is following the Master Plan Approach No. 1, as identified in the Municipal Class Environmental Assessment (Class EA) document of June 2000. As such the Emery Village Transportation Master Plan involves a broad level of assessment and will identify the road network required for the area. Subsequent to the development and approval of the Master Plan, for the specific road infrastructure identified in the Master Plan, further detailed investigations at the project-specific level will be undertaken. This additional work is required to fulfill the Class EA requirements and includes further public and agency consultation at the project-specific level.

In your letter you indicate that should a project be determined to have the potential to have an impact on cultural heritage resources, then your office recommends that a cultural heritage resource assessment be undertaken as part of the Environmental Assessment. As part of the study both a Built Heritage and Cultural Landscape Assessment and a Stage 1 Archaeological Assessment were undertaken by Archaeological Services Inc.

Based upon the results of the Built Heritage and Cultural Landscape Assessment there are no built heritage or cultural landscape resources that would be impacted within the primary study area; the area where transportation improvements would occur. In addition, the assessment indicated that there are no designated structures under Part IV of the *Ontario Heritage Act* within

the study area. The Ministry of Culture will be contacted when the project-specific work is undertaken to complete the Class EA requirements for the new roads identified in the Master Plan.

As a result of the Stage 1 Archaeological Assessment, areas having the potential for archaeological sites were identified within the primary study area. The assessment recommended that, "as per the Ministry of Culture's Standards and Guidelines for Consultant Archaeologists (2006), Stage 2 assessment should be conducted in areas where there is potential for archaeological sites in order to identify any archaeological remains that may be present". When the project-specific work is undertaken to complete the Class EA requirements for the new roads identified in the Master Plan, the Ministry of Culture will be contacted to discuss the Stage 2 assessments for these new roads.

Enclosed are copies of the Built Heritage and Cultural Landscape Assessment and the Stage 1 Archaeological Assessment documents.

I trust that this addresses the issues identified in your letter. Should you have any further questions, please contact me at (416) 392-8479.

Sincerely,

Uwe C. Mader, P.Eng.  
Engineer, Infrastructure Planning  
Transportation Services

attach

**From:** "Leah Lloyd" <lloydl@ainc-inac.gc.ca>  
**To:** UMader@toronto.ca  
**Date:** 09/06/2008 1:48 PM  
**Subject:** Re: Emery Village Transportation Master Plan study

On behalf of Fred Hosking, please find below a response to the above noted inquiry:

Mr. Mader,

I am writing in response to your telephone conversation and e-mail of May 27, 2008, to Leah Lloyd inquiring about any aboriginal interests pertaining to the above noted study.

We note that you are aware of the agreement made between the Specific Claims Branch and David Nagler of the City of Toronto regarding consultation inquiries with First Nations. You indicated to Ms. Lloyd that the Ministry of Environment advised you to contact our office prior to this agreement being made. Please note that any future inquiries involving the City of Toronto sent to the Specific Claims Branch that require a response will be forwarded to the Public Consultation Unit of the City of Toronto for their follow up.

We have conducted a brief search of our records and determined that a specific claim has been submitted by the following First Nation in the vicinity of the area of your study:

Mississaugas of the New Credit First Nation  
2789 MISSISSAUGA ROAD R.R. #6 HAGERSVILLE ON N0A 1H0  
(905) 768-1133

For more information, you may wish to consult a "Public Information Status Report" on all claims which have been submitted to date. This information is available to the public on the Indian and Northern Affairs Canada (INAC) website and can be found at [http://www.ainc-inac.gc.ca/ps/clm/pis\\_e.html](http://www.ainc-inac.gc.ca/ps/clm/pis_e.html).

It should be noted that the reports available on the INAC website are updated quarterly and therefore, you may want to check this site at regular intervals for updates. In accordance with legislative requirements, confidential information has not been disclosed.

Please rest assured that it is the policy of the Government of Canada as expressed in Outstanding Business: A Native Claims Policy that "in any settlement of specific native claims the government will take third party interests into account. As a general rule, the government will not accept any settlement which will lead to third parties being dispossessed."

We can only speak directly to claims filed under the Specific Claims Policy in the Province of Ontario. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. This includes claims under Canada's Comprehensive Claims Policy or legal action by a First Nation against the Crown. You may wish to contact INAC's Comprehensive Claims Branch at (819) 994-7521, its

unit responsible for Special Claims at (819) 994-6453, and the Consultation and Accommodation Unit at (613) 944-9313. Please note that the Litigation Management and Resolution Branch has an agreement with the City of Toronto similar to that of the Specific Claims Branch.

To the best of our knowledge, the information we have provided you is current and up-to-date. However, this information may not be exhaustive with regard to your needs and you may wish to consider seeking information from other government and private sources (including Aboriginal groups). In addition, please note that Canada does not act as a representative for any Aboriginal group for the purpose of any claim or the purpose of consultation.

I hope this information will be of assistance to you. I trust that this satisfactorily addresses your concerns. If you wish to discuss this matter further please contact me at (819) 953-1940.

Yours sincerely,

Fred Hosking  
Senior Claims Analyst  
Ontario Research Team  
Specific Claims Branch

>>> "Uwe Mader" <UMader@toronto.ca> 05/27/08 11:56 AM >>>  
Hello Ms. Lloyd,

As per our telephone conversation, we are undertaking the above noted study. Through the course of the study the MOE had indicated that we contact INAC \* Specific Claims Branch determine if there was any aboriginal interest from this section pertaining to our study.

I am attaching a map that identifies the study area for your reference.

Sincerely,

Uwe C. Mader, P.Eng.  
Transportation Engineer  
Infrastructure Planning Unit  
Transportation Services  
City of Toronto  
T: 416-392-8479  
F: 416-392-4808  
E: umader@toronto.ca

NCR-D 8275-76

**By facsimile transmission 1-905-392-4808**

October 22, 2007

Infrastructure Planning Unit  
Transportation Services  
City of Toronto, City Hall, 22nd Fl  
100 Queen Street West  
TORONTO ON M5H 2N2

**Attn: Uwe C. Mader, Professional Engineer**

**Re: Request for Property-Specific Information on Known Aboriginal or First Nations.**

Dear Mr. Mader:

I am responding to your October 19, 2007, email respecting your request if there are any known claims, treaties, or disputes or litigation actions near or on the following property:

- Emery Village, at the intersection of Weston Road and Finch Avenue, in the City of Toronto.

Special Claims have conducted a search of our records with respect to the above mentioned properties and have determined that there are no Special Claims submitted in for the property mentioned above.

Please rest assured that it is the policy of the Government of Canada as expressed in Outstanding Business: A Native Claims Policy that "In any settlement of specific native claims the government will take third party interests into account. As a general rule, the government will not accept any settlement which will lead to third parties being dispossessed."

.../2

Canada

We can only speak directly to claims that are now with the Special Claims Branch and do not make any comments regarding potential or future claims, claims filed under other departmental policies or claims in active negotiations in other areas of the Department.

This includes claims accepted under Canada's Comprehensive Claims Policy or, Specific Claims Policy, or legal action by the First Nation against the Crown. You will have to contact the Comprehensive Claims Branch at (819) 994-7521, Specific Claims Branch, at (819)994-7020, or the Litigation Management and Resolution Branch at (819) 934-2185 directly for more information.

To the best of our knowledge, the information we have provided you is current and up-to-date; however, this information may not be exhaustive with regard to your needs and you may wish to consider seeking information from other government and private sources (including Aboriginal groups). In addition, please note that Canada does not act as a representative for any Aboriginal group for the purpose of any claim or the purpose of consultation.

I hope this information will assist you in any further queries. I trust that this satisfactorily addresses your concerns. If you wish to discuss this matter further please contact me at (819) 994-6023.

Sincerely yours

Etienne Gilbert  
Sr. Research Analyst, Claims and Historical Research Centre  
Special Claims Directorate  
1-819-994-6023

**Ministry of Aboriginal Affairs**

720 Bay Street  
4<sup>th</sup> Floor  
Toronto, ON M5G 2K1

Tel: (416) 326-4741  
Fax: (416) 326-4017

**Ministère des Affaires autochtones**

720, rue Bay  
4<sup>e</sup> étage  
Toronto, ON M5G 2K1

Tél: (416) 326-4741  
Télé: (416) 326-4017



website: [www.aboriginalaffairs.gov.on.ca](http://www.aboriginalaffairs.gov.on.ca)

Reference: PAR 366  
0708-235

Mr. Uwe Mader  
Transportation Services  
City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen Street West  
Toronto, ON M6H 2N2

Fax: 416 392-4808

Re: Emery Village Transportation Master Plan

Dear Mr. Mader:

Pursuant to our telephone conversation regarding the above noted project. We would like to apologize for the delay in responding to your request.

The responsibilities of the Ministry of Aboriginal Affairs (MAA) include conducting land claim and related negotiations on behalf of the Province. In light of this mandate, MAA has reviewed the materials and notes that at this time it is not aware of any First Nation land claims submitted to the Government of Ontario that will be impacted by this project.

You should be aware as well that many First Nations either have or assert rights to hunt and fish in their traditional territories. These territories often include lands and waters outside of a First Nation's reserve. As well, in some instances project work may impact archaeological and burial sites. First Nations with an interest in such archaeological sites may extend beyond those First Nations in the nearest vicinity of the proposed project.

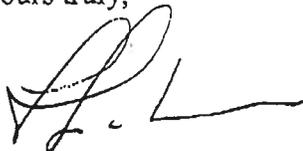
.../2

As well, the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends the proponent contact the following federal contacts:

Mr. Don Boswell  
A/Sr Claims Analyst  
Ontario Research Team  
Indian and Northern Affairs Canada  
10 Wellington St.  
Gatineau, QC K1A 0H4  
Tel: (819) 953-1940  
Fax: (819) 997-9873

Mr. Jean-Francois Tardif  
Director,  
Financial Issues and Cost-Sharing  
10 Wellington St. 8<sup>th</sup> Floor  
Gatineau, QC K1A 0H4  
Tel: (819) 953-5830  
Fax:(819) 953-3812

Yours truly,



François Lachance  
Policy Advisor  
Policy and Relationships Branch

City Hall, 23rd Floor, East Tower  
100 Queen Street West  
Toronto, Ontario M5H 2N2

Tel: 416-392-8431  
Fax: 416-392-4455  
E-Mail: Welsh@toronto.ca

October 18, 2007

Miranda Lesperance  
Environment Officer  
Environment Unit  
INAC – Ontario Region  
25 St. Clair Avenue E. 8<sup>th</sup> Floor  
Toronto, Ontario  
M4T 1M2

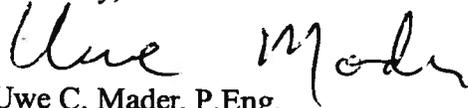
Dear Ms. Lesperance,

**RE: Emery Village Transportation Master Plan Study**

I am writing in response to your letter of January 2007, responding to our Notice of Study Commencement for the Emery Village Transportation Master Plan Study.

As per your letter, in which you indicated that for enquiries regarding land claims in Ontario one should contact the Specific Claims Branch directly, we have contacted this Branch to determine if there are any Aboriginal issues pertaining to our study.

Sincerely,

A handwritten signature in black ink that reads "Uwe Mader".

Uwe C. Mader, P.Eng.  
Engineer, Infrastructure Planning  
Transportation Services Division



January 19, 2007

Your file    Votre référence

Our file    Notre référence

5010-1  
#146590

Uwe Mader  
Transportation Services  
City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen Street West  
Toronto, ON  
M5H 2N2

Dear Mr. Mader:

**RE:    Emery Village Transportation Master Plan Study**

Thank you for your notice of January 19, 2007 regarding the above project.

While INAC has, in the past, responded to such notifications by identifying and providing contact information for Aboriginal groups who may have an interest in provincial/municipal undertakings, we now are asking that you make efforts directly from the start to identify and notify potentially interested Aboriginal groups at the earliest planning stages of that undertaking and keep them informed throughout the process.

To assist with identifying Aboriginal groups within the vicinity of a specific proposed project, the following resources will be of assistance:

- The Chiefs of Ontario website (<http://www.chiefs-of-ontario.org>) provides a directory of contact information for all First Nations and Chiefs, as well as a map of the locations of all Ontario First Nations.
- Natural Resources Canada, Legal Surveys Division, produces a 1:2 000 000 map entitled "Canada - Indian Communities, Ontario", showing all First Nation reserve lands and communities in Ontario.
- Natural Resources Canada's online *Historical Indian Treaties* map, showing historical First Nation treaties across Canada, is available at:  
<http://atlas.nrcan.gc.ca/site/english/maps/historical/indiantreaties/historicaltreaties>
- A search by place name at the Canadian Geographical Names database ([http://geonames.nrcan.gc.ca/search/search\\_e.php](http://geonames.nrcan.gc.ca/search/search_e.php)) will generate a map which shows any nearby Indian reserve lands in grey.

Canada

- The Métis Nation of Ontario (<http://www.metisnation.org/>) may be able to provide information regarding Métis interests with respect to a particular project.
- The Ontario Federation of Indian Friendship Centres website provides a list of all friendship centres in Ontario, at: <http://www.ofifc.org/Centres/OfficeList.asp?Region='ON'>
- For enquiries regarding land claims in Ontario, please contact the INAC Specific Claims Branch directly at (819) 953-4622

If, however, you believe that your proposed project is likely to also trigger a requirement for a federal environmental assessment under the *Canadian Environmental Assessment Act (CEAA)*, we advise that you contact the Canadian Environmental Assessment Agency early in the planning process, and provide a project description to them. The Agency will notify federal agencies, including INAC, of the proposed project as appropriate, in accordance with the requirements of the *Regulations Respecting the Coordination by Federal Authorities of Environmental Assessment Procedures and Requirements*. INAC will, in turn, provide input to the Agency regarding our interest in the project and/or First Nation contact information wherever warranted.

Thank you for your time and consideration,



Miranda Lesperance  
Environment Officer  
Environment Unit  
INAC - Ontario Region  
25 St. Clair Avenue E. 8<sup>th</sup> Floor  
Toronto, Ontario M4T 1M2  
[lesperancem@inac.gc.ca](mailto:lesperancem@inac.gc.ca)

cc: Josie Giordano; City of Toronto Policy, Planning, Finance & Administration

Canada

Ministry  
of the  
Environment

5775 Yonge Street  
8<sup>th</sup> Floor  
North York, ON M2M 4J1

Central Region

Ministère  
de  
l'Environnement

5575, rue Yonge  
8<sup>e</sup> étage  
North York, ON M2M 4J1

Région du Centre



Tel: (416) 326-6700  
Fax: (416) 325-6345

April 11, 2007

Mr. Uwe Mader  
Transportation Services  
City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen Street West  
Toronto, Ontario M5H 2N2

**RE: Emery Village Transportation Master Plan  
City of Toronto  
Class Environmental Assessment  
Notice of Public Meeting  
Our File: EA 05-02-05**

Dear Mr. Mader:

This letter is our response to your Notice of Public Meeting for the above noted project. This response acknowledges that the City of Toronto is following the approved environmental planning process for Master Plans under the *Municipal Engineers Association Municipal Class Environmental Assessment (Class EA)*.

On the basis of our review of the information submitted, we are providing the following general comments to assist you and your project team members in the proposed undertaking:

### **Master Planning Process**

- There are several potential approaches to completing a Master Plan which are outlined in Appendix 4 of the MEA Class EA document. The particular approach taken should be clearly identified in the Master Plan. In addition, if the Master Plan is seeking Class EA approval for any Schedule B and/or Schedule C projects, it must be prepared to a level of investigation, consultation, and documentation sufficient to meet Schedule B and/or C project requirements. In this case, the Master Plan Notice of Completion must identify each Schedule B and/or C undertaking and provide the appropriate opportunity to request a Part II Order under the *Environmental Assessment Act* for those individual projects and not the Master Plan itself.

- Measures should be included in the planning and design process and described in the project documentation to ensure that sediment discharge from construction activities and roadway operations will be minimized and that there will be no ecological impacts to local watercourses. Exposed areas should be kept to a minimum at all times in order to minimize the potential for erosion. The MOE *Guidelines for Evaluating Construction Activities Impacting on Water Resources* (Guideline B-6) should be utilized during planning and construction phase of this project.
- Additional stormwater runoff from new pavement can impact receiving watercourses and cause flooding. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing road surfaces. We recommend a Stormwater Management Plan/Report be prepared as part of the Class EA process and included in the project documentation. Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams and wetlands/sensitive environmental features should be described in this plan, and these should ensure that adequate (Enhanced) water quality is maintained. This plan should integrate existing background information including sub-watershed information, existing drainage conditions, future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and should include information on maintenance and monitoring commitments. The MOE's *Stormwater Management Planning and Design Manual* (2003) should be referenced in the project documentation and utilized when designing stormwater control methods.
- Our records indicate that there are ground water wells in the Study Area. Care should be taken to ensure that those water supplies will not be adversely affected by construction activities. The primary concerns include the contamination and potential disruption of groundwater movement, particularly in the case of shallow wells. Background data should be obtained to define existing water quality and quantity and their relationships, and this information should be included in the project documentation.
- De-watering associated with construction activities may temporarily impact local groundwater wells and interfere with baseflow to streams. In addition, the dispersal of pumped water can affect a receiving watercourse. A temporary PTTW will be required should any de-watering taking exceed 50,000 litres per day. Please note that the Ministry of the Environment has implemented a new Permit to Take Water (PTTW) program. Consultation with the Permit to Take Water Manual (April 2005) is recommended for information on how the new Water Taking and Transfer Regulation 387/04 under the *Ontario Water Resources Act* and improvements to the PTTW program have been implemented. Studies prepared as part of the Class EA process should be carried out to a sufficient level of detail to determine if a PTTW, or any other approvals, will be required for this undertaking. The project documentation should clearly identify if a PTTW or any other approvals are expected to be necessary.

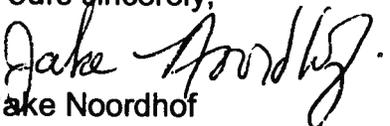
## **Mitigation and Monitoring**

- Design and construction report(s) and plans should be based on a best management approach that centres on the prevention of impacts, protection of existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction activities must receive proper disposal in accordance with MOE requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation work are met. Mitigation measures should be clearly referenced in the project documentation and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the project documentation.

## **Class EA Process**

- The project documentation should provide clear and complete documentation of the planning process in order to allow traceability of decision-making. It must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, it should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project, and the proponent's responses.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. Therefore, the project documentation should include a level of detail (e.g. hydrogeologic investigations) such that all potential impacts can be identified and appropriate mitigation measures be developed.
- Any supporting studies conducted during the Class EA process (e.g. natural environment, hydrology) should be referenced and included as part of the project documentation.
- Please include, in the project documentation, a list of all subsequent permits/approvals that may be required for the implementation of the preferred alternative. The proponent should consider if the proposed project will require approval under the *Canadian Environmental Assessment Act* (CEAA) and document this in the project documentation.

Yours sincerely,

  
Jake Noordhof

Environmental Assessment and Planning Coordinator  
Air, Pesticides and Environmental Planning

- c. Steve Klose, Toronto District Office, MOE  
Central Region EA File  
A & P File

City Hall, 23rd Floor, East Tower  
100 Queen Street West  
Toronto, Ontario M5H 2N2

Tel: 416-392-8431  
Fax: 416-392-4455  
E-Mail: [Welsh@toronto.ca](mailto:Welsh@toronto.ca)

October 18, 2007

Jake Noordhof  
Environmental Assessment & Planning Coordinator  
Air, Pesticides and Environmental Planning  
Ministry of the Environment  
5775 Yonge Street  
8<sup>th</sup> Floor  
North York, Ontario  
M2M 4J1

Dear Mr. Noordhof:

**RE: Emery Village Transportation Master Plan Study**

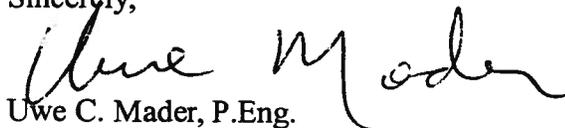
I am writing in response to your letter of April 11 2007, responding to our Notice of Public Meeting for the Emery Village Transportation Master Plan Study.

The purpose of the Emery Village Transportation Master Plan Study is to identify transportation infrastructure improvements to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village.

The study is following the Master Plan Approach No. 1, as identified in the Municipal Class Environmental Assessment (Class EA) document of June 2000. As such the Emery Village Transportation Master Plan involves a broad level of assessment and will identify the road network required for the area. Subsequent to the development and approval of the Master Plan, for the specific road infrastructure identified in the Master Plan, further detailed investigations at the project-specific level will be undertaken at a later date. This additional work is required to fulfill the Class EA requirements and includes further public and agency consultation at the project-specific level.

As the project moves through the Master Plan, the project-specific level EAs and the construction phases your comments will be addressed as appropriate.

Sincerely,

A handwritten signature in black ink that reads "Uwe C. Mader". The signature is written in a cursive style.

Uwe C. Mader, P.Eng.  
Engineer, Infrastructure Planning  
Transportation Services Division

# **Appendix B**

## **Public Consultation Process**



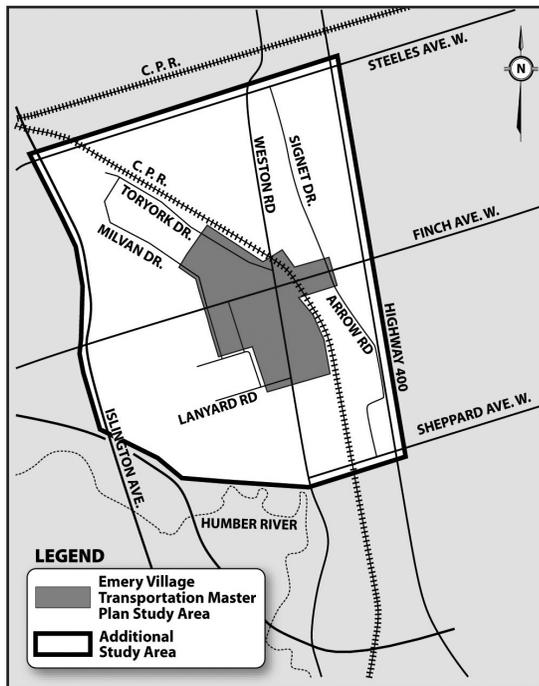
# Emery Village Transportation Master Plan

## Class Environmental Assessment Public Meeting and Open House

### Background

The City of Toronto is investigating the potential to improve the transportation infrastructure in Emery Village, while protecting the established residential community. Emery Village refers to the area of Finch Avenue and Weston Road. Transportation infrastructure improvements will provide the opportunity to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village. Findings of this study may lead to an amendment of the Emery Village Secondary Plan and/or Toronto Official Plan.

The study is being carried out as a MasterPlan project under the Municipal Class Environmental Assessment (June 2000) process.



### We would like to hear from you

Public consultation is vital to this study. It is important that your comments or concerns relating to this study are known early so that they can be incorporated in the development of alternatives. This public meeting will present the results of the evaluation of options, the preliminary preferred option, and the next steps in the process. The public meeting and open house is scheduled for:

<b>Date:</b>	<b>Wednesday March 7, 2007</b>
<b>Open House:</b>	<b>6:30 p.m. to 7:00 p.m.</b>
<b>Presentation:</b>	<b>7:00 p.m.</b>
<b>Location:</b>	<b>Humber Sheppard Community Centre Gymnasium 3100 Weston Road (Northwest corner of Weston Road/Sheppard Avenue West)</b>

### Ward Councillor

Giorgio Mammoliti is the City Councillor for Ward 7, York West. He can be reached at 416-395-6401 or [councillor\\_mammoliti@toronto.ca](mailto:councillor_mammoliti@toronto.ca)

### How to stay involved

If you are unable to attend the meeting, but would like to provide us with your comments, or if you would like to be added to the project mailing list, please contact:

<b>Mr. Uwe Mader, P.Eng.</b>	Phone: (416) 392-8479 (direct)
Transportation Services	Phone: (416) 397-7777 (24-hour comment line)
City of Toronto	TTY: (416) 338-0TTY (0889)
City Hall, 22nd Floor East	Fax: (416) 392-4808
100 Queen Street West	Internet: <a href="http://www.toronto.ca/involved/projects">www.toronto.ca/involved/projects</a>
Toronto, Ontario M5H 2N2	E-Mail: <a href="mailto:works_consultation@toronto.ca">works_consultation@toronto.ca</a>

*With the exception of personal information, all comments will become part of the public record.*

---

**Policy, Planning, Finance &  
Administration**  
Metro Hall, 19<sup>th</sup> Floor  
55 John Street  
Toronto, ON M5V 3C6

**Josie Giordano**  
**Public Consultation**  
**Coordinator**  
**Tel:** (416) 338-2859  
**Fax:** (416) 392-2974  
**Email:** [jgiorda@toronto.ca](mailto:jgiorda@toronto.ca)

December 19, 2006

To:

RE: Emery Village Transportation Master Plan

---

The City of Toronto is investigating the potential to improve the transportation infrastructure in Emery Village, the area of Finch Avenue and Weston Road, while protecting the established residential community. Transportation infrastructure improvements will provide the opportunity to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village.

The Master Plan is being developed as per the Master Plan process identified in the Municipal Class Environmental Assessment (EA) June 2000 document.

Public Consultation is extremely important to the City and is an integral part of all Municipal Class EA undertakings. Our public consultation program is designed to provide the public with opportunities to learn about and comment on the project during the course of the study, before any final decisions are made. To this end, a Public Information Centre (PIC) will be held for this study.

Enclosed is a copy of the Notice of Study Commencement for the study. The Notice will appear in the Friday December 22 and Friday December 29 editions of the North York Mirror. In addition, there will be a door-to-door flyer distribution, through Canada Post, to residents and business owners in the surrounding community.

All comments received will be considered by the project team and documented in the final Master Plan report.

Should you have any questions, please contact me at 416-338-2859 or [jgiorda@toronto.ca](mailto:jgiorda@toronto.ca) at any time.

Sincerely,

Josie Giordano

Public Consultation Co-ordinator



**B)** The following is a list of criteria used to evaluate the List of Options:

- Land Use and Socio-Economic,
- City Building,
- Transportation,
- Natural Environment,
- Implementation, and
- Cost

\*\*\*Please refer to your handouts for more information

Are there any additional criteria you would like included?

---

---

---

---

---

**C)** Please provide any other comments you have on this study.

---

---

---

---

---

**Contact Information**

<b>Name</b>	
<b>Organization</b>	
<b>Street address</b>	
<b>Postal Code</b>	
<b>Phone</b>	
<b>E-mail address</b>	
<b>Please place me on the contact list for future mailings</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>I give permission to my City Councillor to see my comments</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>I give permission to all City Councillors to see my comments</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	

*Note: Information received will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments received will become part of the public record.*

**Please return this comment sheet today or no later than March 21, 2007.**

Please address your comments to:

**Josie Giordano, Public Consultation Coordinator**  
**City of Toronto**  
**55 John Street, 19<sup>th</sup> Floor**  
**Toronto ON M5V 3C6**  
**Tel: 416-338-2859    Fax: 416-392-2974    TTY: 416-397-0831**  
**Email: [jgiorda@toronto.ca](mailto:jgiorda@toronto.ca)**  
**Website: [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects)**

The personal information on this form is collected under the authority of the City of Toronto Act, 2006, Environmental Assessment Act, s. 5.1 and By-law No. 167-2006. The information is used to **contact you about future meetings and to provide updates regarding the above noted issue.** Questions about this collection can be directed to the Public Consultation Coordinator, 55 John St., Metro hall, 19<sup>th</sup> Floor, Toronto, ON M5V 3C6 or by telephone at **416-338-2859**.

Analysis and Evaluation of Design Options: Ring Road (Table 1 of 2)

FACTOR	Criteria	Option 1		Option 2A		Option 2B		Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options		
<b>Land Use and Social-Economic</b>								
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth	<ul style="list-style-type: none"> <li>No sensitive receptors existing on this quadrant</li> <li>Potential noise impacts at future residential development</li> </ul>	<ul style="list-style-type: none"> <li>No sensitive receptors existing on this quadrant</li> <li>Potential noise impacts at future residential development</li> </ul>	<ul style="list-style-type: none"> <li>Increase in noise levels at Lindylou Park and outside apartment buildings</li> </ul>	<ul style="list-style-type: none"> <li>No sensitive receptors existing on this quadrant</li> <li>Potential noise impacts at future residential development</li> </ul>	<ul style="list-style-type: none"> <li>Increase in noise levels at Lindylou Park and outside apartment buildings</li> </ul>	<ul style="list-style-type: none"> <li>No sensitive receptors existing on this quadrant</li> <li>Potential noise impacts at future residential development</li> </ul>
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to new residential development on Toryork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to new residential development on Toryork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Improved access to new residential development on Weston</li> <li>2B1, 2B2, 2B3: Improved access to existing apartment buildings</li> <li>Residential property required for all 3 suboptions</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to new residential development on Toryork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Improved access to new residential development on Weston</li> <li>2B1, 2B2, 2B3: Improved access to existing apartment buildings</li> <li>Residential property required for all 3 suboptions</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Improved access to new residential development on Weston</li> <li>2B1, 2B2, 2B3: Improved access to existing apartment buildings</li> <li>Residential property required for all 3 suboptions</li> </ul>
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>Works Yard property and potentially other business property required</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>Works Yard property and potentially other business property required</li> </ul>	<ul style="list-style-type: none"> <li>2B1: Improved access to existing businesses on SW quadrant</li> <li>No impact to existing business property</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>Works Yard property and potentially other business property required</li> </ul>	<ul style="list-style-type: none"> <li>2B1: Improved access to existing businesses on SW quadrant</li> <li>No impact to existing business property</li> </ul>	<ul style="list-style-type: none"> <li>2B1: Improved access to existing businesses on SW quadrant</li> <li>No impact to existing business property</li> </ul>
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>Lindylou Park property required for all 3 suboptions: 2B1 requires least, 2B3 requires most</li> <li>Reduction in pedestrian access to Lindylou Park</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>	<ul style="list-style-type: none"> <li>Lindylou Park property required for all 3 suboptions: 2B1 requires least, 2B3 requires most</li> <li>Reduction in pedestrian access to Lindylou Park</li> </ul>	<ul style="list-style-type: none"> <li>No impact to existing travel patterns, access, property</li> </ul>
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>	<ul style="list-style-type: none"> <li>No impact to TRCA property</li> </ul>
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No impact to potential archaeological or cultural heritage resources</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Slight potential for archaeological sites in undisturbed lands adjacent to Toryork on Works Yard property</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindylou Park: 2B1 has least potential, 2B3 has most potential</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindylou Park: 2B1 has least potential, 2B3 has most potential</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Slight potential for archaeological sites in undisturbed lands adjacent to Toryork on Works Yard property</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindylou Park: 2B1 has least potential, 2B3 has most potential</li> <li>No built heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindylou Park: 2B1 has least potential, 2B3 has most potential</li> <li>No built heritage sites</li> </ul>
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may increase neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	<ul style="list-style-type: none"> <li>Does not conform with development of former Mall site or new residential development on Weston which assume extension of Rivalda Road and east extension of Rivalda to Arrow/ Deerhide intersection</li> </ul>	<ul style="list-style-type: none"> <li>Conforms with development on Toryork</li> </ul>	<ul style="list-style-type: none"> <li>Conforms with development on Toryork</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Conform with development of former Mall site and new residential development on Weston</li> </ul>	<ul style="list-style-type: none"> <li>Conforms with development on Toryork</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Conform with development of former Mall site and new residential development on Weston</li> </ul>	<ul style="list-style-type: none"> <li>2B1, 2B2: Conform with development of former Mall site and new residential development on Weston</li> </ul>

**LEGEND**

Most Preferred Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 1 of 2)

FACTOR	Criteria	Option 1 Do Nothing (Existing Network)	Option 2A NW quadrant of Finch/Weston: 1 option	Option 2B SW quadrant of Finch/Weston: 3 options	Indicator	Indicator
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	<ul style="list-style-type: none"> <li>No remediation sites anticipated</li> </ul>	<ul style="list-style-type: none"> <li>Potential remediation site on Works Yard property</li> </ul>	<ul style="list-style-type: none"> <li>No remediation sites anticipated</li> </ul>	●	●
<b>City Building</b>						
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NW quadrant</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on SW quadrant</li> <li>Expands the public realm</li> </ul>	○	●
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of Weston</li> <li>Provides moderate opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian and cyclist connection to Lindy/ou Park</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of Weston</li> <li>2B1, 2B2 provide opportunity for pedestrian crossing of Weston, south of Finch</li> <li>Provides moderate opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian, cyclist, and transit connections</li> </ul>	○	◐
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐	◐
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	○	○

**LEGEND**

● Most Preferred

◐

○ Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 1 of 2)

FACTOR	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 2A NW quadrant of Finch/Weston: 1 option	Indicator	Option 2B SW quadrant of Finch/Weston: 3 options	Indicator
<b>Transportation</b>							
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>	<input type="radio"/>	Slight increase to overall study area roadway capacity	<input type="radio"/>	<ul style="list-style-type: none"> <li>2B1, 2B2: Moderate increase to overall study area roadway capacity</li> <li>2B3: Slight increase to overall study area roadway capacity</li> </ul>	<input type="radio"/>
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network	<input type="radio"/>	New road, safety performance would be built in along length of road	<input type="radio"/>	New road, safety performance would be built in along length of road	<input type="radio"/>
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	<input type="radio"/>	<ul style="list-style-type: none"> <li>Moderate reduction in queue lengths on Finch west of Weston and on Weston north of Finch with this alternate north-south route</li> <li>Potential for new traffic signals allow for queue management</li> </ul>	<input type="radio"/>	<ul style="list-style-type: none"> <li>Slight reduction in queue lengths on Finch west of Weston with this alternate north-south route</li> <li>Potential for new traffic signals allow for queue management</li> </ul>	<input type="radio"/>
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network	<input type="radio"/>	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84 to development on TorYork with increased ridership and overall level of service</li> <li>Potential for on-street looping for extension of TTC bus routes 36C, 165B and 165C</li> </ul>	<input type="radio"/>	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84, 165 to development on Weston with increased ridership and overall level of service</li> </ul>	<input type="radio"/>
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities	<input type="radio"/>	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>	<input type="radio"/>	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> <li>Reduction in east-west pedestrian accommodation in this quadrant; Midblock crossing of new road adjacent to Lindylou Park is undesirable</li> </ul>	<input type="radio"/>
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing mix of industrial and residential local	<input type="radio"/>	New road would be intended to service commercial access but may attract through industrial traffic and residential traffic from new proposed development	<input type="radio"/>	New road would be intended to service residential and commercial access but may attract through commuter traffic	<input type="radio"/>
<b>Natural Environment</b>							
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	<input type="radio"/>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	<input type="radio"/>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	<input type="radio"/>

**LEGEND**



Most Preferred

Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 1 of 2)

FACTOR	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 2A NW quadrant of Finch/Weston: 1 option	Indicator	Option 2B SW quadrant of Finch/Weston: 3 options	Indicator
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability; No change to landforms, features, or functions</li> <li>2B2, 2B3: May require mitigation for slope stability and may impact landforms</li> </ul>	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation		<ul style="list-style-type: none"> <li>Potential removal of existing vegetation along property line (hedgerow, lawn, exotc cultural woodland, old field meadow</li> <li>Potential for planting along new road</li> </ul>		<ul style="list-style-type: none"> <li>2B1, 2B2, 2B3: Removal of numerous mid-aged trees in Lindylou Park and apartment building lawns. 2B1 has least impact, 2B3 has most impact</li> <li>Potential for planting along new road</li> </ul>	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		<ul style="list-style-type: none"> <li>Potential impact on wildlife corridors/pathways within Lindylou Park with traffic in proximity to park</li> </ul>	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		<ul style="list-style-type: none"> <li>2B1: No anticipated impact on aquatic habitat or access</li> <li>2B2 and 2B3: Potential impact to Emery Creek which runs underground through Lindylou Park</li> </ul>	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> <li>Increase in emissions near Lindylou Park and sensitive receptor (elementary school)</li> </ul>	
Stormwater	Opportunities to meet targets of Toronto WWFMP	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption	
<b>Implementation</b>							
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>2B1: Horizontal curves through existing buildings may require minimum design criteria</li> <li>2B2, 2B3: Able to construct in accordance with appropriate design standards and guidelines</li> <li>Investigation of existing underground parking structures required prior to construction</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>2B1: Horizontal curves through existing buildings may require minimum design criteria</li> <li>2B2, 2B3: Able to construct in accordance with appropriate design standards and guidelines</li> <li>Investigation of existing underground parking structures required prior to construction</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	No new construction		Able to phase implementation with preferred network		Able to phase implementation with preferred network	

**LEGEND**

Most Preferred  
 Preferred  
 Least Preferred



Analysis and Evaluation of Design Options: Ring Road (Table 1 of 2)

FACTOR	Criteria	Option 1				Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)								
<b>Costs</b>										
Utility Relocation	Approximate \$	No cost				Low		Low		
Capital Costs	Approximate \$	No cost				Medium		Medium		
Operating Costs	Approximate \$ per year	Low				Low		Low		
Property Acquisition	Approximate area	No cost				5700 m <sup>2</sup>		2B1: 7200 m <sup>2</sup> 2B2: 8800 m <sup>2</sup> 2B3: 9300 m <sup>2</sup>		
<b>Preliminary Recommendations</b>										
		Carry forward for comparison purposes					Carry forward	Do not carry forward		

**LEGEND**

Most Preferred  
 Preferred  
 Fair  
 Least Preferred  
 Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 2 of 2)

FACTOR	Criteria	Option 2C SE quadrant of Finch/Weston: 3 options	Indicator	Option 2D NE quadrant of Finch/Weston: 2 options	Indicator
<b>Land Use and Social-Economic</b>					
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels at Emery Collegiate		No sensitive receptors identified on this quadrant	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3: Improved access to new residential development on the former Mall site</li> <li>2C1, 2C3: Improved access to existing residential neighbourhood on SW quadrant</li> <li>No impact to existing residential property</li> </ul>		Mixing of through commuter/truck traffic with residential traffic from new development on former Mall site	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3: Improved access to new commercial development on the former Mall site</li> <li>2C3: Improved access to two existing businesses south of Finch, east of rail line</li> <li>2C1, 2C3: Require property in hydro corridor</li> </ul>		<ul style="list-style-type: none"> <li>2D1, 2D2: Improved access to existing industrial land on the NE quadrant</li> <li>2D1: Improved access to existing businesses on TorYork</li> <li>2D1, 2D2: Require property from existing businesses, reduced lot sizes and impact to lot layout</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3: Potential for signalized access to Emery Collegiate. Emery Collegiate access shared with commuter/truck traffic</li> <li>2C1: Slight property requirement from Emery Collegiate and impact to parking access</li> <li>2C2: Property required from Emery Collegiate and impact to parking access</li> <li>2C3: Property required from Habitant Arena</li> </ul>		To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both require property from Emery Collegiate	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C2: Property required from Emery Collegiate and impact to parking access</li> <li>2C3: Property required from Habitant Arena</li> </ul>		To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both require property from Emery Collegiate playing fields or Habitant Arena	
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion		Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	2C1, 2C2: Conform with development on the former Mall site		No accommodation of new road links provided in the former Mall site development	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential remediation site due to existing gas station	

LEGEND



Most Preferred

Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 2 of 2)

FACTOR	Criteria	Option 2C SE quadrant of Finch/Weston: 3 options	Indicator	Option 2D NE quadrant of Finch/Weston: 2 options	Indicator
<b>City Building</b>					
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>2C1: Provides opportunity for Emery Collegiate to be street oriented</li> <li>2C2: Provides opportunity for Emery Collegiate and Habitant Arena to be street oriented</li> <li>Increases vehicular access for future development on SE quadrant</li> <li>Expands the public realm</li> </ul>	●	<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NE quadrant</li> <li>Expands the public realm</li> <li>Reduced lot sizes and impact to layout to make use of additional street connection</li> </ul>	◐
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>2C1, 2C2: Provide opportunity for pedestrian crossing of Weston, south of Finch</li> <li>2C3: Provides opportunity for pedestrian crossing of Finch, east of rail line</li> <li>2C1 or 2C2 and 2C3: Provides moderate opportunity to divert industrial through traffic</li> <li>Planned off-road bike trail may have to run parallel to new road</li> <li>2C1 or 2C2 and 2C3: Provide opportunity for new high quality pedestrian, cyclist and transit connections to Lindyout Park from Finch through hydro corridor</li> </ul>	◐	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of rail line, on overpass</li> <li>Provides moderate opportunity to divert industrial through traffic in conjunction with extending Rivalda north to new Ring Road</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian, cyclist and transit connections</li> </ul>	◐
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line.</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>2C1 or 2C2 and 2C3: Can be designed to protect for future pedestrian connection to higher order transit from Weston and Finch</li> <li>2C1 or 2C2 and 2C3: Can be designed to protect for future vehicular routes to higher order transit from Weston and Finch</li> </ul>	◐	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	○
<b>Transportation</b>					
Corridor Capacity and Level of Service	v/c, delay, congestion	2C1 or 2C2 and 2C3: Moderate increase to overall study area roadway capacity	◐	Slight increase to overall study area roadway capacity will shift some traffic congestion from Finch/Weston to TorYork/Weston	◐

**LEGEND**

● Most Preferred      ◐      ○ Least Preferred

March 7, 2007

ITRANS

Analysis and Evaluation of Design Options: Ring Road (Table 2 of 2)

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	<p><b>SE quadrant of Finch/Weston: 3 options</b></p> <p>New road, safety performance would be built in along length of road</p>	●	<p><b>NE quadrant of Finch/Weston: 2 options</b></p> <ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both will result in mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists</li> </ul>	◐
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	<ul style="list-style-type: none"> <li>2C1 or 2C2 and 2C3: Moderate reduction in queue lengths at Finch/Weston intersection with this alternate north-south route</li> <li>2C1: Allows for signalized left-turn movements from former Mall site</li> </ul>	◐	<p>Slight reduction in queue lengths at Finch/Weston with this alternate north-south route in conjunction with extending Rivalda north to new Ring Road or SW quadrant options</p>	◐
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes, 36, 84, 165 to development on former Mall site with increased ridership and overall level of service</li> </ul>	◐	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84, 165 to Toronto with increased ridership and overall level of service in conjunction with extending Rivalda north to new Ring Road or SW quadrant options</li> </ul>	◐
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities, or off-road bike trail adjacent to link 2C</li> <li>2C1: Service to pedestrian and cyclist desire lines with crossing of Weston at Lanyard and increase facilities to Emery Collegiate</li> <li>2C2: Partial service to pedestrian and cyclist desire lines with crossing of Weston and increase facilities to Emery Collegiate</li> <li>2C3: Service to pedestrian and cyclist desire lines with crossing of rail line and new crossing of Finch east of rail line</li> </ul>	●	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built in to new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch west of rail line</li> <li>Does not service other pedestrian and cyclist desire lines</li> </ul>	◐
Road function	Consistency of traffic volume and traffic mix with road function	New road would be intended to service mix of industrial, residential, and commercial traffic adjacent to Emery Collegiate	◐	New road would be intended to service a mix of industrial, residential, and commercial through traffic adjacent to new residential area on former Mall site	○
<b>Natural Environment</b>					
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐
Vegetation	Removal/ potential for planting	<ul style="list-style-type: none"> <li>2C1, 2C2: Removal of numerous mid-aged trees, sumac cultural thicket in hydro corridor and old field meadow and mineral cultural woodland ecocite along rail line; potential encroachment of plants with regional or local status</li> <li>2C3: Potential removal of old field meadow and mineral cultural woodland ecocite along rail line; encroachment of plants with regional or local status</li> <li>Potential for planting along new road</li> </ul>	◐	<ul style="list-style-type: none"> <li>Removal of old field meadow along rail line</li> <li>Potential for planting along new road</li> </ul>	◐

**LEGEND**

- Most Preferred
- ◐ Least Preferred
- Least Preferred

Analysis and Evaluation of Design Options: Ring Road (Table 2 of 2)

FACTOR	Criteria	Option 2C SE quadrant of Finch/Weston: 3 options	Indicator	Option 2D NE quadrant of Finch/Weston: 2 options	Indicator
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> </ul>	<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> <li>Increase emissions near sensitive receptor (Emery Collegiate)</li> </ul>		<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> </ul>	
Stormwater	<ul style="list-style-type: none"> <li>Opportunities to meet targets of Toronto WWF/MMP</li> </ul>	<ul style="list-style-type: none"> <li>New roads provide opportunity to meet stormwater quality and quantity targets</li> </ul>		<ul style="list-style-type: none"> <li>New roads provide opportunity to meet stormwater quality and quantity targets</li> </ul>	
Sustainability	<ul style="list-style-type: none"> <li>Minimizes water/energy consumption</li> </ul>	No change in consumption		No change in consumption	
<b>Implementation</b>					
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>2C1: Horizontal curves near Emery Collegiate may require minimum design criteria</li> <li>2C2: Able to construct in accordance with appropriate design standards and guidelines</li> <li>2C3: Vertical grade for rail underpass may require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>2D1: Feasible to construct in accordance with appropriate design standards and guidelines if property is available on former Mall site and from existing businesses on northeast quadrant</li> <li>2D2: Unable to construct full moves intersection at connection with Weston in accordance with appropriate design standards and guidelines due to existing vertical grade and rail overpass on Weston</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	<ul style="list-style-type: none"> <li>Ability to phase implementation of preferred network</li> </ul>	Able to phase implementation with preferred network		<ul style="list-style-type: none"> <li>Property requirements from existing businesses reduces ability to phase implementation with preferred network</li> </ul>	
<b>Costs</b>					
Utility Relocation	Approximate \$	Low		Low	
Capital Costs	Approximate \$	Medium to high		High	
Operating Costs	Approximate \$ per year	Low		Low	
Property Acquisition	Approximate area	2C1: 11400 m <sup>2</sup> 2C2: 13200 m <sup>2</sup> 2C3: 10100 m <sup>2</sup>		2D1: 7500 m <sup>2</sup> 2D2: 9000 m <sup>2</sup>	
<b>Preliminary Recommendations</b>					
		Carry forward		Do not carry forward	

**LEGEND**

- Most Preferred
- Least Preferred

Analysis and Evaluation of Design Options: Rivalda Road extension

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator	
<b>Land Use and Social-Economic</b>										
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth		Increase in noise exposure for Emery Collegiate		Increase in noise exposure for Emery Collegiate		Increase in noise exposure for Emery Collegiate		
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new residential development on the former Mall site</li> <li>No impact to existing residential travel patterns, access, or property</li> </ul>		No impact to existing residential travel patterns, access, or property		No impact to existing residential travel patterns, access, or property		
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on Rivalda</li> <li>Potential business property requirements at current terminus of Rivalda</li> <li>Potential negative impacts to existing business operations, parking due to new traffic from Mall development</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on Rivalda</li> <li>Business property requirements to connect to Deerhide; Potential business property requirements at current terminus of Rivalda</li> <li>Impacts to existing business operations/parking on Deerhide Crescent and Rivalda Road</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on Rivalda</li> <li>Business property requirements to connect to Finch; Potential business property requirements at current terminus of Rivalda</li> <li>Potential negative impacts to existing business operations, parking due to new north-south traffic from Finch</li> </ul>		
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	No impact to existing travel patterns, access, property		No impact to existing institutional travel patterns, access		No impact to existing institutional travel patterns, access		No impact to existing institutional travel patterns, access		
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	No impact to existing recreational facilities		No anticipated impact to existing recreational facilities		No anticipated impact to existing recreational facilities		No anticipated impact to existing recreational facilities		
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No impact to potential archaeological or cultural heritage resources</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>No built heritage sites</li> </ul>		

LEGEND

- Most Preferred
- 
- 
- Least Preferred

Analysis and Evaluation of Design Options: Rivalda Road extension

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion		<ul style="list-style-type: none"> <li>Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock</li> <li>Potential for commercial vehicles to access Weston through new development on former Mall site</li> </ul>		<ul style="list-style-type: none"> <li>Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock</li> </ul>		<ul style="list-style-type: none"> <li>Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock</li> </ul>	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Does not conform with development of former Mall site or new residential development on Weston eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/Deerhide intersection		<ul style="list-style-type: none"> <li>Partial conformance with current development approvals for Finch West Mall site and new residential development on Weston</li> </ul>		Does not conform with development of former Mall site or Terrace Square		Does not conform with development of former Mall site or new residential development on Weston	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential for remediation adjacent to existing industrial uses		Potential for remediation adjacent to existing industrial uses		Potential for remediation adjacent to existing industrial uses	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Increases vehicular access to future development at former Mall site</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings unless development within hydro corridor</li> <li>Increases vehicular access to future development in hydro corridor</li> <li>Expands the public realm</li> </ul>	

LEGEND

Most Preferred

Least Preferred

Analysis and Evaluation of Design Options: Rivalda Road extension

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>	○	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>Planned off-road bike trail would have to cross or run parallel to Rivalda extension</li> <li>Provides opportunity for north-south connections along Rivalda extension</li> </ul>	◐	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Provides opportunity to divert some industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for east-west connections across rail line</li> </ul>	◐	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Provides opportunity for pedestrian crossing of Finch between rail line and Signal-Arrow</li> <li>Provides opportunity to divert some industrial through traffic</li> <li>Planned off-road bike trail would have to cross or run parallel to Rivalda extension</li> <li>Provides opportunity for east-west connections across rail line</li> </ul>	◐
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	◐	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	◐
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line.</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	○	<ul style="list-style-type: none"> <li>Protects for future pedestrian connection to higher order transit from Sheppard and Rivalda</li> <li>Protects for future vehicular routes to higher order transit from Sheppard and Rivalda</li> </ul>	◐	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	○	<ul style="list-style-type: none"> <li>Protects for future pedestrian connection to higher order transit from Sheppard, Rivalda, and Finch</li> <li>Protects for future vehicular routes to higher order transit from Sheppard, Rivalda, and Finch</li> </ul>	◐

LEGEND



Most Preferred

Least Preferred

**Analysis and Evaluation of Design Options: Rivalda Road extension**

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator
<b>Transportation</b>								
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Reduced demands for development access to Weston</li> </ul>	○	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> </ul>	◐	<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Alternative capacity to Finch/Weston intersection</li> </ul>	◐
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network	<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>To gain benefits from Ring Road, relies on Option 2D; will result in mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists</li> </ul>	◐	<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> </ul>	●	<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> </ul>	●
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	Slight reduction in queue lengths on Weston with this alternate north-south route	○	Moderate reduction in queue lengths on Weston with this alternate north-south route	◐	Moderate reduction in queue lengths on Weston with this alternate north-south route	◐
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus route 84 to former Mall site with increased ridership and overall level of service</li> </ul>	○	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 84, 99 to Deerhide with increased ridership and overall level of service</li> </ul>	◐	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 84, 36 to Finch with increased ridership and overall level of service</li> </ul>	◐
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Does not service pedestrian and cyclist desire lines</li> </ul>	○	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of rail line</li> </ul>	◐	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>	◐
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing function of Rivalda	<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service mix of industrial, residential, and commercial through traffic adjacent to new residential area on former Mall site and Emery Collegiate</li> </ul>	◐	<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service industrial traffic</li> </ul>	◐	<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service mix of industrial, residential, and commercial through traffic adjacent to Emery Collegiate</li> </ul>	◐

**LEGEND**



Most Preferred

Least Preferred

**Analysis and Evaluation of Design Options: Rivalda Road extension**

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator	
<b>Natural Environment</b>										
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		
Vegetation	Removal potential for planting	No anticipated impact on vegetation		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of old field meadow and mineral cultural woodland ecocite along rail line; encroachment of plants with regional or local status</li> <li>Potential for planting along new Rivalda extension</li> </ul>		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of mineral cultural woodland ecocite along rail line</li> <li>Potential for planting along new Rivalda extension</li> </ul>		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of old field meadow and mineral cultural woodland ecocite along rail line; encroachment of plants with regional or local status</li> <li>Potential for planting along new Rivalda extension</li> </ul>		
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		
Aquatic Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Moderate improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		
Stormwater	Opportunities to meet targets of Toronto WWFMP	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption		No change in consumption		

**LEGEND**

- Most Preferred
- Least Preferred
- Least Preferred

Analysis and Evaluation of Design Options: Rivalda Road extension

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 3A Extend Rivalda north to new Ring Road	Indicator	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Indicator	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue	Indicator
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction	●	<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>	●	<ul style="list-style-type: none"> <li>Vertical grade for rail underpass may require minimum design criteria</li> <li>No construction on NW quadrant</li> </ul>	●	<ul style="list-style-type: none"> <li>Vertical grade and horizontal curve from north-south extension to east-west for rail underpass will require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>	◐
Staging opportunities	Ability to phase implementation of preferred network	No new construction	●	Able to phase implementation with preferred network	●	Able to phase implementation with preferred network	●	Able to phase implementation with preferred network	●
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost	●	Low	◐	Low	◐	Low	◐
Capital Costs	Approximate \$	No cost	●	Medium	◐	High	○	High	○
Operating Costs	Approximate \$ per year	Low	◐	Low	◐	Low	◐	Low	◐
Property Acquisition	Approximate area	No cost	●	13000 m <sup>2</sup>	◐	7200 m <sup>2</sup>	◐	17800 m <sup>2</sup>	○
<b>Preliminary Recommendations</b>									
		Do not carry forward		Do not carry forward		Carry forward		Do not carry forward	

**LEGEND**

● Most Preferred

◐ Least Preferred





Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 4A Weston Road crossing at Lanyard	Option 4B Finch Avenue crossing at Lindy Lou Park	Option 4C Rail line crossing in/near hydro corridor	Indicator
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	○	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites.</li> </ul>	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites.</li> </ul>	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites.</li> </ul>	◐
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	●	<ul style="list-style-type: none"> <li>No impact, as crossing is proposed to be aligned within hydro corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to impact City of Toronto Public Works yard.</li> </ul>	<ul style="list-style-type: none"> <li>No impact, as crossing is proposed to be aligned within hydro corridor.</li> </ul>	◐
<b>City Building</b>						
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	○	<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreation opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreation opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreational opportunities.</li> </ul>	◐
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan.</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	○	<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Weston Road.</li> <li>Provides bicycle network connection east of Weston Road.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of pedestrian facilities may be enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Finch Avenue.</li> <li>Provides bicycle network connection north of Finch Avenue.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of facilities may be enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Weston Road.</li> <li>Provides bicycle network connection east of Weston Road.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of facilities may be enhanced.</li> </ul>	◐
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	◐	<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing intersections with connections to the rail corridor.</li> </ul>	◐

**LEGEND**

● Most Preferred      ◐ Least Preferred

**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections**

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 4A Weston Road crossing at Lanyard	Option 4B Finch Avenue crossing at Lindyflou Park	Option 4C Rail line crossing in/near hydro corridor	Indicator
Access to future higher order transit	Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line: <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	○	●	●	●	Indicator
Corridor Capacity and Level of Service	v/c, delay, congestion	○	●	●	●	Indicator
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	○	●	●	●	Indicator
Access to/from Weston Road and to/from Finch Avenue	Queuing Impacts (potential access blockage)	○	○	○	○	Indicator
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	○	○	○	○	Indicator
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	○	●	●	●	Indicator
Road function	Consistency of traffic volume and traffic mix with road function	○	●	●	●	Indicator

**LEGEND**

- Most Preferred
- Least Preferred

**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections**

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 4A Weston Road crossing at Lanyard	Indicator	Option 4B Finch Avenue crossing at Lindy/ou Park	Indicator	Option 4C Rail line crossing in/near hydro corridor	Indicator	
<b>Natural Environment</b>										
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		
Vegetation	Removal/potential for planting	No anticipated impact on vegetation		Potential for removal of vegetation including non-native species and opportunity to replant using native plant species.		Potential opportunity to provide additional vegetation using native plant species.		Potential for removal of vegetation including non-native species and opportunity to replant using native plant species.		
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		
Stormwater	Opportunities to meet targets of Toronto WWFMP	No change in stormwater issues		New infrastructure provides opportunity to meet stormwater quality and quantity targets		New infrastructure provides opportunity to meet stormwater quality and quantity targets		New infrastructure provides opportunity to meet stormwater quality and quantity targets		
Sustainability	Minimizes water/energy consumption	No change in consumption								

**LEGEND**

Most Preferred  
 Preferred  
 Acceptable  
 Least Preferred

Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections

Objective	Criteria	Option 1				Indicator	Option 4A				Indicator	Option 4B				Indicator	Option 4C				Indicator
		Do Nothing (Existing Network)					Weston Road crossing at Lanyard					Finch Avenue crossing at Lindyfon Park					Rail line crossing in/near hydro corridor				
Implementation	Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	●	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	●	
			Ability to phase implementation of preferred network	No new construction	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●	Can be constructed in phases	●
<b>Costs</b>																					
Utility Relocation	Approximate \$	No cost	●	Medium	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●
Capital Costs	Approximate \$	No cost	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●	Low	●	High	●
Operating Costs	Approximate \$ per year	Low	●	Medium	●	Medium	●	Medium	●	Medium	●	Medium	●	Medium	●	Medium	●	Medium	●	Medium	●
Property Acquisition	Approximate area	No cost	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●	No cost for at-grade 100m <sup>2</sup> for grade separated	●
<b>Preliminary Recommendations</b>																					
Do not carry forward																					
Carry forward																					

**LEGEND**  
 ● Most Preferred  
 ● Least Preferred

Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator	
		Connection between Lindy/lou Park and high-rises on southwest quadrant		Connection from Finch/Weston intersection to Emery Collegiate Institute		Bicycle network proposed in Toronto Bike Plan (TBP)		New walking and cycling links to provide local connections to schools, shops and other destinations		
<b>Land Use and Social-Economic</b>										
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunity for residents to connect with Finch and Weston.</li> <li>Potential impact on parking and property associated with residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for residents to connect with Finch and Emery Collegiate Institute.</li> <li>No impact on proposed residential development applications, since connection would traverse existing hydro corridor and connect with proposed internal road network.</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity to provide pedestrian/cyclists routing connectivity per the TBP.</li> <li>No impact on proposed residential properties, since link proposed in the TBP is within the existing hydro corridor.</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity to increase connectivity between land uses and promote green transportation initiatives.</li> <li>The degree of impact on properties will vary according to routing and alignment options.</li> </ul>		
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Potential increase of non-auto trips to businesses.</li> <li>Potential impact on parking and property depending on routing and alignment options.</li> </ul>		No impact to existing business property		No impact to existing business property		<ul style="list-style-type: none"> <li>Potential impact on travel patterns.</li> <li>The degree of impact on properties will vary according to routing and alignment options.</li> </ul>		
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Potential increase of non-auto trips to institutional uses.</li> <li>No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>Provides direct route from Finch Avenue through adjacent proposed residential neighbourhood to Emery Collegiate Institute.</li> <li>No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>Potential increase of recreational/utilitarian opportunities.</li> <li>No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>Potential impact on travel patterns.</li> <li>The degree of impact on properties will vary according to routing and alignment options.</li> </ul>		
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Potential increase of recreational/utilitarian opportunities.</li> <li>Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>Potential increase of recreational/utilitarian opportunities.</li> <li>Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>Potential increase of recreational/utilitarian opportunities.</li> <li>Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>Potential increase of recreational/utilitarian opportunities.</li> <li>Degree of impact on properties will vary according to routing and alignment options.</li> </ul>		
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property		Potential impact to TRCA property north of Laneyard by off-road trail		No impact to TRCA property		
Archaeological/Cultural Heritage Resources	Impact to listed heritage sites	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindy/lou Park</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds, south of Habitant Arena, and in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands</li> <li>No built heritage sites</li> </ul>		
Neighbourhood Traffic Infiltration	Degree of vehicle intrusion to neighbourhoods	No anticipated impacts.		No anticipated impacts.		No anticipated impacts.		Potential impact depending on route and alignment options.		

**LEGEND**

- Most Preferred
- Least Preferred

**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> <li>Number of potential sites</li> </ul>	<p><b>Connection between Lindylou Park and high-rises on southwest quadrant</b></p> <p>Potential impact. The degree of impact varies with routing and alignment options.</p>		<p><b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b></p> <p>No impact. Will conform with active development sites.</p>		<p><b>Bicycle network proposed in Toronto Bike Plan (TBP)</b></p> <p>No impact. Will conform with active development sites.</p>		<p><b>New walking and cycling links to provide local connections to schools, shops and other destinations</b></p> <p>Potential impact. The degree of impact varies with routing and alignment options.</p>	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	<p>Potential remediation within existing residential apartment complex, business sites and proposed West Weston residential development.</p>		<p>Potential remediation within proposed residential development on former mall site.</p>		<p>No anticipated remediation.</p>		<p>Potential remediation. The degree of impact will vary according to routing and alignment options.</p>	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<p>Expands public realm by providing recreational opportunities.</p>		<p>Potential to expand public realm by providing recreational opportunities.</p>		<p>Expands public realm by providing recreational opportunities.</p>		<p>Potential to expand public realm by providing recreational opportunities.</p>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<p>Provides opportunities for arterial road crossings.</p> <ul style="list-style-type: none"> <li>No impact</li> <li>Provides for bicycle network connection to both Finch and Weston.</li> <li>Provides for connections. The quality of facilities is enhanced.</li> </ul>		<p>Provides opportunities for arterial road crossings.</p> <ul style="list-style-type: none"> <li>No impact</li> <li>Provides bicycle network connection to Finch Avenue.</li> <li>Provides for improved connections. The quality of facilities is enhanced</li> </ul>		<p>Does not provide new opportunities for arterial road crossings.</p> <ul style="list-style-type: none"> <li>No impact</li> <li>Provides east-west bicycle network connection as per TBP.</li> <li>Provides for improved connections. The quality of facilities is enhanced</li> </ul>		<p>Potential to provide opportunities for arterial road crossings.</p> <ul style="list-style-type: none"> <li>No impact</li> <li>Provides bicycle network connection with Finch and Weston.</li> <li>Provides for improved connections. The quality of may be enhanced.</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<p>Potential to enhance pedestrian-oriented streetscape with construction of new right-of-way.</p> <ul style="list-style-type: none"> <li>No impact.</li> </ul>		<p>Potential to enhance pedestrian-oriented streetscape with construction of new right-of-way.</p> <ul style="list-style-type: none"> <li>No impact.</li> </ul>		<p>Potential to enhance pedestrian oriented streetscape at affected intersection crossings.</p> <ul style="list-style-type: none"> <li>No impact.</li> </ul>		<p>Potential to enhance pedestrian oriented streetscape depending on route and alignment options.</p> <ul style="list-style-type: none"> <li>Potential impact depending on route and alignment options.</li> </ul>	

**LEGEND**



Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
Access to future higher order transit	Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/ services in the hydro corridor east of the rail line: <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	No impact.		Connection from Finch/Weston intersection to Emery Collegiate Institute Protects for future pedestrian connections.		No impact.		New walking and cycling links to provide local connections to schools, shops and other destinations Protects for future pedestrian connections.	
<b>Transportation</b>									
Corridor Capacity and Level of Service	v/c, delay, congestion	v/c, delay, congestion will increase with introduction of new roadway. Conditions at the Finch and Weston intersection may improve with connection.		No anticipated measurable impact.		Potential slight improvement of v/c, delay and congestion by provision of alternative pedestrian and cycling route.		Potential slight improvement of v/c, delay and congestion by provision of alternative pedestrian and cycling route.	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts (potential access blockage)	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Moderate potential for improved pedestrian and cycling facilities with connection.		High potential for improved pedestrian and cycling facilities with connection.		High potential for improved pedestrian and cycling facilities with connection.		Potential for improved pedestrian and cycling facilities with connection.	
Road function	Consistency of traffic volume and traffic mix with road function.	No impact		No impact		No impact		No impact.	

**LEGEND**

Most Preferred  
 Least Preferred

Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)

Objective	Criteria	Option 4D Indicator	Option 4E Indicator	Option 4F Indicator	Option 4G Indicator	Indicator
		Connection between Lindlyou Park and high-rises on southwest quadrant	Connection from Finch/Weston intersection to Emery Collegiate Institute	Bicycle network proposed in Toronto Bike Plan (TBP)	New walking and cycling links to provide local connections to schools, shops and other destinations	
<b>Natural Environment</b>						
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	<ul style="list-style-type: none"> <li>No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston</li> </ul>
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>
Vegetation	Removal/ potential for planting	Potential opportunity to plant vegetation in association with streetscaping.	Potential opportunity to plant vegetation in association with streetscaping.	Potential opportunity to plant vegetation using native plant species.	Potential for removal of vegetation including non-native species and opportunity to plant native species depending on routing and alignment options	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access				
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion
Stormwater	Opportunities to meet targets of Toronto WWFMP	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets
Sustainability	Minimizes water/energy consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption

**LEGEND**



Most Preferred

Least Preferred

Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		Connection between LindyLou Park and high-rises on southwest quadrant		Connection from Finch/Weston intersection to Emery Collegiate Institute		Bicycle network proposed in Toronto Bike Plan (TBP)		New walking and cycling links to provide local connections to schools, shops and other destinations	
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Construction potential within NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Finch Avenue overpass adjacent to rail line requires investigation of vertical clearance and separation from rail operations.</li> <li>No construction on NW quadrant.</li> <li>Can be constructed in phases.</li> <li>Finch Avenue overpass will require coordination with rail operations</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Construction potential within NW quadrant.</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	Can be constructed in phases.		Can be constructed in phases.		Can be constructed in phases.		Can be constructed in phases.	
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost		Low		Low		Low	
Capital Costs	Approximate \$	Low		Medium		High		Medium	
Operating Costs	Approximate \$ per year	Low		Low		Low		Low	
Property Acquisition	Approximate area	No cost: assume connection provided on existing City property		No cost if included in Option 5C or Easement required thru hydro corridor		No cost for on-road portions if included in existing / planned rights-of-way Off-road multi-use trail thru hydro corridor: 1800 m <sup>2</sup>		No cost if incorporated by developers or within existing / planned rights-of-way	
<b>Preliminary Recommendations</b>									
		Carry Forward		Carry Forward		Carry Forward		Carry Forward	

**LEGEND**

- Most Preferred
- Most Preferred
- Most Preferred
- Least Preferred
- Least Preferred

**Analysis and Evaluation of Design Options: Access improvements and local links**

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 5A NW quadrant of Finch/Weston: 3 options	Indicator	Option 5B SW quadrant of Finch/Weston: 2 options	Indicator	Option 5C SE quadrant of Finch/Weston: 1 option	Indicator	
<b>Land Use and Social-Economic</b>										
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth		No sensitive receptors identified on this quadrant		Slight increase in noise exposure outside apartment buildings		Increase in noise exposure for Emery Collegiate		
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new residential development on TorYork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>		<ul style="list-style-type: none"> <li>5B1, 5B2: Improved access to existing apartment buildings</li> <li>5B2: Improved access to new residential development on Weston</li> <li>5B2: Residential property required through proposed development on Weston</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new residential development on the former Mall site</li> <li>No impact to existing residential property</li> </ul>		
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>5A1: Potential connection through proposed development on TorYork</li> <li>5A2, 5A3: Require property from existing businesses, reduced lot sizes and impact to lot layout</li> </ul>		<ul style="list-style-type: none"> <li>5B1, 5B2: Improved access to existing businesses on SW quadrant</li> <li>5B1: Require property from existing businesses along Finch</li> <li>5B2: Require property from existing business north of proposed development on Weston</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new commercial development on the former Mall site</li> <li>Requires property in hydro corridor</li> </ul>		
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property		<ul style="list-style-type: none"> <li>Emery Collegiate access shared with new residential traffic from former Mall site</li> <li>Slight property requirement from Emery Collegiate and impact to parking access</li> </ul>		
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	No impact to existing recreational facilities		No impact to existing recreational facilities		No impact to existing recreational facilities		No impact to existing recreational facilities		
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	No impact to potential archaeological or cultural heritage resources		No potential for archaeological sites		No potential for archaeological sites		Potential for archaeological sites in undisturbed lands in hydro corridor		
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion		

**LEGEND**

- Most Preferred
- 
- 
- Least Preferred

Analysis and Evaluation of Design Options: Access Improvements and Local Links

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 5A NW quadrant of Finch/Weston: 3 options	Option 5B SW quadrant of Finch/Weston: 2 options	Option 5C SE quadrant of Finch/Weston: 1 option	Indicator	Indicator	Indicator	Indicator
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> <li>Number of potential sites</li> </ul>	<ul style="list-style-type: none"> <li>Does not conform with development of former Mall site or new developments on Weston or Toronto which assume extension of Lanyard Road and east extension of Rivalda to Arrow/ Deerhide intersection</li> <li>No remediation sites anticipated</li> </ul>	<ul style="list-style-type: none"> <li>No accommodation of new road links provided in the proposed development on Toronto</li> <li>Potential remediation site on lands adjacent to Works Yard property</li> </ul>	<ul style="list-style-type: none"> <li>No accommodation of new road links provided in the proposed development on Weston</li> <li>No remediation sites anticipated</li> </ul>	<ul style="list-style-type: none"> <li>Conform with development on the former Mall site</li> <li>No remediation sites anticipated</li> </ul>				
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	<ul style="list-style-type: none"> <li>No remediation sites anticipated</li> </ul>	<ul style="list-style-type: none"> <li>Potential remediation site on lands adjacent to Works Yard property</li> </ul>	<ul style="list-style-type: none"> <li>No remediation sites anticipated</li> </ul>	<ul style="list-style-type: none"> <li>No remediation sites anticipated</li> </ul>				
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NW quadrant</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on SW quadrant</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunity for Emery Collegiate to be street oriented</li> <li>Increases vehicular access for future development on SE quadrant</li> <li>Expands the public realm</li> </ul>				
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>5A3: Provides opportunity for pedestrian crossing of Finch, west of Finch</li> <li>Not intended to provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Potential for pedestrian, cyclist, and transit connections</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>5B1: Provides opportunity for pedestrian crossing of Finch, west of Finch</li> <li>5B2: Provides opportunity for pedestrian crossing of Finch, south of Finch</li> <li>Not intended to provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Potential for pedestrian, cyclist, and transit connections</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Planned off-road bike trail may have to cross new link</li> <li>Provide opportunity for new high quality pedestrian and cyclist connection from Finch/Weston intersection to Emery Collegiate</li> <li>Potential for pedestrian, cyclist, and transit connections</li> </ul>				
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>				

**LEGEND**

Most Preferred

Least Preferred

Analysis and Evaluation of Design Options: Access Improvements and local links

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 5A NW quadrant of Finch/Weston: 3 options	Option 5B SW quadrant of Finch/Weston: 2 options	Option 5C SE quadrant of Finch/Weston: 1 option	Indicator	Indicator	Indicator
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	○	○	○
<b>Transportation</b>								
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>	Slight increase to overall study area roadway capacity	Slight increase to overall study area roadway capacity	Slight increase to overall study area roadway capacity will shift some traffic congestion from Finch/Weston to Toroyork/Weston	○	○	○
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network	New road, safety performance would be built in along length of road	New road, safety performance would be built in along length of road	New road, safety performance would be built in along length of road	○	○	○
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	Potential for relocated access points from Finch to new local links improves access management	Potential for relocated access points from Finch to new local links improves access management	Slight reduction in queue lengths at Finch/Weston intersection with this alternate north-south route	○	○	○
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network	No anticipated impact on headways, reliability	No anticipated impact on headways, reliability	No anticipated impact on headways, reliability	○	○	○

LEGEND



Analysis and Evaluation of Design Options: Access improvements and local links

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Indicator	Option 5A NW quadrant of Finch/Weston: 3 options	Indicator	Option 5B SW quadrant of Finch/Weston: 2 options	Indicator	Option 5C SE quadrant of Finch/Weston: 1 option	Indicator	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities	○	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new links, with safety and comfort built into new facilities</li> <li>5A3: Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>	◐	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>5B1: Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> <li>5B2: Partial service to pedestrian and cyclist desire lines with crossing of Weston</li> </ul>	◐	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with increased facilities to Emery Collegiate</li> </ul>	◐	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing function of Rivalda	◐	New links would be intended to service existing commercial and new residential access	◐	New links would be intended to service residential and commercial access but may attract through commuter traffic	◐	New link would be intended to service residential traffic but may attract through commuter traffic	◐	
<b>Natural Environment</b>										
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	◐	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms. Features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	◐	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation	●	<ul style="list-style-type: none"> <li>Minimal existing vegetation; no impact to vegetation communities</li> <li>Potential for planting along new links.</li> </ul>	●	<ul style="list-style-type: none"> <li>Minimal existing vegetation; no impact to vegetation communities</li> <li>Potential for planting along new links</li> </ul>	●	<ul style="list-style-type: none"> <li>Removal of some existing vegetation in hydro corridor; no impact to vegetation communities</li> <li>Potential for planting along new road</li> </ul>	●	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access	◐	No anticipated impact on wildlife or access	◐	No anticipated impact on wildlife or access	◐	No anticipated impact on wildlife or access	◐	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access	◐	No anticipated impact on aquatic habitat or access	◐	No anticipated impact on aquatic habitat or access	◐	No anticipated impact on aquatic habitat or access	◐	

LEGEND

- Most Preferred
- ◐ Least Preferred



Analysis and Evaluation of Design Options: Access Improvements and local links

Objective	Criteria	Option 1 Do Nothing (Existing Network)	Option 5A NW quadrant of Finch/Weston: 3 options	Option 5B SW quadrant of Finch/Weston: 2 options	Option 5C SE quadrant of Finch/Weston: 1 option	Indicator	Indicator	Indicator	Indicator
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	Slight improvement in existing air quality with anticipated increase in traffic level of service	Slight improvement in air quality with anticipated increase in traffic level of service	Slight improvement in air quality with anticipated increase in traffic level of service				
Stormwater	Opportunities to meet targets of Toronto WWFMP	No change in stormwater issues	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets				
Sustainability	Minimizes water/energy consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption				
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards and guidelines</li> <li>Requires coordination between properties to gain benefits</li> <li>Investigation of environmental constraints required prior to construction</li> </ul>	<ul style="list-style-type: none"> <li>Ability to construct in accordance with appropriate design standards and guidelines</li> <li>Requires coordination between properties to gain benefits</li> <li>Investigation of existing underground parking structures required prior to construction</li> <li>No construction on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal curves and vertical grade near Emery Collegiate may require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>				
Staging opportunities	Ability to phase implementation of preferred network	No new construction	To be coordinated with redevelopment	To be coordinated with redevelopment	Ability to phase implementation with preferred network				
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost	Low	Low	Low				
Capital Costs	Approximate \$	No cost	Medium	Medium	Medium				
Operating Costs	Approximate \$ per year	Low	Low	Low	Low				
Property Acquisition	Approximate area	No cost	5A1: 2900 m <sup>2</sup> 5A2: 900 m <sup>2</sup> 5A3: 2000 m <sup>2</sup>	5B1: 2700 m <sup>2</sup> 5B2: 2700 m <sup>2</sup>	3500 m <sup>2</sup>				
<b>Preliminary Recommendations</b>									
		Do not carry forward	Carry forward	Carry forward	Carry forward				

**LEGEND**

Most Preferred  
 Least Preferred  
 Least Preferred

**LEGEND**  
● Most Preferred  
○ Least Preferred

**Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Option 1		Option 6A		Option 6B	
	Criteria	Indicator	Indicator	Indicator	Indicator	Indicator
<b>Land Use and Social-Economic</b>						
Noise Impacts	Traffic volumes in proximity to sensitive receptors	Increase in noise levels with future traffic growth	Increase in noise levels associated with increased traffic volumes	Potential decrease in noise levels on Weston immediately south of Finch	Three-Legged Roundabout (Closure of South Leg)	
Residential Impacts	Impacts on travel patterns, access to network and property impacts	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>	<ul style="list-style-type: none"> <li>No impact to travel patterns due to improved traffic flow associated with decreased delays at the intersection.</li> <li>No impact on residential accesses/ properties</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes and potential for traffic infiltration on Lanyard and Rumike.</li> <li>No impact on residential accesses/ properties.</li> </ul>		
Business Impacts	Impacts on travel patterns, access to network, property impacts on businesses and parking availability	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impact on travel patterns to businesses</li> <li>Potential for impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>	<ul style="list-style-type: none"> <li>Major impact on travel patterns to businesses along Weston Road</li> <li>Potential for moderate impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>		
Institutional Impacts	Impact on travel patterns and access to/from places of worship, schools, property impacts	No impact to existing travel patterns, access, property	No anticipated impacts.	Major impact on travel patterns associated with closure of south leg of intersection.		
Recreational Facilities adjacent to the corridor	Impact on travel patterns and access to/from recreational facilities, property impacts	No impact to existing recreational facilities	Slight potential impact in travel patterns due to increased traffic volumes and congestion.	Major impact on travel patterns to/from Habitat Arena.		
TRCA property	Impact to TRCA property	No impact to TRCA property	No impact to TRCA property	No impact to TRCA property		
Archaeological/Cultural Heritage Resources	Impact to listed heritage sites	No impact to potential archaeological or cultural heritage resources	No potential for archaeological sites	No potential for archaeological sites		
Neighbourhood Traffic Infiltration	Degree of vehicle intrusion to neighbourhoods	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion	Impact associated with delay on Weston Road may lead to cut-through traffic via Lanyard.	Major impact associated with closure of south leg of intersection and infiltration is expected to increase.		
Impacts on active development sites	Conforms with approvals granted on active development sites (Tonoyok, Former Mall and West Weston sites)	Does not conform with development of former Mall site or new residential development on Weston which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/Deerhide intersection	Partially conforms with approvals granted for active developments.	Does not conform with approvals granted for active developments, as traffic and planning studies incorporated a full-moves intersection at Finch/Weston		

**LEGEND**

Most Preferred  
 Preferred  
 Fair  
 Least Preferred  
 Not Evaluated

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 1 of 2)

FACTOR	Criteria	Option 1	Option 6A	Option 6B	Indicator	Indicator
Potential for Site Remediation Requirements	Number of potential sites	No remediation sites anticipated			●	○
<b>City Building</b>						
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide opportunities for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>No impact to public realm</li> </ul>	<ul style="list-style-type: none"> <li>Reduces potential opportunities for street oriented buildings</li> <li>Decreases vehicular access for future development</li> <li>No impact to public realm</li> </ul>	○	○
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings.</li> <li>Does not divert industrial traffic away from core.</li> <li>Does not provide for bikeway connections.</li> <li>Does not provide for network connections.</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings, and reduces existing connections, affecting emergency service and severely limiting transit opportunities.</li> <li>Major potential to divert industrial traffic away from core.</li> <li>Provides opportunity for bikeway connections south of Finch.</li> <li>Provides cycling and pedestrian network connections south of Finch. Major disruption to transit network south of Finch.</li> </ul>	○	○
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>	<ul style="list-style-type: none"> <li>Moderate potential for improvements</li> <li>Slight potential to improve infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Major potential for streetscape improvements along Finch and Weston south of Finch.</li> <li>Slight potential to improve infrastructure</li> </ul>	○	○
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections.</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections and reduces existing access to station options within the area.</li> </ul>	○	○

**LEGEND**

● Most Preferred

○ Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 1 of 2)

FACTOR	Criteria	Option 1		Option 6B		Indicator
		Do Nothing (Existing network)	Indicator	Four-Legged Roundabout	Indicator	
<b>Transportation</b>						
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>	<input type="radio"/>	v/c is expected to increase, while delays are expected to decrease	<input type="radio"/>	v/c's are expected to increase, while delays are expected to decrease. Both v/c and delay increase along parallel routes due to change in travel patterns associated with closure of south leg of intersection.
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network	<input type="radio"/>	<ul style="list-style-type: none"> <li>Removal of controlled pedestrian crossing points at a major intersection and transit transfer point.</li> <li>Increased complexity for cyclist manoeuvres and exposure to conflict.</li> <li>Forced lane drop westbound approaching Weston Road.</li> <li>Unknown impact to vehicle-vehicle conflicts and collision potential given the lack of urban multi-lane arterial-arterial roundabouts and lack of driver familiarity.</li> </ul>	<input type="radio"/>	<ul style="list-style-type: none"> <li>Potential for traffic infiltration on Lanyard and Rumike and increased conflict on neighbourhood street and school access.</li> <li>Removal of controlled pedestrian crossing points at a major intersection and transit transfer point.</li> <li>Increased complexity for cyclist manoeuvres and exposure to conflict.</li> <li>Forced lane drop westbound approaching Weston Road.</li> <li>Unknown impact to vehicle-vehicle conflicts and collision potential given the lack of urban multi-lane arterial-arterial roundabouts and lack of driver familiarity.</li> </ul>
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	<input type="radio"/>	Queuing is expected to increase and block individual accesses.	<input type="radio"/>	Reduced access to Finch or Weston.
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network	<input type="radio"/>	Impacts to stop locations.	<input type="radio"/>	Severely limits transit network and bus routing.
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities	<input type="radio"/>	Removal of central pedestrian crossing of all legs of Finch/Weston.	<input type="radio"/>	Potential to provide new cycling links and improve existing pedestrian routes south of Finch.
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing mix of industrial and residential local	<input type="radio"/>	The function of Finch and Weston will remain unchanged.	<input type="radio"/>	The function of Finch Avenue will remain unchanged. The function of Weston Road will be changed, it will be inconsistent with Arterial road designation.

**LEGEND**

Most Preferred    
     
     
     
  Least Preferred



Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 1 of 2)

FACTOR	Criteria	Option 1			Option 6A			Option 6B		
		Indicator	Indicator							
		<b>Do Nothing (Existing network)</b>								
<b>Natural Environment</b>										
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>
Vegetation	Removal/potential for planting	No anticipated impact on vegetation	Potential to increase vegetation along Weston.	Potential to increase vegetation along Weston.						
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access	No anticipated impact on wildlife or access							
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access	No anticipated impact on aquatic habitat or access
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area
Stormwater	Opportunities to meet targets of Toronto WWFMMMP	No change in stormwater issues	New roads provide opportunity to meet stormwater quality and quantity targets	New roads provide opportunity to meet stormwater quality and quantity targets						
Sustainability	Minimizes water/energy consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption	No change in consumption
<b>Implementation</b>										
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction	No established City design standards and guidelines for major arterial-arterial roundabouts.	No established City design standards and guidelines for major arterial-arterial roundabouts.						
Staging opportunities	Ability to phase implementation of preferred network	No new construction	Must be constructed in stages for each leg of the intersection. Potential for severe impacts during construction to traffic and business operations. Potential for detour and temporary service road to accommodate construction activities.	Must be constructed in stages for each leg of the intersection. Potential for severe impacts during construction to traffic and business operations. Potential for detour and temporary service road to accommodate construction activities.						

LEGEND

- Most Preferred
- 
- 
- Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 1 of 2)

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
<b>Costs</b>							
Utility Relocation	▪ Approximate \$	No cost	●	Medium	◐	Medium	◐
Capital Costs	▪ Approximate \$	No cost	●	Medium	◐	Medium	◐
Operating Costs	▪ Approximate \$ per year	Low	◐	Low	◐	Low	◐
Property Acquisition	▪ Approximate area	No cost	●	500 m <sup>2</sup>	◐	500 m <sup>2</sup>	◐
<b>Preliminary Recommendations</b>							
		Do not carry forward		Do not carry forward		Do not carry forward	

**LEGEND**

● Most Preferred

◐ Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 2 of 2)

FACTOR	Criteria	Option 6C Four-Legged Signal (Intersection Modifications/ Transit Priority)	Indicator	Option 6D Three-Legged Signal (Closure of South Leg)	Indicator
<b>Land Use and Social-Economic</b>					
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels associated with increased traffic volumes		<ul style="list-style-type: none"> <li>Potential decrease in noise levels at the intersection.</li> <li>Displacement of noise levels associated with closure of south leg of intersection, thus potentially increasing noise levels elsewhere in the study area.</li> </ul>	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access, property impacts, safety</li> </ul>	<ul style="list-style-type: none"> <li>No impact to travel patterns due to improved traffic flow associated with decreased delays at the intersection.</li> <li>No impact on residential accesses/ properties</li> </ul>		<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes.</li> <li>No impact on residential accesses/ properties.</li> </ul>	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impact on travel patterns to businesses</li> <li>Potential for moderate impact on business access and parking requirements</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to businesses along Weston Road</li> <li>Moderate impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts, etc.</li> </ul>	No anticipated impacts.		Major impact on travel patterns associated with closure of south leg of intersection.	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Slight impact in travel patterns due to increased traffic volumes and congestion.</li> <li>No anticipated property impacts.</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to/from Habitat Arena.</li> <li>No anticipated property impacts.</li> </ul>	
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	No anticipated impact.		Major impact associated with closure of south leg of intersection and infiltration is expected to increase via Lanyard to community to the west.	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites (Toryork, Former Mall and West Weston sites)</li> </ul>	Conforms with approvals granted for active developments.		Does not conform with approvals granted for active developments, as traffic and planning studies incorporated a full-moves intersection at Finch/ Weston	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No anticipated site remediation, unless design includes reconstruction of adjacent gas station.		No site remediation.	

**LEGEND**

- Most Preferred
- Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 2 of 2)

FACTOR	Criteria	Option 6C Four-Legged Signal (Intersection Modifications/ Transit Priority)	Indicator	Option 6D Three-Legged Signal (Closure of South Leg)	Indicator
<b>City Building</b>					
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not provide opportunities to increase vehicular access for future development</li> <li>No impact to public realm.</li> </ul>		<ul style="list-style-type: none"> <li>Reduces potential opportunity for street oriented buildings</li> <li>Decreases vehicular access for future development</li> <li>No impact to public realm.</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings.</li> <li>Does not divert industrial traffic away from core.</li> <li>Does not provide for bikeway connections.</li> <li>Does not provide for network connections.</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings, and reduces existing connections affecting emergency services and severely limiting transit operations.</li> <li>Major potential to divert industrial traffic away from core.</li> <li>Provides opportunity for bikeway connections south of Finch.</li> <li>Provides cycling and pedestrian network connections south of Finch. Major disruption to transit network south of Finch</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Slight potential for improvements.</li> <li>Slight potential to improve infrastructure.</li> </ul>		<ul style="list-style-type: none"> <li>Major potential for streetscape improvements along Finch and Weston south of Finch.</li> <li>Slight potential to improve infrastructure.</li> </ul>	
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the trail line.</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections and reduce existing access to station options within the area</li> </ul>	

**LEGEND**

Most Preferred  
 Least Preferred  
 Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 2 of 2)

FACTOR	Criteria	Option 6C		Option 6D		Indicator
		Four-Legged Signal (Intersection Modifications/ Transit Priority)	Indicator	Three-Legged Signal (Closure of South Leg)	Indicator	
<b>Transportation</b>						
Corridor Capacity and Level of Service	<ul style="list-style-type: none"> <li>v/c, delay, congestion</li> </ul>	Improvements are offset by increasing traffic volumes, thus the status quo is likely maintained.		v/c's are expected to increase, while delays are expected to decrease. Both v/c and delay increase along parallel routes due to change in travel patterns associated with closure of south leg of intersection.		
Traffic Safety within the study corridors	<ul style="list-style-type: none"> <li>Anticipated collision frequency and/or conflicts</li> </ul>	Potential for conflicts associated with bus queue jump operations.		Potential for traffic infiltration on Lanyard and Rumike and increase conflict on neighbourhood streets and school access activity.		
Access to/from Weston Road and to/from Finch Avenue	<ul style="list-style-type: none"> <li>Queuing impacts (potential access blockage)</li> </ul>	Queuing is expected to increase and block individual accesses.		Reduced access to Finch and Weston.		
Transit Operations within the study corridor	<ul style="list-style-type: none"> <li>Impact on headways, ridership, routing, reliability and overall level of service</li> </ul>	Transit priority (queue jump lanes) will improve east-west and/or north-south movements.		Severely limits transit network and bus routing.		
Accommodation for Pedestrians and Cyclists within the study corridors	<ul style="list-style-type: none"> <li>Provision of facilities, routing, safety, and comfort of facilities provided</li> </ul>	Status quo is maintained.		Potential to provide new cycling links and improve existing pedestrian routes south of Finch		
Road function	<ul style="list-style-type: none"> <li>Consistency of traffic volume and traffic mix with road function</li> </ul>	The function of Finch and Weston will remain unchanged.		The function of Finch Avenue will remain unchanged. The function of Weston Road will be changed, inconsistent with arterial designation.		
<b>Natural Environment</b>						
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms. Features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		
Vegetation	<ul style="list-style-type: none"> <li>Removal/ potential for planting</li> </ul>	No anticipated impact on vegetation		Some potential to increase vegetation along Weston		
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		

**LEGEND**

Most Preferred  
 Least Preferred  
 Least Preferred

Analysis and Evaluation of Design Options: Finch Ave & Weston Road Intersection (Table 2 of 2)

FACTOR	Criteria	Option 6C Four-Legged Signal (Intersection Modifications/ Transit Priority)	Indicator	Option 6D Three-Legged Signal (Closure of South Leg)	Indicator
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	
Stormwater	<ul style="list-style-type: none"> <li>Opportunities to meet targets of Toronto WW/FMMP</li> </ul>	New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	<ul style="list-style-type: none"> <li>Minimizes water/energy consumption</li> </ul>	No change in consumption		No change in consumption	
<b>Implementation</b>					
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Moderate constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Major constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>	
Staging opportunities	<ul style="list-style-type: none"> <li>Ability to phase implementation of preferred network</li> </ul>	Can be constructed in stages.		Can be constructed in stages.	
<b>Costs</b>					
Utility Relocation	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	Low		Medium	
Capital Costs	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	Medium		Medium	
Operating Costs	<ul style="list-style-type: none"> <li>Approximate \$ per year</li> </ul>	Low		Low	
Property Acquisition	<ul style="list-style-type: none"> <li>Approximate area</li> </ul>	200 m <sup>2</sup>		No cost	
<b>Preliminary Recommendations</b>					
		Carry forward		Do not carry forward	

**LEGEND**

Most Preferred  
 Least Preferred  
 Least Preferred  
 Least Preferred



## **EMERY VILLAGE TRANSPORTATION MASTER PLAN STUDY CLASS ENVIRONMENTAL ASSESSMENT**

Public Meeting and Open House

March 7, 2007  
Humber Sheppard Community Centre Gymnasium  
3100 Weston Road  
6:30 to 9:00 p.m.

---

### **SUMMARY NOTES**

---

#### ***1.0 Introduction***

The City of Toronto is investigating the potential to improve the transportation infrastructure in Emery Village, while protecting the established residential community. Emery Village refers to the area of Finch Avenue and Weston Road. Transportation infrastructure improvements will provide the opportunity to support future development and improve the connectivity of routes, while considering the impacts of development in Emery Village. Findings of this study may lead to an amendment of the Emery Village Secondary Plan and/or Toronto Official Plan. The study is being carried out as a Master Plan project under the Municipal Class Environmental Assessment (June 2000) process.

The first Public Meeting and Open House for the study was held on March 7<sup>th</sup>, 2007 at the Humber Sheppard Community Centre Gymnasium, 3100 Weston Road, in the City of Toronto. The purpose of the Open House was to (1) present an overview and background of the Emery Village Master Plan study, (2) present the short list of proposed options, (3) present evaluation criteria for the proposed options and (4) outline next steps for the project.

The format was a drop-in centre with display panels. A formal presentation and a question and answer period followed at 7:00 p.m. 100 participants signed in.

The following representatives from the City of Toronto, and iTRANS Consulting were at the Open House to discuss details of the project and answer questions.

#### **ATTENDANCE**

**City of Toronto**

Uwe Mader, Project Manager, Transportation Services  
John Kelly, Transportation Services  
Al Smithies, Transportation Services

Richard Beck, City Planning  
Gregory Byrne, City Planning  
Ed Presta, City Planning  
Claudia La Rota, City Planning  
Anne Milchberg, Facilities and Real Estate  
Josie Giordano, Public Consultation

Councillor Giorgio Mammoliti, Ward 7

**iTRANS Consulting**

Ray Bacquie, Consultant Project Manager  
Margaret Parkhill  
Steve Molloy

**1.1 Notification**

During the week of February 19, 2007, notification was mailed and/or emailed to individuals on the project mailing list. A notice was placed in the North York Mirror on Friday February 23 and Friday March 2, 2007 informing the public of the meeting. Approximately 10,000 notices were also distributed via Canada Post to residents and businesses in the study area.

**2.0 Information Materials**

Upon arrival at the Open House, attendees were asked to sign in and were given a handout package.

**2.1 Display Panels**

Display Panels included textual information and drawings. The text panels included the following:

- purpose of the meeting,
- study background,
- Emery Village Secondary Plan,
- the study area,
- information on the existing conditions,
- study purpose,
- chart of the EA process,
- study public consultation plan,
- description of applications Official Plan and Secondary Plan policies,
- needs and opportunities,
- problem statement,
- 'Long List' of option groups,
- criteria for evaluation of options,
- summary evaluation tables of 'Short List' of options,
- preliminary preferred solution,
- next steps,
- feedback and contact information

## **2.2 Handout Package**

The handout package consisted of the meeting display panel information, evaluation tables of the 'Short List' of options and a postage paid return envelope. Detailed evaluation tables of all options were also available if requested by the public. A comment sheet was also provided to attendees to provide feedback on the preliminary preferred solution. Comments could be provided to the City within a two-week period. These documents, as well as the meeting presentation can be accessed on the City of Toronto's project website at [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects).

## **3.0 Welcoming Remarks and Overview**

**Giorgio Mammoliti** greeted the audience at 6:45 p.m. He provided an overview of community changes to date related to the Emery Village concept, including the following information:

- The Secondary Plan included views on walkways, streets, different types of infrastructure, envisioned flagpole, the former Canadian Tire site being replaced with commercial/residential buildings, and a piazza.
- The City adopted the Secondary Plan and they are working developers in the community who are developing all four corners of the intersection.
- Business Improvement Area (BIA) concept adopted. Community businesses will take an active role in the community. The Emery Village BIA is the largest in North America. BIA has accomplished a lot, including: putting up signs, gateway entry signs, pillars being built in industrial/commercial core, and a security company has been hired to secure commercial and industrial areas.
- Work is already progressing at the intersection:
  - One building is already up;
  - Buildings on the former Canadian Tire site taken down and will likely get permit in April 2007 with construction occurring before the end of this year;
  - Another application in to knock down the second plaza on Weston Road on the west side of Weston Road and Finch Avenue. It will be rebuilt closer to the road with larger sidewalks included; and
  - All partners involved in development to-date are at tonight's meeting.

**Councillor Mammoliti** also made the following comments regarding the public meeting:

- The reason for meeting is to amend the Secondary Plan. It is all about transportation, including the future GO train station, new roads, ring roads, walkways, pedestrian bridges, etc.
- Community needs to recommend final amendments to the Plan. Then, we can move forward with the developers and so we know that the City is on the right path.
- Planners from the City, including representatives from the Transportation department, are listening to community input.
- Community members encouraged to show passion and emotion they have shared with Councillor Mammoliti over the last eight years.

**Councillor Mammoliti** offered to take questions from community members before the official start of the meeting. This is summarized below. Answers appear in bold.

Q: A community member requested clarification on what is being proposed with the Northeast and Southwest corner?

**A: Councillor Mammoliti - one of the things that the community really wanted was for Rivalda Road to be connected through a bridge across Finch Avenue to connect with Toryork Drive. That part of the idea was left out of the Secondary Plan. So with regards to that corner, no one has come forward wanting to redevelop it yet. Hoping to decide during the meeting whether that link is something the community would like, so consultants can take it away and contemplate. That would be part of the ring road that has been talked about.**

**The piazza, the northwest quadrant, the southwest quadrant, and the southeast quadrant will all be redeveloped so the process is moving forward. For those who are skeptical this shows that things are happening.**

Q: A community member requested explanation on what the BIA is?

**A: Councillor Mammoliti - the BIA is a Business Improvement Area. It is comprised of a Board of Directors that represents the community and business community. It has a legal and financial partnership with the City. Those in the area have noticed an increase in their property tax that goes to the BIA. It is a cost sharing program so for every dollar they spend in capital the City spends a dollar in return. They will be revitalizing the community with new paving stones, resurfacing of roads, sidewalks, trees planted, street furniture, lamp posts, street signs, garbage and recycling containers for the community.**

**The Emery Village BIA catchment area is: south from Steeles Avenue West, west from Highway 400, south to Sheppard Avenue, over to Weston Road, up to Finch Avenue and roughly over to Penn Drive. If a business is in that area it is part of the BIA and is contributing through tax dollars.**

**Budget has been passed today at City Hall.**

Q: A community member commented on traffic at the intersection of Finch Avenue and Weston Road and the difficulty in making left hand turns.

**A: Councillor Mammoliti - part of the reason for the meeting is to alleviate traffic. One of the previous recommendations was to have a secondary ring road to alleviate that traffic. Have to consider at meeting tonight whether this is something the consultant should consider.**

The meeting officially began at 7:00 p.m.

## ***4.0 Presentation***

**Uwe Mader**, an Engineer with the City of Toronto's Transportation Services Division, and Project Manager for the Emery Village Transportation Master Plan Study, welcomed the audience. He gave a presentation on the Emery Village Transportation Master Plan Study from 7:00 p.m. until 7:45 p.m.

## ***5.0 Question and Answer Period***

Following the presentation, participants were invited to ask questions of the Project Team during the question and answer period. This is summarized below with the corresponding responses given by staff and the consultant. Answers appear in bold.

Q: Councillor Mammoliti - he was impressed with what has been done in a preliminary way. It is important to outline the original concept the community was looking for and he hopes the project team can take it back and take his (the Councillor's) recommendations into consideration.

Items to bring to their attention, as the local Councillor:

- 1) A question has already been posed tonight about the west side. No link present between Weston Road and Finch Avenue. Lanyard is already full of traffic and we don't want any more traffic going through that community. So that part of the ring road is important.
- 2) He endorses the Rivalda Road link to Arrow Road. It is crucial for TTC purposes, as lot of businesses and religious institutions along Rivalda Road do not have TTC access.
- 3) The proposed extension on Lanyard Road stops at the railway tracks. He encourages staff to include the underground connection over to Finch Avenue through the hydro parking lot (is this a hydro parking lot?) For the first time, this community has a transportation component in the Official Plan at the City of Toronto through the Secondary Plan; and that is the GO train or some form of rapid transit. That link is crucial to the Secondary Plan otherwise; this community is never going to get a properly formed transportation link.
- 4) Connection from Lanyard Road to Finch Avenue, the small road (option 5B), that provides a connection for students at Emery Collegiate from Finch Avenue-please narrow that road. The initial recommendation by the community was to make it a path. The reason for that was that a developer has agreed to build a piazza on the north quadrant of that site. This road will ruin the pedestrian friendly piazza. It will have a pathway that cars can go through, but only slowly, and no TTC access. It ruins the concept completely. Councillor highly encourages staff to change proposal to a path.
- 5) The extension of Rivalda Road adjacent to the railway tracks, connecting to Toryork Drive would cut through the existing gas station and form one road, Toryork Drive-Rivalda Road. This was the recommendation made by this community. Councillor encourages project team to continue on that track and make the recommendation to

change the plan. It would mean expropriation and acquisition of the land, but that would give industrial/commercial areas their own road and take larger trucks off of Weston Road and Finch Avenue.

- 6) Pedestrian bridges south of Lindylou Park crossing over Weston Road to the new development at the former Canadian Tire site have not been marked on the plans tonight. Staff are proposing that pedestrians can cross Weston Road at the lights, which is not what the original drawings meant. The drawings proposed actual pedestrian bridges over Weston Road and over Finch Avenue on the north side of Lindylou park over to Emery Yard. The zoning has been changed on the north side of Finch, near the Emery Yard, from industrial to parkland. Furthermore, there is a fence that prohibits people from entering into this parkland. There was a drawing that indicated a pedestrian bridge would be built, as well as linking the park to the newly formed park zone area which is a woodlot that used to be industrial. A deal exists with the developer to build a flagpole and skating rink on that site. Therefore, that pedestrian bridge is a very significant concept. Council has given staff the direction for that road and that concept. It is a resolution of Council that has already been adopted. Commercial space should not be built around the flagpole and ice rink without a proper pedestrian link. The community is suggesting a pedestrian bridge as the safest method. BIA already has historical names set out for these monuments.

**A: Comments noted.**

Q: Chair of Transportation Committee for Emery Village BIA - the BIA undertook a consultation process a few years ago to ensure that when developers come forward in the community, the BIA was given appropriate name recognition and artistic expression to overpasses and pedestrian benches, etc. Many have lived in the community for over forty years. It was negligent of the City to hire a consultant who did not even consider our Emery Village Secondary Plan.

Issues the committee has raised:

- 1) The study area in question does not include the possibility of a GO train. The community wants to ensure the GO train is considered in your scope. Also, when considering the construction of the York University subway, the Hydro corridor is not in the study plan and it should be.
- 2) Extension of Rivalda Road. It is important to ensure that truck transportation is given a connecting route coming off of Toryork Drive. The study plan appears to end at the train tracks, but that should be expanded.
- 3) Another expansion the BIA is requesting is on the southwest side of ring road of Finch Avenue and Weston Road. It is a key component. More importantly, the pedestrian and bike pathways at the north end need to be examined. This relates to the artistic involvement the BIA would like to include. As the pathway extends south, the study area ends at Lanyard Road. It must extend to the existing pathway; however, to do this, a bridge must be built where it once was, where the Church used to be.
- 4) The study area should not have only focused on Emery Village but on Finch Avenue and Weston Road. The problem with this area historically, is there was not a proper transportation plan for Finch Avenue and Weston Road. It remained

rather rural for a long time. The community south of that, (Verobeach Boulevard; Coronado Court and Coral Gable Drive) are all streets with access to those thousands of homes on the west side of Weston Road. There is not one traffic light that exists there. This should be included in the study area. It not only affects Finch Avenue and Weston Road, but every resident. There should be a light at Verobeach Boulevard. This aspect should be given priority as these are people who are living and working in the commercial area.

- 5) Priority should be based also on extending Lanyard Road up to the new development. The plan that the project team is proposing is not effective. Emery Collegiate is a campus in itself and is a unique place. The road should be extended as it had been in the Secondary Plan, to go up hill into the subdivision and extend right into Finch Avenue. It would then operate as a ring road, as right now it is a dead end.
- 6) The project team must work with the community. Studies have been done in the past, and the Emery Village Master Plan, done by our consultant was not part of the review tonight.
- 7) The BIA transportation committee has hired their own independent consultant and difficulty with traffic movement out of the Canadian Tire development was found. The new proposal's preferred option doesn't alleviate that. It is important that the development on the southeast corner of Finch Avenue and Weston Road be give proper access out to Weston Road. The BIA would like to ensure that there are pedestrian bridges and that their design reflects our community.

**A: Uwe Mader - staff did not ignore the ring road concept. When developing the Master Plan, roads in the south west quadrant were identified and evaluated. The reason that they were not included was that they would have taken up a large part of Lindylou Park. For example, one option extended from Finch Avenue to Lanyard Road and this would have gone down the middle of the park, and would have taken up a large portion of the park itself. It would have changed the whole character of the park.**

**The same is true for another option running from Finch Avenue to Weston Road. A large portion of the park would be taken up with the road.**

**The scope of the study is Emery Village; it is not outside of that. It is transportation infrastructure within the Emery Village Secondary Plan area that staff is focusing on.**

**In terms of a higher order transit facility, the project team realizes that although it is in the Secondary Plan, there is not an entity, such as GO Transit, who has said they would provide it.**

**If the plan was to develop a road to cross rail lines, it would be an extremely expensive exercise. There are potential issues with the connection to Finch. The installation of a signal light intersection would be in close proximity to the signal light intersection at Signet Drive and Arrow Road and that creates problems. Possibility of a right-in right-out is an option.**

**The project team did attempt to protect for an eventual higher order transit facility in this proposal.**

Q: Councillor Mammoliti - the argument about the road was well taken. Inquired about the development that is occurring on that site and the potential pedestrian link from the development to a future GO train station on the other side, That is within the catchment area. Councillor stressed that the community will continue pushing for the GO train station, and instead of a road, proposes a pedestrian link.

**A: Uwe Mader - staff are not proposing and/or eliminating any options. The ring road has been examined, and the team has tried to protect for a higher order transit facility as best as possible.**

**Regarding option 5B, this road does not have to be very wide. It can serve as access to the residents/commercial activity within the development. It was never intended to be a high capacity connection.**

**Ray Bacquie - this is a public process and that the project team are here to hear from community members. The display boards at the back of the room do show a wide range of connections that have been brought forward, but even those options have had a number of variations. Some of the technical analyses have led to the configurations that have been presented. The project team is aware of what was presented in the Secondary Plan; however, due to the configuration of grades in this area, there are concerns with elements of that, as to the connection down from the development in the south east quadrant down to Weston Road. The grades associated with that direct movement are basically at the limits of what would be seen as acceptable. Also, it may lead to safety and operational concerns immediately adjacent to the school. Similarly, the issues of having faster flowing traffic from this new development area down past the school, the elements of the community piazza would be mitigated by a road network that may have a different configuration. Traffic operations, queuing, and the closeness of intersections are being examined. There are other stakeholders, including the school, and the Conservation Authority who the team has met with.**

Q: Member of the Humberlea Community Association - a plan with in-roads will be great; however we must anticipate traffic volume difficulties that will arise when thousands of more people begin working/living in this area. There are number of houses being built south of Sheppard Avenue, and from the plans, it is evident that the majority of traffic will empty out onto Sheppard Avenue. This must be examined. Further development will put a functional strain on Emery Village. Also, I am concerned with Weston Road/ Highway 400 area as well as Sheppard Avenue. Is an entrance and exit onto the highway being considered? The junction of 400 and 401 needs more lanes to get on and off. These issues will affect the traffic in and out of Emery Village. The community already experiences traffic problems.

**A: Uwe Mader - this study is focused on Emery Village, and that is the area in which the transportation infrastructure identified in the Master Plan is to be developed. When analyzing the proposed Emery Village road network, the traffic impacts on**

**this road network resulting from the Secondary Study Area was examined, as were traffic implications resulting from development in Emery Village.**

**Ray Bacquie - the project team are analyzing the broader network and are looking at the accommodation of traffic from all directions from Emery Village. They have considered it from a network perspective and assessed the adequacy of the road network. From the assessment, while there are links that are problematic, it is not inconsistent with options and standards within the City of Toronto. There are problem links within the network. The approach the City has been taking over the last 15-20 years has been more transit oriented, and I think finally the City has seen financial commitments from other levels of government come into place in this past week. Within this immediate area, the solutions have not crystallized. The study will reiterate the need for broader transportation and improvements. But the scope of this study and what we can do is limited to identifying that and making recommendations for the next broader study. We need a commitment from GO. We can make it known that for this community this is a need and should be implemented. But the City cannot implement it through the scope of this study.**

Q: Business owner, member of the BIA - if Rivalda Road extends to Deerhide, a traffic light must be installed at Deerhide and Arrow Road. The main focus is traffic alleviation at Finch Avenue and Weston Road. For the Toryork recommendation, there is one proposed road, 2A [*see Presentation slides*] that will have any effect of flow in that area. All of the other roads that are being proposed in that area are linking to new housing developments. Ultimately they go nowhere; they end at the railway line. In terms of alleviating traffic flow, there is no other solution than 2A. Mass transit has to be considered in any transportation solution.

Disappointed that a representative from the City would be looking at transportation services in that intersection and report mass transit is someone else's problem. The BIA has made a decision to hire their own consultant who would have a broader scope and proposal for mass transit. There must be a specific recommendation in the City's submission for mass transit. People who work here need to get here and people who live here need to get to work. We cannot accept this proposal with more housing coming. 2A will not be adequate

**A: Uwe Mader - the City's Official Plan focuses on transit and there is a provision for high order transit of some kind in the Finch Hydro Corridor. The recommendations of the BIA may be beyond the scope of the City's study, unfortunately. From discussions with GO transit, the station identified in the current Emery Village Secondary Plan is not in their immediate plans. Methods of engaging them are not, unfortunately, part of this study. If GO can commit to a facility then the City can plan for it.**

**The preliminary preferred solution is what the project team is currently proposing.**

**Ray Bacquie - this exercise addresses phases 1 and 2 of the EA process which includes planning solutions. The provision of on-street parking, whether that is a phase, or within the curb lane, is more of an operational issue rather than a design**

**issue. That will be addressed in phases 3 or 4 and does not need endorsement of the Master Plan.**

Q: A community member asked what the timing is for phases 3 and 4.

**A: Uwe Mader- responded that hopefully the Master Plan will be finalized in the summer of 2007 and will then go to Council for approval in the fall of 2007. At the same time, the City would be asking for an amendment to the Official Plan to replace the existing transportation network, identified in the Emery Village Secondary Plan. The timing of that infrastructure will be dictated by its need, and that will be determined as development progresses.**

Q: Consultant hired by BIA asked why the proposed eastbound bike lanes along Finch Avenue stop at Weston Road?

**A: Uwe Mader - the configuration that exists in the preliminary preferred solution for bike lanes on either side of Finch Avenue westward from Weston Road is what is currently identified in the City's Bikeway Network, which is part of the City's Bike Plan.**

Q: Consultant hired by the BIA stressed the importance of access to the employment areas to the north and south of the Finch/Weston intersection. Consideration should be given to extending the bike lanes further south.

**A: Comment noted.**

Q: Community member explained that there has been a need for more traffic signals for many years. Traffic congestion will worsen when additional people move in to the community. Must use simple methods like traffic arrows to direct traffic during left turns such as getting onto Finch Avenue, and also at Finch Avenue and Weston Road for eastbound traffic wanting to turn north on Weston Road. Simple arrows are needed that give sufficient time for traffic to make left. These problems have not been solved over the years.

**A: Comment noted.**

Q: BIA board member on the transportation committee- noted that both the City and BIA have done a lot of work. The GO station is a must.

**A: Uwe Mader - due to the uncertainty of a high order transit station located in Emery Village, to build a road over to Finch Avenue for the purpose of providing access to this station lessens the purpose for such a road considerably. Cost is not the main issue. If GO can commit to a facility being located in Emery Village, then the City would plan for it: however there is a concern with the uncertainty of the situation.**

Q: Community member - what is the obstacle with approaching GO and getting them to commit to it? Provide them with tax incentives.

**A: Comment noted**

Q: Community member urged a commitment from the City regarding the GO.

**A: Comment noted**

Q: Councillor Mammoliti - the City of Toronto's Official Plan includes the future link for a station. Is it not possible to make a potential connection with the vision of the City of Toronto? If it is not GO, it may be bus terminal or subway station. Unless it is brought forth in this report, it will be difficult to amend the Secondary Plan. This can not be ignored because it is in Toronto's Official Plan.

**A: Uwe Mader expressed concurrence that a GO station could be a definite asset. Will examine this further.**

Q: A community member asked what the preferred solution was with respect to the Finch/Weston intersection.

**A: Uwe Mader - it is a four legged intersection, with transit priority improvements consisting of queue jump lanes for buses.**

Q: A community member explained that as a resident in the southwest quadrant they now have the privilege of having TTC service and school buses run through Lindylou Road. One of the current disadvantages is excessive parking on Lindylou Road which restricts the laneway allowance. At the first set of lights at Finch Avenue and Milvan Drive, how will the light at 2A alleviate congestion? There currently is high volume of eastbound traffic from Finch Avenue that is turning right on Rumike Road, and then taking alternate routes using Lindylou to Lanyard to bypass the Finch Avenue and Weston road intersection. Adding that extra set of lights will not alleviate traffic as there is also northbound traffic on Weston Road which currently cuts over on Lanyard Road to get back up to Finch Avenue. Drivers do this to prevent going through Finch Avenue and Weston Road.

**A: Ray Bacquie - they have reviewed the traffic numbers and have provided it within the original presentation regarding traffic infiltration through the southwest quadrant. It was an explicit criterion that was considered in the evaluation of the alternatives. That was the main reason why the roundabout options could not operate acceptably to the community as it would direct traffic through that southwest neighbourhood. It is recognized that additional signals would result in slower operational arterial networks and there is potential for traffic diversions. That was taken into consideration and is explicitly addressed in our assessment. The magnitude of that change was not viewed as being significant but it will be given further consideration. Comments about traffic calming or traffic mitigating existing conditions may mean that further discussions will have to take place. There is a separate public process for addressing existing traffic infiltration issues.**

Q: Community member verified that at this time there is no suggested proposal for how that traffic will be alleviated.

**A: Ray Bacquie - nothing currently exists in the current plan. However, comments will be taken it into consideration.**

Q: Community member stated that he would like to compliment the presenters on the plan. Asked what the dotted lines above 5C represented.

**A: Uwe Mader - the dotted roads are part of the development proposal on the former Canadian Tire site. They are not part of the public roadway system.**

Q: Business owner in the Emery Park district expressed a concern with how the project was being approached. Has the study team had any consultations with these valuable community groups?

**A: Uwe Mader - although no formal contact was made, there were notices provided to various stakeholders, including the BIA, regarding the commencement of the study and seeking input from them.**

**Further contact will be made with the BIA directly for additional input**

Q: Business owner and member of BIA explained that one of his concerns is mass transit. Community employees have complained about how long it takes them to get to work and there is a concern about keeping them in the organization. I find your study unacceptable. All of these developers are coming in here and they need to be able to sell the condos and townhouses. People in this room are concerned about property values. Transit is very important. It is difficult to get in and out of the area. The scope of the study must be broadened to include the link to York University.

**A: Comment noted.**

## ***6.0 Closing***

**Councillor Mammoliti** thanked the presenters for coming into the community. He explained that he shared the same positions as the majority of community members that spoke at the meeting. He added that it was the first time he had ever seen the person who praised the City's proposed plan, that this individual was uninformed and had never attended any of the many meetings over the last eight years related to this.

**Josie Giordano**, thanked everyone for their participation and input and encouraged all attendees to sign in so they could be added to study mailing list. She also asked that attendees complete and submit a comment sheet before March 21, 2007. She advised that the meeting material, along with the meeting minutes, would be available on the project website at [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects) and could also be mailed upon request.

The meeting ended at 9:00 pm.

## WELCOME

## PUBLIC MEETING AND OPEN HOUSE #1

### Emery Village Transportation Master Plan Study

March 7, 2007

City of Toronto

## PURPOSE OF TONIGHT'S MEETING

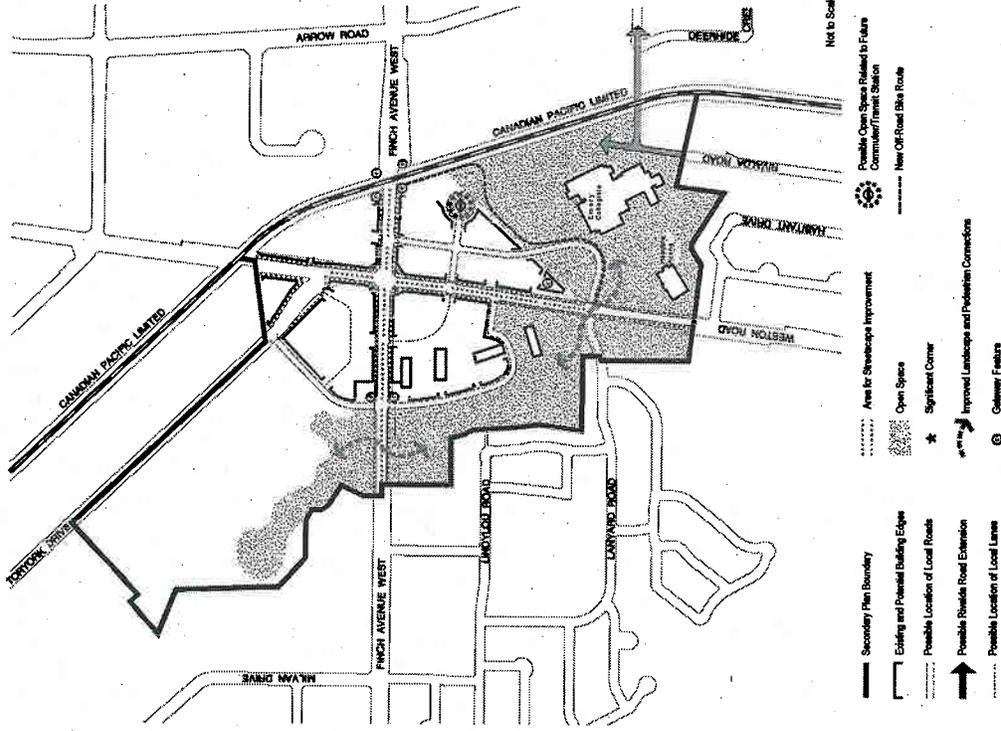
The purpose of tonight's meeting is to:

- Provide background on the study
- Provide an overview of work completed so far
- Present the list of options for transportation infrastructure improvements in support of the Emery Village Secondary Plan
- Present the evaluation of these options
- Present the preliminary preferred solution
- Collect input from the public
- Outline the next steps for the study

## STUDY BACKGROUND

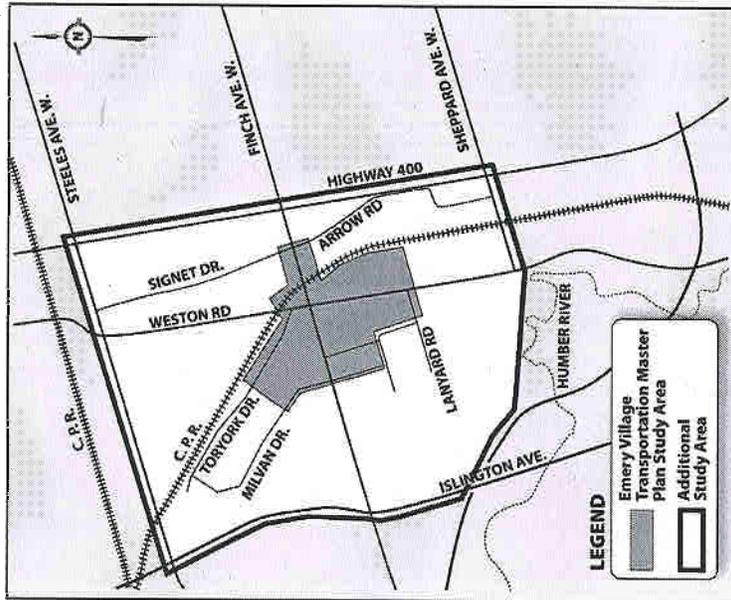
- Several studies of the Emery Village area have been performed over the last 5 to 10 years, including:
  - Emery Village Secondary Plan, 2002
  - Incremental Growth Study of Toronto:
  - Finch/Weston Community Initiative District, 2000
  - Finch-Weston: The Avenues, City of Toronto Incremental Growth Study, 2001
- The *Emery Village Secondary Plan*, shown on the next panel, provides a framework for development that encourages a village-like, street oriented, mixed-use pattern of development to promote transit, pedestrian use, cycling and improvements to the streetscape and significant open space system.
- Finch Avenue plays an important role as a significant transportation arterial, and also a key place within the structure of the city, leading to the first interchange on Highway 400 north of Highway 401.
- Weston Road is also a significant transportation arterial. South of Finch, it has a residential focus. North of Finch it travels through an employment and industrial area.

## EMERY VILLAGE SECONDARY PLAN



## STUDY AREA

The focus of the study is Emery Village, the lands surrounding the intersection of Finch Avenue and Weston Road as defined in the *Emery Village Secondary Plan*. The study area is in the northwest section of the City of Toronto. The Emery Village Transportation Master Plan Study Area and additional study area are shown below.



## EXISTING CONDITIONS

### Socio – Economic

Emery Village contains a broad range of land uses, including apartment-form housing, offices, Emery Collegiate High School and Habitant Arena, and retail uses. The study area borders a neighbourhood of single family detached homes, open space and employment / industrial lands.

Other existing socio-economic conditions include:

- Mixture of built environments, both auto and pedestrian-oriented
- Mixture of development densities and forms from high rise to strip development
- Development form integration could be improved
- Open spaces, such as Lindy Lou Park and the Hydro Corridor, are currently poorly defined zones which separate uses. Changes in grade further disrupt the public realm and continuity of the built environment

### Archaeological / Built Heritage

Most lands in Emery Village have been disturbed by development and archaeological sites are unlikely. There are parks, open space and unused lands where disturbance may be minimal and archaeological sites are possible.

Emery Village retained its rural, agrarian character until well into the twentieth century. In the 1960s, with the expansion of Metro Toronto and the need for additional housing and industrial space, Emery Village developed into a more heavily populated residential and industrial community. Emery Village has knowledge of its historical past, but has no heritage resources still existing in the study area.

## EXISTING CONDITIONS

### Transportation

- Weston Road / Finch Avenue intersection handles high frequency of surface transit and pedestrian activity
- High peak hour volumes: 670 vehicles per lane on Finch Avenue and 500 vehicles per lane on Weston Road
- Heavy vehicles including commercial vehicles are typical of arterial roads: 5 to 7 % of traffic on Weston Road, 5% of traffic on Finch Avenue east of Weston Road
- AM weekday peak: intersections within the primary study area operate below capacity, and individual turning movements are within available capacity
- PM weekday peak: intersections within the primary study area operate near capacity, and there are several critical turning movements reaching capacity or at capacity
- Traffic volumes are not expected to increase for east-west based on traffic patterns. Traffic volumes for north-south are expected to increase 1% per year in the short-term
- No clear alternative north-south routes west of Highway 400 and east of the Humber River to Weston Road
- Residential roads to the west link Finch Avenue and Weston Road to the south (Jayzel Drive, Rumike Road/Milvan Drive, and Lanyard Road)
- No opportunity for east-west vehicles, pedestrians or bicyclists to cross the CP Rail line between Finch Avenue and Sheppard Avenue

DISPLAY PANELS

7

ITRANS

## EXISTING CONDITIONS

### Natural Environment

Emery Village contains no Areas of Natural and Scientific Interest or Evaluated Wetlands. One 'Significant Ecological Area' associated with Emery Creek is located within the study area south of Lanyard Road and west of Weston Road. The area surrounding Emery Creek is designated a 'Natural Area', and the valley and stream corridor surrounding Emery Creek is designated part of Toronto's 'Natural Heritage System'. Emery Village is located within TRCA's 'Natural Heritage System'. Other existing natural environment characteristics include:

### Fisheries and Aquatic

- Within Humber River watershed and Emery Creek subwatershed
- Urban hydrologic patterns (e.g. flashy flows), lengthy enclosures, barriers to fish passage, and realignment and manipulation of the channel form
- Emery Creek south of Lanyard Road likely supports a resident warmwater baitfish community; Emery Creek north of Finch Avenue not likely a fisheries community

### Vegetation

- 5 vegetation species considered regionally and/or locally rare or uncommon, including planted white spruce, eastern red cedar, common evening primrose, black maple and Virginia stickweed
- 3 additional Rare or Uncommon (L3) vegetation species have been documented by the TRCA within the study area including wild columbine, cut-leaved toothwort and sharp-leaved goldenrod

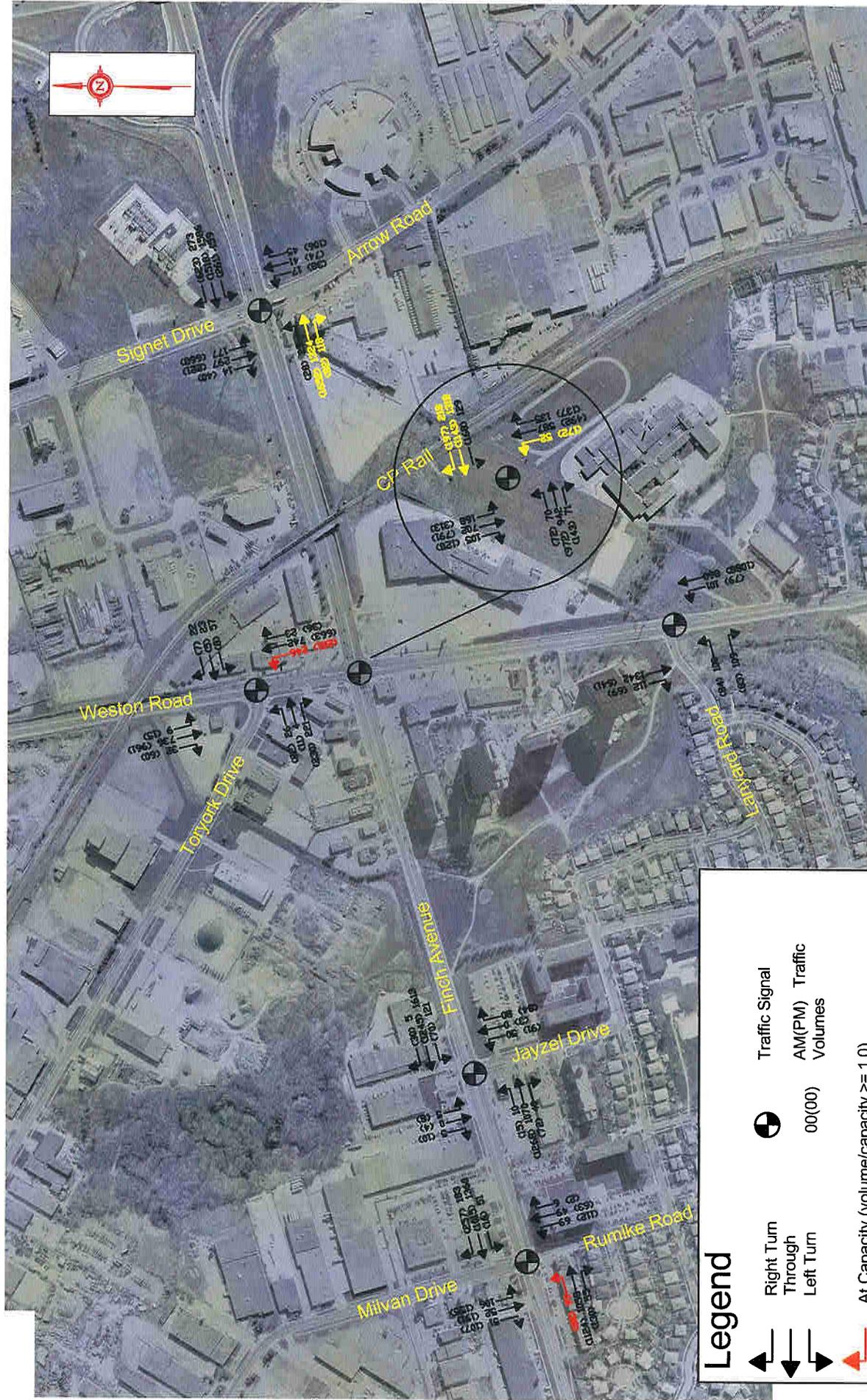
### Wildlife

- Habitats largely support wildlife species considered urban or tolerant of human presence
- 48 species of wildlife were identified. None are protected federally or provincially
- Emery Creek, parks, hydro corridor, and railway act as wildlife pathways for wildlife tolerant of urban environment and may link locally important units for wildlife

DISPLAY PANELS

8

ITRANS



**Legend**

- Right Turn
- Through
- Left Turn
- Traffic Signal
- At Capacity (volume/capacity >= 1.0)
- Reaching Capacity (volume/capacity >= 0.9)
- Below Capacity

AM(PM) Traffic Volumes  
00(00)

# Existing Traffic Volume

Not to Scale

February 2007

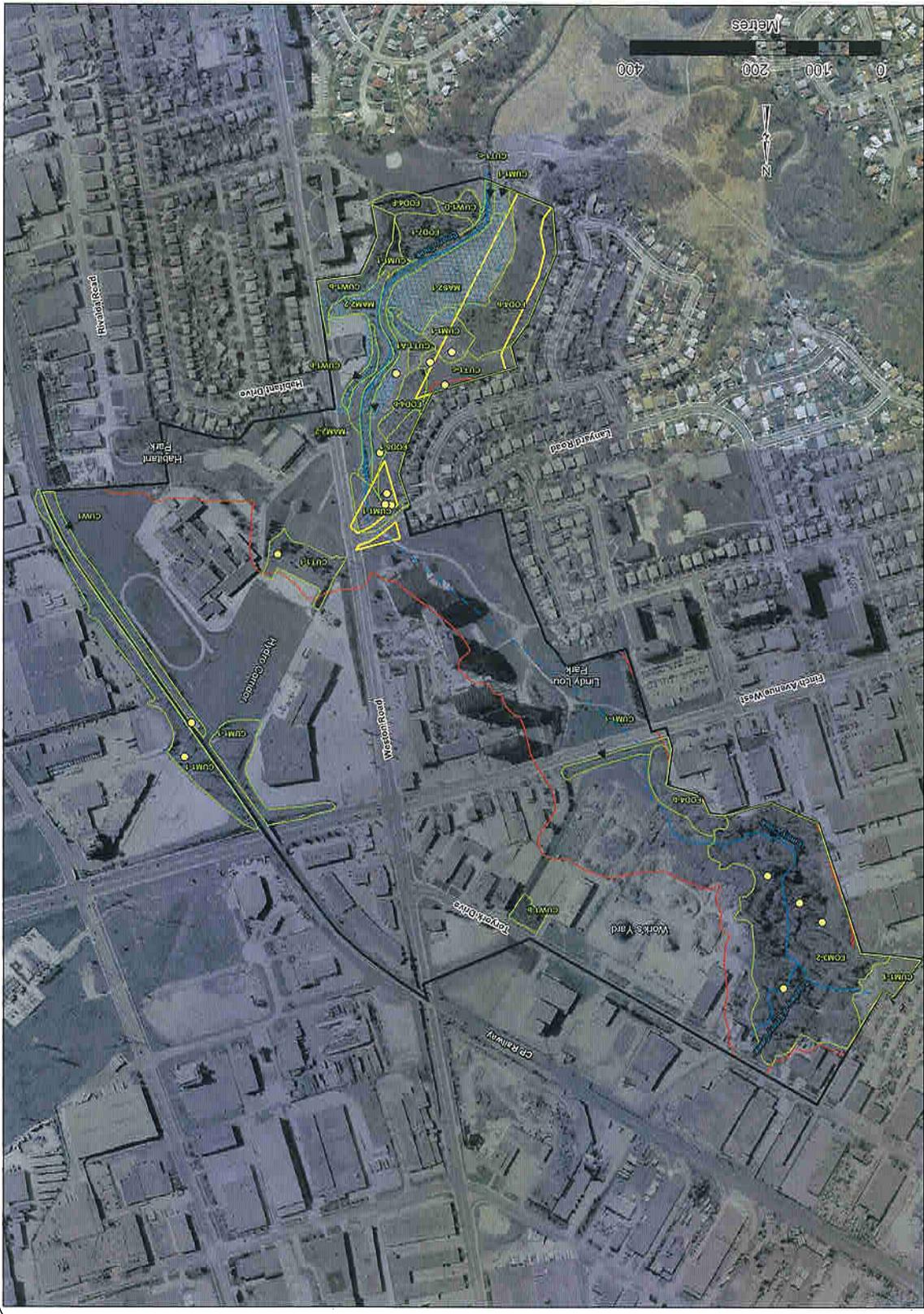
**EMERY VILLAGE  
TRANSPORTATION MASTER  
PLAN STUDY-  
NATURAL HERITAGE  
FEATURES**

Project: T44401	Checked By: EJS
Date: February 2007	Prepared By: KDT
Figure: 1	



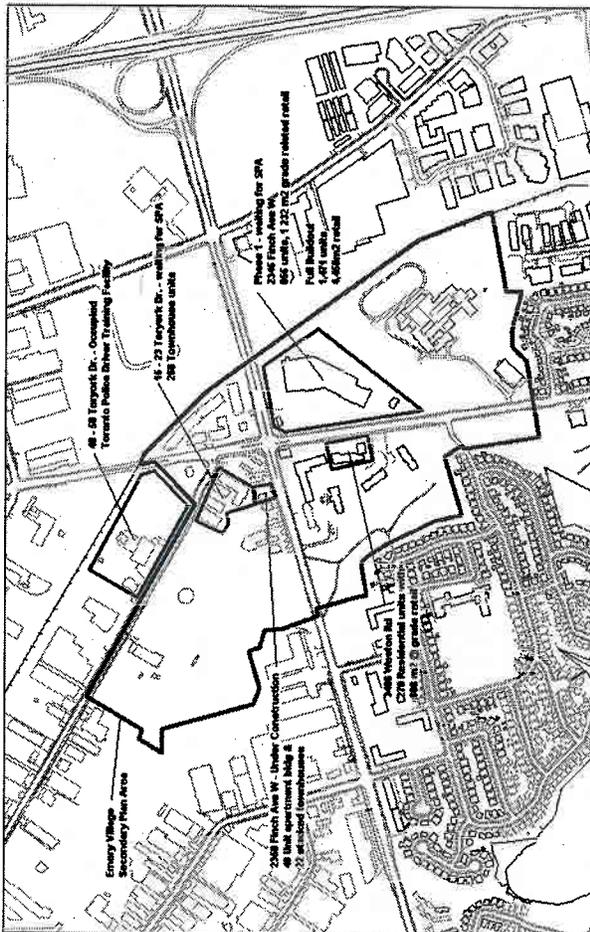
- QUM1** Exotic Cultural Thicket
- QUM2** Exotic Cultural Thicket
- QUM3** Mineral Cultural Woodland Ecosite
- QUM4** Exotic Cultural Woodland
- QUM5** Hawthorn Cultural Woodland
- FOB1** Dry-Fresh Black Cherry Deciduous Forest
- FOB2** Dry-Fresh Manitoba Maple Deciduous Forest
- FOB3** Dry-Fresh Sugar Maple Deciduous Forest Type
- FOB4** Fresh-Moist White Elm Lowland Deciduous Forest Type
- FOB5** Dry-Fresh Sugar Maple-Hemlock Mixed Forest Type
- MAM1** Reed-canary Grass Mineral Meadow Marsh Type
- MAM2** Cattail Mineral Shallow Marsh Type
- PLM1** Plants with Regional or Local Status

- QUM1** Exotic Cultural Thicket
- QUM2** Native Deciduous Sapling Cultural Thicket
- QUM3** Sumac Cultural Thicket Type
- QUM4** Dry-Moist Old Field Meadow Type
- QUM5** Vegetation Communities
- QUM6** TRCA Property (TRCA 2006)
- QUM7** Regulation Limit (TRCA 2006)
- QUM8** Enclosed Watercourse
- QUM9** Watercourse
- QUM10** Significant Ecological Area (MNR 2006)
- QUM11** Vegetation Community Boundary
- QUM12** Primary Study Area



## DEVELOPMENT APPLICATIONS

Applications for development have been received by the City within the Emery Village Secondary Plan area. The status and approximate size of the developments are illustrated below.



## STUDY PURPOSE

The purpose of this study is to:

- Develop a Transportation Master Plan to support development in Emery Village
- Recommend a preferred transportation infrastructure solution and implementation plan, consistent with the objectives of new *Emery Village Secondary Plan*

Previous studies, including the Finch-Weston Avenues Study and the Emery Village BIA Capital Improvements Master Plan, have identified key planning objectives, such as:

- Provide new public streets to divide large blocks and create new development sites with street addresses, while providing alternative routes to Weston Road
- Plan and protect for public transit improvements
- Expand and improve pedestrian and bicycle routes, with access to the Humber and waterfront trail systems
- Create an identifiable, attractive image for Emery Village with strong community edges, a well-defined Village Centre, and focal points within the business core area to establish a sense of place
- Transform the character of Emery Village to be more pedestrian and street-oriented with buildings along the street and parking in the back

The study will be carried out in accordance with the Master Plan Process identified in the June 2000 *Municipal Class Environmental Assessment (EA)* document.

Completion of this Transportation Master Plan is part of the process to enable the City to address both the short-term and the long-term needs for the Emery Village area.



## APPLICABLE OFFICIAL PLAN AND SECONDARY PLAN POLICIES

The *Emery Village Secondary Plan* has the following policies:

- A network of new and existing roads, pedestrian walkways and bicycle routes will provide access through this area and will be developed in order to support the redevelopment and revitalization of the Plan area.
- Roads and buildings will be designed and sited to accommodate transit vehicles and facilitate transit use. Transit shelter stops and facilities will be provided with direct connections to the pedestrian network in order to encourage the use of public transit.

The *City of Toronto Bike Plan* indicates:

- New off-road bike route proposed within the Ontario Hydro Utility Corridor
- New on-road bike lanes proposed on Finch Avenue west of Weston Road
- New signed bike routes proposed on Milvan Drive, Rumik Road and Lanyard Road

The *Finch-Weston Avenues Study* suggests:

- New public streets are required to divide large blocks and create sites. New development sites with street addresses should be created.
- Alternative routes to Weston Road are needed and should be provided
- Pedestrian and bicycle routes should be expanded and improved.

## NEEDS AND OPPORTUNITY

- Design solutions that reduce the potential for collisions in the study area, particularly pedestrian and cyclist collisions
- New pedestrian crossing opportunities on Finch Avenue
- Additional or improved pedestrian crossing opportunities of Weston Road south of Finch Avenue
- Protection or replacement of the pedestrian facilities provided through the trail system in Lindylou Park
- Design solutions that maximize pedestrian space within the boulevard including sidewalks that meet City accessibility guidelines and increased unobstructed pedestrian waiting areas at intersections
- Provision of cycling facilities in-keeping with the Toronto Bike Plan
- Provision of a road network that allows for improved transit operation through the study area and increased accessibility northwest of Finch Avenue / Weston Road
- Accommodation or protection for a high order transit facility on the CP Rail line and/or within the Hydro corridor
- Additional road capacity within the Secondary Plan area to accommodate development
- Traffic measures to manage heavy vehicle traffic within the Secondary Plan area
- Rationalize accesses in Emery Village to reduce vehicular and pedestrian conflict points

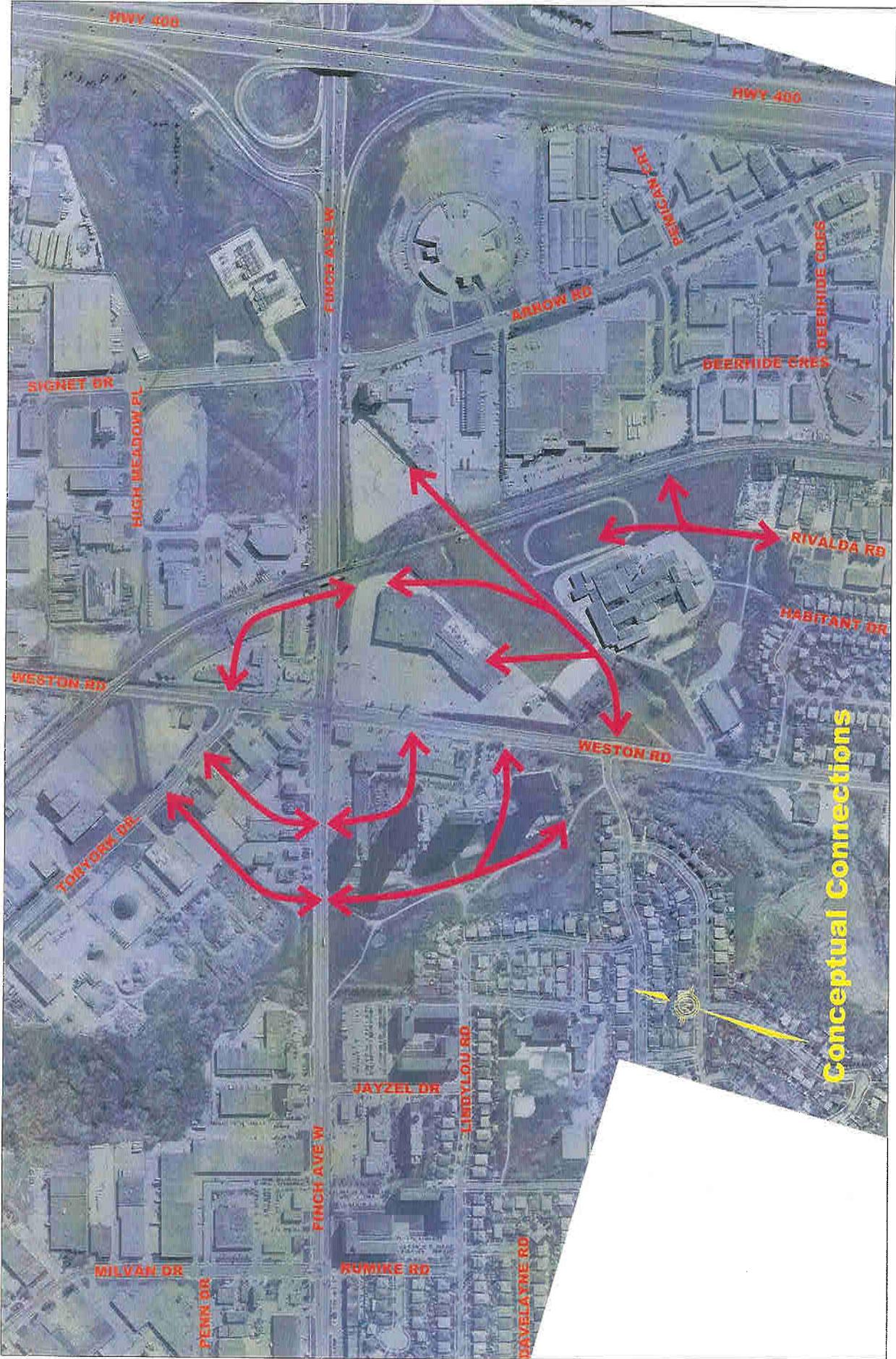
## PROBLEM STATEMENT

Improvements to existing transportation infrastructure are needed to support redevelopment and revitalization of the Emery Village area, and to meet the objectives of the Emery Village Secondary Plan. Transportation improvements and strategies are required to:

- Accommodate projected development and growth in travel demand associated with the **Emery Village Secondary Plan**, consistent with a village-like pattern of development
- Accommodate the development applications that are currently in various stages of the development approval process
- Manage traffic within Emery Village and limit impacts such as traffic infiltration on adjacent communities
- Develop a street network that provides logical and cost-effective connections and alternatives to the Finch-Weston intersection, accommodates safe pedestrian, cyclist and vehicular movements, and better accommodates transit, pedestrians, and cyclists through the area to encourage the use of alternative modes of travel and balance vehicular and non-vehicular needs

## PROBLEM STATEMENT (cont'd)

- Accommodate the transportation requirements of the **Emery Village Secondary Plan** including existing employment areas
- Achieve City Building objectives through the provision of a network of streets that divide large development sites into smaller blocks, promoting compact pedestrian-oriented development
- Implement streetscape improvements along the Finch Avenue and Weston Road corridors
- Increase non-vehicular accessibility to parks and open space areas
- Reduce vehicle use and increase modal share to support Official Plan policies and other operating and environmental policies (e.g., stormwater)



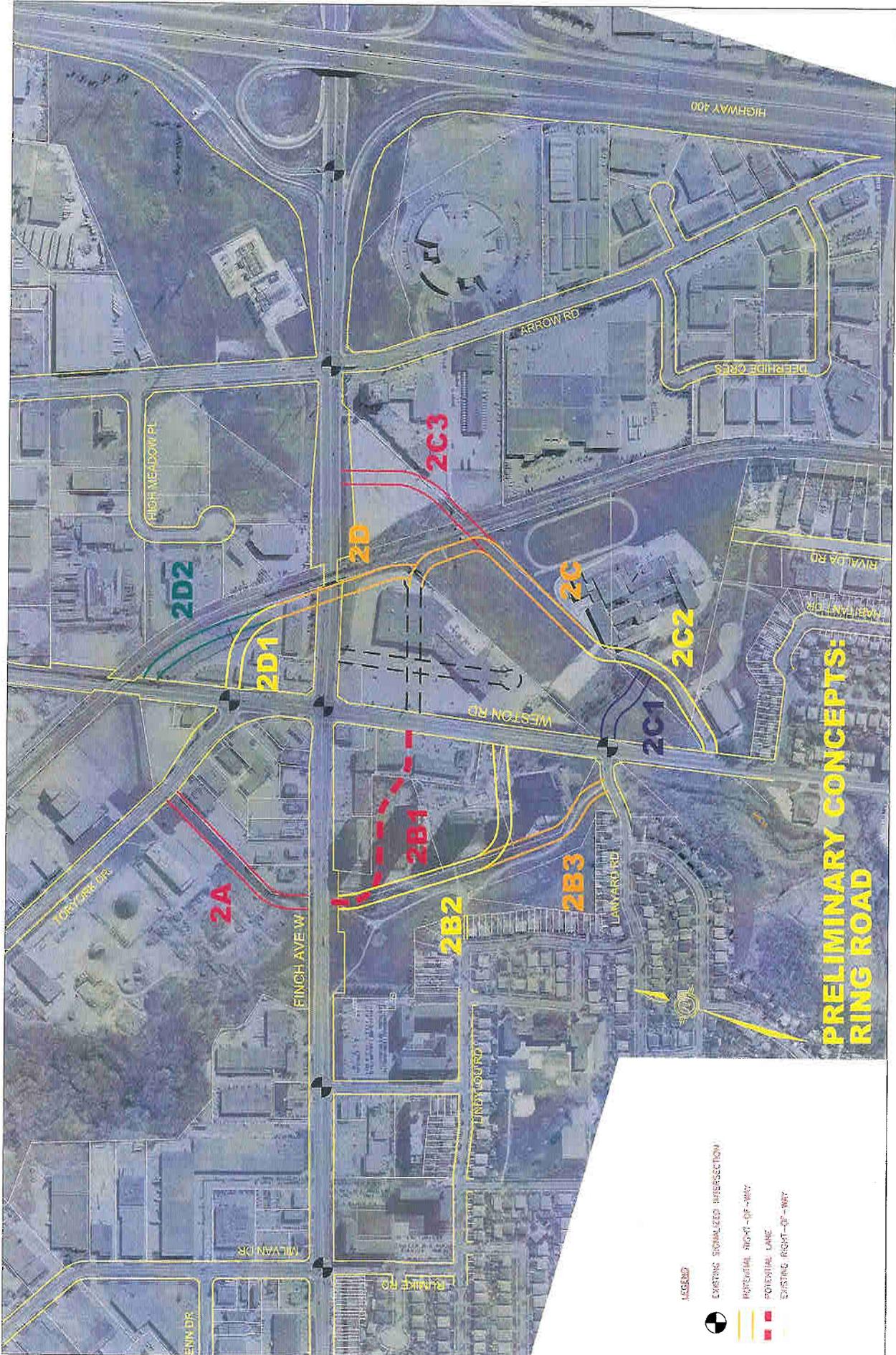
## LIST OF OPTIONS

To address the problem and opportunities statement, a wide range of transportation system options were considered. These options were grouped into 6 families, as summarized below and illustrated on the following exhibit.

1. **Do Nothing:** Represents continuation of existing conditions, and involves no changes or improvements to the existing transportation network. This option provides a baseline for comparison purposes for each family of options.
2. **Ring Road around Finch Ave & Weston Road intersection:** Includes options for road links to connect Finch Ave, Weston Road, Lanyard Road, and Toryork Drive
  - a) NW quadrant of Finch/Weston: 1 suboption
  - b) SW quadrant of Finch/Weston: 3 suboptions
  - c) SE quadrant of Finch/Weston: 3 suboptions
  - d) NE quadrant of Finch/Weston: 2 suboptions
3. **Rivalda Road extension:** Includes options to extend Rivalda Road to the north to Finch Avenue or Weston Road, and/or to the east to Arrow Road.
  - a) Extend Rivalda north to new Ring Road
  - b) Extend Rivalda east under the rail line (to Deerhide Crescent)
  - c) Extend Rivalda east under the rail line from new Ring Road

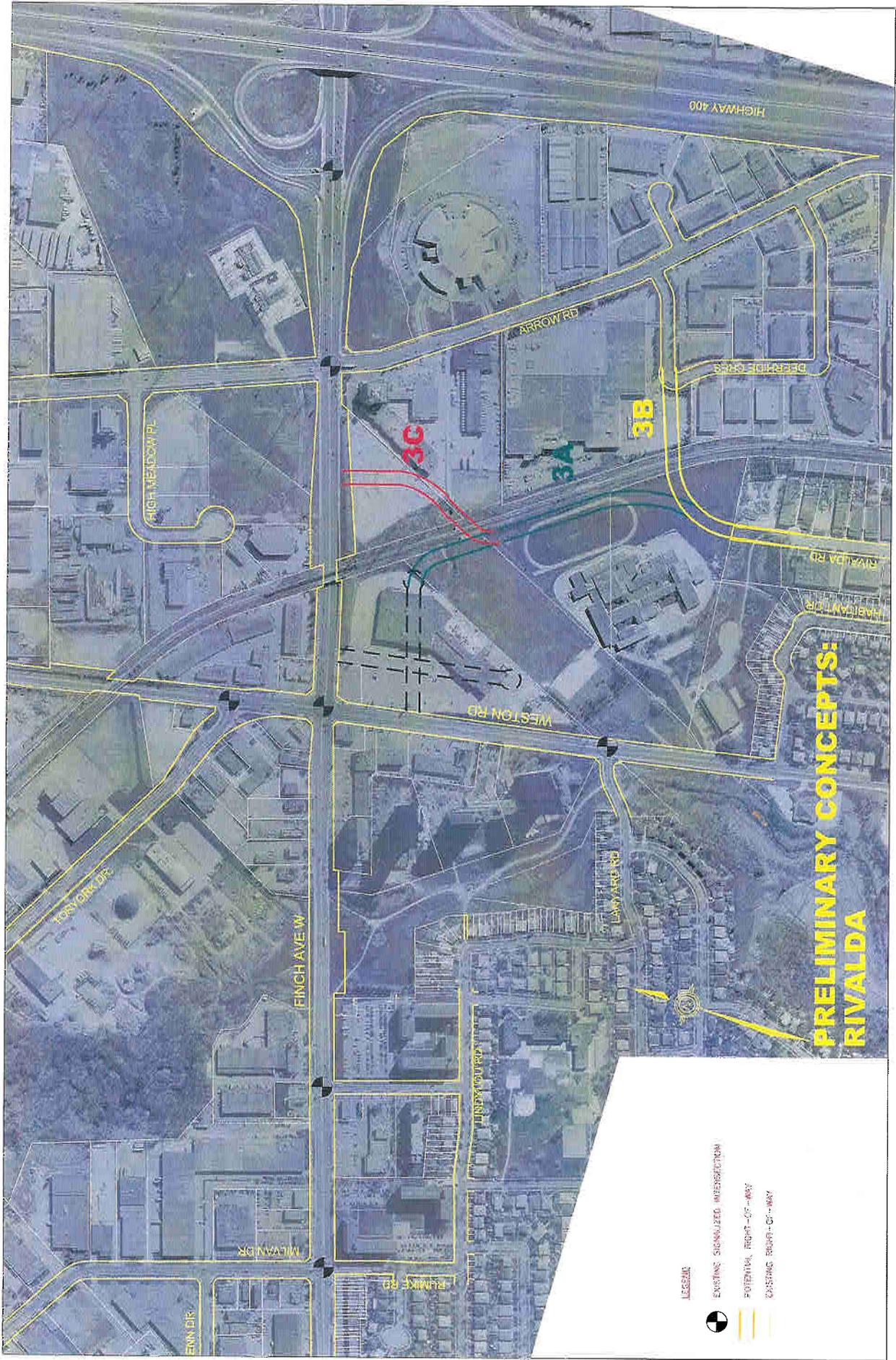
## LIST OF OPTIONS (cont'd)

4. **New Pedestrian / Cyclist connections:** Includes options to improve pedestrian and cyclist network connectivity, including overpasses, underpasses, on- and off-road facilities.
  - a) Weston Road crossing at Lanyard
  - b) Finch Avenue crossing at Lindylou Park
  - c) Rail line crossing in/hear hydro corridor
  - d) Connection between Lindylou Park and high-rises on southwest quadrant
  - e) Connection from Finch/Weston intersection to Emery Collegiate Institute
  - f) Bicycle network proposed in Toronto Bike Plan
  - g) Additional walking and cycling links to provide local connections to schools, shops and other destinations
5. **Access improvements and local links:** Includes options to improve localized circulation and access to land parcels in Emery Village around the intersection of Finch Avenue and Weston Road.
  - a) NW quadrant of Finch/Weston: 3 suboptions
  - b) SW quadrant of Finch/Weston: 2 suboptions
  - c) SE quadrant of Finch/Weston: 1 suboption
6. **Finch Ave & Weston Road intersection:** Includes options at the intersection of Finch Avenue and Weston Road, including closure of the south leg, conversion to a roundabout, and operational improvements.
  - a) Four-leg signal
  - b) Three-leg signal (closure of south leg)
  - c) Four-leg roundabout
  - d) Three-leg roundabout (closure of south leg)



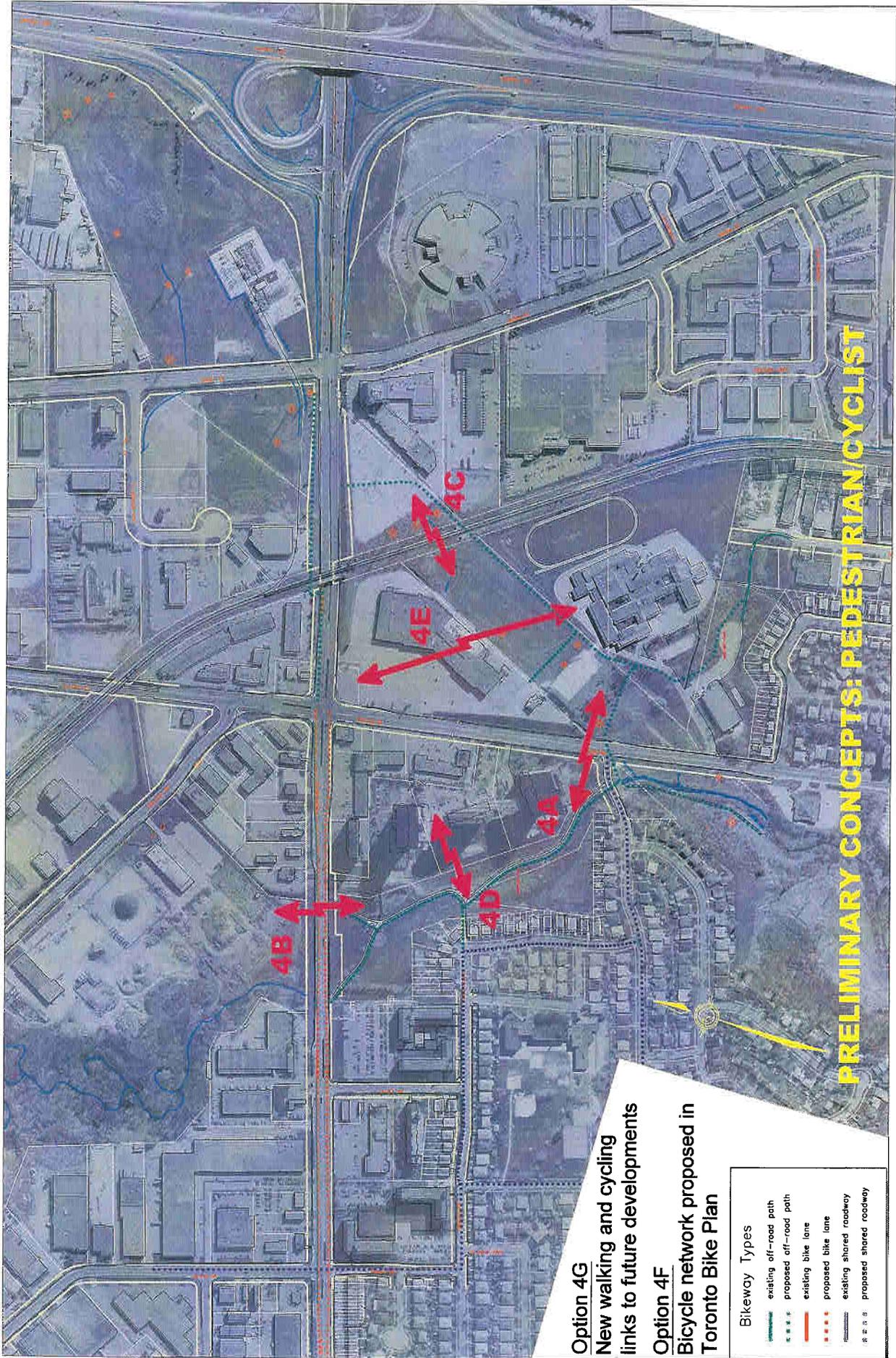
# PRELIMINARY CONCEPTS: RING ROAD

- LEGEND
- EXISTING SIGNALIZED INTERSECTION
  - POTENTIAL RIGHT-OF-WAY
  - POTENTIAL LAKE
  - EXISTING RIGHT-OF-WAY



**PRELIMINARY CONCEPTS:  
RIVALDA**

- LEGEND**
- EXISTING SIGNALIZED INTERSECTION
  - POTENTIAL RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY



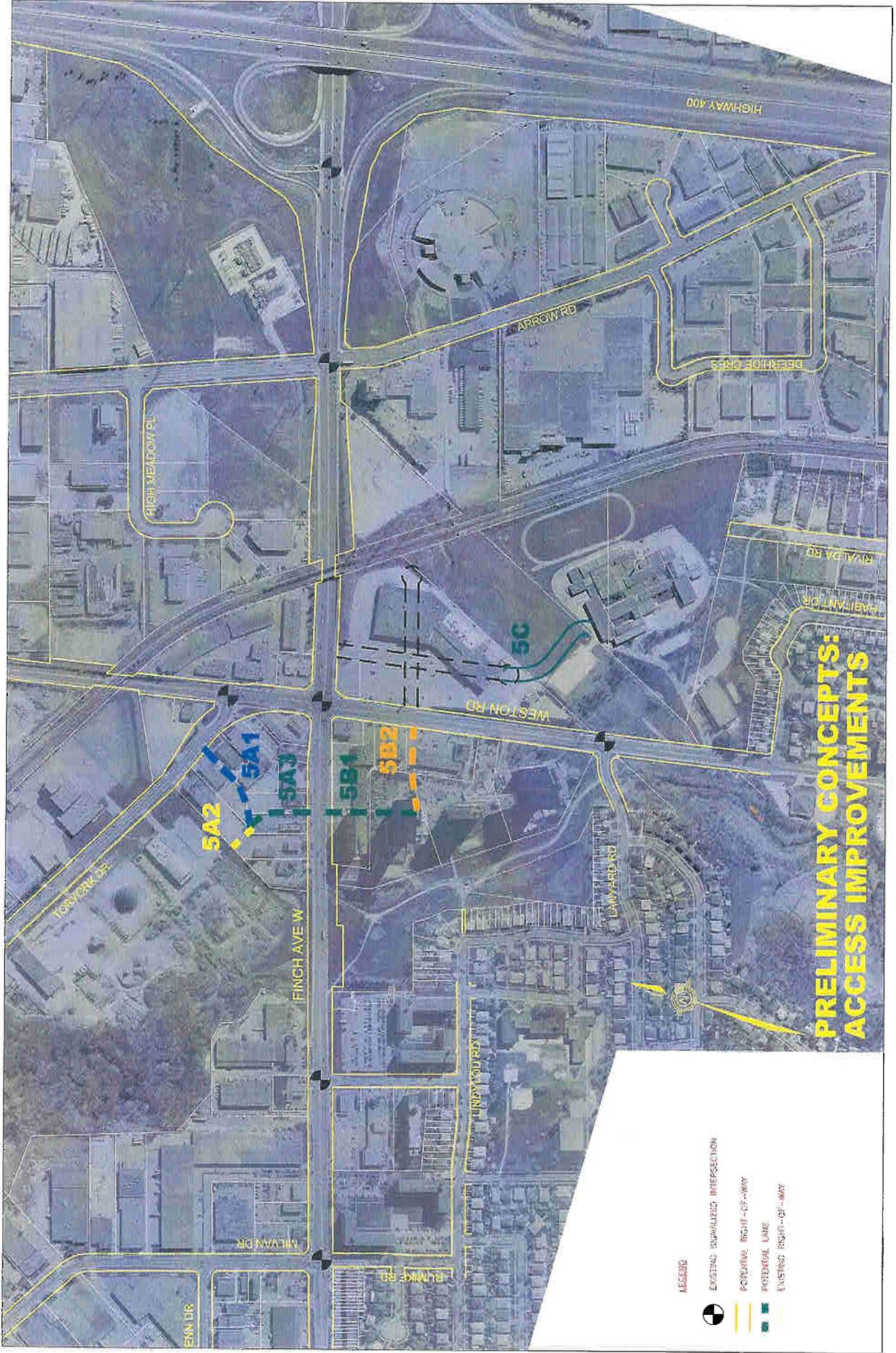
**PRELIMINARY CONCEPTS: PEDESTRIAN/CYCLIST**

**Option 4G**  
 New walking and cycling links to future developments

**Option 4F**  
 Bicycle network proposed in Toronto Bike Plan

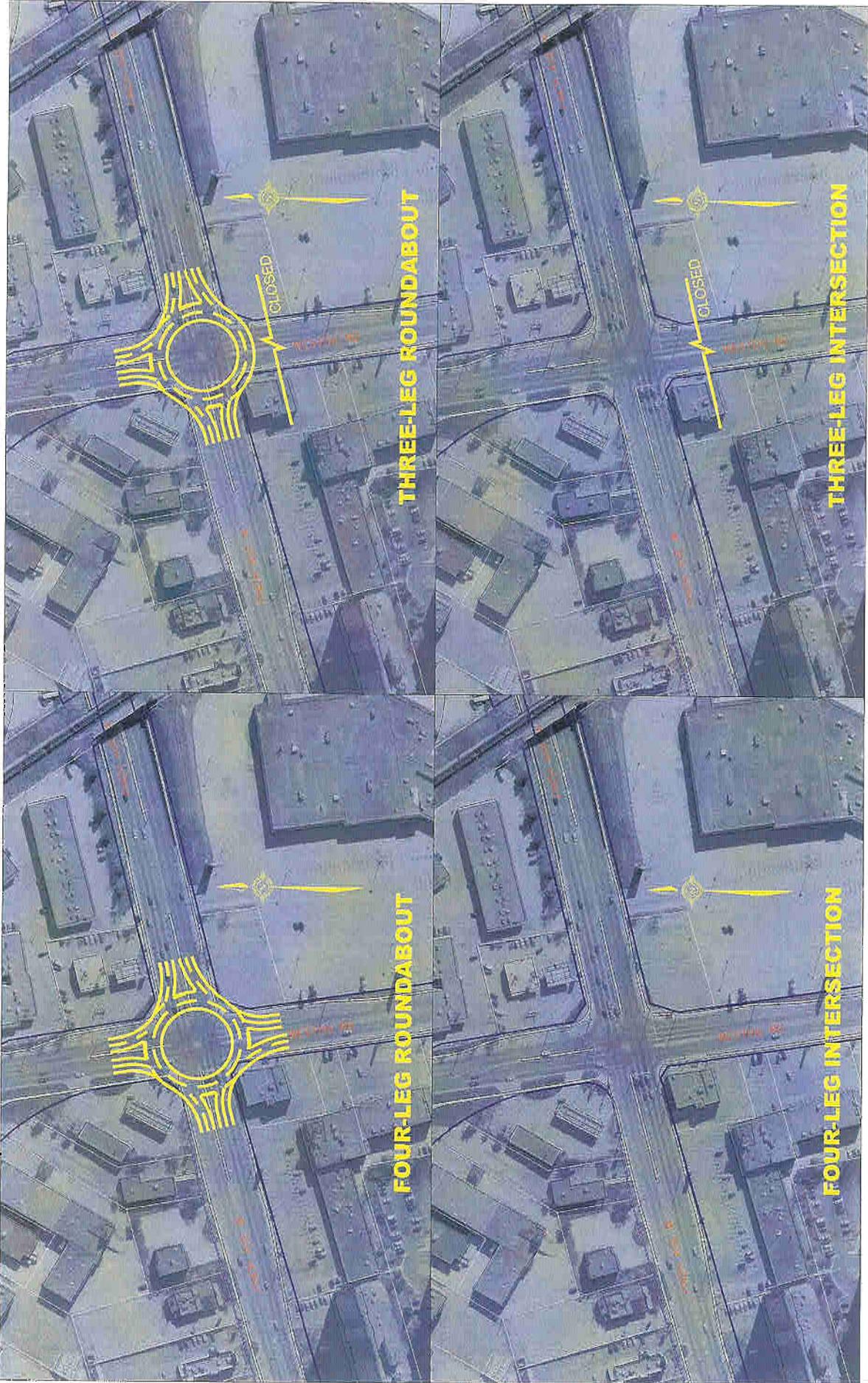
Bikeway Types	
	existing off-road path
	proposed off-road path
	existing bike lane
	proposed bike lane
	existing shared roadway
	proposed shared roadway

FILENAME:  
 PLOTTED BY:



**PRELIMINARY CONCEPTS:  
ACCESS IMPROVEMENTS**

- LEGEND**
- EXISTING SIGNALIZED INTERSECTION
  - POTENTIAL RIGHT-OF-WAY
  - POTENTIAL LINE
  - EXISTING RIGHT-OF-WAY



**THREE-LEG ROUNDABOUT**

**THREE-LEG INTERSECTION**

**FOUR-LEG ROUNDABOUT**

**FOUR-LEG INTERSECTION**

**PRELIMINARY CONCEPTS: FINCH AND WESTON**

## CRITERIA FOR EVALUATION OF OPTIONS

The assessment criteria for detailed evaluation of the List of Options, included impacts on the social and economic environments, transportation network, the natural environment, implementation, and costs, as follows:

### Land Use and Socio-Economic

- Noise Impacts
- Residential, Business, Institutional and Recreational Facilities Impacts
- TRCA Property, Archaeological/ Cultural Heritage Resources
- Neighbourhood Traffic Infiltration
- Impacts on active development sites
- Potential for Site Remediation Requirements

### City Building

- Provide for street network to divide development sites, promoting compact pedestrian-oriented environment
- Transportation Network Considerations
- Streetscape Improvement
- Access to future higher order transit

### Transportation

- Corridor Capacity and Level of Service
- Traffic Safety within the study corridors
- Access to/from Weston Road and to/from Finch Avenue
- Transit Operations within the study corridor
- Accommodation for Pedestrians and Cyclists within study corridors
- Road function

### Natural Environment

- Natural Heritage Features, Erosion and landforms
- Vegetation, Wildlife, Aquatic Species and Habitat
- Air Quality, Stormwater, Sustainability

### Implementation

- Construction feasibility, Staging opportunities

### Costs

- Utility Relocation
- Capital Costs, Operating Costs, Property Acquisition

## ASSESSMENT OF OPTIONS

The following preliminary recommendations are based on the criteria applied.

**1. Do Nothing:** Maintaining existing conditions does not provide improvements to the transportation network and does not improve pedestrian, cyclist, or transit facilities. The City Building objectives of the Secondary Plan are not met. This option is not recommended.

**4. New Pedestrian / Cyclist connections:** Each of the options are logical connections that service pedestrian and cyclist desire lines and improve pedestrian and cyclist facilities. All options meet the objectives of the Emery Village Secondary Plan to increase non-vehicular accessibility, reduce vehicle use and increase modal share. All options considered are recommended to be carried forward.

**5. Access improvements and local links:** Each of the options and suboptions provide improved access to existing land uses. These links also provide smaller blocks for development, which is an objective of the Emery Village Secondary Plan. Local links are development driven. All options and suboptions considered are recommended to be carried forward.

The following tables summarize the assessment of the families of options:

2. Ring Road around Finch Ave & Weston Road intersection
3. Rivalda Road extension
6. Finch Ave & Weston Rd intersection

Analysis and Evaluation of Options: Summary of Ring Road options

FACTOR	Option 2A NW quadrant of Finch/Weston: 1 suboption	Option 2B SW quadrant of Finch/Weston: 3 suboptions	Option 2C SE quadrant of Finch/Weston: 3 suboptions	Option 2D NE quadrant of Finch/Weston: 2 suboptions
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>Works Yard property and potentially other business property required</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Residential property required</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Hydro corridor property and potentially Emery Collegiate / Habitant Area property required</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>	<ul style="list-style-type: none"> <li>Property required from existing businesses and former mall site</li> <li>Relies on Option 2C</li> <li>Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion</li> </ul>
<b>City Building</b>	<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings and new connection to Lindylou Park</li> <li>Provides new opportunity for street oriented buildings</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Provides new opportunity for street oriented buildings</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Protects for future pedestrian, cycling, and vehicular routes to higher order transit</li> <li>Provides opportunity for Emery Collegiate and Habitant Arena to be street oriented</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunity for arterial road pedestrian / cyclist crossings</li> <li>Reduced lot sizes for existing businesses</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Potential for expansion of TTC bus service and improved on-street looping</li> </ul>	<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Reduces east-west pedestrian accommodation in Lindylou Park</li> <li>Potential for expansion of TTC bus service</li> </ul>	<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Improves pedestrian and cyclist transportation networks with new facilities to Emery Collegiate / Habitant Arena</li> <li>Potential for expansion of TTC bus service</li> </ul>	<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Results in undesirable mix of industrial/ commuter and residential/ school traffic</li> <li>Potential for expansion of TTC bus service</li> </ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>Potential impact to existing vegetation; potential for new planting</li> </ul>	<ul style="list-style-type: none"> <li>May require slope stability mitigation</li> <li>Impact to mid-aged trees in Lindylou Park</li> <li>Potential impact on wildlife pathways</li> </ul>	<ul style="list-style-type: none"> <li>Impact to mid-aged trees in hydro corridor; potential encroachment of plants with regional/local status</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Investigation of environmental constraints required</li> </ul>	<ul style="list-style-type: none"> <li>May require minimum design criteria</li> <li>Investigation of underground parking structures required</li> </ul>	<ul style="list-style-type: none"> <li>May require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> </ul>	<ul style="list-style-type: none"> <li>Requires property acquisition from existing businesses and former mall site</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>Additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Substantial additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Substantial additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Additional property required</li> <li>Bridge structure required over Finch Avenue</li> </ul>
<b>Preliminary Recommendations</b>	Carry forward	Do not carry forward	Carry forward	Do not carry forward

LEGEND

- Most Preferred
- Least Preferred

NOTE: This table summarizes the detailed evaluation carried out for these options. Copies of the detailed evaluation tables are available upon request.

Analysis and Evaluation of Options: Summary of Rivalda Road options

FACTOR	Option 3A Extend Rivalda north to new Ring Road	Option 3B Extend Rivalda east under the rail line to Deerhide Crescent	Option 3C Extend Rivalda north and east under the rail line to Finch Avenue
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>▪ Potential business property required at Rivalda</li> <li>▪ Potential negative impacts to business operations on Rivalda due to increased traffic</li> <li>▪ Potential for commercial/truck traffic to access Weston through new development on mall site</li> <li>▪ Requires property from Emery Collegiate (running track and playing field)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Business property required to connect to Deerhide; Potential business property required at Rivalda</li> <li>▪ Potential negative impacts to business operations on Deerhide Crescent and Rivalda due to increased traffic</li> <li>▪ Requires property from Emery Collegiate (playing field)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Business property required to connect to Finch</li> <li>▪ Potential business property required at Rivalda</li> <li>▪ Potential negative impacts to business operations on Rivalda due to increased traffic</li> <li>▪ Requires property from Emery Collegiate (running track and playing field)</li> </ul>
<b>City Building</b>	<ul style="list-style-type: none"> <li>▪ Does not provide opportunity for pedestrian / cyclist crossing of Finch or rail line</li> <li>▪ Protects for future connections to higher order transit</li> <li>▪ Does not provide opportunity to divert industrial through traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides opportunity for pedestrian / cyclist crossing of rail line</li> <li>▪ Does not protect for future connections to higher order transit</li> <li>▪ Provides opportunity to divert some industrial through traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides opportunity for pedestrian / cyclist crossing of Finch and of rail line</li> <li>▪ Protects for future connections to higher order transit</li> <li>▪ Reduces opportunity for improved land use in hydro corridor</li> <li>▪ Provides opportunity to divert some industrial through traffic</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>▪ Slight increase to overall study area roadway capacity; reduced demands for development access to Weston</li> <li>▪ Results in undesirable mixing of commuter/truck traffic with residential/school traffic</li> <li>▪ Intended to service mix of industrial, residential and commercial through traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Slight increase to overall study area roadway capacity</li> <li>▪ Intended to service industrial traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Moderate increase to overall study area roadway capacity</li> <li>▪ Alternative capacity to Finch/Weston intersection</li> <li>▪ Intended to service mix of industrial, residential and commercial through traffic</li> </ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>▪ Impact to existing vegetation at Rivalda and along rail line; encroachment of plants with regional/local status</li> </ul>	<ul style="list-style-type: none"> <li>▪ Impact to existing vegetation at Rivalda and along rail line</li> </ul>	<ul style="list-style-type: none"> <li>▪ Impact to existing vegetation at Rivalda and along rail line; encroachment of plants with regional/local status</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>▪ Requires approval for hydro corridor access</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require minimum design criteria</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require minimum design criteria</li> <li>▪ Requires approval for hydro corridor access</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>▪ Substantial additional property required</li> </ul>	<ul style="list-style-type: none"> <li>▪ Additional property required</li> <li>▪ Bridge structure required to pass under rail line</li> </ul>	<ul style="list-style-type: none"> <li>▪ Substantial additional property required</li> <li>▪ Bridge structure required to pass under rail line</li> </ul>
<b>Preliminary Recommendations</b>	Do not carry forward	Carry forward	Do not carry forward

LEGEND

- Most Preferred
- ◐ Least Preferred

NOTE: This table summarizes the detailed evaluation carried out for these options. Copies of the detailed evaluation tables are available upon request.

Analysis and Evaluation of Options: Summary of Finch/Weston intersection options

FACTOR	Option 6A		Option 6B		Option 6C		Option 6D		
	Four-Legged Roundabout	Three-Legged Roundabout (Closure of South Leg)	Four-Legged Roundabout (Closure of South Leg)	Four-Legged Roundabout (Closure of South Leg)	Four-Legged Signal (Intersection Modifications/ Transit Priority)	Three-Legged Signal (Closure of South Leg)	Four-Legged Signal (Intersection Modifications/ Transit Priority)	Three-Legged Signal (Closure of South Leg)	
<b>Land Use and Social-Economic</b>	<ul style="list-style-type: none"> <li>Impact associated with delay on Weston Road may lead to cut-through traffic via Lanyard</li> <li>Potential business property required</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase.</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase.</li> </ul>	<ul style="list-style-type: none"> <li>Improved traffic flow at intersection likely offset by increasing traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase via Lanyard to community to the west.</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase via Lanyard to community to the west.</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase via Lanyard to community to the west.</li> </ul>	<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes; infiltration is expected to increase via Lanyard to community to the west.</li> </ul>	
<b>City Building</b>	<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>	<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>	<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide for bikeway and pedestrian network connections</li> </ul>	<ul style="list-style-type: none"> <li>Reduces existing vehicular connections, affecting emergency service and severely limiting transit opportunities.</li> </ul>	
<b>Transportation</b>	<ul style="list-style-type: none"> <li>Removal of controlled pedestrian crossing at major intersection and transit transfer point</li> <li>The function of Finch and Weston will remain unchanged.</li> <li>Queuing is expected to increase and block accesses</li> </ul>	<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes south of Finch</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes south of Finch</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	<ul style="list-style-type: none"> <li>Existing pedestrian connections maintained; provides opportunity to incorporate bike facilities identified in Toronto Bike Plan.</li> <li>The function of Finch and Weston will remain unchanged.</li> <li>Transit priority (queue jump lanes) will improve east-west and/or north-south movements.</li> </ul>	<ul style="list-style-type: none"> <li>Existing pedestrian connections maintained; provides opportunity to incorporate bike facilities identified in Toronto Bike Plan.</li> <li>The function of Finch and Weston will remain unchanged.</li> <li>Transit priority (queue jump lanes) will improve east-west and/or north-south movements.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes.</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes.</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to provide new cycling links and improve existing pedestrian routes.</li> <li>The function of Weston Road will be inconsistent with Arterial road designation; Reduced access to Finch and Weston</li> <li>Severely limits transit network and bus routing.</li> </ul>	
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>	<ul style="list-style-type: none"> <li>No significant impacts to natural heritage, vegetation, wildlife, aquatic, or stormwater</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Construction likely to have severe impacts on traffic patterns and business operations</li> <li>Major constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Can be constructed in stages</li> <li>Moderate constraints due to existing structures and infrastructure at each leg of the intersection</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>	<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>	<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>	<ul style="list-style-type: none"> <li>Additional property and utility relocation required</li> </ul>	<ul style="list-style-type: none"> <li>Slight additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Slight additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Slight additional property required</li> </ul>	<ul style="list-style-type: none"> <li>Slight additional property required</li> </ul>	<ul style="list-style-type: none"> <li>No property required</li> </ul>
<b>Preliminary Recommendations</b>	Do not carry forward	Do not carry forward	Do not carry forward	Do not carry forward	Carry forward	Carry forward	Carry forward	Do not carry forward	

**LEGEND**

- Most Preferred
- Least Preferred

NOTE: This table summarizes the detailed evaluation carried out for these options. Copies of the detailed evaluation tables are available upon request.

## PRELIMINARY PREFERRED SOLUTION

The assessment and evaluation of the List of Options concluded that the preliminary preferred solution for transportation infrastructure in Emery Village includes:

- A Ring Road around the Finch Ave & Weston Road intersection in the northwest and southeast quadrants: **2A, 2C**
- Rivalda Road extension to the east under the rail line to Deerhide Crescent: **3B**
- New Pedestrian / Cyclist connections throughout the Emery Village neighbourhood: **4A, 4B, 4C, 4D, 4E, 4F, 4G**
- Access improvement / local link in the southeast quadrant: **5C**
- A four-leg signalized intersection at Finch Ave & Weston Road with transit priority: **6C**

Suboptions have been identified for option 2C (Ring Road):

- Of suboptions 2C1, 2C2, and 2C3: **2C1 and 2C2** are identified as the preferred road network. This network greatly improves access to Emery Collegiate with protection for potential future connections to pedestrian, cycling, and/or transit links in the hydro corridor. This network also provides access to the former Mall site through option 5C

## PRELIMINARY PREFERRED SOLUTION

The combination of recommended improvement options and suboptions represents the preliminary preferred solution. This cost-effective solution meets the objectives of the Problem Statement by:

- Meeting the transportation requirements identified in the Emery Village Secondary Plan for future development and existing land uses
- Providing a network of streets and non-vehicular connections to divide larger sites into smaller blocks for development, and promoting a pedestrian-oriented development
- Providing flexibility to improve the streetscape along Finch Avenue and Weston Road, and provide high quality pedestrian and cycling facilities within Emery Village
- Increasing accessibility to parks and open spaces, while minimizing the impact to those valuable resources
- Promoting a reduction in personal vehicle use and an increase to other modes such as transit, walking, and cycling
- Minimizing environmental impacts

Overall, this solution provides for improvements over existing conditions.



# PRELIMINARY PREFERRED SOLUTION

**GENERAL NOTES:**  
 PEDESTRIAN CONNECTIONS NOT SHOWN.  
 5A AND 5B ARE NOT SHOWN. LINKS ARE DEVELOPMENT DRIVEN. LINKS AND NUMBER OF LANES TO BE DETERMINED THROUGH DEVELOPMENT PROCESS.

**NOTE:** PROTECT FOR FUTURE CONNECTIONS TO PEDESTRIAN, BICYCLIST AND/OR TRANSIT LINKS

**LEGEND:**

- EXISTING SIGNALIZED INTERSECTION
- POTENTIAL FUTURE SIGNALIZED INTERSECTION
- PROPOSED RIGHT-OF-WAY
- PROPOSED BRIDGE
- EXISTING OFF-ROAD PATH
- PROPOSED OFF-ROAD PATH
- PROPOSED BIKE LANE
- PROPOSED SHARED PROGRAM

## NEXT STEPS

- We will review all comments and suggestions received from the public and agencies
- Based on public and agency input, we will:
  - Re-evaluate the List of Options and Suboptions
  - Confirm the Preferred Solution
  - Refine / finalize the preliminary layout of the preferred solution
- We will document the study in a Transportation Master Plan (TMP) document
- The TMP will be submitted to Standing Committee and then City Council for review and approval in Fall 2007

## YOUR INPUT IS IMPORTANT

We invite you to fill in the comment sheet with your comments and suggestions.

If you wish to be put on our mailing list, require further information, or wish to provide input to the study, you can contact:

**Mr. Uwe Mader, P.Eng.**  
The City of Toronto  
City Hall, 22<sup>nd</sup> Floor East  
100 Queen Street West  
Toronto, Ontario M5H 2N2

Phone: (416) 392-8479 (direct)  
Phone: (416) 397-7777 (24-hour comment line)  
TTY: (416) 338-0TTY (0889)  
Fax: (416) 392-4808  
Internet: [www.toronto.ca/involved/projects](http://www.toronto.ca/involved/projects)  
E-Mail: [works\\_consultation@toronto.ca](mailto:works_consultation@toronto.ca)

September 26, 2007

Ms. Pina Spatari  
231 Verobeach Boulevard  
Toronto, ON M9M 1R4

**RE: Emery Village Transportation Master Plan Study**

Dear Ms. Spatari:

Thank you for your interest in the Emery Village Transportation Master Plan Study. Below are responses to questions and concerns you have raised:

Analysis of future traffic conditions has been conducted for both the Primary and Secondary Study Areas. Future traffic conditions were projected for both the year 2011 and for Full Build-out of planned developments in the area. The traffic analysis included both localized and broader impacts to the road network. The results of the traffic analysis were considered during the development and evaluation of options for Emery Village.

The City of Toronto's Official Plan, and the Emery Village Secondary Plan support intensification of land uses along City arterial roads, including Finch Avenue, Sheppard Avenue, and Weston Road. The proposed infrastructure addresses the anticipated local impacts. We are currently examining the potential to extend Option 2C to Arrow Road.

It is true that the proposed improvements to the road network will support the development and intensification in the Emery Village area. This is one of the objectives of this study. However, please note that the proposed improvements also include improvements to pedestrian and cycling facilities, and improvements to support Emery Collegiate Institute. The proposed improvements will also support transit initiatives, and the provision of potential higher order transit.

We recognize that there will be broader transportation impacts from the intensification of the Emery Village area planned through the Emery Village Secondary Plan. However, providing new roads is not the full solution. More comprehensive, City-wide solutions, such as the Transit City plan ([www.transitcity.ca](http://www.transitcity.ca)) will provide long-term improvements to the broader transportation network.

Your concerns regarding traffic speeds near Gulfstream Public School and St. Jude Catholic Elementary School have been noted by City staff. These schools are outside the study area of Emery Village. However, the appropriate City staff will review and respond to your concerns.

Your concerns regarding access to Weston Road from Verobeach Boulevard and Coral Gable Drive have also been noted by City staff. These roads are also outside the study area of Emery Village. However, the appropriate City staff will review and respond to your concerns.

Again, we thank you for your input regarding this study. If you have any further questions or comments, please contact Uwe Mader, Project Manager at 416-392-8479.

Sincerely,

Josie Giordano  
Public Consultation Unit  
City of Toronto

Mr. Ian J. Cowat  
63 Coral Gable Drive  
Toronto, ON M9M 1P3

While I appreciate that the purpose of the March 7 meeting was to discuss the study of the Finch/Weston Road intersection, I believe a great deal more attention should be paid to the entire Wilson Avenue to Finch section of Weston Road.

When this was originally built as a 4 lane urban road, it was properly designed and built as a 4 - 12' lane facility according to accepted modern design standards. Years later, it was converted to a totally inadequate, dangerous facility with 4 - 10' traffic lanes and an 8' left turn lane. This, at a time when traffic volumes were increasing exponentially due to development in Vaughan and a rapid increase in the percentage of heavy truck traffic. Just imagine if you can, what happens when Highway 400 traffic is stopped south of Finch and everything exits at 400/Finch, goes west to Weston Road and south to 401.

Between Sheppard Avenue and Corondo Court, there are probably in the order of 3-4000 housing units – no doubt with two cars each. Access from this area to Weston is via Coral Gable Drive, Verobeach Boulevard and Corondo Court – none served by a traffic signal, making a left turn to northbound Weston Road a hazardous manoeuvre at best of times and a near impossibility during peak hours.

I was extremely disappointed to learn that in 2006, Weston Road was to be re-surfaced to its existing design i.e. four inadequate driving lanes and a dangerous left turn storage land. I sincerely hope better sense will prevail for the proposed 2007 resurfacing from Sheppard to Finch.

While the Weston Road/Finch intersection no doubt deserves study and action, please do not overlook Wilson to Finch. Why, on the NW corner of Weston/Finch, was re-development to a gas station with access from Weston and Finch allowed in 2005 when it was under study?

June 21, 2007

Mr. Ian J. Cowat  
63 Coral Gable Drive  
Toronto, ON M9M 1P3

**RE: Emery Village Transportation Master Plan Study**

Dear Mr. Cowat:

Thank you for your interest in the Emery Village Transportation Master Plan Study and for providing the City with your comments.

With regards to concerns you raised of resurfacing of roads, road resurfacing deals only with the road surface. It does not entail widening of roads. Currently, the resurfacing of Weston Road from Sheppard Avenue West to Finch Avenue West that you referred to in your letter, will actually only be from Sheppard Avenue West to Habitant Drive. This proposed work will not involve any widening of Weston Road.

Further to your question regarding the development of the gas station at the NW corner of Weston Road and Finch Avenue West, the City of Toronto attempted to stop Imperial Oil, the owner of the gas station, from re-developing their site with new pumps and a car wash in order to protect the vision for Emery Village. Imperial Oil took the City to the Ontario Municipal Board (OMB) and the OMB ruled in favour of Imperial Oil.

I trust you will find these responses to your satisfaction, however, if you would like to discuss this matter further, please do not hesitate to contact me at any time.

Sincerely,

Josie Giordano  
Public Consultation Unit  
City of Toronto

Overall, I am for improvements in the area, including a conforming beautification plan that will increase the cosmetic appeal of the general area. Finch/Weston Road is and has been a poorly planned eyesore.

I live in the area identified as "additional study area" (Verobeach Boulevard). I was quite surprised that the City of Toronto would focus the scope of the study to the area immediately bounded by Finch and Weston Road without, at the very least, discussing the impact to the areas immediately south of the study area, down to Sheppard Avenue and Weston Road.

My biggest concern is the significant increase in population density and the impact this increase will have to the general area. Two points stood out during the PIC:

- 1) Traffic volume is currently at or near capacity with high peak volumes being 670 vehicles per lane on Finch and 500 vehicles per lane on Weston Road.
- 2) Proposed new development in the Finch/Weston Road area will add an additional 1,471 units.

No study was presented measuring the forecasted increase in traffic volumes as a result of the increased population density. There was no 'before and after' scenario to provide a clearer picture of what residents who live here will have to face. Any such forecasted study would have to include the impact from the additional 516 residential units currently being developed on the south-eastern quadrant of Sheppard and Weston Road area.

The proposed 1,471 new units will, assuming each unit consists of 2-4 people, increase the immediate population density by approximately 3,000 to 6,000 people. Assuming that 50% have cars, that will mean an additional 1,500 to 3,000 more cars during peak hours.

Even if only 50% of these additional cars travel southbound towards Hwy 401 on-ramp (below Sheppard and Weston Road) it will mean that southbound traffic on Weston Road will be beyond capacity most of the time, especially when you factor in the new residential development that is currently under construction at the corner of Sheppard Avenue and Weston Road. Using the same math, this development will add an additional 1,000 to 2,000 people and an additional 500 to 1,000 cars in what is already a very busy intersection (Sheppard/Weston).

There are two elementary schools within this area – Gulfstream P.S. and St. Jude's R.C School and speed has been a problem for several years between these two points. With the increased traffic volume, the problems will only increase.

It is currently very difficult to exit Verobeach Boulevard and Coral Gables Drive, especially if having to turn northbound on Weston Road. The increase will only make things even more impossible since we do not have traffic lights at Verobeach or on Coral Gable Drive exit onto Weston Road.

The preferred preliminary concepts don't appear to address the volume problem because it lacks forecasted volumes. It appears that the proposed road work is planned more to assist the developer's design plans, than to address traffic flow problems, as roads appear to end at a proposed building design (e.g. 2C2). Any planned future road expansion (2C3) is a moot point because it is an unknown variable. Cars would enter the proposed road at 2C2 only access the

proposed new apartment building. There is no other reason for cars to enter this road (i.e. short cut access onto Finch). It would improve traffic flow if a way could be found to extend this road onto Arrow Road where vehicles would then have a signalized intersection at Finch and Arrow Road.

I would like to see the scope of the study encompass the area identified as the "additional study area" as there is an impact to this area that the City of Toronto cannot ignore.

**From:** Josie Giordano  
**To:** Perlman, Larry  
**Date:** 1/5/2007 2:15:18 PM  
**Subject:** Re: Emery Village Transportation Master Plan Information

Hello Mr. Perlman,

Thank you for your interest in the Emery Village Transportation Master Plan Study. As requested, I have added your contact information to the project mailing list. Below are responses to questions/concerns you have raised:

1. The purpose of this study is to develop the Transportation Master Plan for Emery Village, with the end product being the Master Plan. The plan is currently in the development stage and is therefore, not yet available.
2. A link on the summary page for this study is now being created. Thank you for bringing this oversight to our attention.
3. The Emery Village BIA is on the City's list of stakeholders for this project. They have been notified of the commencement of the study and have been invited to provide input.
4. We are in contact with GO Transit and they have indicated that at the present time, they do not plan on developing a GO station in the Emery Village area. The possibility of a fixed link, using a rail corridor from Union Station to/from Pearson Airport will be studied as part of an upcoming Class EA. This EA will determine the mode, technology and route this connection may take. The Georgetown rail corridor will be considered as an alternative but will not necessarily be the preferred option.
5. We will be soliciting input from the local community, local interest groups and government review agencies during the course of the study.
6. The consulting firm hired to undertake the study is iTRANS Consulting Inc.
7. A roundabout is one of the options we are looking at. During the course of the study, it may be determined that this option may be screened out during the evaluation process. Pedestrian and cyclist safety are factors for evaluating all of the alternatives.

I trust you will find these responses helpful and should you have any further questions, feel free to contact me at any time.

Thank you

Josie Giordano  
Public Consultation Co-ordinator  
City of Toronto  
Metro Hall, 19th Floor  
55 John Street  
Toronto, ON M5V 3C6  
Phone: 416-338-2859  
Fax: 416-392-2974  
TTY: 416-397-0831

Email: [jgiorda@toronto.ca](mailto:jgiorda@toronto.ca)

>>> "Larry Perlman" <[lperlman@hotmail.com](mailto:lperlman@hotmail.com)> 12/23/2006 11:40 AM >>>

Hello Josie (and Uwe):

My name is Larry Perlman, a resident of Toronto Ward 7 who lives a few minutes away from the proposed plan. Would you please put me on the study mailing list, provide me with any past information already sent, and answer the following questions for me:

1. Is the full Master Plan available to me via the Internet? If yes, would you please email it to me or provide me with the url link (if not, my mailing address is found below):

Larry Perlman  
199 Duncanwoods Dr.  
Toronto, Ontario M9L 2E5

Please note that there is no link in the summary page for the Master Plan Environmental Assessment. If available, would you please provide this link for others on the following page:

[www.toronto.ca/involved/projects/emery\\_village/index.htm](http://www.toronto.ca/involved/projects/emery_village/index.htm)

2. Is there a connection/relationship between the proposed plan and the Emery Village Business Improvement Area (BIA)? In other words, has the BIA been consulted on the Master Plan and has the BIA been given details connecting their Plan for developing the BIA with that of the Transportation Plan? If yes, would you please provide me with all available information concerning this connection?

3. Two proposals I heard rumours of was the possible development of a GO train station in the Finch/Weston area and/or a fixed link connecting Pearson Airport through the existing CPR lines through Emery Village to Union Station (instead of using Weston). Would you please confirm the existence of these proposals and provide me with any current information and details of its status, if any.

4. It is my understanding that Rosedale Homes, the proposed developer of 9 highrise Condominiums in the area, has cancelled the highrises but continues to look for new ideas for the area (most likely with significantly less residential density). Are you aware of this and will the highrise cancellation have any impact on the continuation of the Emery Village Transportation Master Plan.

5. Besides the Ward Councillor, the Emery Village BIA and developers, has there been any input from other residential-based groups or individuals to the existing Master Plan? If so, who are they and what were their proposals?

6. Who is the consulting firm hired for this study?

7. Finch Avenue, between Weston and Jane Streets are considerably congested at the present time. How exactly will a roundabout at the corner of Finch/Weston alleviate this congestion and provide a safe environment for pedestrians and bicyclists? I have seen roundabouts in Paris and they are NEVER close to a residential area.

If you have any questions for me or require clarification, please contact me by phone (416-746-1280) or email.

Larry Perlman

---

Download now! Visit <http://www.telusmobility.com/msnxbbox/> to enter and see how cool it is to get Messenger with you on your cell phone.  
<http://www.telusmobility.com/msnxbbox/>

**Emery Village Transportation Master Plan Study**  
**March 7, 2007 Public Meeting**  
**Input from Comment Sheets**  
**Options and Criteria**

The City of Toronto held a Public Meeting and Open House for the Emery Village Transportation Master Plan Study on Wednesday March 7<sup>th</sup>, 2007 at Humber-Sheppard Community Centre.

Approximately 100 people attended the event. A total of 100 information packages (which included a copy of the display boards, a comment sheet and a postage paid envelope) were distributed at the public meeting and by mail in the days following the event. Information packages were requested by email and telephone, as well as meeting attendees who did not receive the information because there were insufficient copies at the event.

The comment sheets requested input on:

- the preliminary preferred solution,
- additional evaluation criteria, and
- the study

This document is a compilation of the comments received from interested stakeholders.

***PLEASE PROVIDE ANY COMMENTS REGARDING THE PRELIMINARY PREFERRED SOLUTION.  
DO YOU AGREE WITH THIS SOLUTION? PLEASE INDICATE WHY OR WHY NOT.***

- Only partially agree. Do not agree with 1% traffic increase (north-south). How long is short term?
- Extension 5C should be foot/bike path only.
- Extension of Rivalda Road under the CPR tracks is very expensive. Suggest extending to Finch Avenue.
- Planning area is far too limited. All proposals will place additional traffic on Sheppard Avenue at Weston Road (this is not mentioned in the study).
- Option to cut off Weston Road at Finch Avenue is nonsense.

**2A, 2C, 2C1 and 2C2:**

- This will continue to cause traffic congestion for westbound/eastbound traffic along Finch and northbound/southbound along Weston.
- Lanyard should not be extended east of Weston as this will cause additional traffic throughout the streets in the southwest residential quadrant (Lanyard, Lindy Lou, Jayzel and Rumike) as a result of the traffic that will try to by-pass the two additional lights proposed at Finch (2A) and Weston (2B1/2C1)
- Improvement must be made for the traffic entering the private road leading to Emery Collegiate. Each weekday morning and afternoon there is increased traffic on Weston as a result of the northbound and southbound traffic trying to turn onto the private road in addition to the traffic trying to exit from the private road onto Weston.

**3B**

- Excellent proposal to extend Rivalda to Deerhide Crescent and consideration must be given to extending Rivalda directly to Finch as each extension would divert a substantial volume of commercial and non-commercial traffic from the current southwest residential quadrant and the proposed northwest and southeast residential quadrants.

**4A, 4B, 4C, 4D, 4E, and 4F**

- Great idea to improve the pedestrian/cyclist path. However, unless traffic is diverted/calmed along Finch, Weston, Lanyard, Lindy Lou, Jayzel and Rumike, cyclists will have to put their lives in their own hands at trying to share these busy roads with existing excessive traffic volume (i.e., TTC vehicles, school buses, parked cars on Lindy Lou and Lanyard, current residents trying to get in and out of area and parents/children making their way to Daystrom Public School).

**5C**

- Great if it truly will divert pedestrian/vehicle traffic from Weston and the southwest residential quadrant.

**6C**

- Great, however, consideration should be given to having a specific left turn signal for each direction of traffic. Currently, eastbound vehicles on Finch attempting to make a left turn onto northbound Weston must often wait for three lights before they can safely make the left turn. The current alternative for many drivers is to exit from eastbound Finch onto Rumike/Jayzel, take Lindy Lou to Lanyard, turn left at the lights and proceed northbound on Weston to Finch.
- Consideration should also be given to having a designed TTC pull-in lane (eastbound and westbound stops before and after Finch and northbound and southbound stops before and after Weston).

**ARE THERE ANY ADDITIONAL CRITERIA YOU WOULD LIKE INCLUDED?**

Transportation criteria for the southwest residential quadrant must be given attention. Currently an extreme amount of traffic diverts from using the Finch and Weston intersection by the following:

- Eastbound Finch vehicles turn onto Rumike or Jayzel, follow Lindy Lou to Lanyard and turn onto Weston at the lights
- Southbound Milvan vehicles proceed straight at the lights at Finch to Rumike, follow Lindy Lou to Lanyard and turn onto Weston at the lights.
- Northbound Weston vehicles turn onto Lanyard and follow Lanyard to Lindy Lou to either:
  - Jayzel and turn onto Finch
  - Rumike and turn onto Finch to proceed straight to continue northbound on Milvan

**PLEASE PROVIDE ANY OTHER COMMENTS YOU HAVE ON THIS STUDY.**

- This study is far too limited in the area covered. Sheppard Avenue/Weston Road must be studied. Minimum of 500 additional housing units will be occupied in 18-24 months. What effect will that have on Emery Village?
- It is very disappointing that the individuals that compiled and presented the information for the Preliminary Preferred Solution for Emery Village did not have more definitive solutions to the current excessive/problematic transportation issues in Emery Village and how to reduce these issues as the Emery Village materializes, especially in light of the increased influx of residents and businesses.



Emery Village Transportation Master Plan  
Summary of Public Comments  
Notice of Study Commencement

---

RESPONDANT	COMMENTS/CONCERNS/QUESTIONS
R. 1	<p>The issue of connecting Rivalda Road to Weston Road has been discussed before and we would like to think that one of the primary reasons to proceed with this would be to divert the larger truck and transports to Rivalda and away from Weston Road. The increased truck and transport traffic on Weston Road from Finch to the 401 has been a contentious issue for some time and we were assured by our local councillor that means of alleviating the truck traffic would be addressed in this plan.</p> <p>Given the current amount of daily truck and transport traffic that comes and leaves the industrial area north of Finch via the Finch and Weston intersection, it is difficult to imagine a "traffic round about" working unless you are prepared to prohibit truck and transport traffic through that intersection. Weston Road from Finch to the 401 remains a busy thoroughfare that is relatively narrow along with a narrow centre lane for left hand turns that needs to shared by local residents, commuters, TTC and of course the large trucks. The building of a new residential development at Weston and Sheppard (old Wool property) along with the Emery Village development will put even more burden Weston Road.</p>
R. 2	<ul style="list-style-type: none"><li>▪ Is there a connection/relationship between the proposed plan and the Emery Village Business Improvement Area (BIA)? In other words, has the BIA been consulted on the Master Plan and has the BIA been given details connecting their Plan for developing the BIA with that of the Transportation Plan? If yes, would you please provide me with all available information concerning this connection?</li><li>▪ Two proposals I heard rumors of was the possible development of a GO train station in the Finch/Weston area and/or a fixed link connecting Pearson Airport through the existing CPR lines through Emery Village to Union Station (instead of using Weston). Would you please confirm the existence of these proposals and provide me with any current information and details of its status, if any.</li></ul>

	<ul style="list-style-type: none"> <li>▪ It is my understanding that Rosedale Homes, the proposed developer of 9 highrise Condominiums in the area, has cancelled the highrises but continues to look for new ideas for the area (most likely with significantly less residential density). Are you aware of this and will the highrise cancellation have any impact on the continuation of the Emery Village Transportation Master Plan.</li> <li>▪ Besides the Ward Councillor, the Emery Village BIA and developers, has there been any input from other residential-based groups or individuals to the existing Master Plan? If so, who are they and what were their proposals?</li> <li>▪ Who is the consulting firm hired for this study?</li> <li>▪ Finch Avenue, between Weston and Jane Streets are considerably congested at the present time. How exactly will a roundabout at the corner of Finch/Weston alleviate this congestion and provide a safe environment for pedestrians and bicyclists? I have seen roundabouts in Paris and they are NEVER close to a residential area.</li> </ul>
R. 3	Very important to have GO Station reach this community.

**Appendix C**  
**Emery Village Secondary Plan**  
**City of Toronto Official Plan (June 2006)**  
**Secondary Plan No. 26**

## **26. EMERY VILLAGE SECONDARY PLAN**

### **1. INTERPRETATION**

1.1 The lands affected by the Emery Village Secondary Plan are shown on Map 26-1.

### **2. GOAL AND OBJECTIVES**

#### **2.1 Goal**

The Emery Village Secondary Plan will provide a framework for development that encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvements to the area's streetscape and significant open space system.

#### **2.2 Objectives**

The objectives of the Emery Village Secondary Plan are to:

- (a) reurbanize the Emery Village community by facilitating new mixed use development on an incremental basis consistent with the capacity of existing or planned infrastructure;
- (b) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- (c) locate and mass new buildings to emphasize the intersection of Finch Avenue and Weston Road, and to provide transitions between areas of different development intensity and scale;
- (d) enhance and extend the existing open space network;
- (e) provide a connected, attractive, safe and comfortable system of pedestrian and bicycle routes;
- (f) encourage streetscape improvements to create an attractive pedestrian environment; and
- (g) develop a system of new roads which are intended to service new development, to provide alternate routes to the Finch/Weston intersection, to create new development parcels and to provide access to an enhanced open space network.

### **3. LAND USE, HEIGHT AND DENSITY**

The Emery Village Plan area consists of four quadrants defined by the intersection of Finch Avenue and Weston Road. This secondary plan permits mixed-use development within three of the four quadrants.

Land use designations are shown on Map 26-1. Development of those lands designated *Mixed Use Areas* and *Apartment Neighbourhoods* will be in accordance with the policies for land use, height and density as set out in this Secondary Plan for the northwest, southwest and southeast quadrants.

### 3.1 *Mixed Use Area 'A': Southeast Quadrant*

#### 3.1.1 Permitted Uses

Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue West and Weston Road frontages.

#### 3.1.2 Height and Density

Building heights will generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and adjacent to the Ontario Hydro Utility corridor. A maximum building height of 19 storeys is permitted at the southern apex.

A maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.2 *Mixed Use Area 'B': Southwest Quadrant*

#### 3.2.1 Permitted Uses

Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue and Weston Road frontages.

#### 3.2.2 Height and Density

Building heights will generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and a maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.3 *Apartment Neighbourhood 'A': Southwest Quadrant*

In *Apartment Neighbourhood 'A'* new buildings will generally range from 3 to 6 storeys in height and a maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.4 *Mixed Use Area 'C': Northwest Quadrant*

#### 3.4.1 Permitted Uses

Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue West and Weston Road frontages.

#### 3.4.2 Height and Density

Building heights will generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and at the intersection of Toryork Drive and Weston Road.

A maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

Subject to the Density and Height Incentives policies of Section 3.5 of this Plan being fulfilled: in *Mixed Use Area 'C1'* on Map 26-1, building heights will generally range from 2 to 18 storeys in height and in *Mixed Use Area 'C2'* on Map 26-1, heights will generally range from 2 to 10 storeys in height. A maximum density of 2.97 times the lot area will be permitted on the lands located in *Mixed Use Areas 'C1'* and *'C2'* on Map 26-1.

### 3.5 Density and Height Incentives

- (a) Figure 3.5 shows density incentives for the provision of community benefits in the form of specific uses and facilities on lands designated *Mixed Use Areas* and *Apartment Neighbourhoods*. The gross floor area of such facilities are exempted from the calculation of densities to the extent provided in Figure 3.5, to a maximum development density of 3.0 times the lot area and a maximum height of 18 storeys. The provision and maintenance of such facilities will be secured by appropriate legal agreements, which may include agreements pursuant to Section 37 of the *Planning Act*.
- (b) The following community benefits, in the form of capital facilities and/or cash contributions toward specific capital facilities, which have not otherwise qualified for a density incentive identified in Figure 3.5, may be secured through legal agreements pursuant to Section 37 of the *Planning Act*:
  - (i) heritage conservation;
  - (ii) preservation of existing rental housing or rental housing to replace demolished rental housing;
  - (iii) new social facilities including, but not limited to, daycare, drop-in counselling or crisis centres, libraries, museums, art galleries and cultural heritage centres;
  - (iv) local parks improvements including Lindylou Park;
  - (v) provision of public recreational centres or facilities;
  - (vi) public access to the Emery Creek ravine lands;
  - (vii) pedestrian and cycling connections;
  - (viii) streetscape improvements on Weston Road and Finch Avenue not abutting the site;
  - (ix) significant landscape features or focal points at the intersection of Finch Avenue and Weston Road; and
  - (x) transportation related improvements not required to support development.

<b>Figure 3.5 Incentives</b>	
<b>COMMUNITY BENEFIT</b>	<b>INCENTIVE</b>
<p><b>Private Recreational Use Accessory to a Residential Use</b></p> <ul style="list-style-type: none"> <li>• must be located in a residential development</li> <li>• must not be a commercial for-profit enterprise</li> </ul>	<p>The gross floor area of private recreational uses, in excess of the requirement of the Zoning By-law for the lands for each of indoor and outdoor recreational amenity area per dwelling unit, is exempted from the calculation of gross floor area to a maximum of 1.5 square metres per dwelling unit.</p>
<p><b>Provision of a Public Recreational Centre</b></p> <ul style="list-style-type: none"> <li>• to be owned by the City</li> <li>• will be constructed and equipped to Council's satisfaction</li> </ul>	<p>The gross floor area of the public recreational centre is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the public recreational centre is available as an incentive.</p>
<p><b>Provision of Social Facility</b></p> <ul style="list-style-type: none"> <li>• such as but not limited to child-, elder-, or co-generational daycare, drop-in counselling or crisis centre, including but not limited to, Doorsteps Neighbourhood Services and Youth Clinical Services etc.</li> <li>• does not include institutions that are predominately office or residential uses</li> <li>• premises will be designed and furnished to enable operation of the social facility in compliance with relevant legislation and regulations, and will be of sufficient size and condition to enable its efficient operation</li> <li>• will be located close to grade and easily accessible to the public</li> <li>• may include the retention or relocation of existing social facilities</li> <li>• secured through an appropriate legal agreement pursuant to Section 37 of the <i>Planning Act</i></li> </ul>	<p>The gross floor area of the new social facility is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the social facility is available as an incentive.</p>
<p><b>Provision of a Museum, Art Gallery and Cultural Heritage Centre</b></p> <ul style="list-style-type: none"> <li>• must not be a commercial for-profit enterprise</li> </ul>	<p>The gross floor area of a museum, art gallery or cultural heritage centre is exempted from the calculation of gross floor area.</p>

#### **4. STRUCTURE, FORM AND PHYSICAL AMENITY**

The framework for the structure, form and physical amenity of the Emery Village Secondary Plan is as follows:

##### **4.1 Structure**

4.1.1 The urban design policies contained in this section are intended to provide a framework for

redevelopment, to promote a high quality built form and a safe, comfortable and attractive public realm generally in the form shown on Map 26-2 – Structure Plan.

- 4.1.2 Development will be focused at the intersection of Finch Avenue and Weston Road. New roads will divide existing blocks into smaller development sites, providing access, address, pedestrian and vehicular connections and frontage for parks and open spaces.

#### 4.2 Built Form Principles

New development will incorporate the following principles:

- (a) buildings will define and form edges along streets, parks and open spaces and public squares. If located on a corner site, buildings should be located to define both adjacent streets and to give prominence to the corner;
- (b) buildings should be sited and organized at-grade to enhance and support streets, open spaces and pedestrian routes. Grade-related retail and service commercial uses, street oriented residential units and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on road frontages, visible and accessible from the public or common use sidewalk;
- (c) landscaping, public art and architectural features are intended to add visual interest and are encouraged at locations identified as a Gateway Feature on Map 26-2 – Structure Plan. Gateway features located on private lands may be secured through the development process;
- (d) loading and service areas associated with buildings should not face or be located adjacent to parkland or be located adjacent to Finch Avenue or Weston Road. The use of shared lanes, driveways and courts within the block is encouraged. Access from local streets and service lanes is preferred;
- (e) the consolidation of vehicular access points will be encouraged in order to maximize the efficiency of traffic movement and promote a safer pedestrian environment;
- (f) parking structures above grade are discouraged adjacent to Finch Avenue, Weston Road and Toryork Road;
- (g) new underground parking entrances or exits onto Finch Avenue or Weston Road are discouraged. Wherever possible, vehicular access to these structures will be from local roads and preferably at the side or rear of buildings fronting onto Finch Avenue or Weston Road;
- (h) surface parking is discouraged in any front or side yard adjacent to Finch Avenue, Weston Road and Toryork Road;
- (i) parking facilities and spaces will, wherever possible, be provided underground or within a structure. Surface parking will be limited in order to maximize the extent of landscaped open space;
- (j) buildings should be massed to provide adequate street and open space definition, to define urban spaces with good proportion and to provide access to sunlight and sky views; and

- (k) where appropriate, sun/shadow studies and wind tests will be required for developments in order to ensure that impacts on the pedestrian environment and adjacent properties are acceptable.

#### 4.3 Physical Amenity

- 4.3.1 Streetscape improvements that promote a healthy and vibrant pedestrian environment are encouraged in the public rights-of-way and adjacent privately owned lands. Co-ordinated improvements to sidewalks and boulevards including; decorative paving, a landscaped centre median, street trees, street furniture and transit shelters are to be implemented for the portion of Weston Road between Finch Avenue and Lanyard Road and for the portion of Finch Avenue between the CP Rail line and Lindylou Park.
- 4.3.2 A co-ordinated series of landscaped open spaces should be provided at the intersection of Finch Avenue and Weston Road in order to establish a visual focal point and public amenity space. Special corner treatments may include public art or other community amenities.
- 4.3.3 The setback for new buildings along Finch Avenue, Weston Road and Toryork Road will be sufficient to accommodate streetscape initiatives of the City.
- 4.3.4 The reduction of the effect of wind on pedestrian areas through building design and the provision of remedial elements, such as landscaping, screens, sheltered walkways and canopies is encouraged.
- 4.3.5 Landscaping should be carefully integrated with on-site surface parking. On-site parking should be arranged so that it does not impede pedestrian movement within or between developments.
- 4.3.6 All utilities and associated works will, wherever possible, be located underground.

### 5. **COMMUNITY IMPROVEMENT**

- 5.1 The Finch/Weston area is a Community Improvement Project Area. A Community Improvement Plan may be prepared which will identify improvements to public spaces. Sections 37 and 45 of the *Planning Act* will be used to assist in the implementation of the Community Improvement Plan.
- 5.2 The establishment of a Business Improvement Area will be encouraged by Council and will provide technical assistance in studying the feasibility and implementing selected community improvement initiatives.

### 6. **COMMUNITY SERVICES AND FACILITIES**

- 6.1 The need for additional community facilities to serve the residents and employees of the area will be regularly monitored. The monitoring process may include a community services and facilities study to address the potential need for these facilities and services.
- 6.2 The use of Section 37 of the *Planning Act* to assist in the delivery of community services and facilities will be encouraged.

## **7. PUBLIC ART**

- 7.1 Public art, including but not limited to sculpture, landscape design, structures, architectural treatment, murals, statues and functional elements such as street furniture and related elements is encouraged at all publicly accessible locations in Emery Village.
- 7.2 Public art may be secured in all developments exceeding 20,000 square metres of total gross floor area and public art contributions of one per cent of the gross construction cost of the development will be encouraged.

## **8. PARKS AND OPEN SPACE**

Emery Village contains parks and open spaces which, together with streets, connect to regional open space systems. The parks and open space system includes Lindylou Park, which forms part of the Humber River valley system, the Ontario Hydro Utility corridor that extends east-west across the City and the Emery Creek ravine lands located on the north side of Finch Avenue. The policies in this section identify opportunities for the improvement and expansion of the existing open space network within the Plan area.

- 8.1 Opportunities to provide public access to the Emery Creek ravine and open space lands located on the north side of Finch Avenue will be explored.
- 8.2 Opportunities to provide additional parkland and to develop seasonal amenities, such as an outdoor ice rink on the portion of the Emery Parks Yard that fronts onto Finch Avenue West will be explored.
- 8.3 The upgrading of Lindylou Park is encouraged. Improvements may include additional planting, seating and signage with an emphasis on the park frontage on Finch Avenue.
- 8.4 Pedestrian and cycling connections throughout the Plan area will be improved in order to provide greater access to public open space and public uses.

## **9. TRANSPORTATION**

- 9.1 A network of new and existing roads, pedestrian walkways and bicycle routes will provide access through this area and will be developed in order to support the redevelopment and revitalization of the Plan area. The need for and location of new roads will be determined during the review of development proposals.

The network is shown on Map 26-2, Structure Plan.

- 9.2 The schematic layout of new roads as shown on Map 26-2, Structure Plan is intended to:

- (a) balance vehicular and pedestrian needs;
- (b) create optional routes for traffic and provide alternatives to the Finch-Weston intersection;
- (c) divide large blocks and create new parcels appropriate to the proposed development;
- (d) provide street addresses for new and existing development;

- (e) increase accessibility to parks and open space areas; and
  - (f) protect and plan for improved public transit.
- 9.3 The roads shown schematically on Map 26-2, Structure Plan are as follows:
- (a) a local road linking Toryork Drive and Finch Avenue;
  - (b) a local road adjacent to Lindylou Park linking Finch Avenue and Weston Road;
  - (c) eastward extension of Lanyard Road through the Ontario Hydro Utility corridor and development lands to connect to Finch Avenue;
  - (d) possible northward extension of Rivalda Road, in part, to service the potential commuter/transit station; and
  - (e) possible eastward extension of Rivalda Road to Arrow Road as an alternate route for industrial traffic to Finch Avenue and Highway 400.
- 9.4 The preferred location for a potential future commuter/transit station is shown on Map 26-2 – Structure Plan.
- 9.5 Surface parking lots serving the potential future commuter/transit station will be limited in size and parking structures will be encouraged.
- 9.6 Roads and buildings will be designed and sited to accommodate transit vehicles and facilitate transit use. Transit shelter stops and facilities will be provided with direct connections to the pedestrian network in order to encourage the use of public transit.
- 9.7 Developments which exceed 5,000 square metres in gross floor area will be required to provide a Transportation Impact Study and transportation certification prepared by a qualified transportation consultant stating that the development meets the following criteria:
- (i) the site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties;
  - (ii) the development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise dust and fumes for nearby residential communities;
  - (iii) the project provides sufficient parking, while still encouraging the use of public transit, walking and cycling as alternatives to automobile use; and
  - (iv) the traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.
- 9.8 Proponents of major office and employment uses will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use such as

reduced parking standards and/or shared parking for development may be considered where supported by a report prepared by a qualified transportation consultant to the satisfaction of the City.

- 9.9 Pedestrian amenities, off-peak parking and cycling routes may be considered within the planned rights-of-way of Finch Avenue, Weston Road and Toryork Road.
- 9.10 A new off-road bike route within the Ontario Hydro Utility Corridor, in accordance with the City of Toronto Bike Plan, is to be developed as shown generally on Map 26-2, Structure Plan.

## **10. MUNICIPAL SERVICING**

- 10.1 New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and utilities, required to serve proposed development will be provided and paid for entirely by the developer.
- 10.2 If new infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and utilities are required to service Secondary Plan areas, which may be above the specific needs of the proposed development, then the developer will be required to provide and pay for the above services and will be eligible for Development Charge credits.
- 10.3 Development proponents will provide required engineering studies and designs to assess the desirability and feasibility of proposed engineering works and modifications, and all required infrastructure will be designed and built to City standards, be provided at approved locations and be conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure.
- 10.4 During the review of studies and designs for development-related engineering works and modifications, opportunities may be explored to enhance the levels of service provided in other areas of the Secondary Plan that may be impacted. Where appropriate and feasible, service improvements may be sought within the context of the proposed development-related engineering works.
- 10.5 Stormwater quantity and quality management will be provided to the satisfaction of the Commissioner of Works and Emergency Services, in consultation with the Toronto and Region Conservation Authority.

## **11. ENVIRONMENT**

- 11.1 The City will use its available powers and will seek the co-operation of landowners and developers involved in the development of Emery Village to ensure that environmental conditions satisfactory to the City and the Ministry of Environment are established for people living and working within the Secondary Plan area.
- 11.2 Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of residential and other sensitive land uses in proximity to sources of noise and vibration, such as the CP Rail line, road corridors or existing industrial operations. These studies will assess existing and forecast conditions, evaluate existing on-site mitigation features and recommend additional mitigation measures.
- 11.3 Where applicable, studies to ensure satisfactory soil and groundwater conditions, including soil remediation or disposal plans for contaminated soil, and excavate and remediation measures for methane

gas, may be required to be submitted in support of applications proposing the development of residential and other sensitive land uses.

## **12. IMPLEMENTATION**

### **12.1 General**

This Secondary Plan is to be implemented by the separate or combined actions of both public and private interests and through various actions including:

- (a) detailed zoning by-laws, Section 36 Holding (H) provision by-laws, Section 37 by-laws, plans of subdivision, part lot control, consents, site plan review and Community Improvement Plans; and
- (b) subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan.

If a proposed development requires the creation of a public road, then the preferred implementation process will be a plan of subdivision.

### **12.2 Development Plan**

To provide a context for co-ordinated incremental development and assist Council in evaluating the conformity of proposed development with the relevant provisions of this Secondary Plan, the submission of a Development Plan may be required prior to approving development on lands located in the northwest, southeast and southwest quadrants. A Holding (H) provision pursuant to Section 36 of the *Planning Act* may be placed on these lands with the submission of development plans being a condition of removing the Holding (H) provision.

Development Plans should indicate the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes and should demonstrate how the development policies of this Secondary Plan will be achieved. More specifically, such plans will show:

- (i) the proposed massing of buildings, building heights, setbacks and distribution of density;
- (ii) the location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- (iii) protection and enhancement of significant views and landscape focal points;
- (iv) the general location, size and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared and to assess the effect of these facilities on public sidewalks and pedestrian routes;
- (v) the location of street-related uses and principle pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages, to ensure that the role of the public

street and pedestrian movement along the street is supported and reinforced; and

- (vi) possible phasing of development and new infrastructure including roads, parks and opens spaces.

12.3 For any alteration or addition to municipal property or works that is required or proposed to implement transportation or sanitary and storm sewer servicing improvements serving proposed development, the developer will enter into agreements with the City as applicable regarding the construction and funding of any such alteration or addition.

12.4 Where a development is proposed in phases, interim uses should be shown on site plans submitted for approval. Where a development, or a phase of a development, is not to be immediately developed, Council may require, through a site plan agreement, that the lands be landscaped or used for another purpose permitted by the Zoning B-law, in order to reduce the impact of delayed development on surrounding lands and the pedestrian environment.

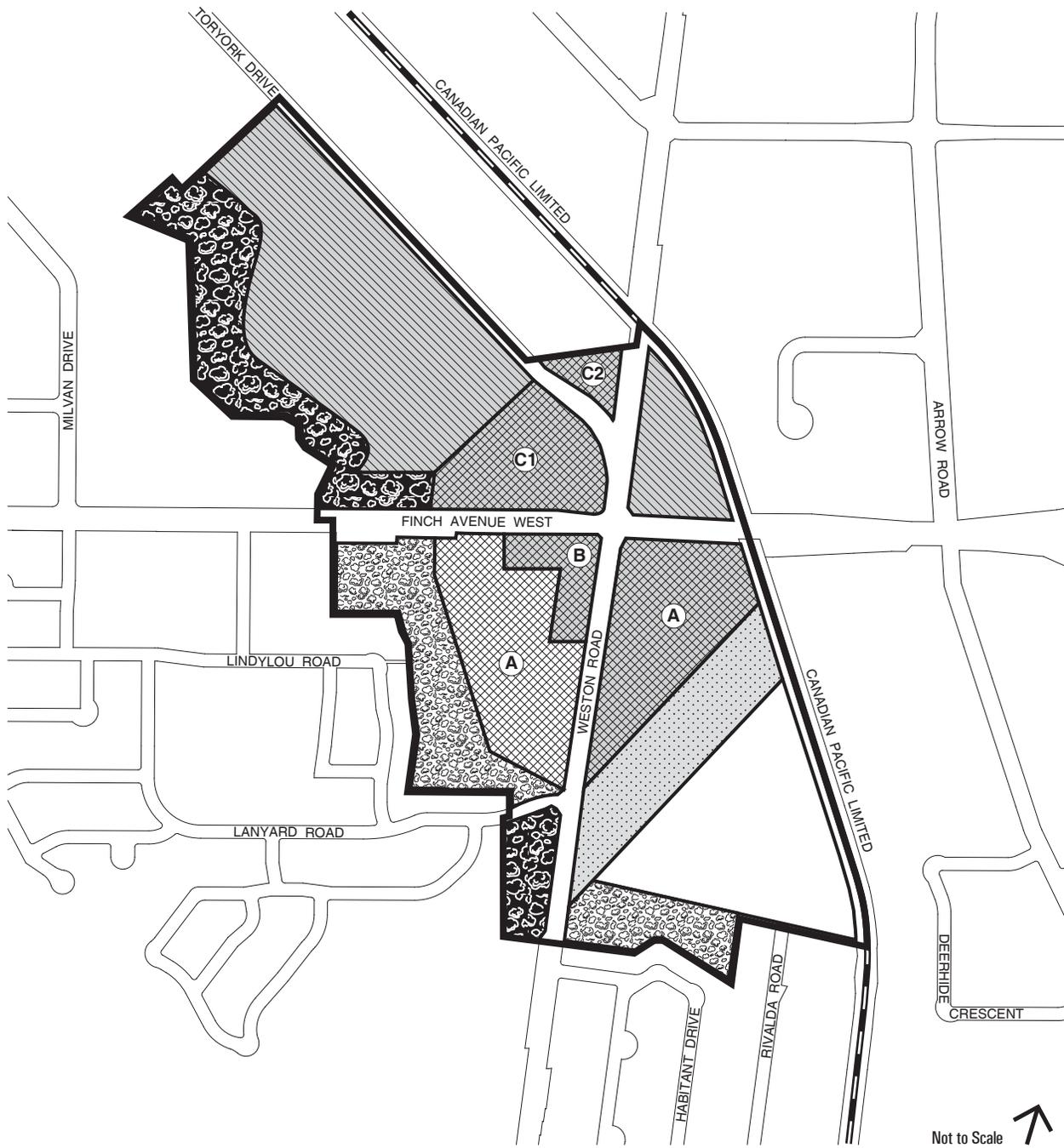
12.5 The City will acquire lands required for new local roads through the development approval process.

#### **List of Maps**

For the electronic version, please note some of these files may take some time to download.

Map 26-1 Land Use Areas

Map 26-2 Structure Plan



- |   |   |
|---|---|
|  Secondary Plan Boundary                   |  Institutional Areas |
|  Apartment Neighbourhoods                  |  Employment Areas    |
|  Mixed Use Areas                           |  Utility Corridors   |
|  Parks and Open Space Areas - Park         |   |
|  Parks and Open Space Areas - Natural Area |   |



- |                                       |   |  |
|---------------------------------------|---|--|
| Secondary Plan Boundary               | Area for Streetscape Improvement              | Possible Open Space Related to Future Commuter/Transit Station |
| Existing and Potential Building Edges | Open Space                                    | New Off-Road Bike Route  |
| Possible Location of Local Roads      | Significant Corner                            |  |
| Possible Rivalda Road Extension       | Improved Landscape and Pedestrian Connections |  |
| Possible Location of Local Lanes      | Gateway Feature                               |  |

# **Appendix D**

## **Supporting Documentation**

# Emery Village Transportation Master Plan

## Socio-Economic Inventory and Evaluation Criteria

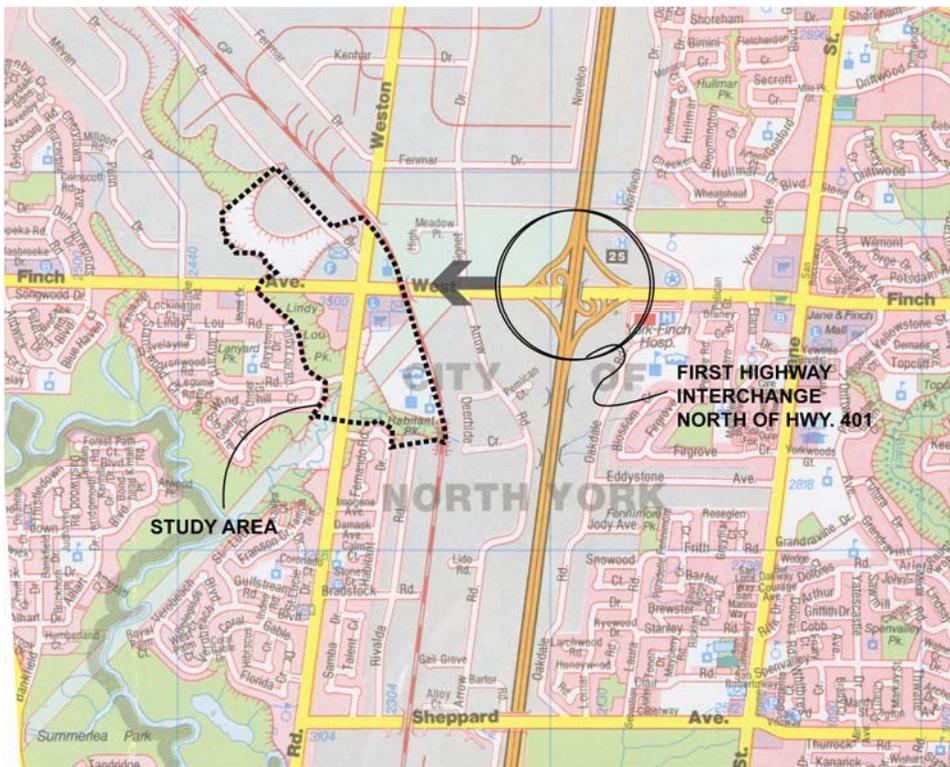
### DRAFT

Urban Strategies Inc. November 3, 2006

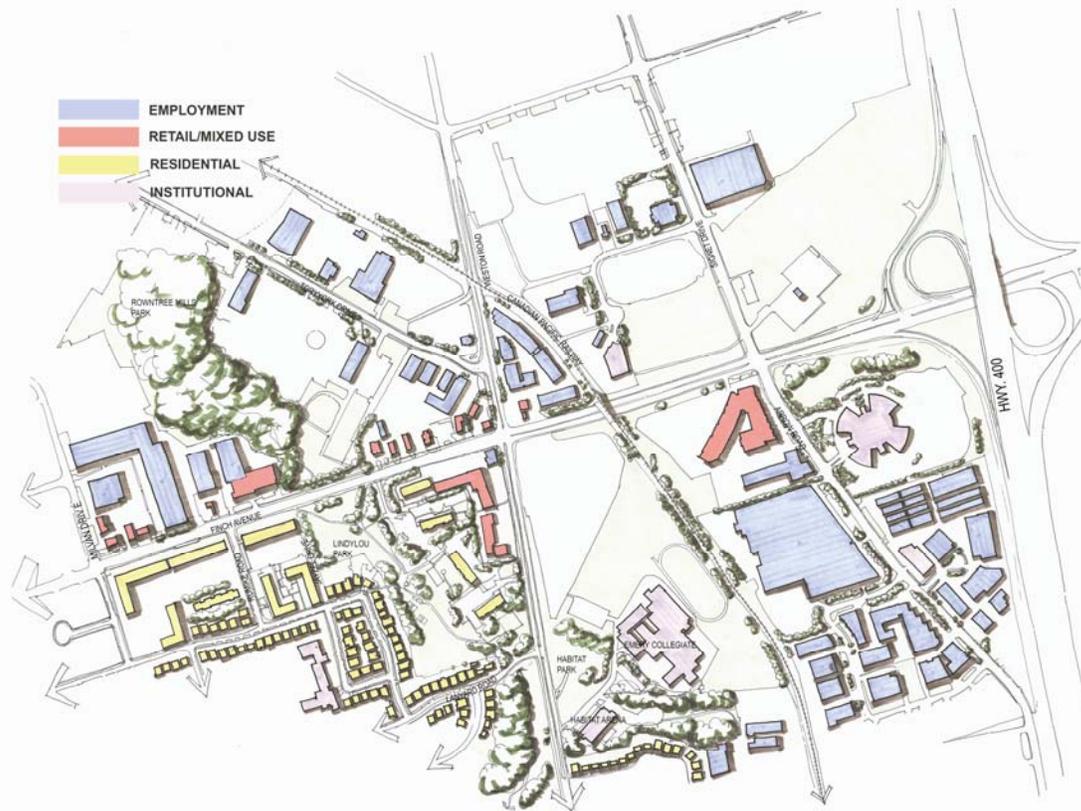
## 1.0 Existing Conditions - Role of the Study Area within the Region

The study area is focused on the cross-roads of Finch Avenue and Weston Road. Finch Avenue plays an important role as both a significant transportation arterial, and also a key place within the structure of the city. It leads directly to the Highway 400 and Finch Avenue interchange, which is the first interchange north of the intersection of the 400 and 401 Highways. Locations such as these benefit from some of the best access and profile with our city and are excellent locations for intensification and economic development. This is demonstrated in the recent development of the churches and the location of higher profile warehouse and distribution uses, such as Knoll and Purolator just to the west of Highway 400.

Weston Road is also a significant arterial. South of Finch, it has a residential focus. North of Finch it travels through an employment and industrial area. The Finch / Weston intersection is where these two land use patterns meet. The study area is defined by the CP rail line to the north and east, and LindyLou Park, which is situated in a ravine leading to the Humber River Valley, to the south and west. Lanyard Park neighborhood is to the south-west of the study area.



## 2.0 Existing Conditions - The Study Area and its Context



### Land Use

The study areas contains a broad range of uses, including apartment form housing, offices, Emery Collegiate High School and Arena, and retail uses, which are located primarily along Finch Avenue. The study area borders a neighbourhood of single family detached homes, open space and employment / industrial lands.

### Built Environment

The study area contains a mixture of built environments - both auto and pedestrian oriented. A mixture of development densities and forms also exist from high rise to strip development. These development forms are poorly integrated, with jarring juxtapositions between scale and qualities of environment. Open spaces (Lindy Lou Park and to some extent, the Hydro Corridor) are currently poorly defined zones which separate uses. Often buildings back onto these places rather than face and define these places. Changes in grade and a Hydro Corridor also exist, further disrupting the public realm and continuity of the built environment.

### **Development Potential, Public Realm Challenges and Opportunities**

Despite these physical challenges, the study area has great potential due to its access and profile. The interest of the development community in Emery Village is testament to this. Despite the poor physical character of the existing retail, it appears to be thriving—parking lots were full and there was much pedestrian activity in the area during site visits.

In conclusion, there is great opportunity for reurbanization of the area, but there may be challenges aligning infrastructure with the public realm, particularly where street-related retail is desired. In creating a public realm plan, there will likely be tension between accommodating the high volumes of vehicle movement and establishing a comfortable, connected pedestrian realm to support proposed land uses. The design of the street network and the cross section of the individual streets have a critical role to play in promoting local economic development and creating an active and vital public realm as the setting for community amenities.

### 3.0 Achieving the Secondary Plan Objectives

A number of studies and reports have been created which investigate and illustrate the potential of the Emery Village area, some of which are summarized in Section 6 of this memo. These reports, including the *Incremental Growth Study* and the *Finch-Weston Avenues Study* are consistent in their recommendations regarding the evolution and future development of the study area. Collectively, they point to the vision outlined in the Emery Village Secondary Plan. The Emery Village Transportation Master Plan is an important opportunity to promote the evolution of this area and, in part, achieve the objectives of the Secondary Plan.

Specifically, the Goal of the Secondary Plan is to *"....provide a framework for development that encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvement to the area's streetscape and significant open space system."* The objectives for the Plan go on to direct initiatives within the study area to *"reurbanize the Emery Village community by facilitating new mixed-use development on an incremental basis consistent with the capacity of existing or planned infrastructure (2.2a) and create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependence and meets the needs of the local community. (2.2b)"*

The plan also includes the following built form principle: *"Buildings should be sited and organized at-grade to enhance and support streets, opens space and pedestrian routes. Grade-related retail and service commercial uses, street oriented residential unites and entrance lobbies are encourage in these building faces to provide for safe, animated streets and opens space. Building entrances are to be located on road frontages, visible and accessible form the public or common use sidewalk. (4.2b) while the plan also states that new roads must ".... balance vehicular and pedestrian needs". (9.2a)*

The implication of these goals, objectives and principles is that the design and planning of the public realm must strive to mediate between the existing traffic-related requirements of the study area and those of more pedestrian-oriented land uses desired along public streets. To achieve these goals, a strategy must be developed which will help balance potentially conflicting transportation and socio-economic development criteria. Rather than applying the same criteria and development standards to the entire study area, some places may have to remain more auto-oriented, at least in the short-term, while other areas will become the focus for rigorous "pedestrianization" to facilitate grade-related retail and encourage walking and social interaction. The design challenge becomes the integration of these areas which respond to different criteria. These criteria to guide this design and integration are set out in Section 4.0. A strategy is included in Section 5.0.



## Emery Village Secondary Plan

MAP 26-2 Structure Plan

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>— Secondary Plan Boundary</li> <li>▭ Existing and Potential Building Edges</li> <li>--- Possible Location of Local Roads</li> <li>➔ Possible Rivalda Road Extension</li> <li>----- Possible Location of Local Lanes</li> </ul> | <ul style="list-style-type: none"> <li>⋯ Area for Streetscape Improvement</li> <li>▨ Open Space</li> <li>★ Significant Corner</li> <li>➔ Improved Landscape and Pedestrian Connections</li> <li>⊙ Gateway Feature</li> </ul> | <ul style="list-style-type: none"> <li>⊙ Possible Open Space Related to Future Commuter/Transit Station</li> <li>--- New Off-Road Bike Route</li> </ul> |
|---|--|---|

June 2006

## 4.0 Socio-economic Criteria

The following are proposed socio-economic evaluation criteria, for reference when reviewing transportation and street design options. They are organized as outlined in Section 3.7 of the proposal's terms of reference and reflect the direction established in the Emery Village Secondary Plan (EVSP).

### Changes in access

- Improve access to the study area, with a focus on transit, the pedestrian environment and pedestrian-oriented way-finding.
- New single user driveways, drive-throughs must not be permitted on Finch Avenue and Weston Road. Where they currently exist, they should be consolidated or phased out.
- Consider the introduction of landscaped medians as a means of controlling driveway and drive-through access where traffic volumes are higher.
- Shared access and parking initiatives should be encouraged.
- Improved connections, both vehicle and pedestrian, should be encouraged throughout the study area.

### Impact on existing residents, businesses and schools, and on proposed development

- Transportation recommendations should not compromise the profile or "address" or existing users. Recommendations should reinforce the location of primary entrances and not compromise private or semi-private spaces.
- All users should have private vehicle, pedestrian and transit access.

### Effect of the special needs of residents, businesses and services (police and fire)

- Emergency access must be maintained to all places within the study area and to adjacent areas
- Every effort should be made to minimize barriers to personal mobility.
- The street network should be as safe as possible for all users—pedestrians, cyclists, transit users and vehicle occupants. Integration of all modes of movement is key to achieving this.

### Noise and vibration

- Every effort should be made to minimize noise and vibration. This can be achieved, in part, by ensuring utility covers and other "loose" elements within the road platform are placed so as to minimize contact with vehicles.
- Reduce noise at the source by reducing the speed of vehicles through design consistent with the roadside environment.

### Traffic infiltration through existing communities

- Traffic infiltration *through* communities should be discouraged. However, greater access to communities from the study area should be encouraged. Points of access between the study area and its surrounding context should be maintained and additional connections made where possible. Traffic infiltration should be managed through the design of the elements within the street right-of-way itself.

### Division of large blocks and creation of new parcels appropriate for new development

- Existing development blocks should be divided into a finer grain of streets and blocks to better accommodate both vehicular and pedestrian access. The creation of a finer grain of development blocks should be accompanied by small scale streets as well, resulting in a dispersed pattern of movement, optimizing access, but not overwhelming the pedestrian and public realm.

- A finer grained scale of blocks may better accommodate mixed-use development. If private drives are proposed, they should be designed to the same standard as public streets.
- Typical block dimensions should range from approximately 100 to 200 metres between intersections. Development parcels should be approximately 150 metres deep, although there may be a great deal of variation in this, depending on the specific development application and site conditions.

#### **Ability to support land uses as proposed in the EVSP**

- The EVSP proposes a mixture of land uses, including grade related retail, service commercial uses, and street oriented residential uses. The TMP must support these uses - through the design of the public realm, the deployment of these uses so that synergies are created between them, and by ensuring they have appropriate pedestrian and parking access and profile. Ideally the planning for these uses and their access should be simultaneous. A strategy to support these uses and configure access is outlined in Section 4.2.

#### **Compatibility with the planning and urban design goals and objectives of the EVSP**

- The TMP must support a framework for development that encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvement to the area's streetscape and significant opens space system.

#### **Streetscape improvements - Sidewalks**

- Provide sidewalks along both sides of all streets.
- Use sidewalks to connect buildings and parking lots to roadside sidewalks and transit stops, either combined with or independent of driveways.
- Design sidewalks with a minimum width of 1.5 m, although a minimum width of 1.8 to 2 m is strongly recommended to ensure adequate width for passing and accessibility. Before reducing the width of the pedestrian route to less than 2 m, consider where appropriate and to acceptable minimum standards, reducing medians, boulevards or lane widths.
- Provide a minimum 2m wide clear pedestrian route, buffered by a 2m wide roadside furnishing strip and a 0.25 wide building frontage strip, for a total minimum of 4.25 m of sidewalk between the road edge and building for sidewalks on streets that have a strong pedestrian focus.

#### **Streetscape improvements - Cross-walks**

- Integrate pedestrian crossings into all street intersections. Pedestrian crosswalks should occur on all sides of the street.
- Ensure pedestrian crossings are a natural and convenient extension of the overall pedestrian network.

#### **Streetscape improvements - Landscaping**

- Develop a landscape plan for consistent treatment of landscaping throughout the study area.
- Select plant species that are easy to transplant and maintain, hardy and long-lived, with non-invasive roots.
- Plan the location of sidewalks, driveways and utilities around existing healthy trees.
- Plant deciduous trees between the curb and the sidewalk to enclose and shade the pedestrian space, on narrow, lower speed roads with a high potential for pedestrian traffic. Plant trees 1.5 to 2.0 m fro curb except where limited space requirements dictate otherwise.
- Plant trees further from the curb on wide, high-speed roads, to protect them from harmful salt spray, strong winds, fumes and heat reflected fro the road.
- Plant deciduous trees 8 to 10 m apart to provide a continuous canopy along the road corridor. Ensure placement of trees do not obstruct driver's view at intersections and driveways.

#### **Streetscape improvements - Medians**

- Consider the provision of medians within roadway corridors with a high number of travel lanes or control of vehicle movement and turning is important. In these instances, medians will also provide a refuge for pedestrians.
- Do not provide medians on streets with a narrow right-of-way, or on streets with strong street-related retail focus where the spatial and visual connection between opposite sides of the street is paramount.

#### **Streetscape improvements - Street Furniture**

- Consolidate benches and other roadside furniture such as bike racks, transit shelters, and refuse containers to encourage concentrations of activity.

#### **Streetscape improvements - Utilities**

- Bury services and utilities, where practical, to minimize their visual impact.

#### **Parking**

- Vehicle parking should be convenient, but not necessarily directly adjacent to destinations.
- Promote on-street parking on streets with land uses that are directly accessible from the street corridor, to promote retail and business uses and shield pedestrians from traffic.
- Do not consider on-street parking on streets with an operating speed of over 60 km/h.

#### **Property requirements and impacts**

- Design and locate streets so as to minimize the need to acquire private property. Should private property be required, ensure the integrity of the existing development is not compromised.

**The above criteria can be summarized as follows:**

- 1. Maintain or improve access to existing residential neighbourhoods, businesses and institutions and minimize neighbourhood traffic infiltration.**
- 2. Facilitate the establishment over time of a fine-grain network of streets and blocks in the study area.**
- 3. Support an attractive and comfortable pedestrian realm, particularly in residential, institutional and retail areas (existing and planned).**
- 4. Improve the image and identity of the area.**

## 5.0 A Strategy for the Support of Active Uses at Grade

The successful creation of an active and vital pedestrian realm requires the integration and balance of a number of factors, often including the attraction and support of street related retail and other commercial uses. To achieve this vitality, the street network must provide the right access and profile, a strong pedestrian realm must be created and a critical mass of activity be established. The following strategy is one way this may be achieved.

**1. Identify a focus or node for retail activity.** Given that street related retail is a use that often needs to be "captured or attracted" to an area, it is important that the best possible environment to support this retail should be created. This is particularly important in urbanizing areas where the competition for this retail is significant. Conversely, placing a retail focus or node in an area that is compromised may mean a critical mass of activity will take much longer to realize. Don't assume there will be retail at grade everywhere throughout the study area, at least not in the first phase of redevelopment.

In Emery Village, this may mean the focus for retail activity might be located on Weston Road, south of Finch, focused on the first intersection that leads to the development parcel in the south-east quadrant. Retail in this area would have excellent access and profile, but would not be compromised by the larger street section and auto oriented nature of the Finch / Weston intersection. The key is to balance access and profile of the retail focus with the potential create a comfortable and safe pedestrian realm. In other words, create a place that is well defined spatially, but connected and accessible by foot and automobile to as many other areas as possible. Don't assume there will be retail at grade everywhere throughout the study area, at least not in the first phase of development.

**2. Design a public realm within the retail focus that is very pedestrian oriented, but that also includes automobile access.** Include generous sidewalks, landscaping, on-street parking, and other amenities. Integrate transit stops nearby. Uses should cluster and line sidewalks. The distance between shop fronts across streets should not exceed 30 metres, to ensure visual connections can be made. Pedestrians should not have to wait for long periods to cross a street within the node.

**3. Provide lots of convenient parking, but don't let it compromise the pedestrian environment of the retail node.** Parking may be behind the shopping, close, but not in the way. Consider parking structures. Consider shared parking. There can be some "teaser" short-term parking, such as on-street parking within the retail node.

**4. Extend strong pedestrian connections to other anchors or "foci" of activity.** In Emery Village, this will include Emery Collegiate and the Arena, and the cluster of high-rise apartment buildings in the south-west quadrant. It may even include the commuter/transit station and other destinations to east of the CPR line overtime. The node must be a "focused, yet extroverted" place. Connecting to these anchors is the other reason the focus for the retail node may be south of Finch Avenue, as this is where most of the pedestrians are. The area north of Finch will likely remain more industrial in nature.

**5. Create a phasing plan, so that the retail focus / node can expand and evolve over time.** Nothing succeeds like success. Once the node becomes better established, it should be able to expand in a contiguous manner. Often a good strategy is to allow the conversion of surface parking into addition development with retail at grade. This will allow the area to evolve over time into an even more pedestrian and transit oriented place. A phasing strategy such as this also suggests that first phase development might be placed back from the intersection of Finch and

Weston, with the second phase of development at an even higher density and a more urban form placed directly at the intersection at a later date.

**6. Work with development proponents and the community in creating the transportation / development plan.** Realizing a strategy such as the one described above will require the coordination of both the transportation planning and development applications simultaneously. Work with development proponents and other stakeholders to ensure the transportation plan supports economic development objectives. The following Section 5.0 outlines a strategy for how this may be achieved.

## **6.0 Moving towards the Official Plan Amendment - Lessons to be learned from elsewhere**

Since the Emery Village TMP is expected to result in amendments to the Emery Village Secondary Plan, the City might want to consider initiating the latter process soon and integrating the two. There are at least three advantages to taking this approach:

1. The larger and intertwined issues of economic development, community building and good urban design will remain at the forefront of the TMP study, rather than being grouped among many evaluation criteria. This is not to suggest that transportation issues are not of critical importance. An integrated planning approach simply ensures that the examination and discussion of transportation problems and solutions is always couched by the Secondary Plan's overarching goals and objectives.
2. If it is appropriate to review the land use, density, built form or other policies of the Secondary Plan, in the context of current market conditions and anticipated development applications, then it would be best to do so now, so the TMP can be informed by up-to-date policies.
3. Linking the EA and OPA processes will avoid confusion among the public about what is changing and what is not, and what is up for discussion at what otherwise would be two sets of public meetings. While an integrated approach may lengthen the TMP process slightly, it will speed up the Secondary Plan update and help prevent "planning fatigue" within the community.

We previously have used integrated planning processes in Toronto and Hamilton, with great results. By never losing sight of, and effectively communicating, the larger vision for an area, we have found that the "right things to do" in terms of transportation become clear and accepted early on.

## 7.0 Summary of supporting materials

### 7.1 The Urban Design Handbook, September 1997

#### **Purpose of the Handbook**

The handbook was created in response to public concern with the quality of the pedestrian experience in public realm of our city. The book is intended to help explain the urban design policies of the City's Official Plan and should be read in conjunction with Part One of the Official Plan and Zoning By-law. The primary application of the guidelines contained in the Handbook is for use in the Development Review Process and the review of OPA/Rezoning applications.

Much of the handbook is concerned with the deployment and massing of building form, which is a topic peripheral to the focus of Emery Village Transportation Master Plan. However, the following sections are directly relevant.

#### **1.6 Parking and Servicing**

Design, locate servicing, parking to minimize disruptions to streetscapes and opens space, safety.

#### POLICY

Section 3.18 of the Official Plan says that Council will: *"encourage the efficient integration of service facilities into new developments in order to minimize disruptions to the safety and attractiveness of the adjacent public realm"*.

Section 3.19 of the Official Plan says that Council will: *"discourage the construction of private and development related parking lots and structure which occupy the frontage at grade of public streets,"* and *"will require parking to be located to the rear of the buildings which front on to public streets at grade:"*.

#### **3.1 Streetscape Improvements**

Provide public streetscape improvements.

#### POLICY:

Council's policy on streetscape has been set out in Section 3.22 of the Official Plan: *"Council will seek to ensure that streets and other public open spaces are comfortable, and animated, and offer varied activities, amenities, and experiences to pedestrians. To achieve these objectives, Council will implement well-designed, coordinated improvements to sidewalks and boulevards on important pedestrian streets and publicly accessible open spaces."*

#### **3.2 Pedestrian Amenity Adjacent to the Sidewalk**

Provide pedestrian amenity adjacent to the public sidewalk.

#### POLICY:

Council's policy on streetscapes, including setbacks, has been set out in Section 3.22 of the Official Plan: *"Council will seek to ensure that streets and other public open spaces are comfortable, and animated, and offer varied activities, amenities and experiences to pedestrians. To achieve these objectives, Council will implement well designed, coordinated improvements to sidewalks and boulevards on important pedestrian streets and publicly accessible open spaces"*.

#### GUIDELINES:

##### Paved Setbacks

On streets characterized by setbacks of primarily paved landscaping and on developments with uses at grade that benefit from interaction with the public sidewalk, including retail, commercial

uses and entrances to large buildings, a setback should be provided between the building face and the public sidewalk. Its design should be an extension of the materials and the character of the public streetscape as defined in the Streetscape Manual.

The following should be considered in the design of the hard setback:

- The setback should be an extension of the sidewalk with minimal changes in grade to the building face;
- If the setback is deeper than 5 metres or on a street that is unable to support street trees because of utilities in the right-of-way, a row of trees should be planted in the setback parallel to the curb, flush to the pavement, with adequate soil capacity below grade (see Section 3.5)
- Design of the setback for potential use for sidewalk cafes, or retail display. Organize these uses so that they do not constrict pedestrian flows, and direct access to the building's ground floor from the sidewalk is maintained;
- Provide awning of canopies as appropriate (see Section 3.4).

#### Planted Setbacks

On streets characterized by setbacks with a soft landscaped character and where ground floor uses require more privacy from adjacent sidewalks, additional landscaping and amenity should be provided between the building face and the public sidewalk.

This landscaping should include as appropriate:

- Tree and shrub planting;
- Low curbs to protect planting from salt;
- Low iron railings or fences with gates, made of high quality design and materials.

On setbacks over 5 metres, additional lighting benches and tree planting should be integrated to complement and supplement the public street trees. Often, to achieve further privacy the ground floor is raised 60 to 90 cm. above the public sidewalk. This gives the resident close to the sidewalk some visual protection from the sidewalk.

### **3.5 Planting, Seating and Lighting**

Design for safety, comfort and use – Guidelines for planting, seating and lighting.

#### POLICY:

Council's policy on streetscapes, including setbacks, has been set out in Section 3.22 of the Official Plan: *"Council will seek to ensure that streets and other public open spaces are comfortable, and animated, and offer varied activities, amenities and experiences to pedestrians. To achieve these objectives, Council will implement well designed, coordinated improvements to sidewalks and boulevards on important pedestrian streets and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks and, where appropriate, laneways."*

### **3.6 Landscaping for Surface Parking Lots**

Landscape surface parking lots to define the street edge.

#### POLICY:

Section 3.18 of the Official Plan states that it is Council's policy to: *"ameliorate the impact of at grade parking lots by encouraging landscaping fencing and other appropriate treatments for surface parking lots in order to improve the appearance of the lots and to contribute to the visual continuity of the street edge, provided safety and security of the public inside of the lot and on adjacent streets is maintained."*

### 3.7 Public Art

Enhance buildings and open space with public art

#### POLICY:

The Private Developer Percent for Public Art Program applies to all official plan amendments and rezoning applications for all development proposals with a threshold of 20,000 m<sup>2</sup> or more. The only exception is social housing. The public art budget is calculated at 1% of the gross construction costs. The Official Plan defines public art as: *“site specific artwork created to enhance publicly accessible space (either city owned or private) through artistic interpretations that range from independent sculpture to integrated architecture treatment and landscape design.”*

## 7.2 Incremental Growth Study, Finch/West Community Initiative District, Phase 1 Report, April 2000 (The Kirkland Partnership Inc.)

This report explains the rationale for the Incremental Growth Studies that were undertaken for four pilot areas within the amalgamated City of Toronto, summarizes the research and analysis undertaken for the Finch-Weston community, and outlines the next steps for Phase 2 of the study. It was envisaged that this community would experience reinvestment gradually and was a good candidate for “design-based, as-of-right zoning, to be developed and applied in accordance with a common planning approach to be set out in the new Official Plan.”

The report describes the study area, its surroundings and its history. In general terms, it is noted that the area is oriented toward vehicles and not pedestrians, lacks secondary streets, and contains significant open spaces and general features. Detailed descriptions of the area’s demographics, industry, housing, retail, community services and facilities, and parks and open spaces are provided. A physical analysis highlights the variety of built form and the design challenges created by anomalous geometries (street pattern, Hydro corridor). The Official Plan land use designations and the zoning for the area are also summarized.

The report identifies development sites in various stages of transition and summarizes active development proposals. A market overview concludes that higher density development could be supported around the Finch/Weston intersection, but the industrial character posed a challenge. It is noted that improving the attractiveness and level of amenities in the area will be key to attracting a range of housing types and tenures industrial character of the area.

A transportation overview raised the possibility of a ring road around the intersection to better distribute traffic; the opportunity for providing a local supplementary linking Finch and Weston through the mall site (if grade issues can be addressed); opportunities for higher-order transit in the Hydro corridor and extension of GO Transit service; and the possibility of extending Rivalda Road across Finch to connect with Toryork.

A summary of issues and opportunities identified by the Area Advisory Panel highlighted the provision for amenities for local residents (pedestrian-related uses, shops, public spaces), incubation of local businesses, revitalizing the housing stock to attract young families, and establishing an identity for the area. The report concludes by pointing to the following directions for the growth study:

- Focus on the development opportunities at the crossroads;
- Focus on the creation of a more community-oriented pattern of development south of Finch;
- Enhance the area’s open space system and regional amenities.

The report's recommended next steps are to formulate a vision of the study area, develop urban design guidelines and specific investment initiatives, and develop a strategically phased implementation strategy..

### **7.3 Building Toronto Together**, May 2004

Building Toronto Together (May 2004) is a development guide for property owners, developers, builders and others interested in obtaining approvals for developing property in the City of Toronto. It outlines the City's development review processes and the requirements to be met when seeking planning approvals from the City. The requirements for Official Plan Amendment, Rezoning and Plan of Subdivision applications include the submission of a traffic impact study. Site Plan applications for "significant developments" must include a traffic operations assessment.

**Stage 1 Archaeological Assessment**

**Emery Village Transportation Master Plan  
Final Study Design, Class EA  
City of Toronto, Ontario**

Submitted to

**iTRANS Consulting Inc.**  
100 York Blvd., Suite 300  
Richmond Hill, ON L4B 1J8  
Tel.: 905-882-4100  
Fax: 905-882-1557

Prepared by

**Archaeological Services Inc.**  
528 Bathurst Street  
Toronto, Ontario M5S 2P9  
Tel.: 416-966-1069  
Fax: 416-966-9723  
Email: [archaeology@sympatico.ca](mailto:archaeology@sympatico.ca)  
Website: [www.archaeologicalservices.on.ca](http://www.archaeologicalservices.on.ca)

ASI File 06EA-123  
Archaeological Licence P057  
MCL PIF P057-306-2006

December 2006

**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENTS**

**PROJECT PERSONNEL**

<i>Project Director:</i>	Robert Pihl, M.A., C.A.P.H.C. Partner and Senior Archaeologist Manager, Environmental Assessment Division
<i>Project Administrator:</i>	Caitlin Pearce, Hon. B.A Research Archaeologist
<i>Field Director:</i>	Peter Carruthers, M.A., C.A.P.H.C. Senior Associate
<i>Report Writer and Graphics Preparation:</i>	Caitlin Pearce  Deborah Pihl, B.A. Staff Archaeologist
<i>Graphics:</i>	Sarina Finlay GIS/CAD Technician

## Stage 1 Archaeological Assessment

### Emery Village Transportation Master Plan, Final Study Design, Class Environmental Assessment, City of Toronto, Ontario

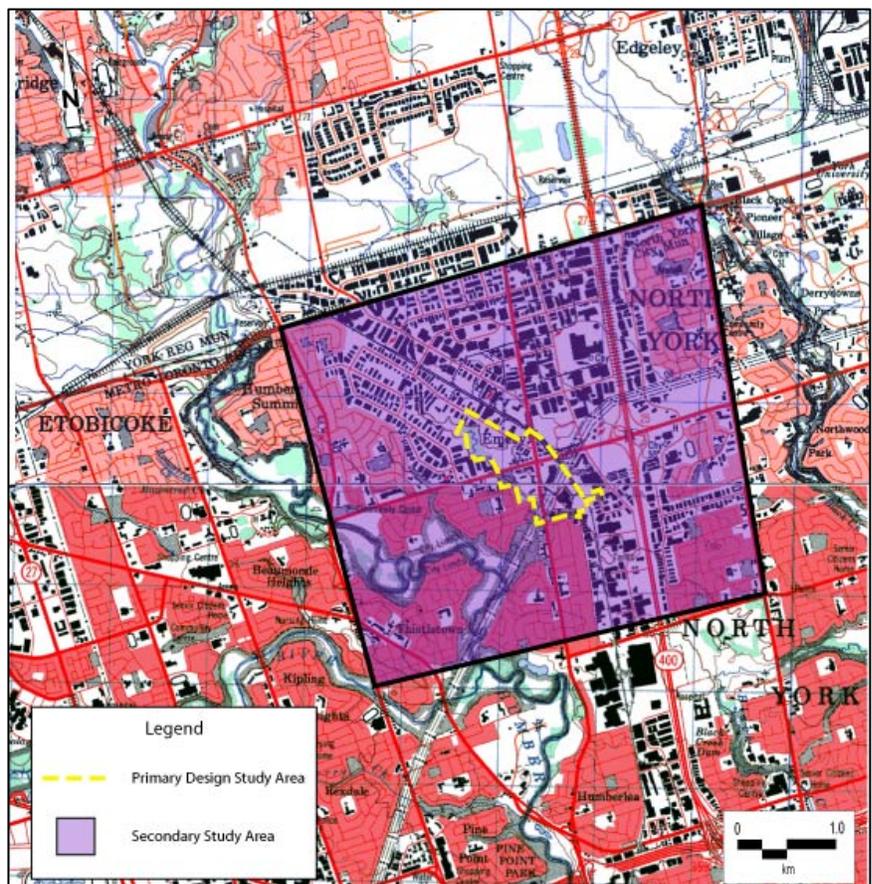
#### 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by iTRANS Consulting Inc., Richmond Hill, on behalf of the City of Toronto to conduct a Stage 1 archaeological assessment as part of the Emery Village Transportation Master Plan Final Study Design, Class Environmental Assessment. Emery Village is centred on the Finch Avenue / Weston Road intersection in the City of Toronto (Figure 1). The primary “design” study area is the Emery Village Secondary Plan area, which includes Weston Road from Lanyard Road to Toryork Road, and Finch Avenue from Milvan Drive to Signet Drive. The project will entail improvements to roadway and transportation infrastructure within the primary study area. The secondary study area includes major intersections in the surrounding area that are included in traffic modeling.

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological consulting licence (P057) issued to Mr. Pihl. The field review was conducted by Mr. Peter Carruthers (P163) and Mr. Pihl in accordance with the Ontario Heritage Act (2005) in November and December, 2006.

Permission to access the study area and to carry out the activities necessary for the completion of the Stage 1 assessment was granted by iTRANS Consulting Inc, on September 26, 2006.

This report presents the results of the Stage 1 background research and field review and makes several recommendations.



**Figure 1:** Location of study area [NTS map sheet 30 M/12 (Brampton) and 30 M/13 (Bolton)].

## 2.0 BACKGROUND RESEARCH

### 2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the larger study area, three sources of information were consulted: the site record forms for registered sites housed at the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study corridor under review is located in the Borden Block *AkGv*.

According to the OASD, there are two previously registered sites within the larger secondary study area: The **Supertest site (AkGv-9)**, a campsite of unknown affiliation, and the **Emery site (AkGv-12)**, a Woodland campsite. Both sites were originally documented by Father Meighan in 1950 and reported as being destroyed early in the 1960's by earthmoving activities. The Supertest site is situated well outside of the primary study area.

ASI revisited the Emery site in 1988 as part of the watermain route from the Richview Pumping Station to the Keele Reservoir (ASI 1989). No material associated with the site was encountered during the assessment. Nevertheless, ASI recommended that this conclusion be confirmed through topsoil stripping, and these additional investigations were carried out in September, 1993. Based on these results, it was concluded that the site was not located in the watermain right-of-way within the hydro corridor, and based on the surviving accounts, it was most likely located within the area of the high school; any archaeological deposits that may have been present have been destroyed.

### 2.2 Physiography and Assessment of Pre-contact Archaeological Potential

The study area is situated within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984:174 176). The Peel Plain physiographic region covers a large area across the central portions of the Regional Municipalities of Peel, York, and Halton. The surface of the plain is characterized by level to gently rolling topography, with a consistent, gradual slope toward Lake Ontario. The plain is made up of deep deposits of dense, limestone- and shale-imbued till, often covered by a layer of clay sediment. In general, the clay of this plain is heavy in texture and although drained by many rivers flowing into Lake Ontario, drainage is imperfect within the inter-stream areas.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. The Humber River traverse the southwestern corner of the study area and Black Creek is situated just east of the study area. Aboriginal peoples would have been attracted to the rivers and creeks, especially during the spring, by the abundance of fish, as well as by other important aquatic resources.

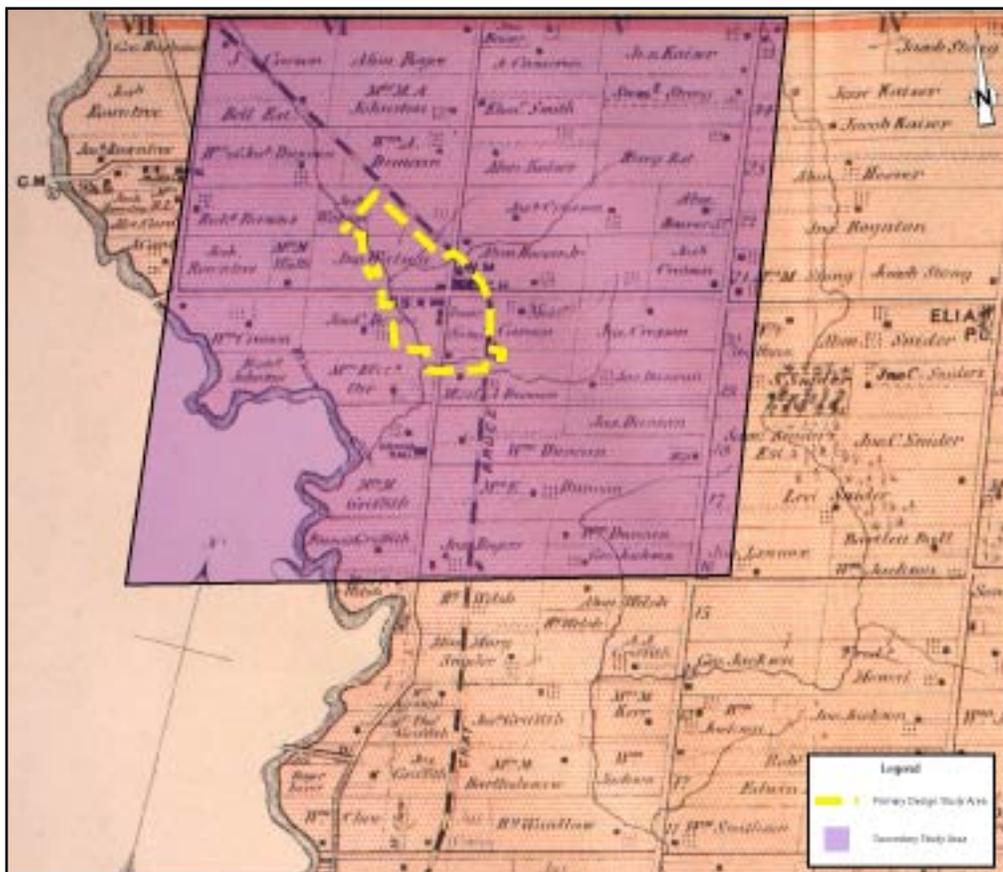
The Ontario Ministry of Culture *Standards and Guidelines* (2006) stipulates that undisturbed lands within 300 metres of a primary water source, and undisturbed lands within 200 metres of a secondary water source, are considered to exhibit archaeological potential.

Based on the proximity of the Humber River and Black Creek, the study area can be characterized as having potential for the presence of archaeological sites depending on the degree of recent land disturbance.

### 2.3 Assessment of Historic Archaeological Potential: Summary Review of Historical Maps

The 1878 *Illustrated Historical Atlas of the County of York Ontario* was reviewed to determine the potential for the presence of historical archaeological remains within the study area during the nineteenth century (Figure 2).

The study area is located on Lots 16 to 25, Concessions IV to IIV (west), in the former Township of York North. A number of property owners and historic features are illustrated within or adjacent to the study area. Table 2 presents a summary of property owners and historic features found within or adjacent to roads within the study area.



**Figure 2:** The study area overlaid on the historic map of the Township of York North, as found in the 1878 *Illustrated Historical Atlas of the County of York, Ontario*.

<b>Table 2: Summary of Property Owners and Historic Features</b>			
<b>Lot</b>	<b>Conc.</b>	<b>Owner</b>	<b>Illustrated Feature(s)</b>
16	IV west	Jsn Lennox	Homestead, orchard
16	V west	Wm. Duncan Geo. Jackson Jno. Rogers	Homestead Homestead, orchard 4 Homesteads, orchard
16	VI west	Francis Griffith	Homestead
17	IV west	Levi Snider	
17	V west	Mrs. K. Duncan	Homestead, orchard
17	VI west	Mrs. M. Griffith	
18	IV west	Sam Snider Est	
18	V west	Jsn. Duncan Wm. Duncan	Homestead
18	VI west	Mrs. M. Griffith	Homestead, orchard Orange Hall
19	IV west	S. Snider	
19	V west	Jas. Duncan M & C Duncan	Homestead 2 Homesteads, orchard
19	VI west	Mrs. Eliza Orr Richard Johnson	Homestead, orchard
20	IV west	Wm. Sanderson	
20	V west	Jno. Corsson Mess. Carson Isaac Baton	Homestead, orchard Homestead, orchard
20	VI west	Jno. C. Devins Wm. Crosson	Homestead, orchard Homestead, orchard
21	IV west	Mrs. M. Stong	2 Homesteads, 2 orchards
21	V west	Josh Crosson Abm. Hoover Jr.	Homestead, orchard Homestead, orchard
21	VI west	Jno. Watson Mrs. M. Watts Josh Rowntree	Homestead Homestead
22	IV west	Jno. Boyton	
22	V west	Abm. Hoover Sr. Josh Crosson	Homestead, orchard
22	VI west	Jno. Watson Josh Watson Richard Parsons	orchard Homestead, orchard
23	IV west	Abm. Hoover	Homestead, orchard
23	V west	Aisey Est Abm. Kaiser	Homestead, orchard
23	VI west	Wm. A. Duncan Josh Duncan	Homestead, orchard Homestead, orchard
24	IV west	Jacob Kaiser	
24	V west	Sam Strong Eben. Smith	Homestead, orchard Homestead
24	VI west	Mrs. M.A. Johnston Bell Est.	Homestead, orchard Homestead
25	IV west	Jacob Stong	2 Homesteads
25	V west	Jno. Kaiser A. Cameron Jno. Kaiser	2 Homesteads, orchard 2 Homesteads, orchard
25	VI west	Abm. Boyce J. Carson	Homestead Homestead

The pioneer settlement of Emery was first settled in the late 1700's by Isaac Devins, of Pennsylvania German descent, who erected a sawmill on the Humber River (Mika 1977:669). For the next hundred

years, other families arrived and settled in the area, forming the farming community of Dayton with a school house, a Methodist Church, and an Orange Lodge near the crossroads of Finch Avenue and Weston Road.

Just east of the crossroads, the Toronto, Grey & Bruce narrow gauge rail line was completed in 1871, part of an explosion of rail construction at that time (Andreae 1997: 128-129). The name of the hamlet changed to Emery to avoid confusion with Dayton, Ohio.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to water model outlined above, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites. Both Finch Avenue and Weston Road are historic transportation routes.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of historic cultural material within the study area. Furthermore, it should be noted that not every feature of potential interest today would have been illustrated on the nineteenth century mapping.

### 3.0 FIELD REVIEW

A field review of the primary study area (Figure 3) was carried out by Mr. Peter Carruthers (P163), ASI, on November 14, 2006, and by Mr. Robert Pihl (P057), ASI, December 4, 2006, in order to confirm the assessment of archaeological potential and to determine the degree to which development and landscape alteration may have affected that potential. The weather on both days was partly cloudy and quite cool.

The Emery Village Transportation Master Plan primary “design” study area is defined by Weston Road between Lanyard and Toryork, and Finch Avenue from Milvan Drive to Signet Drive. Potential alternatives may include improvements to existing roadway and transportation as well as new roadway:

- road linking Toryork Drive and Finch Avenue goes through disturbed area
- road adjacent to Lindy Lou Park linking Finch Avenue and Weston Road
- eastward extension of Lanyard Road through the Ontario Hydro utility corridor and development lands to connect to Finch Avenue (~Plate 18)
- eastward extension of Rivalda Road to potential transit station
- eastward extension of Rivalda Road to Arrow Road

As indicated by the background research, there is archaeological potential in the study area, particularly in proximity to tributaries of the Humber River and along the historic routes of Finch Avenue and Weston Road. However, the primary study area includes mixed land use areas, including various housing densities, commercial strip malls, industrial and institutional, as well as parkland and utility corridor. The extensive and intensive modern activity has resulted in extensive disturbance.

Despite the intensity of development, there are areas where impact may be minimal, and there may be potential for archaeological sites in these locations (indicated in green on Figure 3-1, 3-2, and 3-3). These areas include lands presently in parkland and open spaces that are situated along a stream, lands

associated with streams or former stream courses at the rear of the industrial properties fronting on Toryork Drive, lands within an Ontario Hydro transmission corridor, and open space lands surrounding Emery Collegiate and Habitant Arena.

It should be noted that the Stage 1 and 2 archaeological assessments were conducted by ASI in 1989 in advance of installation of a watermain within the hydro corridor. In an attempt to re-locate the Emery site, ASI conducted additional assessment in 1993, stripping topsoil from two locales (see Figure 3-1). No cultural material was located by these assessments, and the stripped areas were found to have been previously disturbed.

#### 4.0 CONCLUSIONS AND RECOMMENDATIONS

ASI was contracted to conduct a Stage 1 archaeological assessment for the Emery Village Transportation Master Plan, Final Study Design Class EA, City of Toronto, Ontario. The assessment was conducted under the project direction of Robert Pihl, ASI, under an archaeological license (P057) issued to Mr. Pihl. Background research has determined that one site, the Emery site (AIGv-12), has been registered within the primary study area, but this site has probably been destroyed. Additionally, review of the general physiography and local nineteenth century land use of the study area suggested that it has potential for the identification of pre-contact and historical archaeological sites.

Field review of the study area concluded that although most of the lands have been disturbed by development, there are park, open space and unused lands where disturbance may be minimal and potential for archaeological sites may exist.

In light of these results, the following recommendations are made:

1. In accordance with the Ministry of Culture's *Standards and Guidelines for Consultant Archaeologists* (2006), Stage 2 assessment should be conducted in areas where there is potential for archaeological sites (see Figure 3: green areas) in order to identify any archaeological remains that may be present.

**The above recommendation is subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Culture concurrence.** No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of MCL approval has been received.

2. Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be immediately notified.
3. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit, Ontario Ministry of Government Services, Consumer Protection Branch at (416) 326-8404 or toll-free at 1-800-889-9768.

The documentation related to the archaeological assessment of this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the Region of York, the Ontario Ministry of Culture, and any other legitimate interest groups

## 5.0 REFERENCES CITED

Andreae, C.

- 1997 *Lines of Country: An Atlas of Railway and Waterway History in Canada.* The Boston Mills Press. Toronto.

Archaeological Research Associates Ltd.

- 1999 Stage 1 & 2 Archaeological Assessment Medallion Property Finch West Mall, Finch and Weston Road, City of Toronto (North York). Report on file, Ontario Ministry of Culture, Toronto.

Archaeological Services Inc.

- 1989 Archaeological Resource Assessment of the Route from the Richview Pumping Station to the Keele Reservoir.
- 2005 A Master Plan of Archaeological Resources for the City of Toronto. Report on file, City of Toronto.

Chapman, L.J. and F. Putnam

- 1984 *The Physiography of Southern Ontario.* Ontario Geological Survey, Special Volume 2. Ontario Ministry of Natural Resources, Toronto.

Miles & Co.

- 1878 Illustrated Atlas of the County of York. Miles & Co., Toronto.

Mika, Nick & H. Mika

- 1977 *Places in Ontario: Their Name Origins and History, Part 1 A-E.* Mika Publishing Company, Belleville.

Ministry of Culture

- 1997 *Conserving A Future For Our Past: Archaeology, Land Use Planning & Development in Ontario.* Toronto: Cultural Programs Branch, Archaeology & Heritage Planning Unit.
- 2006 *Standards and Guidelines for the Consultant Archaeologist.* Ontario Ministry of Culture, Toronto.

## 5.0 PHOTOGRAPHY



**Plate 1:** View to north, scrub covered stream course through industrial area



**Plate 2:** View to northeast, scrub covered stream course adjacent to lands in industrial use.



**Plate 3:** View to southwest, scrub covered ravine near fire station.



**Plate 4:** View to southwest, scrub covered ravine at rear of equipment yard.



**Plate 5:** View to south along Weston Road at rail over-pass. Adjacent lands have been disturbed by development.



**Plate 6:** View to south along Signet Drive/Arrow Road at intersection with Finch Ave. Development on all but northeast corner.



**Plate 7:** View to west along Finch Avenue from railway overpass.



**Plate 8:** View to southwest, disturbed area at former mall location.



**Plate 9:** View to south across disturbed former mall site.



**Plate 10:** View to northeast toward grounds of Emery College and hydro corridor. Previous assessment for Emery Site conducted at top of slope in front of hydro towers.



**Plate 11:** View to north along Weston Rd, low scrub-covered area to west and possibly minimally disturbed area to east of road.



**Plate 12:** View to southwest just south of Lanyard Road, scrub-covered stream course in hydro corridor.



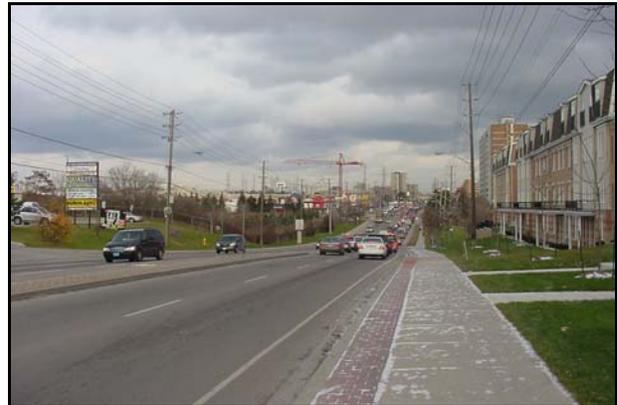
**Plate 13:** View to east on Finch Avenue, adjacent lands are disturbed by development.



**Plate 14:** View to southeast, parkland along stream course where there may be undisturbed lands.



**Plate 15:** View to east, commercial development along Finch Ave just west of study area at Milvan Drive intersection.



**Plate 16:** View to east along Finch, green space along stream course in valley may be minimally disturbed, otherwise lands have been heavily disturbed by development.

## 6.0 OVERSIZED GRAPHICS

**Figure 3:** Emery Village Transportation Master Plan, Final Design Study – Results of Stage 1 Archaeological Assessment

- 3-1:** Main Portion of Primary Study Area
- 3-2:** South Portion of Primary Study Area
- 3-3:** North Portion of Primary Study Area

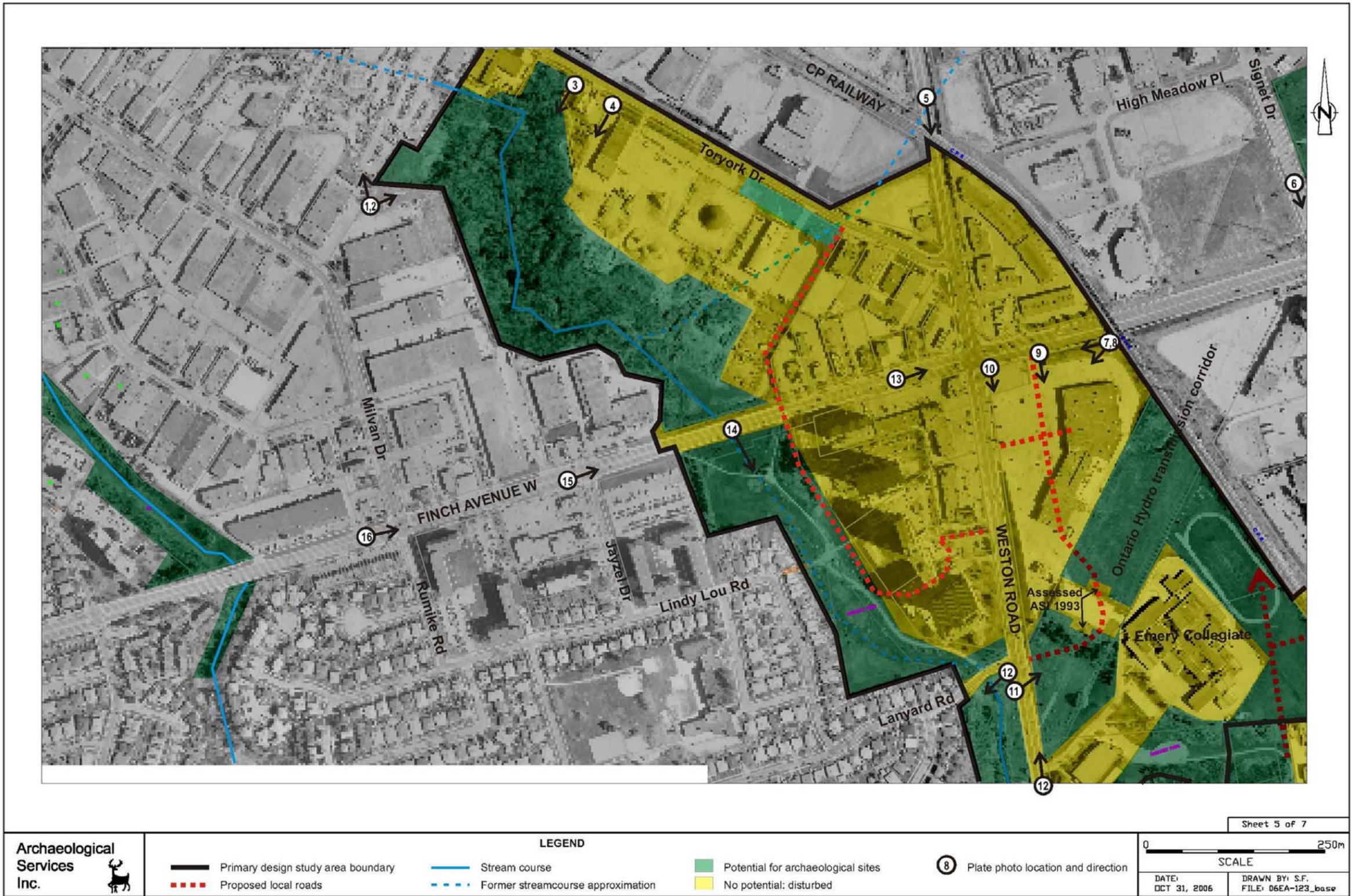


Figure 3-1: Emery Village Transportation Master Plan, Final Design Study - Results of Stage 1 Archaeological Assessment: main portion of primary study area.



Figure 3-1: Emery Village Transportation Master Plan, Final Design Study - Results of Stage 1 Archaeological Assessment: north portion of primary study area.



Figure 3-2: Emery Village Transportation Master Plan, Final Design Study - Results of Stage 1 Archaeological Assessment: south portion of primary study area.

**Built Heritage and Cultural Landscape Assessment**

**Emery Village Transportation Master Plan  
City of Toronto, Ontario**

Submitted to:

**iTRANS Consulting Inc.**  
100 York Blvd., Suite 300  
Richmond Hill, ON L4B 1J8  
Tel.: 905-882-4100  
Fax: 905-882-1557

Prepared by:

**Archaeological Services Inc.**  
528 Bathurst Street  
Toronto, Ontario M5S 2P9  
Tel.: (416) 966-1069  
Fax: (416) 966-9723  
Email: [archaeology@sympatico.ca](mailto:archaeology@sympatico.ca)  
Website: [www.archaeologicalservices.on.ca](http://www.archaeologicalservices.on.ca)

ASI File 06EA-124  
January 2007

**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENTS**

**PROJECT PERSONNEL**

*Project Director:*

Robert M. Pihl, M.A.  
Partner and Senior Archaeologist  
Manager, Environmental Assessments

*Project Manager/  
Cultural Heritage Specialist:*

Mary L. MacDonald, M.A., CAPHC  
Manager, Built Heritage, Cultural Landscape  
and Planning

*Project Administrator:*

Caitlin Pearce, Hon. B.A.  
Research Archaeologist

*Archival Research:*

Brian Narhi, M.A.

*Report Writer and Graphics:*

Annie Veilleux, Hon. B.A., Diploma CCM  
Research Archaeologist



## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2.0</b>	<b>BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT CONTEXT</b>	<b>2</b>
2.1	Approach and Methodology	2
2.2	Data Collection	4
<b>3.0</b>	<b>BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT</b>	<b>5</b>
3.1	Introduction	5
3.2	Historical Land Use Summary	5
3.3	Existing Conditions	12
<b>4.0</b>	<b>CONCLUSIONS</b>	<b>14</b>
<b>5.0</b>	<b>RECOMMENDATIONS</b>	<b>14</b>
<b>6.0</b>	<b>REFERENCES CITED</b>	<b>15</b>

### List of Figures:

<b>Figure 1:</b> Primary and secondary study areas highlighted on a 1:50,000 map (NTS Sheet 30 M/12, Brampton and 30 M/13, Bolton)	1
<b>Figure 2:</b> Early patent plan circa 1800	5
<b>Figure 3:</b> Browne map circa 1851	6
<b>Figure 4:</b> Tremaine map circa 1860	8
<b>Figure 5:</b> Miles Historical Atlas circa 1878	8
<b>Figure 6:</b> Composite map of historic Emery Village	9
<b>Figure 7:</b> Claremont Church	9
<b>Figure 8:</b> Emery schools	10
<b>Figure 9:</b> Emery station	11
<b>Figure 10:</b> General location of the Built Heritage Features (BHF) and Cultural Landscape Units (CLU) identified within the Emery Village Transportation Master Plan study area	13

### List of Tables:

<b>Table 1:</b> Built Heritage Features (BHF) and Cultural Landscape Units (CLU) Located within the Emery Village Transportation Master Plan	12
---	----



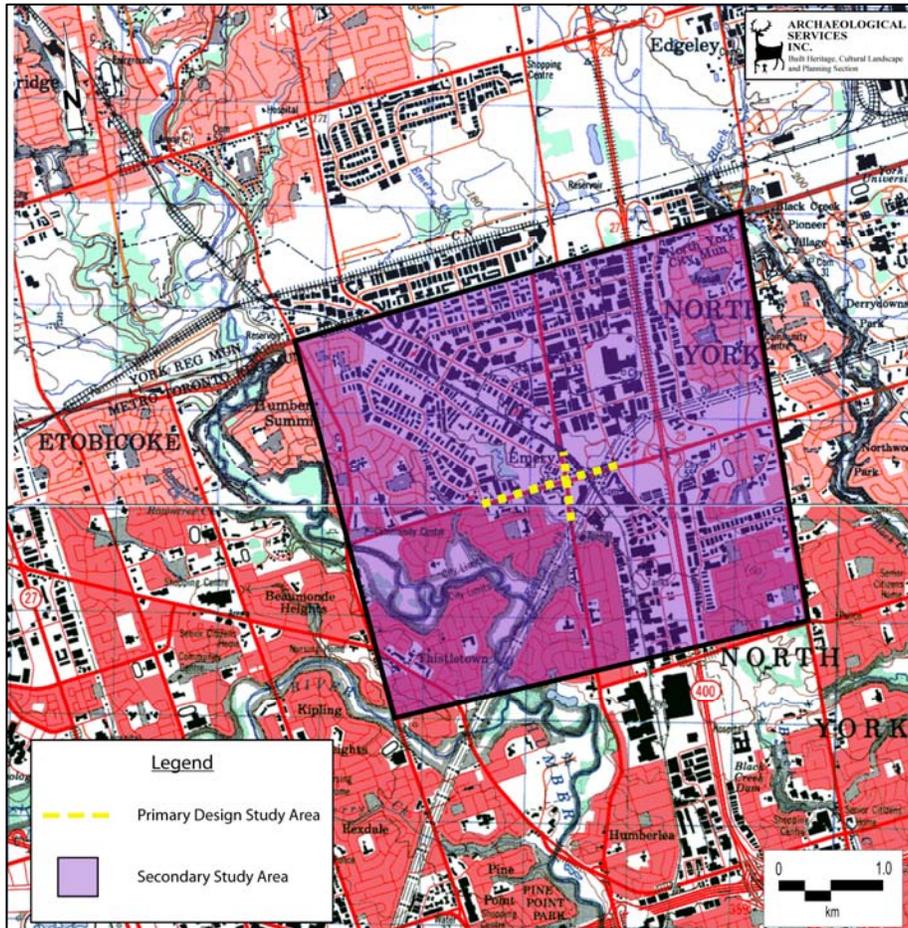
# Built Heritage and Cultural Landscape Assessment

## Emery Village Transportation Master Plan City of Toronto, Ontario

### 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by iTRANS Consulting Inc., Richmond Hill, to conduct a Built Heritage and Cultural Landscape assessment as part of the Emery Village Transportation Master Plan (Figure 1). Emery Village is named for the historic settlement which developed near what is now Finch Avenue and Weston Road. Land-uses include residential, retail strip malls industrial/institutional.

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI. The field review and heritage assessment was conducted by Mary L. MacDonald, MA, CAPHC in accordance with the Ontario Heritage Act (2005) and Ministry guidelines. The purpose of this report is to present the Built Heritage and Cultural Landscape inventory for the study area and to assess the impact of proposed activities on above ground cultural heritage resources.



**Figure 1:** Primary and secondary study areas highlighted on a 1:50,000 map (NTS Sheet 30 M/12, Brampton and 30 M/13, Bolton).

## **2.0 BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT CONTEXT**

### **2.1 Approach and Methodology**

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 50 years old.

Proposed improvements to the Emery Village Transportation system have the potential to affect cultural heritage resources in a variety of ways. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

Within this document, cultural landscapes are defined as the following:

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such landuses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following:

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* and related Provincial Policy Statement make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;...

In Part IV of the Policy Statement it is mandated that:

These policies are to be applied in dealing with planning matters. Official Plans will integrate all applicable provincial policies and apply appropriate land use designations and policies. Since the policies focus on end results, the official plan is the most important vehicle for the implementation of the Policy Statement.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Resources, wherein Subsection 2.5- Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.5.1 Significant built heritage resources and cultural heritage landscapes will be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*Built heritage resources* mean one or more buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

*Cultural heritage landscapes* mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place.

In addition, the term “significant” is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. As cultural heritage landscapes and built heritage resources may be considered another matter, the following definition of significant applies:

...in regard to other matters, important in terms of amount, content, representation or effect.

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage analysis for the assessment of the study area.

## **2.2 Data Collection**

For the purposes of the cultural heritage assessment for the transportation master plan, all potentially affected cultural heritage resources within the study area were subject to inventory. A short form name was applied to each resource type (e.g. barn, residence), and the locations were plotted on area maps. Building interiors were not subject to survey. Historical research was also conducted for the purposes of identifying broad agents or themes of historical change in the area, while historic mapping was consulted to reveal cultural landscape development in the area. The results of historical research are contained in Section 3.0.

Built heritage features and cultural landscapes were inventoried according to a consistent typology of units based upon Ministry of Culture guidelines and past experience.

The following definitions of typical cultural landscapes units were used:

*Farm complex:* comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.

*Roadscapes:* generally two lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.

*Waterscapes:* waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.

*Railscapes:* active or inactive railway lines or railway rights-of-way and associated features.

*Historical settlements:* groupings of two or more structures with a commonly applied name.

Results of the field survey are contained in Section 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to all identified heritage resources within the transportation master plan study area.

### 3.0 BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT

#### 3.1 Introduction

Following a brief historical overview of the area, this section provides a preliminary inventory of above ground cultural heritage resources that may be affected by proposed improvements to the transportation system of Emery Village.

#### 3.2 Historical Land Use Summary

The settlement of Emery is said to have started as early as 1795, when Isaac Devins arrived in the area from Pennsylvania (Robinson 1885 vol. 2 p. 218; Hart 1968:219; Mika 1977:669). He was followed in 1799, by John Crosson and other Pennsylvania Dutch immigrants who made their way northward along what was to become Weston Road (Hart 1968:219; Brown 1997:140; Mika 1977:669). It was related that Crosson walked the entire distance from Pennsylvania. The family belongings were carried on the back of a two year old horse which Crosson sold to Devins in exchange for one hundred acres of land<sup>1</sup> ([www.torontoneighbourhoods.net/regions/northyork](http://www.torontoneighbourhoods.net/regions/northyork)).



**Figure 2:** Early patent plan (ca. 1800) for the study area, showing land owners and Reserve lots in Concessions 5 and 6 (WYS).

Other early settlers included an Englishman named Christopher Watson (1820), Jacob Parsons (1821) and James Duncan, who was a native of Co. Leitrim, Ireland (1821). It is recorded that in 1827, Watson was injured while assisting his neighbour to build a house and he died as a result. His daughters worked the family farm when they were old enough, and his widow eventually married his neighbour, Jacob Parsons (Robinson 1885 vol. 2 pp. 219, 240; Hart 1968:221; CHP).

The Goessman survey of York (1824-25) did not indicate the presence of any schools, churches, mills or forced roads within the study area at that time. There were no forced roads, nor any unique features, depicted on the DeRottenburg map of 1850. The J.O. Browne map of 1851 indicated that land clearance had been undertaken on all of the township lots within the study area, and clusters of farm structures are depicted on this map; however, large areas of land within the secondary study area did remain heavily wooded. Two mills were

<sup>1</sup> The history of the Crosson family trek from Pennsylvania was first published by C. Blackett Robinson in 1885. This volume stated that John Crosson first came to Upper Canada in 1801, then returned to his home Pennsylvania and then permanently returned to Upper Canada in 1805 (Robinson 1885 vol. 2 p. 217).

depicted on the Browne map, Dawson's mill on Lot 21 Concession 6, and Duncan's Mill on Lot 23 Concession 6. One tavern, the Black Horse Inn, stood at the northeast corner of Lot 25 Concession 6.

The secondary study area was heavily built up, with a number of houses, farm structures and public buildings (mills, schools, churches, post office, etc.) which were depicted on various maps between 1851 and 1878. Nevertheless, the study area retained its rural, agrarian character and the decennial agricultural census returns indicated that the farmers engaged in mixed husbandry. This data, which exists for 1851, 1861 and 1871, showed that a variety of fruits and vegetables, root crops and cereal grains were grown, and a variety of livestock was raised for home consumption as well as for sale at the market. Many of the farms within the study area also produced quantities of butter, cheese, cider, honey, maple sugar and various types of home-made cloth, especially flannel and linen.



**Figure 3:** Detail from the Browne map (1851)

### *Crown Patents*

An early township *Directory* showed that nearly all the lands within the study area were occupied by squatters or tenants in 1837. A few of these lots were retained as either Crown, Clergy or Masting Reserves, explaining why they were patented at a relatively late date.

Lot 19 Concession 5 (WYS): Originally a Crown Reserve lot. Patented by James Duncan (1847).  
Tenants in 1837: James Carter and Patrick Crawford (Walton 1837:186).

Lot 19 Concession 6 (WYS): Originally a Crown Reserve lot. Patented by Laughlin McLean (1836).  
Tenant in 1837: Lazarus Ellis (Walton 1837:186).

Lot 20 Concession 5 (WYS): Originally a Masting Reserve lot. Patented by Abel Conat Jr (S½ 1836) and Patrick Henderson (N½ 1844). Tenant in 1837: Francis Bird (Walton 1837:185).

Lot 20 Concession 6 (WYS): Original nominee on the York Township *Patent Plan* was Jacob Winters. Patented by Isaac Devins (N½ 1804), William Crosson (SW¼ 1847), J.C. Devins (SE¼ 1839).

Lot 21 Concession 5 (WYS): Originally a Crown Reserve lot. Patented by John Crosson (1831). Tenants in 1837: Martin Butler and Henry “Crossin” (Walton 1837:186).

Lot 21 Concession 6 (WYS): J. Watson (E pt, 1867), Jacob Parsons (1850), H.J. Boulton (W pt, 1852). Tenants in 1837: Jacob Phillips, James Uptegrove (Walton 1837:187-188).

Lot 22 Concession 5 (WYS): The original nominees on the York Township *Patent Plan* were Alex Gray (E½) and Jacob Winter (W½). Patented by John Crosson (E½ 1806, W½ 1815).

Lot 22 Concession 6 (WYS): Originally a Masting Reserve lot. Patented by Christopher Watson (E½ 1820), Jacob Parsons (W½ 1821). Tenant in 1837: Jefferson Wyent (Walton 1837:188).

Lot 23 Concession 5 (WYS): Originally a Crown Reserve lot. Patented by John Hisey (E½ 1840), Samuel Snider (W½ 1820). Tenant in 1837: Samuel Snider (Walton 1837:187).

Lot 23 Concession 6 (WYS): Originally a Crown Reserve lot. Patented by John Duncan (1830). Tenants in 1837: John Duncan and William Foster (Walton 1837:186).

Lot 24 Concession 5 (WYS): The original nominees on the York Township *Patent Plan* were John Lewis DeKoven (N½) and Michael Dye (S½). Patented by Joseph Smith (N½ 1824) and George W. Wilson (S½ 1833). Tenant in 1837: G.W. Wilson (Walton 1837:188).

Lot 24 Concession 6 (WYS): The original nominee on the York Township *Patent Plan* was Robert McDonnell. Patented by Andrew Kaake (E½ 1820) and John Bell (W½ 1858). Tenants in 1837: Priscilla Brierly, Stephen Brundage, Andrew Cake, Charles Denison and George Lilly (Walton 1837: 185-187).

Lot 25 Concession 5 (WYS): Originally a Reserve lot. The original nominee on the York Township *Patent Plan* was Jacob Kaiser. Tenant in 1837: Jacob “Kiser” (Walton 1837:187). Patented by Jacob Kaiser (1845).

Lot 25 Concession 6 (WYS): Originally a Reserve lot, labeled “M.R.” on the York Township *Patent Plan*. Patented by Abel Conat Jr. (N½ 1839) and Patrick Henderson (S½ 1844).

#### *John Grubb house (Elm Bank)*

This two-storey brick structure at 23 Jason Road, stands near Thistletown on the west side of the Humber on Lot 30, Concession B in Etobicoke. It is one of the oldest surviving homes in Etobicoke, and part of the home is believed to have been constructed between 1802 and 1820. Other structures along this road are also historically significant such as: 19 Jason Road, a 1 1/2 storey stone house also built by John Grubb between 1835 and 1850; 32 Jason Road, which contains the foundations of a ca 1835 barn; and 34 Jason Road, containing house parts, which may date to ca 1825-1835. All these structures are listed in the City of Toronto Inventory of Heritage Properties.



Figure 4: Detail of the study area on the Tremaine map (1860).



Figure 5: Detail of the study area shown on the Miles Atlas map (1878).



### Early businesses

The village of Emery contained a few small businesses during the mid-nineteenth century. Notable among them were: M.S. Burkholder's general store<sup>2</sup>, Isaac Devin's blacksmith shop, and J.R. Devins carriage works. A short distance to the west, near a tributary of the Humber River, Frank Bunt operated a shingle mill around 1851 (Hart 1968:222; Brown 1997:140).

A blacksmith shop was operated by John C. Devins (1870) and a wagon shop was operated by John R. Devins (1873). These were located at the southwest corner of Finch Avenue and Weston Road (Hart 1973:127, 192, 222). Other blacksmiths in the vicinity of Emery included Henry Cousins, Isaac Devins, Vern Devins and Malcolm McCullen (Hart 1968:121).

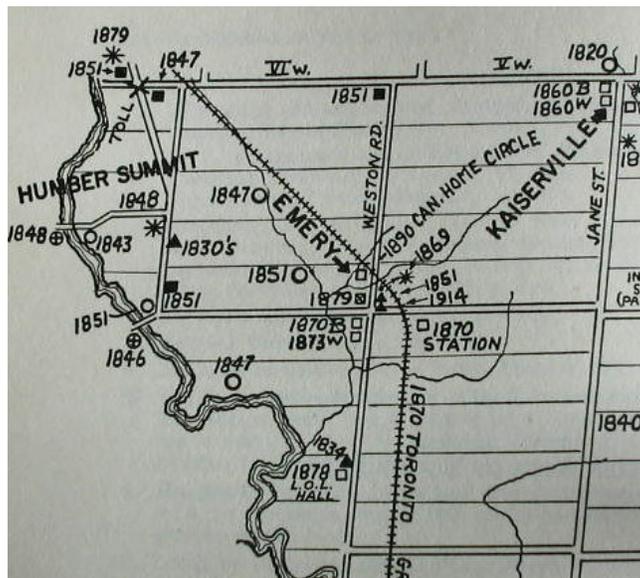


Figure 6: Composite village map (Hart 1968:192).



Figure 7 of Claremont Church (Hart 1968: facing p. 233).

By 1861, a blacksmith and wagon shop stood on the periphery of the secondary study area, at the northeast corner of Lot 25 Concession 5 (WYS). This lot was owned by Jacob Kaiser, at the intersection of present day Steeles Avenue and Jane Street.

### Churches

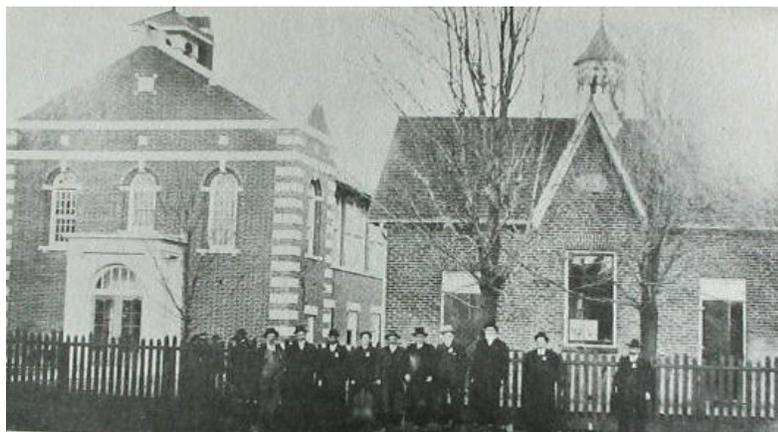
Several of the residents in the vicinity of Emery belonged to the Wesleyan Methodist Church, and this congregation initially worshipped in the local schoolhouse. In 1869, the congregation was able to erect a brick church on the west side of the Toronto Grey & Bruce Railroad line, which became known as the Claremont WM Church (Hart 1968:192, 222; Mika 1977:669).

<sup>2</sup> Burkholder was employed as a teacher before he became a merchant (Hart 1968:222).

A second church stood at the extreme westerly limit of the secondary study area by the 1830s. This was the Pine Ridge Methodist Church which stood on the east side of Islington Avenue near Humber Summit, on part Lot 23 Concession 6 (WYS).

### *Schools*

This village contained a number of schools (Brown 1997:140). The first school closest to the community was held in 1834 in a log house on the Charles Grubbe farm, on Lot 17 Concession 6 WYS, south of Finch Avenue on the west side of Weston Road (Hart 1968: 105-106; CHP). This was replaced by a second, brick school built in 1851, at the northeast corner of Finch Avenue and Weston Road. The first teacher in this new school was a Miss Scobey from Scotland, followed by Lizzie Robinson during the 1880s (Hart 1968:106). This school was shown on the *Tremaine* map and on the *Miles' Atlas* map. A third school was built in 1914 beside the second school house, and the second school house was eventually demolished. The third school stood until 1958 when it too was razed. The school bell was mounted in a memorial cairn within the Emery Collegiate grounds (Hart 1968:106, 192, 222; Mika 1977:669; Brown 1997:140-141).



**Figure 8:** Two Emery schools. The one on the left was built in 1914, and the one on the right was built in 1851 (Hart 1968: facing p. 233).

### *Burial Grounds*

The Crosson family cemetery was located on the north side of Finch Avenue and east of Highway 400. It is thought to have been used for interments as early as 1800. This cemetery was later closed and the remains were reported to have been transferred to Woodbridge (Hart 1968:219; CHP).

### *Mills*

Two sawmills stood a short distance west of the primary study area, on Burn's or Duncan's Creek, which is a tributary of the Humber River. Duncan's Mill was built on Lot 23 Concession 6 (WYS) in 1847, and Dawson's Mill was built shortly thereafter on Lot 21 Concession 6 (WYS) in 1851 (Browne 1851; Hart 1968:192).

### *Recreational sites*

This community boasted two Orange halls.

The first structure was a log building, measuring 18x24 feet, which stood on the Thomas Griffith farm on part Lot 18 Concession 6 (WYS). It was built around 1845 by three of the Griffith brothers, and it was named the Grouse Hill LOL #91. When a new lodge was built in 1890, this building was converted for use as an ice storage house (Hart 1968:222-223; Mika 1977:669).

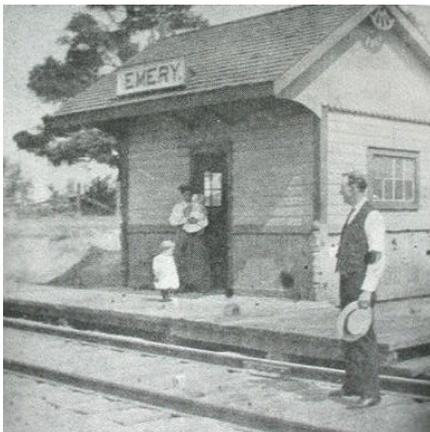
The second lodge was named the Canadian Home Circle Hall, which was built in 1890 and stood north of Burkholder's general store. This hall contained a large upper room and a stable area below. It was used by the community for a variety of purposes including temperance meetings, church socials, public meetings and school classes. It was purchased by the community in 1922, and administered by a board of trustees (Hart 1968:223; Mika 1977:669; Brown 1997:140).

### *Railway era*

Following the construction of the Toronto, Grey and Bruce Railway across North York in 1870, the flag station located on the south side of Finch Avenue was named "Dayton" which appears to have been the first name for this hamlet. A second building was constructed somewhat later, located on the west side of Keele Street, which was christened "Emery."

Usually when a railway comes to town, the place booms and prospers. That, however, was not the case with Emery...The station was only a shed-sized flag stop, and failed to turn the hamlet into the flourishing town that many had hoped (Brown 1997:141).

The T G & B was taken over by the CNR in 1881. At a later date the tracks were moved closer to the church, but it is said that the original right-of-way remained clearly discernible until the 1960s when that land was subdivided (Hart 1968:222; Mika 1977:669).



**Figure 9:** Emery station (Hart 1968: facing p. 232).

### *Elevation to a Post Office Village*

Prior to the opening of a post office in this community, mail was delivered to the local blacksmith shop (Hart 1968:222; Mika 1977:669; Brown 1997:140) The community was elevated to the status of a post-office village named "Dayton" on February 1, 1879. The first postmaster was M.S. Burkholder, who operated the general store in the village. On June 1<sup>st</sup> of the same year, the name of the office was changed to "Grouse Hill" which was the name of the Griffith family farm in Emery. On August 1<sup>st</sup> the name reverted back to "Dayton." Slightly more than one year later, on September 1, 1880, the name was changed to "Emery," reportedly in an effort to avoid confusion with the city of Dayton, Ohio (Hart 1968: 222, 298; Mika 1977:669; [www.torontoneighbourhoods.net/regions/northyork](http://www.torontoneighbourhoods.net/regions/northyork)). It is not clear why the name "Emery" was selected for this community. Due to the introduction of rural mail delivery, the Emery post office was closed on January 1, 1913, during the incumbency of the third postmaster (Mrs.) Margaret Jane Gillies ([www.collectionscanada.ca/archivianet/post-offices](http://www.collectionscanada.ca/archivianet/post-offices)).

*Twentieth century development*

In the 1960s, much of the once rural landscape around Emery was altered due to the construction of residential subdivisions and industrial sites (Hart 1968:223; Brown 1997:141).

**3.3 Existing Conditions**

The Emery Village Transportation Master Plan primary “design” study area is defined by Weston Road between Lanyard and Toryork, and Finch Avenue from Milvan Drive to Signet Drive. Potential alternatives may include improvements to existing roadway and transportation as well as new roadway:

- road linking Toryork Drive and Finch Avenue goes through disturbed area
- road adjacent to Lindy Lou Park linking Finch Avenue and Weston Road
- eastward extension of Lanyard Road through the Ontario Hydro utility corridor and development lands to connect to Finch Avenue (~Plate 18)
- eastward extension of Rivalda Road to potential transit station
- eastward extension of Rivalda Road to Arrow Road

As indicated by the background research the study area has a long settlement history, particularly along the historic routes of Finch Avenue and Weston Road and in proximity to crossroads settlements such as Emery Village and Thistletown. However, the primary study area includes twentieth century mixed land use areas, including various housing densities, commercial strip malls, industrial and institutional properties. The extensive and intensive modern activity has resulted in a mixed urban environment representing various periods of settlement activity.

Despite the intensity of development, there are a handful of areas of heritage interest. Table 1 lists all of the features of heritage interest. BHF 1 to BHF 7, which are located within the secondary study area are listed within the City of Toronto’s Inventory of Heritage Properties. Their general location can be found in Figure 2.

<b>Feature</b>	<b>Location</b>	<b>Feature Type</b>	<b>Age</b>	<b>Comments</b>
BHF 1	3100 Weston Road	House	ca. 1930	Rivermede
BHF 2	4505 Jane Street	Jane Junior High School	1969	Boignon and Heinonen Architects
BHF 3	19 Jason Road	House	ca. 1835-50	Elmbank
BHF 4	23 Jason Road	House	Parts ca. 1820	Elmbank
BHF 5	32 Jason Road	Barn foundations	ca. 1835	Elmbank
BHF 6	34 Jason Road	Pig pen	ca. 1825-35	Elmbank
BHF 7	34 Riverdale Drive	Franklin Carmichael Art Center	House 1934; Art Studio 1971	
CLU 1	Humber River	Waterscape		Features associated with the river may have cultural heritage value

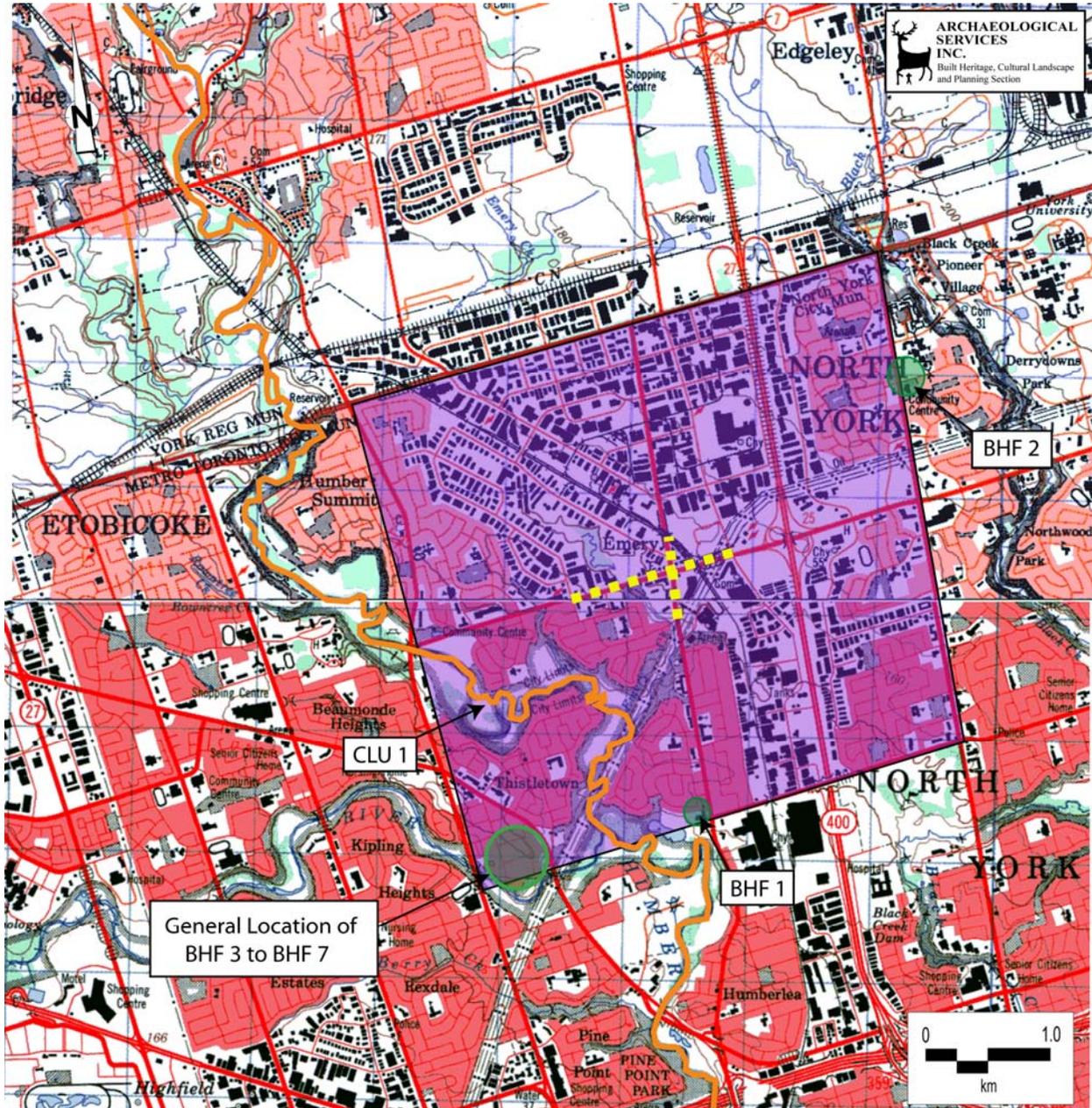


Figure 2: General location of the Built Heritage Features (BHF) and Cultural Landscape Units (CLU) identified within the Emery Village Transportation Master Plan study area.

## **4.0 CONCLUSIONS**

Historic research revealed that the community known as Emery was settled during the late eighteenth and early nineteenth centuries, but it was never formally laid out by any plans of subdivision during that time. Emery developed as a rural, crossroads community with its primary centre being located at the intersection of Finch Avenue and Weston Road, while other pockets of settlement developed near Finch and Islington and at Humber Summit. These communities were only loosely tied to, and probably became historically associated with the “village” of Emery, as a result of the post office. These residents, situated outside of the primary study area, undoubtedly opted to have their mail addressed in care of the Emery post office as the closest and most convenient location for mail delivery.

A few small businesses were established here during the second and third quarters of the nineteenth century, which included a school, church and other establishments which served the needs of the local residents. The extension of the railway into Emery in 1870, and the establishment of the post office in 1879, raised the hope that the community would develop into a village or town of some importance. The result was that some additional businesses were opened in the community such as Burkholder’s store. However, the expected prosperity which the railway was to have brought to Emery never materialized, and the village experienced a downward swing in its fortunes. This became clearer and more poignant when the post office was closed in early 1913.

This section of York Township retained its rural, agrarian character until well into the twentieth century. It was not until the 1960s, with the expansion of Metro Toronto and the need for additional housing and industrial space that Emery developed into a more heavily populated residential and industrial community. Emery has retained knowledge of its historical past, but has very few heritage resources still in existence.

Nevertheless, a small number of cultural heritage resources exist within the secondary study area. These comprise the following:

- Seven built heritage features, including portions of the early twentieth-century Elmbank estate near the former community of Thistletown, one junior high school, the Franklin Carmichael Art Centre ca. 1934 and one ca. 1930 house known as Rivermede.
- One cultural landscape, the Humber River waterscape and associated features
- There are no designated structures under Part IV of the *Ontario Heritage Act* within the study area

## **5.0 RECOMMENDATIONS**

Transportation improvements may have a variety of impacts upon built heritage and cultural landscapes. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting. The following recommendations should be considered during the proposed work within the Emery Village Transportation Master Plan study area.

1. Any proposed alterations within the study area should be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource. Where any identified, above ground, cultural heritage resource is to be affected by loss or displacement further research should be

undertaken to identify the specific heritage significance of the affected cultural heritage resource and appropriate mitigation measures adopted.

2. Where features are to be disrupted by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting suitable measures such as landscaping, buffering or other forms of mitigation should be adopted. In this regard provincial guidelines should be consulted for advice. Where possible, existing trees and plantings should be retained.

## **6.0 REFERENCES CITED**

Brown, Ron.

1997 *Toronto's Lost Villages*. Toronto: Polar Bear Press.

Hart, Patricia W.

1968 *Pioneering in North York: A History of the Borough*. Toronto: General Publishing Company Limited.

Mika, Nick and Helma.

1977 *Places in Ontario. Their Name Origins and History. Part I: A-E*. Belleville: Mika Publishing Company.

Miles & Co.

1878 *Illustrated Historical Atlas of the County of York*. Toronto: Miles & Co.

Ministry of Culture

1981 *Guidelines on the Man-Made Heritage Component Environmental Assessments*.

Ministry of Transportation

2002 *Environmental Reference for Highway Design*

Robinson, C. Blakett.

1885 *History of Toronto and County of York, Ontario*. Toronto: C. Blakett Robinson.

Walton, George.

1837 *The City of Toronto and the Home District Commercial Directory and Register with Almanack and Calendar for 1837*. Toronto: T. Dalton and W.J. Coates.

### **B. Maps.**

Browne, J.O.

1851 *Map of the Township of York, County of York, Upper Canada*. Toronto: lithographed by J. Ellis.

Goessman, John.

1825 *Plan of Roads, Paths, Churches, Meetinghouses, Saw & Grist Mills*. Plan Y26, dated March 17, 1825. Archives of Ontario RG1 (SR2387), Accession 18627.

Parke, Thomas.

1843 *York, Home District.* Surveyor General's Office, July 1843. (Archives of Ontario, C277-1-453-0-5, AO4830).

Tremaine, George R.

1860 *Tremaine's Map of the County of York, Canada West. Compiled and Drawn from Actual Surveys.* Toronto: George C. Tremaine.

[-----]

1800 *York, Home District.* Patent Plan A33.



# NATURAL HERITAGE REPORT

## EMERY VILLAGE TRANSPORTATION MASTER PLAN STUDY

*prepared by:*



*prepared for:*

**iTRANS CONSULTING INC.  
AND  
THE CITY OF TORONTO**

**October 2007**

# NATURAL HERITAGE REPORT

## EMERY VILLAGE TRANSPORTATION MASTER PLAN STUDY

*prepared by:*



---

**Elizabeth J. Speller, M.E.S.**  
Senior Environmental Planner

LGL Limited  
environmental research associates  
22 Fisher Street, P.O. Box 280  
King City, Ontario, L7B 1A6  
Tel: 905-833-1244 Fax: 905-833-1255  
E-mail: [kingcity@lgl.com](mailto:kingcity@lgl.com)  
URL: [www.lgl.com](http://www.lgl.com)

**October 2007**

**LGL Project # TA 4401**

## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>EXISTING CONDITIONS.....</b>	<b>5</b>
<b>2.1</b>	<b>Physiography and Soils.....</b>	<b>5</b>
2.1.1	Bookton sandy loam.....	5
2.1.2	Bottom Land .....	5
2.1.3	Cashel clay .....	5
2.1.4	Fox sandy loam .....	5
2.1.5	Peel clay .....	5
2.1.6	Schomberg silt loam.....	5
<b>2.2</b>	<b>Fisheries and Aquatic Ecosystems.....</b>	<b>6</b>
<b>2.3</b>	<b>Vegetation and Vegetation Communities .....</b>	<b>8</b>
2.3.1	Vegetation Communities Along All Preliminary Road Alternatives/Routes .....	8
2.3.2	Vegetation Communities Along the Preferred Road Alternatives/Routes .....	9
2.3.3	Flora .....	16
2.3.4	Species at Risk .....	16
2.3.5	Regionally and Locally Significant Species.....	16
2.3.6	Tree Inventory Along Preferred Road Alternatives/Routes .....	17
<b>2.4</b>	<b>Wildlife and Wildlife Habitat .....</b>	<b>17</b>
2.4.1	Wildlife Habitat.....	17
2.4.2	Fauna.....	18
2.4.3	Species at Risk .....	23
<b>2.5</b>	<b>Designated Natural Areas/Significant Natural Heritage Features.....</b>	<b>23</b>
2.5.1	Environmentally Significant/Sensitive Areas (ESAs).....	23
2.5.2	Areas of Natural and Scientific Interest and Evaluated Wetlands.....	23
2.5.3	Natural Heritage System .....	23
<b>3.0</b>	<b>PROJECT DESCRIPTION .....</b>	<b>26</b>
<b>4.0</b>	<b>IMPACT ASSESSMENT AND ENVIRONMENTAL PROTECTION .....</b>	<b>28</b>
<b>4.1</b>	<b>Physiography and Soils.....</b>	<b>28</b>
<b>4.2</b>	<b>Fisheries and Aquatic Ecosystems.....</b>	<b>29</b>
<b>4.3</b>	<b>Vegetation and Vegetation Communities .....</b>	<b>29</b>
4.3.1	Displacement of Vegetation and Vegetation Communities.....	30
4.3.2	Disturbance to Vegetation and Vegetation Communities .....	31
4.3.3	Displacement of Rare, Threatened or Endangered Vegetation or Significant Vegetation Communities .....	31
<b>4.4</b>	<b>Wildlife and Wildlife Habitat .....</b>	<b>32</b>
4.4.1	Displacement of Wildlife and Wildlife Habitat.....	32
4.4.2	Barrier Effects on Wildlife Passage .....	33
4.4.3	Wildlife/Vehicle Conflicts .....	33
4.4.4	Disturbance to Wildlife from Noise, Light and Visual Intrusion .....	33
4.4.5	Displacement of Rare, Threatened or Endangered Wildlife or Significant Wildlife Habitat .....	33
<b>4.5</b>	<b>Designated Natural Areas/Significant Natural Heritage Features.....</b>	<b>33</b>
<b>5.0</b>	<b>MONITORING .....</b>	<b>35</b>
<b>6.0</b>	<b>REFERENCES .....</b>	<b>36</b>

## LIST OF FIGURES

Figure 1. Emery Village Transportation Master Plan Study – Natural Heritage Features Along All Preliminary Road Alternatives/Routes .....	2
Figure 2. Emery Village Transportation Master Plan Study – Natural Heritage Features Along Preferred Road Alternatives/Routes .....	3
Figure 3. City of Toronto Natural Heritage System and City Parkland .....	24

## LIST OF TABLES

Table 1. Summary of Fish Species Captured by the TRCA .....	8
Table 2. Summary of Ecological Land Classification Vegetation Communities .....	10
Table 3. Vegetative and Anthropogenic Features Located Along and Adjacent to all Preliminary Road Alternatives/Routes .....	14
Table 4. Vegetative and Anthropogenic Features Located Along and Adjacent to the Preferred Road Alternatives/Routes .....	15
Table 5. Wildlife Habitat Assessment Summary .....	19
Table 6. Wildlife Species Documented in the Study Area by LGL Limited and Others .....	21

## LIST OF APPENDICES

Appendix A. Photographic Record	
Appendix B. Working Vascular Plant Checklist	
Appendix C. Tree Inventory Summary Table – Along Preferred Road Alternatives/Routes	

## 1.0 INTRODUCTION

The City of Toronto is conducting a Municipal Class Environmental Assessment (MEA 2000) and preliminary design study to develop a Transportation Master Plan for Emery Village. The Emery Village Transportation Master Plan will recommend the roadway and transportation infrastructure improvements (including new and existing roads, pedestrian walkways/off-road paths and bicycle routes) and implementation plan required to support proposed development in Emery Village. The primary study area covers the same area as the Emery Village Secondary Plan (EVSP), which is centered around Finch Avenue West and Weston Road in the City of Toronto. The primary study area boundary is presented in Figures 1 and 2. The EVSP was approved by City Council in May 2003. The goal of the EVSP is to “provide a framework for development that encourages a village-like, street oriented, mixed use pattern of development that promotes transit, pedestrian use, cycling and improvements to the area’s streetscape and significant open space” (EVSP 2003).

iTRANS Consulting Inc. is conducting the Class EA study on behalf of the City of Toronto. LGL Limited, as sub-consultant to iTRANS, is providing natural heritage services.

A number of preliminary road alternatives/routes were developed as part of this study. These preliminary road alternatives/routes are presented in Figure 1 and include the following:

- potential ring roads around the Finch Avenue West/Weston Road intersection (i.e. family of roads beginning with the number ‘2’ including 2A, 2B1, 2B2, 2B3, 2C, 2C1, 2C2, 2C3, 2D, 2D1 and 2D2);
- potential roads associated with the extension of Rivalda Road (i.e. family of roads beginning with the number ‘3’ including 3A, 3B and 3C); and,
- proposed access improvements and local links (i.e. family of roads beginning with the number ‘5’ including 5A1, 5A2, 5A3, 5B1, 5B2 and 5C).

An evaluation of all the preliminary road alternatives/routes was conducted and the preferred road alternatives/routes were identified. The preferred road alternatives/routes are presented in Figure 2 and include the following:

- a ring road around the Finch Avenue West/Weston Road intersection in the northwest and southeast quadrants (i.e. Alternatives 2A, 2C1, 2C2 and 2C4);
- an extension of Rivalda Road to the east under the CP railway line to Deerhide Crescent (i.e. Alternative 3B); and,
- an access improvement/local link in the southeast quadrant (i.e. Alternative 5C).

Pedestrian/cyclist connections (including off-road paths and bike lanes) were also considered as part of the Master Plan. These connections/paths generally occur either along the rights-of-way of the proposed roads/routes or along existing roads with the exception of the off-road path between Alternative 2C2 and Habitant Park (see Figure 2). In addition, a four-leg signalised intersection with transit priority is proposed at the intersection of Finch Avenue West and Weston Road

A natural heritage investigation has been conducted within the primary study area by LGL Limited. This investigation included a review of secondary source information provided by the Toronto and Region Conservation Authority (TRCA), the Ministry of Natural Resources (MNR) and the City of Toronto, and field investigations conducted in the study area in January and October 2007. The field investigations included three main areas within the primary study area:



**LEGEND**

-  Primary Study Area
-  Vegetation Community Boundary
-  Significant Ecological Area (MNR 2006)
-  Watercourse
-  Enclosed Watercourse
-  Regulation Limits (TRCA 2006)
-  TRCA Property (TRCA 2006)
-  Regional Storm Flood Plain (TRCA 2006)
-  Preliminary Road Alternatives/Routes

**Vegetation Communities**

- CUM1-1** Dry-Moist Old Field Meadow Type
- CUT1-1** Sumac Cultural Thicket Type
- CUT1-A1** Native Deciduous Sapling Cultural Thicket
- CUT1-c** Exotic Cultural Thicket
- CUW1** Mineral Cultural Woodland Ecosite
- CUW1-b** Exotic Cultural Woodland
- CUW1-D** Hawthorn Cultural Woodland
- FOD4-b** Dry-Fresh Manitoba Maple Deciduous Forest
- FOD4-F** Dry-Fresh Black Cherry Deciduous Forest
- FOD5-1** Dry-Fresh Sugar Maple Deciduous Forest Type
- FOD7-1** Fresh-Moist White Elm Lowland Deciduous Forest Type
- FOM3-2** Dry-Fresh Sugar Maple-Hemlock Mixed Forest Type
- MAM2-2** Reed-canary Grass Mineral Meadow Marsh Type
- MAS2-1** Cattail Mineral Shallow Marsh Type
-  Plants with Regional and/or Local Status

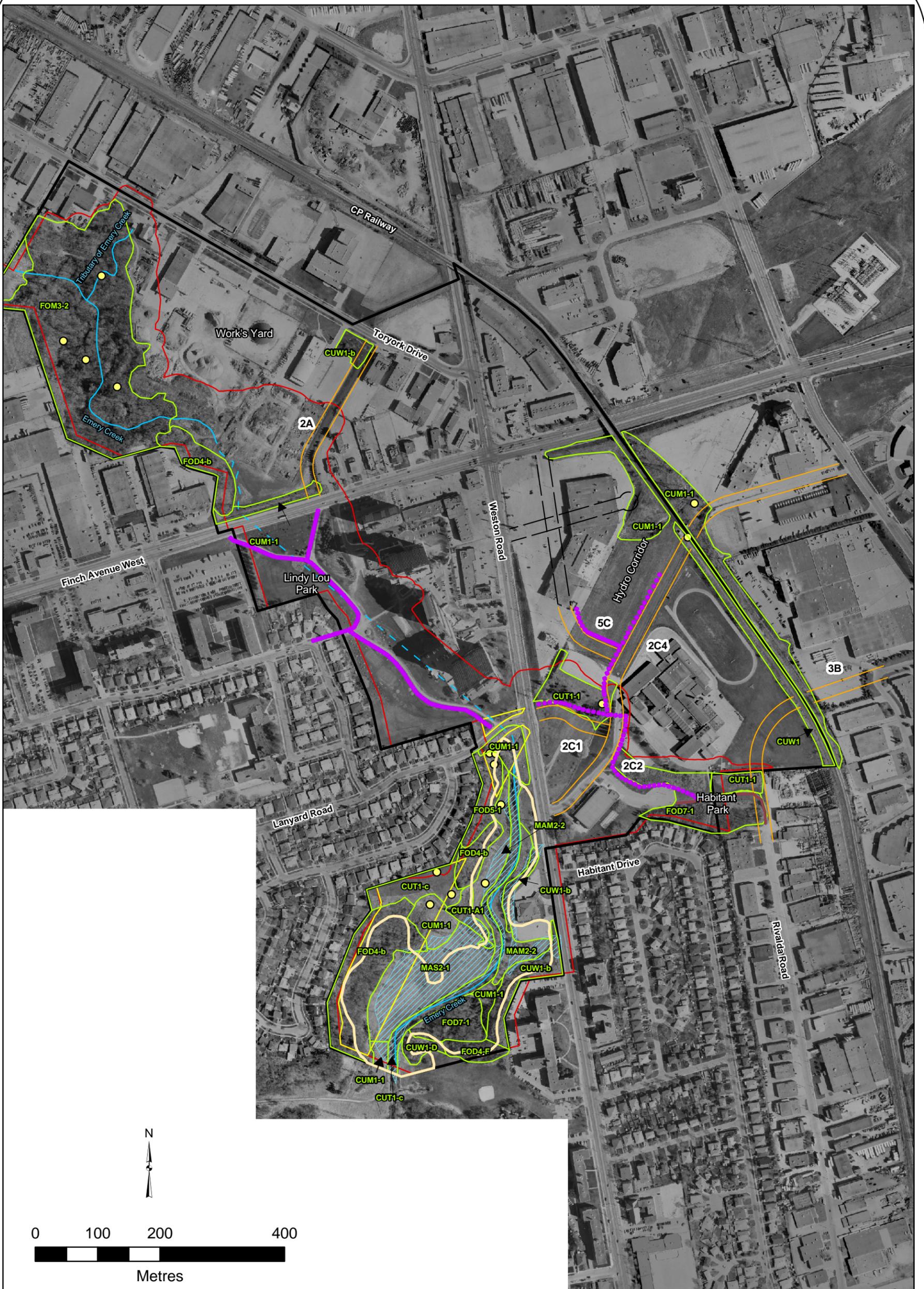
Data Sources:  
 Toronto and Region Conservation  
 Authority, Ministry of Natural  
 Resources, LGL Limited Field  
 Investigations



LGL Limited  
 environmental research associates

**EMERY VILLAGE  
 TRANSPORTATION MASTER  
 PLAN STUDY - NATURAL  
 HERITAGE FEATURES ALONG  
 ALL PRELIMINARY ROAD  
 ALTERNATIVES/ROUTES**

Project:	TA4401	Figure:	1
Date:	October 2007	Prepared By:	KDT
Scale:	1 : 6,000	Checked By:	EJS



- LEGEND**
- Primary Study Area
  - Vegetation Community Boundary
  - Significant Ecological Area (MNR 2006)
  - Watercourse
  - Enclosed Watercourse
  - Regulation Limits (TRCA 2006)
  - TRCA Property (TRCA 2006)
  - Regional Storm Flood Plain (TRCA 2006)
  - Existing Off-Road Path
  - Proposed Off-Road Path
  - Preferred Road Alternatives/Routes

- Vegetation Communities**
- CUM1-1** Dry-Moist Old Field Meadow Type
  - CUT1-1** Sumac Cultural Thicket Type
  - CUT1-A1** Native Deciduous Sapling Cultural Thicket
  - CUT1-c** Exotic Cultural Thicket
  - CUW1** Mineral Cultural Woodland Ecosite
  - CUW1-b** Exotic Cultural Woodland
  - CUW1-D** Hawthorn Cultural Woodland
  - FOD4-b** Dry-Fresh Manitoba Maple Deciduous Forest
  - FOD4-F** Dry-Fresh Black Cherry Deciduous Forest
  - FOD5-1** Dry-Fresh Sugar Maple Deciduous Forest Type
  - FOD7-1** Fresh-Moist White Elm Lowland Deciduous Forest Type
  - FOM3-2** Dry-Fresh Sugar Maple-Hemlock Mixed Forest Type
  - MAM2-2** Reed-canary Grass Mineral Meadow Marsh Type
  - MAS2-1** Cattail Mineral Shallow Marsh Type
  - Plants with Regional and/or Local Status

Data Sources:  
 Toronto and Region Conservation Authority, Ministry of Natural Resources, LGL Limited Field Investigations

**LGL**  
 LGL Limited  
 environmental research associates

**EMERY VILLAGE  
 TRANSPORTATION MASTER  
 PLAN STUDY- NATURAL  
 HERITAGE FEATURES ALONG  
 PREFERRED ROAD  
 ALTERNATIVES/ROUTES**

Project:	TA4401	Figure:	2
Date:	October 2007	Prepared By:	KDT
Scale:	1 : 6,000	Checked By:	EJS

- the areas surrounding the preliminary and preferred road alternatives/routes (described above);
- the natural area surrounding Emery Creek north of Finch Avenue West and west of Weston Road; and,
- the natural area surrounding Emery Creek south of Lanyard Road and west of Weston Road.

This Natural Heritage Report documents the results of the natural heritage investigation.

## **2.0 EXISTING CONDITIONS**

The following discussion outlines the existing environmental conditions within the study area, including areas and/or features of environmental sensitivity and/or significance.

### **2.1 Physiography and Soils**

The study area lies within the Peel Plain physiographic region which extends through the central portions of the Regions of Halton, Peel and York and the upper portion of the City of Toronto. The Peel Plain is a level to undulating tract of clay soils with imperfect drainage. The underlying geological material of the Peel Plain is a till or boulder clay which contains large amounts of Palaeozoic shale and limestone. The general elevation of the Peel Plain is from 500 to 750 feet above sea level and there is a gradual and fairly uniform slope towards Lake Ontario. Several watercourses have carved deep valleys across the Peel Plain including the Humber River (Chapman and Putnam, 1984).

Soils within and adjacent to the study area have been heavily modified by human activity. Prior to urban expansion, the soils within the study area were classified as Bookton sandy loam, Bottom Land, Cashel clay, Fox sandy loam, Peel clay and Schomberg silt loam (Ontario Agricultural College and Soil Research Institute, Agriculture Canada, 1954). The predominant soil types within the study area and surrounding the preferred road alternatives/routes are Peel clay and Fox sandy loam.

#### **2.1.1 *Bookton sandy loam***

Bookton sandy loam soils are well drained with smooth, gently sloping topography. This soil type is composed of sandy outwash over calcareous clay till. This soil type is friable and semi-prone to erosion.

#### **2.1.2 *Bottom Land***

Bottom Land alluvial soils are comprised of recent alluvial deposits. They have variable drainage, variable to level topography and erosion is variable. This soil type surrounds Emery Creek throughout the study area.

#### **2.1.3 *Cashel clay***

Cashel clay soils exhibit good drainage with a smooth, moderately sloping topography. This soil type consists of stone free lacustrine clay over gritty clay, which can be up to 1 m deep. This soil type is highly prone to sheet and gully erosion.

#### **2.1.4 *Fox sandy loam***

Fox sandy loam soils are well drained and exhibit a smooth very gently sloping topography. This soil type consists of well sorted calcareous grey sand and is erosion prone, though run-off is low.

#### **2.1.5 *Peel clay***

Peel clay soils are imperfectly drained and exhibit a smooth, gently sloping topography. This soil type consists of stone free lacustrine clay over gritty clay, which can be up to 1 m deep. Erosion is slight with this soil type.

#### **2.1.6 *Schomberg silt loam***

Schomberg silt loam soils are well drained and exhibit a smooth to moderately sloping to irregular steeply sloping topography. This soil type consists of lacustrine, grey, calcareous, clay or silty clay parent materials and can be prone to erosion.

## 2.2 Fisheries and Aquatic Ecosystems

The study area is located within the Humber River watershed and the Emery Creek subwatershed. The main branch of Emery Creek and a tributary channel of Emery Creek are located within the study area. However, these watercourses are not located along or adjacent to any of the preferred road alternatives/routes. A proposed off-road path is proposed through Lindy Lou Park (south of Finch Avenue West and west of Weston Road) and will generally follow the existing path. However, Emery Creek within this area is enclosed. Figure 1 and Figure 2 present the location of Emery Creek and its tributary within the study area. A photographic record of Emery Creek and its tributary is presented in Appendix A.

Emery Creek displays the typical characteristics of a system which has been negatively impacted by the surrounding urban land use. These impacts include: urban hydrologic patterns (e.g. flashy flows), lengthy enclosures, barriers to fish passage, and realignment and manipulation of the channel form. The open channel can be divided into two sections within the study area: 1) north (upstream) of Finch Avenue West; and, 2) south (downstream) of Finch Avenue West. The channel is enclosed for approximately 650 m across Finch Avenue West and under Lindy Lou Park to the south before re-emerging as an open channel south of Lanyard Road adjacent to the hydro corridor.

An aquatic habitat assessment was completed on January 31, 2007 to characterize the stream channel and fish habitat within the study area. The weather was sunny and windy with an air temperature of -7°C. Parameters assessed to characterize each of the habitat reaches included:

- riparian (canopy) cover;
- streambed substrate composition;
- channel gradient;
- instream cover;
- channel morphology;
- bank stability;
- flow conditions; and,
- seasonal or permanent instream barriers.

The aquatic habitat is severely degraded throughout the area investigated. Rapid changes in the stream flows ('flashy' flows) as a result of large-scale upstream enclosures and storm outfalls from developed areas with impervious cover have likely made conditions in the section of Emery Creek north of Finch Avenue West inhospitable for a native fish community. The south section of Emery Creek consists of higher quality habitat and likely supports a resident fish community which may use the Humber River a short distance downstream for refuge during large storm events. The existing conditions for both the north and south reaches of Emery Creek are outlined below.

### North of Finch Avenue West

The headwaters of Emery Creek are piped through an area of heavy industrial land use. The channel emerges from a large diameter corrugated steel pipe (CSP) culvert approximately 500 m north of Finch Avenue West into a large valley/ravine. A large drop of greater than 1 m is present at the north lip of the culvert creating a barrier to fish movement. The valley is deep and well defined with steep valley slopes which may have been built by past, unauthorized filling. Evidence of rubble, fill and waste can be found throughout the valley.

The channel has a moderate to high meander pattern through this section. The banks are experiencing severe erosion exposing the roots of riparian vegetation and causing numerous trees to fall into the channel. Large woody debris can be found throughout this reach and it is likely that high energy flows move most of this material. The channel is entrenched and is likely downcutting due to the highly erosive flows this channel receives as a result of headwater enclosures. There is very poor connectivity to the floodplain.

The baseflow channel width ranges from approximately 2 m to 12 m, bankfull channel width is between 5 m and 20 m, and the valley corridor is between 70 m and 170 m in width. The morphology is controlled by a moderate gradient and consists of riffle, run and pool sequences as well as large, wide areas consisting of flats. The substrate consists of mainly angular rubble and boulders as well as rectangular stones which were likely originally bolstering a bank, but failed and slumped into the channel. The canopy cover is moderate and varies between 20% and 80%. The riparian community consists predominantly of successional deciduous forest.

A tributary channel enters from the north and is approximately 90 m in length south of Toryork Drive prior to its confluence with Emery Creek. The channel exits a large diameter CSP culvert under Toryork Drive and is enclosed north of Toryork Drive within an industrial area. This channel has similar characteristics to Emery Creek and the stream bed is almost entirely lined with the rectangular stone also found in the main channel.

### **South of Finch Avenue West**

The channel exits a large diameter CSP culvert approximately 500 m south of Finch Avenue West. A large drop, which was not visible but could be heard, exists within the culvert which may or may not be creating a barrier to fish movement. The channel flows for a short distance parallel to Weston Road prior to flowing to the southwest adjacent to the hydro corridor.

The channel appears much smaller in size in comparison to the channel north of Finch Avenue West. The baseflow and bank flow channel widths range from approximately 3 m to 5 m and 10 m to 13 m, respectively. A high valley slope is present on the west side of the channel. No valley slope is present along the east side of the channel, which was likely lowered during the construction of Weston Road. The riparian vegetation on the west valley slope consists of a diverse successional deciduous forest and shrub thickets, as compared to the east side where the buffer is narrower and consists predominantly of herbaceous vegetation with sparse tree and shrub cover.

The channel has very little meander pattern and was likely straightened and realigned in the past. The channel morphology consists of 20% riffles, 10% runs, 20% pools, 20% glides and 30% flats. Substrates consist predominantly of rubble with some gravel. Instream cover is poor and is provided mainly by pools and rubble. Canopy cover is moderate and ranges between 50% and 60%. A hiking trail is located adjacent to the channel along the west side for approximately 600 m. Approximately 900 m to the south, the Emery Creek channel flows into the Humber River

### **Fish Community**

Table 1 presents the fisheries data provided by the TRCA for Emery Creek. This fish community indicates that a tolerant, warmwater cyprinid (baitfish) community was present in 1972. Though this information appears dated, it is likely that the existing resident fish community is similar in composition. The reach south of Finch Avenue West is likely to support a resident fish community due to improved habitat conditions and close proximity to the Humber River. It is unlikely that the reach north of Finch

Avenue West supports a significant fisheries community due to high energy flows and barriers to fish movement at the north and south ends of the Finch Avenue West enclosure, which prevents re-colonization. No species at risk are reported in Emery Creek.

**TABLE 1.  
 SUMMARY OF FISH SPECIES CAPTURED BY THE TRCA**

Scientific Name	Common Name	Station Number *	Date
<i>Catostomus commersoni</i>	White sucker	305	August 1, 1972
<i>Rhinichthys atratulus</i>	Blacknose dace	305	August 1, 1972
<i>Semotilus atromaculatus</i>	Creek chub	305	August 1, 1972
<i>Luxilus cornutus</i>	Common shiner	305	August 1, 1972

\* Data collected from TRCA Station #305 – located approximately 500 m south of Finch Avenue West.

## 2.3 Vegetation and Vegetation Communities

The geographical extent, composition, structure and function of vegetation communities were identified through air photo interpretation and field investigations. Air photos were interpreted to determine the limits and characteristics of communities. A reconnaissance level field investigation of natural/semi-natural vegetation was conducted within the study area by LGL Limited on January 23 and 25, 2007 and on October 5, 2007. The investigation included vegetation communities located within the areas surrounding the preliminary and preferred road alternatives/routes, the off-road path between Preferred Road Alternative/Route (PRA) 2C2 and Habitant Park, and the natural areas surrounding Emery Creek both north and south of Finch Avenue West and west of Weston Road. A tree inventory was also conducted along the preferred road alternatives/routes during the October 5, 2007 site visit. Due to restrictions in the project schedule, an inventory of vegetation and vegetation communities was not conducted during the spring and summer months. As a result, it is recommended that an in-season vegetation survey be completed during detail design.

Vegetation communities were classified according to the *Ecological Land Classification for Southern Ontario: First Approximation and Its Application* (Lee *et al.* 1998). The communities were sampled using a plotless method for the purpose of determining general composition and structure of the vegetation. Plant species status was reviewed for Ontario (Oldham 1999), the City of Toronto (Varga *et al.* 2000) and the Toronto and Region Conservation Authority (TRCA 2003). Vascular plant nomenclature follows Newmaster *et al.* (1998), with a few exceptions.

### 2.3.1 Vegetation Communities Along All Preliminary Road Alternatives/Routes

The majority of the study area consists of commercial, industrial and residential land uses. Two natural areas surrounding Emery Creek at the southern and northern ends are located within the study area. The natural areas are separated by Finch Avenue West and a city park (Lindy Lou Park). Lindy Lou Park is made up of open parkland, with planted trees, shrubs and flowering plants. There are limited natural areas present within the park as a result of constant grass cutting and trimming. None of the preliminary or preferred road alternatives/routes pass through either of the natural areas. In addition, narrow natural areas exist along/adjacent to a number of the preliminary road alternatives/routes (including 2A, 2C, 2C1, 2C2, 2C3, 2D, 3A, 3B, 3C, 5B2, and 5C). These natural areas are located alongside the CP railway line located at the eastern study area boundary east of Weston Road, immediately east of Weston Road opposite Lanyard Road, just south of Toryork Drive west of Weston Road, and just north of Finch Avenue West opposite Lindy Lou Park.

Natural succession and anthropogenic disturbances have resulted in a diverse study area. A total of 14 Ecological Land Classification (ELC) vegetation communities were documented along and adjacent to the preliminary road alternatives/routes and the natural areas surrounding Emery Creek. These vegetation communities include a mixed forest, deciduous forests, meadow marshes, a shallow marsh, cultural meadows, cultural thickets and cultural woodlands. The vegetation communities identified are considered widespread and common in Ontario and secure globally (NHIC 1997). These communities are delineated in Figure 1 and are described in Table 2.

The forests in the study area are composed of a mixture of mixed and deciduous forests. The lone mixed forest (FOM3-2: Dry – Fresh Sugar Maple – Hemlock Mixed Forest) is dominated by sugar maple (*Acer saccharum* ssp. *saccharum*) and eastern hemlock (*Tsuga canadensis*). This forest is mature and contains a significant number of large eastern white pine (*Pinus strobus*) trees that are dying or are in poor health. The deciduous forests consist of upland forests dominated by Manitoba maple (*Acer negundo*) (FOD4-b: Dry – Fresh Manitoba Maple Deciduous Forest), black cherry (*Prunus serotina*) (FOD4-F: Dry – Fresh Black Cherry Deciduous Forest) and sugar maple (FOD5-1: Dry – Fresh Sugar Maple Deciduous Forest). The lowland forest located adjacent to Emery Creek south of Lanyard Road consists primarily of white elm (*Ulmus americana*) (FOD7-1: Fresh – Moist White Elm Lowland Deciduous Forest).

There are numerous cultural communities caused by the high levels of anthropogenic disturbance in the study area. The numerous cultural meadow (CUM1-1: Dry – Moist Old Field Meadow) communities are made up of various old-field meadow grasses and forbs. Cultural thicket communities consist of staghorn sumac (*Rhus typhina*) (CUT1-1: Sumac Cultural Thicket), various native deciduous saplings (CUT1-A1: Native Deciduous Sapling Cultural Thicket) and exotic cultural species (CUT1-c: Exotic Cultural Thicket). Cultural woodlands are dominated by white elm (CUW1: Mineral Cultural Woodland), exotic trees (CUW1-b: Exotic Cultural Woodland) and hawthorns (CUW1-D: Hawthorn Cultural Woodland).

The two wetland types in the study area include a meadow marsh dominated by reed canary grass (*Phalaris arundinacea*) (MAM2-2: Reed Canary Grass Mineral Meadow Marsh) and a shallow marsh (MAS2-1: Cattail Mineral Shallow Marsh) that is made up of cattails (*Typha* sp.)

Table 3 presents a description of the vegetative and anthropogenic features located along and adjacent to each of the preliminary road alternatives/routes.

### ***2.3.2 Vegetation Communities Along the Preferred Road Alternatives/Routes***

The majority of the areas surrounding the preferred road alternatives/routes consist of commercial, industrial and residential land uses. Narrow natural areas exist along/adjacent to the preferred road alternatives/routes (i.e. 2A, 2C1, 2C2, 2C4, 3B and 5C) and the off-road path between PRA 2C2 and Habitant Park. These natural areas are located alongside the CP railway line located at the eastern study area boundary east of Weston Road, immediately east of Weston Road opposite Lanyard Road, and just south of Toryork Drive west of Weston Road.

A total of five ELC vegetation communities were documented along and adjacent to the preferred road alternatives/routes. These vegetation communities include a deciduous forest (FOD7-1), cultural meadows (CUM1-1), cultural thickets (CUT1-1) and cultural woodlands (CUW1 and CUW1-b). The vegetation communities identified are considered widespread and common in Ontario and secure globally (NHIC 1997). These communities are delineated in Figure 2 and are described in Table 2.

**TABLE 2.**  
**SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES**

ELC Code	Vegetation Type	Species Association	Comments
<b>Terrestrial-Natural/Semi-Natural</b>			
FOM	MIXED FOREST		
FOM3-2	Dry – Fresh Sugar Maple – Hemlock Mixed Forest	<p><b>Canopy:</b> Sugar maple (<i>Acer saccharum</i> ssp. <i>saccharum</i>) is dominant with abundant eastern hemlock (<i>Tsuga canadensis</i>) and red ash (<i>Fraxinus pennsylvanica</i>).</p> <p><b>Subcanopy:</b> Manitoba maple (<i>Acer negundo</i>) is dominant.</p>	<ul style="list-style-type: none"> <li>• Tree cover &gt; 60 % (FO).</li> <li>• Deciduous trees &gt; 25 % and coniferous trees &gt; 25 % of canopy cover (M).</li> <li>• Sugar Maple and Eastern Hemlock are dominant (3-2).</li> <li>• Sand and loam soils with rapid drainage in upper to middle slope positions (Dry-Fresh).</li> <li>• Mature Community.</li> </ul>
FOD	DECIDUOUS FOREST		
FOD4-b	Dry – Fresh Manitoba Maple Deciduous Forest	<p><b>Canopy:</b> Manitoba maple is dominant with abundant black locust (<i>Robinia pseudo-acacia</i>).</p> <p><b>Ground Cover:</b> Dame’s rocket (<i>Hesperis matronalis</i>) is dominant with abundant garlic mustard (<i>Alliaria petiolata</i>).</p>	<ul style="list-style-type: none"> <li>• Tree cover &gt; 60 % (FO).</li> <li>• Deciduous trees &gt; 75 % of canopy cover (D).</li> <li>• Manitoba Maple is dominant (4-b).</li> <li>• Sand and loam soils with rapid drainage in upper to middle slope positions (Dry-Fresh).</li> <li>• Young Community.</li> </ul>
FOD4-F	Dry – Fresh Black Cherry Deciduous Forest	<p><b>Canopy:</b> Black cherry (<i>Prunus serotina</i>) is dominant.</p>	<ul style="list-style-type: none"> <li>• Tree cover &gt; 60 % (FO).</li> <li>• Deciduous trees &gt; 75 % of canopy cover (D).</li> <li>• Black Cherry is dominant (4-F).</li> <li>• Sand and loam soils with rapid drainage in upper to middle slope positions (Dry-Fresh).</li> </ul>

**TABLE 2.**  
**SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES**

ELC Code	Vegetation Type	Species Association	Comments
FOD5-1	Dry – Fresh Sugar Maple Deciduous Forest	<p><b>Canopy:</b> Sugar maple is dominant with white elm (<i>Ulmus americana</i>), American basswood (<i>Tilia americana</i>) and Manitoba maple as associates.</p> <p><b>Understorey:</b> Sugar maple is dominant with abundant Manitoba maple, choke cherry (<i>Prunus virginiana</i> ssp. <i>virginiana</i>) and Tartarian honeysuckle (<i>Lonicera tatarica</i>).</p> <p><b>Ground Cover:</b> Canada avens (<i>Geum canadense</i>), garlic mustard and zig-zag goldenrod (<i>Solidago flexicaulis</i>).</p>	<ul style="list-style-type: none"> <li>• Tree cover &gt; 60 % (FO).</li> <li>• Deciduous trees &gt; 75 % of canopy cover (D).</li> <li>• Sugar Maple is dominant (5-1).</li> <li>• Sand and loam soils with rapid drainage in upper to middle slope positions (Dry-Fresh).</li> <li>• Mid-aged Community.</li> </ul>
FOD7-1	Fresh – Moist White Elm Lowland Deciduous Forest	<p><b>Canopy:</b> White elm is dominant. Norway maple (<i>Acer platanoides</i>) and Manitoba maple are occasional.</p> <p><b>Understorey:</b> Common buckthorn (<i>Rhamnus cathartica</i>), riverbank grape (<i>Vitis riparia</i>) and tartarian honeysuckle (<i>Lonicera tatarica</i>) are occasional.</p> <p><b>Ground Cover:</b> Canada goldenrod (<i>Solidago Canadensis</i>) is occasional.</p>	<ul style="list-style-type: none"> <li>• Tree cover &gt; 60 % (FO).</li> <li>• Deciduous trees &gt; 75 % of canopy cover (D).</li> <li>• White elm is dominant (7-1).</li> <li>• Sand, loam and clay soils that are poorly drained, in lower slope, mid slope, and bottomland positions (Fresh-Moist).</li> </ul>
<b>Terrestrial/Cultural</b>			
CUM	CULTURAL MEADOW		
CUM1-1	Dry – Moist Old Field Meadow	<p><b>Canopy:</b> Canada thistle (<i>Cirsium arvense</i>), common burdock (<i>Arctium minus</i> ssp. <i>minus</i>), variable crown-vetch (<i>Coronilla varia</i>), wild carrot (<i>Daucus carota</i>), Kentucky bluegrass (<i>Poa pratensis</i> ssp. <i>pratensis</i>), Canada bluegrass (<i>Poa compressa</i>), reed canary grass (<i>Phalaris arundinacea</i>), tall goldenrod (<i>Solidago altissima</i> var. <i>altissima</i>), orchard grass (<i>Dactylis glomerata</i>) and awnless brome (<i>Bromus inermis</i> ssp. <i>inermis</i>).</p>	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• Tree cover and shrub cover &lt; 25 % (M).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• This community can occur on a wide range of soil moisture regimes (Dry-Moist) (-1).</li> <li>• Pioneer community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>

**TABLE 2.**  
**SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES**

ELC Code	Vegetation Type	Species Association	Comments
CUT	CULTURAL THICKET		
CUT1-1	Sumac Cultural Thicket	<p><b>Canopy:</b> Staghorn sumac (<i>Rhus typhina</i>) is dominant with abundant black locust and some Siberian pea shrubs (<i>Caragana arborescens</i>).</p> <p><b>Ground Cover:</b> Wild carrot, awnless brome and swallow-wort (<i>Cynanchum rossicum</i>).</p>	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• Tree cover &lt;= 25%; shrub cover &gt; 25% (T).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• Staghorn Sumac is dominant (-1).</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>
CUT1-A1	Native Deciduous Sapling Cultural Thicket	<p><b>Canopy:</b> Sandbar willow (<i>Salix exigua</i>) is dominant.</p> <p><b>Ground Cover:</b> Reed canary grass is dominant.</p>	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• Tree cover &lt;= 25%; shrub cover &gt; 25% (T).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• Native Deciduous Saplings are dominant (-A1).</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>
CUT1-c	Exotic Cultural Thicket	<p><b>Canopy:</b> Tartarian honeysuckle is dominant with hawthorn (<i>Crataegus</i> sp.) and trembling aspen (<i>Populus tremuloides</i>) as associates.</p> <p><b>Ground Cover:</b> Awnless brome and gray goldenrod (<i>Solidago nemoralis</i>).</p>	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• Tree cover &lt;= 25%; shrub cover &gt; 25% (T).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• Exotics are dominant (-c).</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>
CUW	CULTURAL WOODLAND		
CUW1	Mineral Cultural Woodland	<p><b>Canopy:</b> White elm is dominant.</p> <p><b>Understory:</b> Common buckthorn (<i>Rhamnus cathartica</i>) is occasional.</p> <p><b>Ground Cover:</b> Japanese knotweed (<i>Polygonum cuspidatum</i>), Canada goldenrod (<i>Solidago canadensis</i>) and Virginia creeper (<i>Parthenocissus tricuspidata</i>) are abundant.</p>	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• 35% &lt; Tree Cover &lt;= 60% (W).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• White elm is dominant.</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>

**TABLE 2.**  
**SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES**

<b>ELC Code</b>	<b>Vegetation Type</b>	<b>Species Association</b>	<b>Comments</b>
CUW1-b	Exotic Cultural Woodland	<b>Canopy:</b> Exotics trees are dominant.	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• 35% &lt; Tree Cover &lt;= 60% (W).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• Exotics are dominant (-b).</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>
CUW1-D	Hawthorn Cultural Woodland	<b>Canopy:</b> Hawthorns are dominant.	<ul style="list-style-type: none"> <li>• Cultural communities (CU).</li> <li>• 35% &lt; Tree Cover &lt;= 60% (W).</li> <li>• Parent mineral material or mineral soils (1).</li> <li>• Hawthorns are dominant (-D).</li> <li>• Young community resulting from, or maintained by, anthropogenic-based influences.</li> </ul>
<b>Wetland</b>			
MAM	MEADOW MARSH		
MAM2-2	Reed Canary Grass Mineral Meadow Marsh	<b>Ground Cover:</b> Reed canary grass is dominant with tall goldenrod, orchard grass, awnless brome and devil's beggar-ticks ( <i>Bidens frondosa</i> ) as associates.	<ul style="list-style-type: none"> <li>• Seasonally flooded and is dominated by emergent hydrophytic macrophytes (MAM).</li> <li>• Represents the wetland – terrestrial interface.</li> <li>• Tree and shrub cover &lt;= 25%.</li> <li>• Mineral soil (2).</li> <li>• Reed Canary Grass is dominant (-2).</li> <li>• Community age pioneer.</li> </ul>
MAS	SHALLOW MARSH		
MAS2-1	Cattail Mineral Shallow Marsh	<b>Canopy:</b> Cattail ( <i>Typha</i> sp.) is dominant.	<ul style="list-style-type: none"> <li>• Standing or flowing water for much of the growing season and hydrophytic emergent macrophyte cover &gt; 25 % (MAS).</li> <li>• Tree and shrub cover &lt;= 25%.</li> <li>• Mineral soil (2).</li> <li>• Cattail is dominant (-1).</li> <li>• Community age pioneer.</li> </ul>

**TABLE 3.  
 VEGETATIVE AND ANTHROPOGENIC FEATURES LOCATED ALONG AND ADJACENT TO ALL  
 PRELIMINARY ROAD ALTERNATIVES/ROUTES**

<b>All Preliminary Road Alternatives/Routes</b>	<b>Description of Features/Comments</b>
2A	<ul style="list-style-type: none"> <li>• Edge of Emery Yard in a regularly mown lawn.</li> <li>• Runs through a hedgerow beside Burger King.</li> <li>• Runs through CUM1-1 and CUW1-b vegetation communities.</li> </ul>
2B1	<ul style="list-style-type: none"> <li>• Runs through an open parkland trail where numerous mid-aged trees are located.</li> <li>• Runs into the driveway and parking area of four apartment buildings.</li> </ul>
2B2	<ul style="list-style-type: none"> <li>• Open parkland where trees would have to be removed.</li> <li>• Apartment building lawn, parking and driveway.</li> </ul>
2B3	<ul style="list-style-type: none"> <li>• Open parkland with numerous trees.</li> <li>• Runs just north of the southern natural area surrounding Emery Creek.</li> </ul>
2C	<ul style="list-style-type: none"> <li>• Mown grass.</li> <li>• Ends immediately adjacent to a CUW1 vegetation community.</li> </ul>
2C1	<ul style="list-style-type: none"> <li>• Driveway of school.</li> <li>• Numerous mid-aged trees at the edge of the driveway.</li> <li>• Runs through a CUT1-1 vegetation community.</li> </ul>
2C2	<ul style="list-style-type: none"> <li>• Driveway of school.</li> <li>• Runs through a CUT1-1 vegetation community.</li> </ul>
2C3	<ul style="list-style-type: none"> <li>• Runs over the CP railway line and through CUM1-1 and CUW1 vegetation communities.</li> </ul>
2D	<ul style="list-style-type: none"> <li>• Runs through a CUM1-1 vegetation community, over Finch Avenue West and into a commercial area.</li> </ul>
2D1	<ul style="list-style-type: none"> <li>• Commercial area.</li> </ul>
2D2	<ul style="list-style-type: none"> <li>• Commercial area.</li> </ul>
3A	<ul style="list-style-type: none"> <li>• Runs alongside the CP railway line and a CUW1 vegetation community, and through a CUM1-1 vegetation community.</li> <li>• Runs through mown grass of school and numerous trees.</li> </ul>
3B	<ul style="list-style-type: none"> <li>• Runs through mown grass of school, across the CP railway line, across CUW1 and CUM1-1 vegetation communities and into a commercial area.</li> </ul>
3C	<ul style="list-style-type: none"> <li>• Runs over the CP railway line and through CUM1-1 and CUW1 vegetation communities.</li> </ul>
5A1	<ul style="list-style-type: none"> <li>• Commercial area.</li> </ul>
5A2	<ul style="list-style-type: none"> <li>• Commercial area.</li> </ul>
5A3	<ul style="list-style-type: none"> <li>• Commercial area.</li> </ul>
5B1	<ul style="list-style-type: none"> <li>• Parking lot and lawn of residential apartment.</li> </ul>
5B2	<ul style="list-style-type: none"> <li>• Lawn of residential apartment and through commercial area.</li> <li>• Ends just west of a CUM1-1 vegetation community.</li> </ul>
5C	<ul style="list-style-type: none"> <li>• Mown grass and abandoned shopping mall.</li> <li>• Runs adjacent to a CUT1-1 vegetation community.</li> </ul>

**TABLE 4.**  
**VEGETATIVE AND ANTHROPOGENIC FEATURES LOCATED ALONG AND ADJACENT TO THE**  
**PREFERRED ROAD ALTERNATIVES/ROUTES**

Preferred Road Alternatives/Routes	Description of Features/Comments
2A	<ul style="list-style-type: none"> <li>• Lies adjacent to the edge of Emery Yard.</li> <li>• Separated by a regularly mown lawn.</li> <li>• Runs through a hedgerow (beside Burger King) comprised of Colorado spruce (<i>Picea pungens</i>).</li> <li>• Runs through a portion of a CUM1-1 vegetation community dominated by Kentucky blue grass (<i>Poa pratensis ssp. pratensis</i>), Canada thistle (<i>Cirsium arvense</i>) and common burdock (<i>Arctium minus ssp. minus</i>).</li> <li>• Runs through a portion of a CUW1-b vegetation community.</li> </ul>
2C1	<ul style="list-style-type: none"> <li>• Runs through a number of planted trees comprised of red ash (<i>Fraxinus pennsylvanica</i>) and small leaf linden (<i>Tilia cordata</i>).</li> <li>• Runs through a CUT1-1 vegetation community (the same community that maintains the Eastern red cedar (<i>Juniperus Virginiana</i>) which is considered rare in the City of Toronto (Varga <i>et al</i> 2000)). A large reddish willow (<i>Salix X rubens</i>) is also located down the hill from the roadway.</li> </ul>
2C2	<ul style="list-style-type: none"> <li>• Runs along the roadway entrance to the school.</li> <li>• Planted trees line the sides of the roadway entrance and consist predominantly of Norway maple (<i>Acer platanoides</i>), Austrian pine (<i>Pinus nigra</i>), and eastern white pine (<i>Pinus strobus</i>).</li> <li>• Runs through a CUT1-1 vegetation community (which maintains one Eastern red cedar).</li> <li>• Lies adjacent to a FOD7-1 vegetation community.</li> </ul>
2C4	<ul style="list-style-type: none"> <li>• Extends through the hydro corridor and across the CP railway line.</li> <li>• Runs through a portion of the CUM1-1 and CUW1 vegetation communities located adjacent to the CP railway line.</li> <li>• The southwestern limit of 2C4 lies adjacent to a CUT 1-1 vegetation community.</li> <li>• Eastern red cedar was documented within all of these vegetation communities.</li> </ul>
3B	<ul style="list-style-type: none"> <li>• Runs through an FOD7-1 vegetation community dominated by white elm (<i>Ulmus Americana</i>) and a CUT1-1 vegetation community dominated by staghorn sumac (<i>Rhus typhina</i>). These two communities are associated with Habitant Park which is located south of the school.</li> <li>• Runs through a portion of mown grass associated with the school and the CUM1-1/CUW1 vegetation communities that boarder the CP railway line.</li> <li>• Extends into a commercial/industrial area east of the CP railway line where it runs through a section of planted white spruce (<i>Picea glauca</i>).</li> </ul>
5C	<ul style="list-style-type: none"> <li>• Lies adjacent to (but does not cross) a CUT1-1 vegetation community to the southwest dominated by staghorn sumac.</li> <li>• Runs through the hydro corridor with mown grass and an abandoned shopping mall to the northeast.</li> </ul>
Off-Road Path Between 2C2 and Habitant Park	<ul style="list-style-type: none"> <li>• Runs through Habitant Park south of the school and passes through an FOD7-1 vegetation community.</li> <li>• The FOD7-1 vegetation community south of this path has an occurrence of Kentucky coffee tree (<i>Gymnocladus dioicus</i>) which is considered threatened by the MNR and the <i>Committee on the Status of Endangered Wildlife in Canada</i> and has a provincial rank of S2 (imperilled) according to the Natural Heritage Information Centre.</li> </ul>

The lowland deciduous forest (FOD7-1: Fresh – Moist White Elm Lowland Deciduous Forest) vegetation community consists primarily of white elm. The cultural communities located along/adjacent to the preferred road alternatives/routes and the off-road bike path are the result of high levels of anthropogenic disturbance within the study area. The cultural meadow (CUM1-1: Dry – Moist Old Field Meadow) vegetation communities are made up of various old-field meadow grasses and forbs. The cultural thicket (CUT1-1: Sumac Cultural Thicket) vegetation communities consist of staghorn sumac. The cultural woodlands are dominated by white elm (CUW1: Mineral Cultural Woodland) and exotic trees (CUW1-b: Exotic Cultural Woodland). Table 4 presents a description of the vegetative and anthropogenic features located along and adjacent to the preferred road alternatives/routes.

### 2.3.3 Flora

To date, a total of 111 vascular plant taxa have been recorded within/adjacent to the preliminary and preferred road alternatives/routes and two natural areas surrounding Emery Creek. Fifty-one taxa (or 46% of the recorded flora) are considered introduced and non-native to Ontario. Introduced species were present throughout the entire study area. A list of vascular plants identified along the areas of investigation within the study area is presented in Appendix B.

### 2.3.4 Species at Risk

One species, Kentucky coffee tree (*Gymnocladus dioica*), was documented within the study area during the October 5, 2007 site visit. The Kentucky coffee tree is considered threatened by both the Committee on the Status of Species at Risk in Ontario (COSSARO) and the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) and has a provincial rank of S2 (imperilled) according to the Natural Heritage Information Centre (NHIC). The tree is located in the FOD7-1 vegetation community on the south side of the off-road path and is associated with Habitant Park. The tree is located adjacent to, but does not lie within, the off-road path located between 2C2 and Habitant Park (see Figure 2). No other species considered special concern, threatened or endangered (SC, T, E) by COSEWIC or COSSARO were noted during field investigations.

One record exists of a rare plant species (mousetail (*Myosurus minimus*)) situated within one square kilometre of Finch Avenue West and Weston Road. Mousetail has an Srank of S1, which means that this species is Provincially Extremely Rare. The exact location of this record has not yet been obtained from the MNR.

### 2.3.5 Regionally and Locally Significant Species

A total of five species considered regionally and/or locally rare or uncommon were documented during field investigations adjacent to the preliminary road alternatives/routes and two natural areas surrounding Emery Creek, including planted white spruce (*Picea glauca*), eastern red cedar (*Juniperus virginiana*), common evening primrose (*Oenothera biennis*), black maple (*Acer saccharum ssp. nigrum*) and Virginia stickweed (*Hackelia virginiana*). The status of each species, as well as the geographic location the status is applicable to, is shown in Appendix B. Figures 1 and 2 present the location of the plants with regional and/or local status.

The white spruce trees (considered rare to uncommon by the TRCA) have been planted within the study area. Eastern red cedar trees were quite abundant throughout the study area, especially within the CUW1 vegetation community. This species is considered rare in the City of Toronto by the MNR, but common by the TRCA. Common evening primrose was found in the CUM1-1 and MAM2-2 vegetation communities. This species is considered uncommon in the City of Toronto by the MNR, but common by the TRCA. Two individual black maple trees were observed, one within the FOM3-2 vegetation community and the other within the FOD5-1 vegetation community. Black maple is considered uncommon in the City of Toronto by the MNR, but common by the TRCA. Virginia stickweed was

found in the FOD5-1 and MAM2-2 vegetation communities and is considered uncommon in the City of Toronto by the MNR, but common by the TRCA.

Three additional Rare or Uncommon (L3) species have been observed by TRCA botanists within the study area, including wild columbine (*Aquilegia canadensis*), cut-leaved toothwort (*Cardamine concatenata*) and sharp-leaved goldenrod (*Solidago arguta* var. *arguta*). All three species were observed within the FOM3-2 vegetation community. Wild columbine was also found in the FOD5-1 vegetation community.

None of the regionally or locally significant plant species are located along/adjacent to the preferred road alternatives/routes with the exception of the eastern red cedar trees. Three eastern red cedars lie immediately adjacent to/within the preferred road alternatives/routes. One eastern red cedar lies within the CUM1-1 vegetation community located adjacent to PRA 2C4 (east of the CP railway). A second eastern red cedar lies within the CUW1 vegetation community within PRA 2C (west of the CP railway). A third eastern red cedar lies within the CUT1-1 vegetation community located adjacent to PRA 2C2. Figures 1 and 2 present the location of these three trees. GPS coordinates were documented during the field investigations and can be provided upon request.

### **2.3.6 Tree Inventory Along Preferred Road Alternatives/Routes**

A tree inventory was conducted along the preferred road alternatives/routes during the October 5, 2007 field investigation. A total of 62 trees/tree clusters were recorded along the preferred road alternatives/routes (including 2A, 2C1, 2C2, 2C4 and 3B). The most common trees included: Colorado spruce, Norway maple, Austrian pine and white spruce. Trees ranged in size from 10 cm to 60 cm diameter at breast height (dbh). The location of these trees/tree clusters was documented during the field investigations and can be provided upon request. A summary of these trees/tree clusters is presented in Appendix C.

## **2.4 Wildlife and Wildlife Habitat**

Field investigations were conducted on January 23 and 26, 2007 to document wildlife and wildlife habitat and to characterize the nature, extent and significance of animal usage within the study area. Direct observations, calls, tracks, scats and runways were used to record wildlife present within the study area. The weather was overcast with a light wind and an air temperature of 0°C on January 23, 2007. The weather was overcast with light winds and an air temperature of -8°C on January 26, 2007. The investigation included the areas surrounding the preliminary and preferred road alternatives/routes and the natural areas surrounding Emery Creek both north and south of Finch Avenue West and west of Weston Road.

### **2.4.1 Wildlife Habitat**

Much of the study area surrounding the intersection of Finch Avenue West and Weston Road consists of highly disturbed and human-impacted habitat. The majority of the study area contains residential and commercial structures (houses/buildings) with associated residential settings, such as manicured grass, planted trees rows, driveways and parking lots. These urbanized areas support minimal habitat diversity and consequently support few wildlife species.

However, several areas with more complex habitat diversity were documented within the study area. The habitats surrounding Emery Creek support the most productive natural heritage areas for wildlife. Large areas of deciduous forest, mixed forest, meadow marsh, shallow marsh, cultural meadow, cultural woodland and cultural thicket surround Emery Creek. An additional deciduous forest is located between PRA 2C2 and Habitant Park. Habitats documented during field investigations largely support wildlife

species considered urban or tolerant of human presence. Table 5 presents a summary of the wildlife habitat located within the areas investigated.

#### **2.4.2 Fauna**

Due to the time of year that the area was investigated, all herpetofauna were hibernating or seeking cover from adverse weather. The vast majority of the local bird nesting species had migrated out of the area and been replaced by fall migrants or resident winter birds. Nineteen species of wildlife were documented in the study area based on field observations and the majority of these recordings came from mammalian signs or from the presence of resident or migrating birds. However, by combining the habitat types found in the area with secondary source information that described the wildlife previously recorded within this region, the potential number of wildlife species for the study area could be increased to 48 species. A summary of wildlife documented in the study area during the field investigations and through secondary source information is presented in Table 6.

No herpetofauna species were observed within the study area during the field investigations. However, based on the habitat types present in the study area and secondary source information, three herpetofauna species are likely to inhabit the study area.

A total of 12 species of birds were observed in the study area during the field investigations. However, based on the habitat types present in the study area and secondary source information, an additional 23 species of birds are likely to inhabit the study area.

A total of 7 mammal species were either directly observed in the study area or were identified using evidence from signs (such as tracks, feces and runways) during field investigations. However, based on the habitat types present in the study area and secondary source information, an additional three species of mammals are likely to inhabit the study area.

**TABLE 5.  
 WILDLIFE HABITAT ASSESSMENT SUMMARY**

Location	Feature	Type of Habitat	Habitat Function				Comments
			Seasonal Concentration of Animals <sup>1</sup>	Rare Vegetation Communities <sup>2</sup> or Specialized Habitats for Wildlife <sup>3</sup>	Species of Conservation Concern <sup>4</sup>	Animal Movement Corridors <sup>5</sup>	
Areas adjacent to Emery Creek north and south of Finch Avenue West, and area adjacent to off-road path between 2C2, Habitant Park and 3B.	deciduous forest	FOD	• none recorded	• none recorded	• American Goldfinch • Black-capped Chickadee	• local movement for deer	• few common species of urban wildlife requiring small habitat patches
Areas adjacent to Emery Creek north of Finch Avenue West.	mixed forest	FOM	• none recorded	• none recorded	• Black-capped Chickadee	• none recorded	• few common species of urban wildlife requiring small habitat patches
Areas adjacent to Emery Creek south of Finch Avenue West.	meadow marsh	MAM	• none recorded	• none recorded	• Northern Rough-winged Swallow	• none recorded	• few common species of urban wildlife
Areas adjacent to Emery Creek south of Finch Avenue West.	shallow marsh	MAS	• none recorded	• none recorded	• Northern Rough-winged Swallow • American Goldfinch	• local movement for deer	• few common species of urban wildlife requiring small habitat patches
Areas adjacent to Emery Creek north and south of Finch Avenue West and areas in the vicinity of the Finch Avenue West/Weston Road intersection (i.e. along/adjacent to	cultural meadow	CUM	• none recorded	• none recorded	• American Goldfinch • American Kestrel • Eastern Kingbird • Bank Swallow	• none recorded	• few common species of urban wildlife requiring small habitat patches

**TABLE 5.  
 WILDLIFE HABITAT ASSESSMENT SUMMARY**

Location	Feature	Type of Habitat	Habitat Function				Comments
			Seasonal Concentration of Animals <sup>1</sup>	Rare Vegetation Communities <sup>2</sup> or Specialized Habitats for Wildlife <sup>3</sup>	Species of Conservation Concern <sup>4</sup>	Animal Movement Corridors <sup>5</sup>	
road alternatives 2A, 2C3, 2C4, 2D, 3A, 3B, 3C, 5B2).							
Areas adjacent to Emery Creek south of Finch Avenue West, an area southwest of Toryork Drive and north of Finch Avenue West, and an area south of the CP railway east of Weston Road (i.e. along/adjacent to road alternatives 2A, 2C, 2C3, 2C4, 3A, 3B, 3C).	cultural woodland	CUW	<ul style="list-style-type: none"> <li>• none recorded</li> </ul>	<ul style="list-style-type: none"> <li>• none recorded</li> </ul>	<ul style="list-style-type: none"> <li>• Northern Mockingbird</li> </ul>	<ul style="list-style-type: none"> <li>• local movement for deer</li> </ul>	<ul style="list-style-type: none"> <li>• few common species of urban wildlife requiring small habitat patches</li> </ul>
Areas adjacent to Emery Creek south of Finch Avenue West and an area southeast of the Finch Avenue West/Weston Road intersection (i.e. along/adjacent to road alignments 2C1, 2C2, 2C4, 3B, 5C, and the off-road path between 2C2 and Habitant Park).	cultural thicket	CUT	<ul style="list-style-type: none"> <li>• none recorded</li> </ul>	<ul style="list-style-type: none"> <li>• none recorded</li> </ul>	<ul style="list-style-type: none"> <li>• Northern Mockingbird</li> </ul>	<ul style="list-style-type: none"> <li>• local movement for deer</li> </ul>	<ul style="list-style-type: none"> <li>• few common species of urban wildlife requiring small habitat patches</li> </ul>

**TABLE 6.**  
**WILDLIFE SPECIES DOCUMENTED IN THE STUDY AREA BY LGL LIMITED AND OTHERS**

Wildlife	Scientific Name	Common Name	COSEWIC	MNR	Local Status	Legal Status	Others	
<b>Herpetofauna</b>	<i>Bufo americanus</i>	American Toad					*	
	<i>Thamnophis sirtalis</i>	Eastern Garter Snake					*	
	<i>Storeria dekayi</i>	Dekay's Brownsnake					*	
<b>Birds</b>	<i>Ardea herodias</i>	Great Blue Heron				MBCA	*	
	<i>Branta canadensis</i>	Canada Goose				MBCA	*	
	<i>Anas platyrhynchos</i>	Mallard				MBCA	*	
	<i>Larus delawarensis</i>	Ring-billed Gull				MBCA	*	
	<i>Buteo jamaicensis</i>	Red-tailed Hawk				FWCA(P)		
	<i>Falco sparverius</i>	American Kestrel			BSC	FWCA(P)	*	
	<i>Columba livia</i>	Rock Dove						
	<i>Zenaidura macroura</i>	Mourning Dove				MBCA		
	<i>Ceryle alcyon</i>	Belted Kingfisher				FWCA(P)	*	
	<i>Picoides pubescens</i>	Downy Woodpecker				MBCA		
	<i>Picoides villosus</i>	Hairy Woodpecker				MBCA	*	
	<i>Colaptes auratus</i>	Northern Flicker				MBCA	*	
	<i>Tyrannus tyrannus</i>	Eastern Kingbird			BSC	MBCA	*	
	<i>Vireo olivaceus</i>	Red-eyed Vireo				MBCA	*	
	<i>Cyanocitta cristata</i>	Blue Jay				FWCA(P)		
	<i>Corvus brachyrhynchos</i>	American Crow					*	
	<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow				BSC	MBCA	*
	<i>Riparia riparia</i>	Bank Swallow				BSC	MBCA	*
	<i>Poecile atricapilla</i>	Black-capped Chickadee				BSC	MBCA	
	<i>Sitta carolinensis</i>	White-breasted Nuthatch					MBCA	*
	<i>Sitta canadensis</i>	Red-breasted Nuthatch					MBCA	*
	<i>Turdus migratorius</i>	American Robin					MBCA	*
	<i>Dumetella carolinensis</i>	Gray Catbird					MBCA	*
<i>Mimus polyglottus</i>	Northern Mockingbird				BSC	MBCA	*	
<i>Bombycilla cedrorum</i>	Cedar Waxwing					MBCA	*	

**TABLE 6.**  
**WILDLIFE SPECIES DOCUMENTED IN THE STUDY AREA BY LGL LIMITED AND OTHERS**

Wildlife	Scientific Name	Common Name	COSEWIC	MNR	Local Status	Legal Status	Others
	<i>Sturnus vulgaris</i>	European Starling					
	<i>Cardinalis cardinalis</i>	Northern Cardinal				MBCA	
	<i>Spizella passerina</i>	Chipping Sparrow				MBCA	*
	<i>Spizella arborea</i>	American Tree Sparrow				MBCA	
	<i>Melospiza melodia</i>	Song Sparrow				MBCA	*
	<i>Junco hyemalis</i>	Dark-eyed Junco				MBCA	
	<i>Agelaius phoeniceus</i>	Red-winged Blackbird					*
	<i>Quiscalus quiscula</i>	Common Grackle					*
	<i>Passer domesticus</i>	House Sparrow					
	<i>Carduelis tristis</i>	American Goldfinch			BSC	MBCA	
<b>Mammals</b>	<i>Microtus pennsylvanicus</i>	Meadow Vole					
	<i>Didelphis virginiana</i>	Virginia Opossum				FWCA(F)	*
	<i>Marmota monax</i>	Groundhog					
	<i>Sylvilagus floridanus</i>	Eastern Cottontail				FWCA(G)	
	<i>Sciurus carolinensis</i>	Gray Squirrel				FWCA(G)	
	<i>Canis latrans</i>	Coyote				FWCA(F)	
	<i>Procyon lotor</i>	Raccoon				FWCA(F)	
	<i>Mustela vison</i>	Mink				FWCA(F)	*
	<i>Mephitis mephitis</i>	Striped Skunk				FWCA(F)	*
	<i>Odocoileus virginianus</i>	Deer				FWCA(F)	

**COSEWIC (Committee on the Status of Endangered Wildlife in Canada):**

NAR Not At Risk  
 END Endangered  
 THR Threatened  
 SC Special Concern

**Local Status:**

BSC Bird Studies Canada species of conservation priority.

**Notes:**

\* Species recorded by others within the study area.

**MNR (Ontario Ministry of Natural Resources):**

NAR Not At Risk  
 END Endangered  
 THR Threatened  
 SC Special Concern

**Legal Status:**

MBCA *Migratory Birds Convention Act*  
 SARA *Species at Risk Act – Schedules (1), (2), (3)*  
 ESA *Endangered Species Act*  
 FWCA *Fish and Wildlife Conservation Act*  
 (P) Protected Species, (G) Game Species, (F) Furbearing Mammals

### 2.4.3 *Species at Risk*

Secondary source information indicates that none of the 48 wildlife species recorded within the study area are listed federally by COSEWIC or provincially by COSSARO. Twenty-five of the bird species documented in the study area are protected under the *Migratory Birds Convention Act* (MBCA), while four of the bird species are protected under the *Fish and Wildlife Conservation Act* (FWCA). Seven of the bird species documented within the study area are also recommended by Bird Studies Canada as priority species for conservation. Eight of the ten mammal species documented within the study area are offered protection under the *FWCA*.

## 2.5 Designated Natural Areas/Significant Natural Heritage Features

### 2.5.1 *Environmentally Significant/Sensitive Areas (ESAs)*

According to data obtained from the MNR, one ‘Significant Ecological Area’ is located within the study area. This ‘Significant Ecological Area’ includes the section of Emery Creek (and its valley and stream corridor) located south of Lanyard Road and west of Weston Road. This ‘Significant Ecological Area’ is not located in the vicinity of any of the preferred road alternatives/routes.

### 2.5.2 *Areas of Natural and Scientific Interest and Evaluated Wetlands*

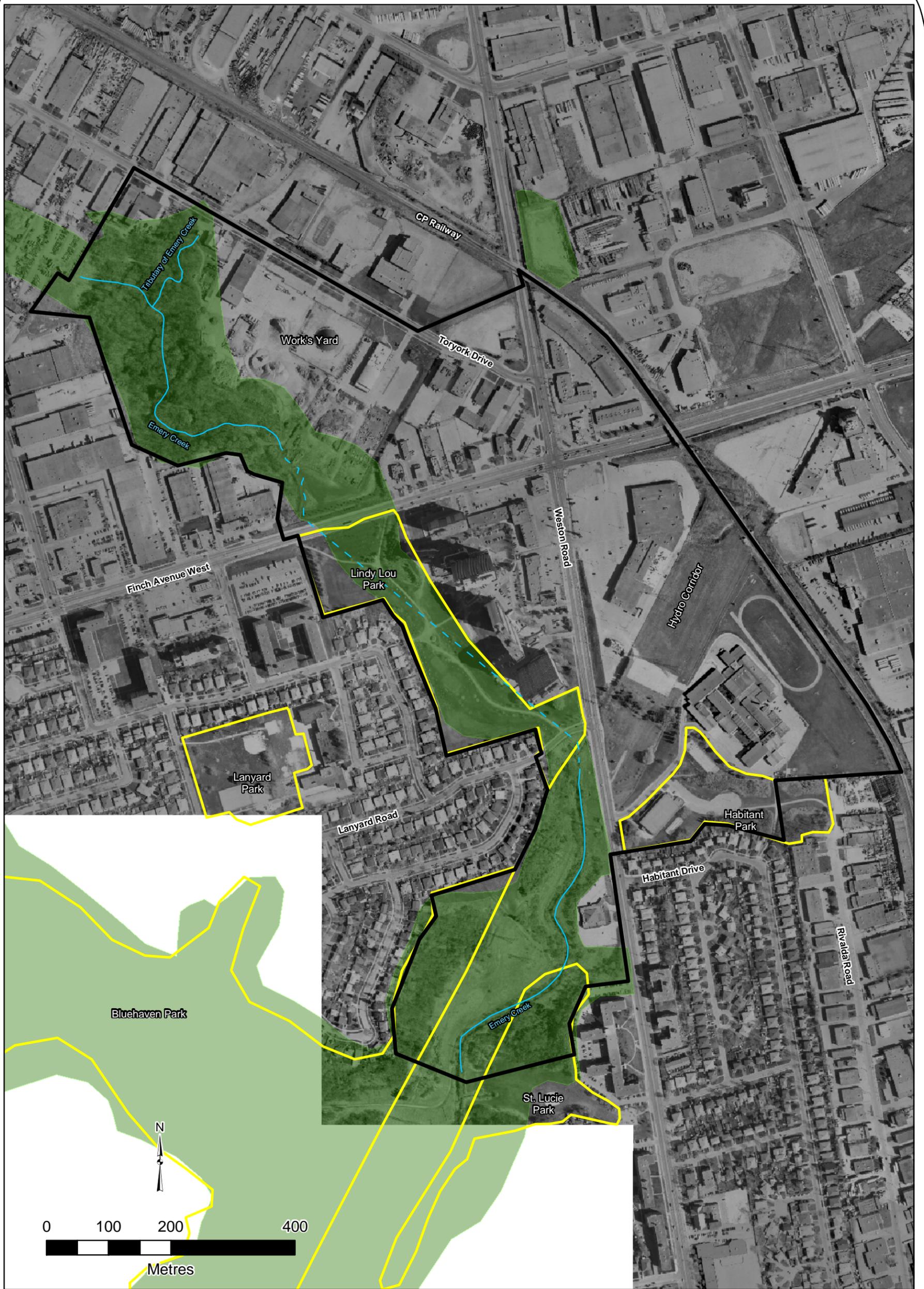
No Areas of Natural and Scientific Interest or Evaluated Wetlands are located within or directly adjacent to the study area.

### 2.5.3 *Natural Heritage System*

#### **City of Toronto**

According to the City of Toronto’s Official Plan, the majority of the land located north of Finch Avenue West within the study area is designated ‘Employment Area’ with the exception of the area surrounding Emery Creek which is designated ‘Natural Area’, the area immediately surrounding the Finch Avenue West/Weston Road intersection which is designated ‘Mixed Use Area’, and the area immediately surrounding the CP railway which is designated ‘Utility Corridor’. The land located south of Finch Avenue West is designated a mixture of ‘Mixed Use Areas’, ‘Employment Areas’, ‘Apartment Neighbourhoods’, ‘Neighbourhoods’, ‘Parks’, ‘Natural Areas’, and ‘Utility Corridors’.

The valley and stream corridor surrounding Emery Creek (both north and south of Finch Avenue West) is designated part of the City of Toronto’s ‘Natural Heritage System’. Two city parks are located within the study area: Lindy Lou Park is located in the southwest corner of Finch Avenue West and Weston Road; and, Habitant Park is located just east of Weston Road north of Habitant Drive. A hydro corridor crosses the study area in a northeasterly direction south of Finch Avenue West. The CP railway generally makes up the easterly boundary of the study area. The natural areas along Emery Creek, the city parks, the hydro corridor, and the CP railway right-of-way in the study area act as corridors/wildlife pathways for wildlife tolerant of an urban environment and may serve to link locally important units for wildlife occupants. The City of Toronto Natural Heritage System, as identified on Map 9 from the City of Toronto Official Plan, is presented in Figure 3. City Parkland, as identified on Map 8 from the City of Toronto Official Plan, is presented in Figure 3.



**LEGEND**

-  Primary Study Area
-  City Parkland (approximate)
-  Natural Heritage System (approximate)
-  Watercourse
-  Enclosed Watercourse

**CITY OF TORONTO  
NATURAL HERITAGE  
SYSTEM AND  
CITY PARKLAND**

Data Sources:  
Toronto and Region Conservation  
Authority, Ministry of Natural  
Resources and City of Toronto  
Official Plan



Project:	TA4401	Figure:	3
Date:	May 2008	Prepared By:	KDT
Scale:	1 : 6,000	Checked By:	EJS

### **Toronto and Region Conservation Authority**

The study area is located within the TRCA's 'Terrestrial Natural Heritage System'. The natural features/sensitive areas located within the study area include Emery Creek and its tributary and the associated valley and stream corridors; aquatic species and habitat (associated with Emery Creek); TRCA's regulation limits; regional storm flood plain; and, TRCA property (see Figures 1 and 2).

In accordance with TRCA's 'Living City Trails' initiative, pedestrian/cyclist connections (including off-road paths and bike lanes) have been included as part of the Master Plan. These connections/paths generally occur either along the rights-of-way of the proposed roads/routes or along existing roads with the exception of the off-road path between Alternative 2C2 and Habitat Park (see Figure 2).

### 3.0 PROJECT DESCRIPTION

As noted in Section 1.0, the Emery Village Secondary Plan area is situated around the intersection of Finch Avenue West and Weston Road in the City of Toronto. Both Finch Avenue West and Weston Road serve a major arterial road function and carry very high volumes of through traffic. The Finch Avenue West/Weston Road signalized intersection handles a high frequency of surface transit, pedestrian activity, and commercial and heavy vehicle traffic.

Weston Road north of the intersection and Finch Avenue east of the intersection both have downgrades away from the intersection to go below the CP railway corridor that crosses to the north and east of the intersection. There is an unsignalized access to Emery Collegiate Institute and Habitant Arena & Park from Weston Road at the south end of the Secondary Plan area.

The surrounding road network includes Toryork Drive, an industrial collector road connecting to Weston Road from the north and west. To the south and west, there is a local and collector road system serving the adjacent residential community, with two intersections to Finch Avenue West (Jayzel Drive and Rumike Road) and a collector road intersection to Weston Road south of Finch Avenue West (Lanyard Road). This neighbourhood road network has residential frontage and school sites within the established residential community.

The existing Emery Village road network provides no clear alternative north-south routes west of Highway 400 and east of the Humber River to the Finch Avenue West/Weston Road intersection. However, southwest of the secondary plan area, the residential roads link Finch Avenue west of the secondary plan area to Weston Road south of the secondary plan area (Jayzel Drive, Rumike Road/Milvan Drive, and Lanyard Road). There is also no opportunity for east-west vehicles, pedestrians or bicyclists to cross the CP railway line between Finch Avenue West and Sheppard Avenue.

Overall, due to area constraints (rail corridor, hydro corridor, Emery Creek and the Tributary of Emery Creek), the existing road network offers limited flexibility for accommodating growth and for incident management.

Development is proposed and will occur within Emery Village. Improvements to transportation infrastructure are needed to support the redevelopment and revitalization of Emery Village. Planning direction has been identified through previous studies, including the *Finch-Weston Avenues Study* and the *Emery Village BIA Capital Improvements Master Plan*. Some key planning objectives from previous studies include:

- providing new public streets to divide large blocks and create new development sites with street addresses, while allowing network flexibility and incident management;
- planning and protecting for public transit improvements;
- expanding and improving pedestrian and bicycle routes, with access to the Humber and waterfront trail systems;
- creating an identifiable, attractive image for Emery Village with strong community edges, a well-defined Village Centre, and focal points within the business core area to establish a sense of place; and,
- transforming the character of Emery Village to be more pedestrian and street-oriented with buildings along the street and parking in the back.

As noted in Section 1.0, the objective of this study is to develop a Transportation Master Plan that will recommend the roadway and transportation infrastructure improvements and implementation plan required to support development in Emery Village. Improvements to existing transportation infrastructure are needed to support redevelopment and revitalization of the Emery Village area, and to meet the objectives of the Emery Village Secondary Plan.

The recommended Transportation Master Plan for Emery Village will focus on improvements to address existing and future transportation problems and needs and will consist of the following:

- a ring road around the Finch Avenue West/Weston Road intersection in the northwest and southeast quadrants (i.e. Alternatives 2A, 2C1, 2C2 and 2C4);
- an extension of Rivalda Road to the east under the CP railway line to Deerhide Crescent (i.e. Alternative 3B);
- new pedestrian/cyclist connections (including off-road paths and bike lanes) throughout the Emery Village neighbourhood;
- an access improvement/local link in the southeast quadrant (i.e. Alternative 5C); and,
- a four-leg signalized intersection with transit priority at the intersection of Finch Avenue West and Weston Road.

Further details regarding the recommended Transportation Master Plan for Emery Village (and the preferred road alternatives/routes) are presented in the *Emery Village Transportation Master Plan* (iTRANS Consulting Inc., October 2007).

## 4.0 IMPACT ASSESSMENT AND ENVIRONMENTAL PROTECTION

This section describes the predicted environmental effects of the Emery Village Transportation Master Plan and the proposed improvements within the Emery Village study area and identifies environmental protection/mitigation measures that should be incorporated during road design.

### 4.1 Physiography and Soils

Construction activities and the use of construction equipment have the potential to suspend soil particles. Suspended sediments may be conveyed by surface water and can be deposited in the watercourses located within the Emery Village study area. Suspended and deposited sediments may be deleterious to fish and fish habitat in these watercourses.

The soils (in particular the sandy and silty loam soils) located within the study area are susceptible to erosion. Soil disturbance associated with the proposed improvements within the Emery Village study area (including the construction of the preferred road alternatives/routes, off-road paths, bike lanes and associated drainage improvements) may result in erosion of, and sedimentation to, sensitive receiving watercourses located within the primary study area (i.e. Emery Creek and the Tributary of Emery Creek). Site-specific erosion and sedimentation control measures to be implemented prior to construction will be identified during detail design. Erosion and sedimentation control measures should include:

- minimizing the geographical extent and duration that disturbed soils remain exposed to the elements and re-establishing ground cover within 45 days of breaking ground;
- implementing standard erosion and sedimentation control measures in accordance with Ontario Provincial Standard Specification (OPSS) 577 (Construction Specification for Temporary Erosion and Sediment Control Measures) including: temporary straw bale and/or rock flow checks placed at appropriate intervals in roadside ditches down gradient from areas of soil disturbance to trap suspended sediments and reduce the erosive force of runoff; and, silt fence installed along watercourse margins in areas of soil disturbance, if necessary, to prevent the entry of sediment to nearby watercourses;
- applying conventional seed and mulch, tackifiers and/or erosion control blanket in areas of soil disturbance to provide adequate slope protection and long-term slope stabilization in accordance with OPSS 572 (Seed and Mulch);
- delineating storage, stockpiling and staging areas prior to construction and inspecting these areas during construction; and,
- managing surface water outside of work areas to prevent surface water from coming in contact with exposed soils.

These temporary erosion and sedimentation control measures should be monitored during construction to ensure their effectiveness. Following construction, once disturbed areas have stabilized, the temporary erosion and sedimentation control measures can be removed. All disturbed areas should be stabilized to a like or better condition upon completion of the work. The need for any long-term erosion and sedimentation control measures will be investigated during detail design. These environmental protection measures will greatly reduce the potential for soil erosion and impairment of water quality.

The proposed improvements within the Emery Village study area will not take place in the immediate vicinity of Emery Creek and the Tributary of Emery Creek. The proposed off-road path through Lindy Lou Park (south of Finch Avenue West and west of Weston Road) will generally follow the existing path and Emery Creek within this area is enclosed. As a result, the potential for contamination of surface water from sources other than sediment is low. However, the following environmental protection

measures should be considered during detail design and incorporated into the contract package and implemented during construction, where necessary:

- good housekeeping practices should be employed and all construction operations should be controlled to prevent construction materials and debris from entering the nearby watercourses;
- the operation of equipment within watercourses or on watercourse banks should be prohibited;
- equipment refuelling, maintenance and repair should be conducted at least 30 m distance from the nearby watercourses and watercourse banks to prevent the entry of contaminants (including petroleum oil and lubricants) into the watercourses;
- construction materials, excess material, construction debris and empty containers should be stored at least 30 m from the nearby watercourses and watercourse banks to prevent their entry into the watercourses; and,
- a “Spill Response Plan” and the appropriate contingency materials to absorb or contain any petroleum products that may be accidentally discharged should be on the site at all times. In event of a spill, containment and clean-up should be completed quickly and effectively.

These environmental protection measures will greatly reduce the potential for impairment of surface water quality and will provide a contingency in the event of an unforeseen upset.

## **4.2 Fisheries and Aquatic Ecosystems**

The main branch of Emery Creek and a tributary channel of Emery Creek are located within the study area. However, these watercourses are not located along or adjacent to any of the preferred road alternatives/routes. A proposed off-road path is proposed through Lindy Lou Park (south of Finch Avenue West and west of Weston Road) and will generally follow the existing path. However, Emery Creek within this area is enclosed (see Figures 1 and 2). As a result, the proposed improvements within the Emery Village study area will not result in any impacts to watercourses and fish habitat within the study area.

Standard temporary erosion and sedimentation control measures will be installed within the Emery Village study area to maintain water quality during construction and to prevent erosion of, and sedimentation to, sensitive nearby receiving watercourses (i.e. Emery Creek and the Tributary of Emery Creek) located within the study area. These measures are described in Section 4.1.

The proposed improvements within the Emery Village study area (in particular the construction of the preferred road alternatives/routes, off-road paths and associated drainage improvements) have the potential to alter water quality and quantity by reducing the permeability of the ground resulting in increased runoff of surface water. A stormwater management plan for the study area will be developed during detail design. The stormwater management plan should seek to maintain a water balance for this project and provide an appropriate level of quality and quantity control.

## **4.3 Vegetation and Vegetation Communities**

The proposed improvements within the Emery Village study area and the use of construction equipment in site preparation areas have the potential to displace or disturb vegetation and vegetation communities. Effects on vegetation related to the improvements may include:

- displacement of vegetation and vegetation communities;
- disturbance to vegetation through edge effects (windthrow, sunscald, changes in light conditions and invasion by exotic species), drainage modifications and salt spray; and,

- displacement of rare, threatened or endangered vegetation or significant vegetation communities.

Over time these disturbances may alter community structure, composition and function. Effects are most prominent in areas that have not been previously disturbed.

#### *4.3.1 Displacement of Vegetation and Vegetation Communities*

Some displacement/removal of vegetation/vegetation communities will be required to accommodate the proposed improvements within the Emery Village study area (in particular the construction of the preferred road alternatives/routes and off-road path between PRA 2C2 and Habitant Park).

The majority of the proposed right-of-way vegetation (along the preferred road alternatives/routes) and the vegetation immediately surrounding the proposed rights-of-way consist of roadside grasses and cultural meadow, thicket and woodland communities that are very tolerant and will readily colonize new roadside edges within/adjacent to the proposed rights-of-way. This cultural vegetation has limited ecological value and its removal for road facilities and off-road paths is predicted to have no significant adverse natural heritage effects.

The construction of the preferred road alternatives/routes (i.e. 2A, 2C1, 2C2, 2C4, 3B and 5C) and off-road path between PRA 2C2 and Habitant Park will result in the removal of approximately 0.107 hectares of the Fresh-Moist White Elm Lowland Deciduous Forest Type (FOD7-1) vegetation community, 0.158 hectares of the Dry-Moist Old Field Meadow Type (CUM1-1) vegetation community, 0.172 hectares of the Sumac Cultural Thicket Type (CUT1-1) vegetation community, 0.055 hectares of the Mineral Cultural Woodland Ecosite (CUW1) vegetation community and 0.060 hectares of the Exotic Cultural Woodland (CUW1-b) vegetation community. These vegetation communities are considered widespread and common in Ontario and secure globally (NHIC 1997). As noted above, the cultural vegetation communities have been previously disturbed by human activity and are very tolerant. The removal of these vegetation communities is predicted to have no significant adverse natural heritage effects. The FOD7-1 vegetation community is more sensitive. As a result, the area of the road footprint in the vicinity of the FOD7-1 vegetation community (surrounding the off-road path and running through PRA 3B and adjacent to PRA 2C2) should be minimized to the extent possible to minimize impacts to this community.

Restoration and enhancement opportunities should be investigated during detail design to achieve a net gain of vegetation communities/wildlife habitat. Vegetation to be removed for road development should be transplanted, where appropriate, into protected areas.

There are a total of 62 trees/tree clusters with a dbh of greater than 10 cm located along/immediately adjacent to the preferred road alternatives/routes. The location of these trees was documented during the field investigations and can be provided upon request. These trees should be protected from removal to the extent possible. Opportunities to protect/relocate these trees should be investigated during detail design.

Environmental protection measures and special provisions (i.e. OPSS 565 – Construction Specification for the Protection of Trees) should be developed during detail design and included in the contract package to ensure that the extent of all vegetation removals within the Emery Village study area are minimized to the extent possible. Special provisions will describe the protective measures required to safeguard trees/vegetation from construction operations, equipment and vehicles, and will cover the installation of protective barriers. Prior to construction, trees/vegetation to be protected should be clearly identified in the field and protection barrier should be installed.

Conventional seed and mulch, tackifiers and/or erosion control blanket should be placed in areas of soil disturbance to protect exposed surfaces and to provide adequate slope protection and long term slope stabilization in accordance with OPSS 572 (Seed and Mulch). In areas of soil disturbance, ground cover should be re-established within 45 days of breaking ground.

#### **4.3.2 Disturbance to Vegetation and Vegetation Communities**

The proposed improvements within the Emery Village study area will result in disturbance to vegetation located adjacent to the new rights-of-way (along the preferred road alternatives/routes). The majority of this vegetation is cultural or anthropogenic in origin and has been previously disturbed by development. The effects of disturbance to this vegetation are considered minor.

Disturbance to the more sensitive FOD7-1 vegetation community located in the vicinity of the off-road path and PRAs 2C2 and 3B (and the area of the road footprint in this location) should be minimized to the extent possible. The disturbance of specimen trees located along the preferred road alternatives/routes should be avoided to the extent possible. The environmental protection/mitigation measures noted in Section 4.3.1 should be developed during detail design and incorporated into the contract package to minimize potential disturbance the FOD7-1 vegetation community and the specimen trees.

The effects of salt spray on vegetation are considered minor and unavoidable due to safety concerns. Vegetation dieback is typically limited to the outermost edge of vegetation communities and varies based on the orientation of the transportation corridor, the direction of the prevailing winds, the frequency and volume of salt applied, and the sensitivity of the receiving vegetation to salt. Measures to reduce potential impacts of road salt include:

- managing the application of road salt through judicious timing, improved spreader machinery, pre-wetting methods, pavement temperature monitoring, and other techniques; and,
- using alternative substances to de-icing salt including other chloride salts, and acetate-based substances, where appropriate.

These measures will keep vegetation dieback to a minimum.

#### **4.3.3 Displacement of Rare, Threatened or Endangered Vegetation or Significant Vegetation Communities**

No significant vegetation communities will be removed or disturbed as a result of the proposed improvements within the Emery Village study area.

One species, Kentucky coffee tree (*Gymnocladus dioicus*), was documented within the study area during the October 5, 2007 site visit. The Kentucky coffee tree is considered threatened by both COSSARO and COSEWIC and has a provincial rank of S2 (imperilled) according to the NHIC. The tree is located in the FOD7-1 vegetation community on the south side of the off-road path and is associated with Habitant Park. The tree is located adjacent to, but does not lie within, the off-road path located between 2C2 and Habitant Park (see Figure 2) and, as a result, will not be impacted by the proposed improvements within the Emery Village study area.

In addition, one record exists of a rare plant species (mousetail (*Myosurus minimus*)) situated within one square kilometre of Finch Avenue West and Weston Road. Mousetail has an Srank of S1, which means that this species is Provincially Extremely Rare. The exact location of this record has not yet been obtained from the MNR but is likely to be located within the 'Significant Ecological Area' located south of Lanyard Road and west of Weston Road. This area will not be impacted by the proposed

improvements within the Emery Village study area. More data should be obtained from MNR, if possible, during detail design to confirm the presence and location of this species.

A total of three eastern red cedar (*Juniperus virginiana*) trees, considered rare in the City of Toronto by the MNR (but common by the TRCA), are located immediately adjacent to/within the preferred road alternatives/routes. One eastern red cedar lies within the CUM1-1 vegetation community located adjacent to PRA 2C4 (east of the CP railway). A second eastern red cedar lies within the CUW1 vegetation community within PRA 2C (west of the CP railway). A third eastern red cedar lies within the CUT1-1 vegetation community located adjacent to PRA 2C2. Figures 1 and 2 present the location of these three trees. GPS coordinates were documented during the field investigations and can be provided upon request. These three trees should be protected from removal. Opportunities to protect/relocate these trees should be investigated during detail design.

#### **4.4 Wildlife and Wildlife Habitat**

The proposed improvements within the Emery Village study area have the potential to result in the displacement of and disturbance to wildlife and wildlife habitat. Effects on wildlife related to these improvements may include:

- displacement of wildlife and wildlife habitat;
- barrier effects on wildlife passage;
- wildlife/vehicle conflicts;
- disturbance to wildlife from noise, light and visual intrusion; and,
- displacement of rare, threatened or endangered wildlife and significant wildlife habitat.

Effects are most prominent in areas that have not been previously disturbed.

##### **4.4.1 Displacement of Wildlife and Wildlife Habitat**

The preferred road alternatives/routes within the Emery Village study area will be constructed within new rights-of-way. The new rights-of-way along these areas and along the off-road paths consist almost entirely of urbanized areas and previously disturbed terrestrial wildlife habitat with low habitat structure and diversity and limited habitat capability. The proposed improvements within the Emery Village study area will result in the loss of approximately 0.552 hectares of habitat (including FOD7-1, CUM1-1, CUT1-1, CUW1 and CUW1-b vegetation communities). The cultural vegetation communities have limited capability for wildlife while the deciduous forest vegetation community located between PRA 2C2 and PRA 3B and surrounding Habitant Park has a higher capability for wildlife. The effects of habitat removal on wildlife can be mitigated through the following measures:

- avoiding vegetation clearing during wildlife breeding seasons, primarily March 15 to July 31; and,
- dispersing, capturing and relocating wildlife prior to vegetation clearing.

Twenty-five of the bird species documented in the study area are protected under the *Migratory Birds Convention Act* (MBCA). The MBCA prohibits the killing, capturing, injuring, taking or disturbing of migratory birds (including eggs) or damaging, destroying, removing or disturbing of nests. Migratory insectivorous and non-game birds are protected year-round and migratory game birds are protected from March 10 to September 1. No permits are issued for the destruction of migratory birds or their nests incidental to some other undertaking or activity and project works or activities are not specifically prohibited under the *Act*. To meet the requirements of the MBCA, no vegetation removals should occur

during the nesting season. With several exceptions, this includes the period from April 1 to July 31. If vegetation clearing is required during this period, a nesting survey should be carried out by a qualified avian biologist prior to construction. If active nests are found, a site-specific mitigation plan should be prepared in consultation with the Canadian Wildlife Service.

#### ***4.4.2 Barrier Effects on Wildlife Passage***

The natural areas along Emery Creek, the city parks, the hydro corridor and the CP railway corridor in the study area act as corridors/wildlife pathways for wildlife tolerant of an urban environment and may serve to link locally important units for wildlife occupants. The proposed improvements within the Emery Village study area (including the construction of some of the preferred road alternatives/routes and off-road paths) will impinge to some extent upon Lindy Lou Park, Habitant Park, the hydro corridor and the CP railway. However, given the urbanized nature of the study area and the previously disturbed terrestrial wildlife habitat, the proposed improvements within the Emery Village study area will have no significant impacts on wildlife passage.

#### ***4.4.3 Wildlife/Vehicle Conflicts***

The construction of the preferred road alternatives/routes and off-road paths will increase the amount of travelled surface within the study area which can result in an increased risk of mortality for wildlife that elects to cross the road. The existing roadways within the study area (including Finch Avenue West and Weston Road) currently pose a potential barrier to wildlife movement and crossing opportunities for terrestrial wildlife are provided by existing culverts. While the proposed improvements within the Emery Village study area will increase exposure of wildlife to vehicle conflicts, the potential increase in wildlife mortality above existing conditions is considered minor.

#### ***4.4.4 Disturbance to Wildlife from Noise, Light and Visual Intrusion***

Noise, light and visual intrusion may alter wildlife activities and patterns. In urban settings, such as the study area, wildlife have become acclimatized to urban conditions and only those fauna that are tolerant of human activities remain. Given that wildlife are acclimatized to the presence of the urbanized settings within the study area, the tolerance of the wildlife assemblage to human activities and the limited zone of influence of the proposed improvements, disturbance to wildlife from noise, light and visual intrusion will have no significant adverse effects.

#### ***4.4.5 Displacement of Rare, Threatened or Endangered Wildlife or Significant Wildlife Habitat***

No wildlife species of conservation concern or significant wildlife habitat will be lost or disturbed as a result of the proposed improvements with the Emery Village study area.

### **4.5 Designated Natural Areas/Significant Natural Heritage Features**

According to data obtained from the MNR, one 'Significant Ecological Area' is located within the study area. This 'Significant Ecological Area' includes the section of Emery Creek (and its valley and stream corridor) located south of Lanyard Road and west of Weston Road. This 'Significant Ecological Area' is not located in the vicinity of any of the proposed improvements within the Emery Village study area and will not be impacted by this project.

The study area is located within the TRCA's 'Terrestrial Natural Heritage System'. The natural features/sensitive areas located within the study area include Emery Creek and its tributary and the associated valley and stream corridors; aquatic species and habitat (associated with Emery Creek); TRCA's regulation limits; regional storm flood plain; and, TRCA property (see Figures 1 and 2). The valley and stream corridor surrounding Emery Creek (both north and south of Finch Avenue West) is also

designated part of the City of Toronto's 'Natural Heritage System'. The proposed improvements within the Emery Village study area are not anticipated to impact Emery Creek,, the Tributary of Emery Creek, the associated valley and stream corridors, aquatic species and habitat or TRCA property.

The TRCA's regulation limits and the regional storm flood plain surround Emery Creek within the study area. The regulation limits encompass a number of the preferred road alternatives/routes (i.e. 2A, 2C1, 2C2 and 3B) and the proposed off-road paths surrounding PRA 2C1 and 2C2, between PRA 2C2 and 3B, and in Lindy Lou Park (north of Lanyard Road, west of Weston Road and south of Finch Avenue West). Under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) the TRCA regulates and may prohibit work taking place within valley and stream corridors and associated areas of interference (i.e. within the regulation limits). If any work (i.e. straightening, changing, diverting or interfering with the existing channel of a watercourse, or development if the control of flooding, erosion etc. may be affected by the development) is proposed within the valley and stream corridors/regulation limits it is necessary to apply for a permit under Ontario Regulation 166/06 from the TRCA during detail design. None of the preferred road alternatives/routes or off-road paths cross the daylighted sections of Emery Creek or the Tributary of Emery Creek and no direct impacts to these watercourses or the valley/stream corridor associated with these watercourses are anticipated. In addition, the regulation limits and regional storm flood plain lie within an area that has already been extensively developed. Further correspondence with the TRCA will be necessary during detail design to determine whether it will be necessary to apply for a permit under Ontario Regulation 166/06 as part of the proposed improvements to the Emery Village study area.

## **5.0 MONITORING**

A detailed monitoring program should be developed during detail design. During construction, an environmental inspector should make frequent random site visits. The environmental inspector will be responsible for delineating work areas and ensuring that erosion and sedimentation control measures are functional.

## 6.0 REFERENCES

- Brown, L. 1976. *Weeds in Winter*. W.W. Norton & Company, Inc., New York.
- Cadman, M.D. et al. 1987. *Atlas of the Breeding Birds of Ontario*. University of Waterloo Press, Don Mills, Ontario.
- Chapman L.J. and D.F. Putnam. 1984. *The Physiography of Southern Ontario, 3<sup>rd</sup> Edition*. Ontario Geological Survey Special Volume 2. 3<sup>rd</sup> Edition. Ontario Ministry of Natural Resources. 270 pp. + maps.
- City of Toronto and Toronto and Region Conservation Authority. December 2001. *City of Toronto Natural Heritage Study Final Report*. Toronto, Ontario.
- City of Toronto. Adopted by City Council May 2003. *Emery Village Secondary Plan*. Toronto, Ontario.
- City of Toronto. Adopted by City Council November 2002. *Toronto Official Plan*. Toronto, Ontario.
- Farrar, J.L. 1995. *Trees in Canada*. Fitzhenry and Whiteside Limited and the Canadian Forest Service. Markham, Ontario. pp. 502.
- Graves, A.H. 1992. *Illustrated Guide to Trees and Shrubs. A Handbook of the Woody Plants of the Northeastern United States and Adjacent Canada. Revised Edition*. Dover Publications, Inc., Mineola, New York.
- Harlow, W.M. 1954. *Fruit Key & Twig Key to Trees & Shrubs. Fourth Revised Edition*. Dover Publications, Inc., New York, New York.
- iTRANS Consulting Inc. 2007. *Emery Village Transportation Master Plan*. Prepared for the City of Toronto.
- Lee, H., W.D. Bakowsky, J.L. Riley, J.M. Bowles, M. Puddister, P. Uhlig and S. McMurray. 1998. *Ecological Land Classification for Southern Ontario: First Approximation and Its Application*. Ontario Ministry of Natural Resources, Southcentral Science Section, Science Development and Transfer Branch. SCSS Field Guide FG-02. North Bay, Ontario. 225 pp.
- Natural Heritage Information Centre. 2004. *Lists of Ontario Plants, Birds, Reptiles, Amphibians, Mammals, Fish and Crustaceans*. Natural Heritage Information Centre, Ministry of Natural Resources. Peterborough, Ontario.
- Natural Heritage Information Centre. 1997. *Southern Ontario Vegetation Communities List*. Natural Heritage Information Centre, Ontario Ministry of Natural Resources. Peterborough, Ontario. [http://www.mnr.gov.on.ca/MNR/nhic/communities/comm\\_list.cfm](http://www.mnr.gov.on.ca/MNR/nhic/communities/comm_list.cfm). Last revised January 1997.
- Newcomb, L. 1977. *Newcomb's Wildflower Guide*. Little Brown and Company. Toronto, Ontario. pp.490.
- Newmaster, S.G., A. Lehela, P.W.C. Uhlig, S. McMurray and M.J. Oldham. 1998. *Ontario Plant List*. Ontario Ministry of Natural Resources, Ontario Forest Research Institute, Sault Ste. Marie, Ontario, Forest Research Information Paper No. 123, 550 pp. + appendices.

- Oldham, M.J. 1999. *Natural Heritage Resources of Ontario: Rare Vascular Plants*. Natural Heritage Information Centre, Ontario Ministry of Natural Resources. Peterborough, Ontario, p. 56.
- Ontario Agricultural College and Soil Research Institute, Agriculture Canada. 1954. *Soil Map of York County (Regional Municipality of York), Soil Survey Report No. 19*. Guelph, Ontario.
- Ontario Breeding Bird Atlas Partnership. 2005. *Breeding Bird Atlas Database*. [www.birdsontario.org/atlas/atlasmain.html](http://www.birdsontario.org/atlas/atlasmain.html).
- Ontario Ministry of Natural Resources. Last revised January 1997. *Ontario Natural Heritage Information Centre (NHIC) Database* - [http://www.mnr.gov.on.ca/MNR/nhic/communities/comm\\_list.cfm](http://www.mnr.gov.on.ca/MNR/nhic/communities/comm_list.cfm). and <http://www.mnr.gov.on.ca/MNR/nhic/nhic.cfm>. Peterborough, Ontario.
- Ontario Ministry of Natural Resources. 2000. *Significant Wildlife Habitat Technical Guide*. Peterborough, Ontario.
- Soper, J.H. and M.L. Heimburger. 1982. *Shrubs of Ontario*. The Royal Ontario Museum. Toronto, Ontario. pp. 495.
- Toronto and Region Conservation Authority. 2005. *Flood Plain Mapping Program*.
- Toronto and Region Conservation Authority. 2002. *Toronto and Region Conservation Authority ELC Community Vegetation Scores*.
- Toronto and Region Conservation Authority. 2003. *Toronto and Region Conservation Authority Flora Scores*.
- Trelease, W. 1931. *Winter Botany. An Identification Guide to Native Trees and Shrubs*. Third Revised Edition. Dover Publications, Inc., Mineola, New York.
- Varga S., D. Leadbeater, J. Webber, K. Kaiser, B. Crins, J. Kamstra, D. Banville, E. Ashley, G. Miller, C. Kingsley, C. Jacobsen, K. Mewa, L. Tebby, E. Mosley and E. Zajc. 2000. *Distribution and Status of the Vascular Plants of the Greater Toronto Area*. Ontario Ministry of Natural Resources, Aurora District, August, 2000.

## **APPENDICES**

**APPENDIX A**  
**PHOTOGRAPHIC RECORD**



Emery Creek channel north of Finch Avenue West.



Emery Creek culvert north of Finch Avenue West at the south limits.



Emery Creek culvert north of Finch Avenue West at the north limits.



Emery Creek tributary north of Finch Avenue West.



Emery Creek tributary culvert north of Finch Avenue West.



Emery Creek channel south of Finch Avenue West (north section).



Emery Creek channel south of Finch Avenue West (south section).



Emery Creek culvert approximately 500 m south of Finch Avenue West.



Stormwater outfall culvert south of Finch Avenue West.

**APPENDIX B**  
**WORKING VASCULAR PLANT CHECKLIST**

**WORKING VASCULAR PLANT CHECKLIST**

Scientific Name	Common Name	COSEWIC	MNR	City of Toronto	TRCA	CC	Weed	CWet	Parkland	ELC Communities														
										FOM3-2	FOD4-b	FOD4-F	FOD5-1	FOD7-1	CUM1-1	CUT1-1	CUT1-A1	CUT1-c	CUW1	CUW1-b	CUW1-D	MAM2-2	MAS2-1	
<b>PINACEAE</b>	<b>PINE FAMILY</b>																							
<i>Picea glauca</i>	white spruce			X <sup>+</sup>	L3	6		3	X								X							
* <i>Pinus nigra</i>	Austrian pine					0	-1	-5	X						X									
<i>Pinus strobus</i>	eastern white pine					4		3		X			X				X							
<i>Tsuga canadensis</i>	eastern hemlock					7		3		X														
<b>CUPRESSACEAE</b>	<b>CEDAR FAMILY</b>																							
<i>Juniperus virginiana</i>	eastern red cedar			R		4		3					X	X		X	X							
<i>Thuja occidentalis</i>	eastern white cedar					4		-3						X										
<b>ULMACEAE</b>	<b>ELM FAMILY</b>																							
<i>Ulmus americana</i>	white elm					3		-2		X	X		X	X			X							
* <i>Ulmus pumila</i>	Siberian elm					0	-1	5			X		X											
<b>JUGLANDACEAE</b>	<b>WALNUT FAMILY</b>																							
<i>Juglans nigra</i>	black walnut					5		3					X				X							
<b>FAGACEAE</b>	<b>BEECH FAMILY</b>																							
<i>Fagus grandifolia</i>	American beech					6		3		X														
<i>Quercus macrocarpa</i>	bur oak					5		1									X							
<b>BETULACEAE</b>	<b>BIRCH FAMILY</b>																							
<i>Betula papyrifera</i>	white birch					2		2		X														
<i>Carpinus caroliniana</i> ssp. <i>virginiana</i>	blue beech					6		0		X														
<i>Ostrya virginiana</i>	ironwood					4		4		X							X							
<b>CARYOPHYLLACEAE</b>	<b>PINK FAMILY</b>																							
* <i>Silene latifolia</i>	bladder campion					0	-2	5						X								X		













### WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	MNR	City of Toronto	TRCA	CC	Weed	CWet	Parkland	ELC Communities													
										FOM3-2	FOD4-b	FOD4-F	FOD5-1	FOD7-1	CUM1-1	CUT1-1	CUT1-A1	CUT1-c	CUW1	CUW1-b	CUW1-D	MAM2-2	MAS2-1
<i>Phalaris arundinacea</i>	reed canary grass					0		-4							X	X	X						
* <i>Phleum pratense</i>	timothy					0	-1	3							X								
<i>Phragmites australis</i>	common reed					0		-4								X						X	
<i>Poa compressa</i>	Canada blue grass					0		2						X			X						
<i>Poa pratensis</i> ssp. <i>pratensis</i>	Kentucky bluegrass					0		1						X			X						
<i>Setaria</i> sp.	foxtail																					X	
<b>TYPHACEAE</b>	<b>CAT-TAIL FAMILY</b>																						
<i>Typha latifolia</i>	broad-leaved cattail					3		-5							X								
<i>Typha</i> sp.	cattail																						X

\*Introduced Species

**COSEWIC (Committee on the Status of Endangered Wildlife in Canada):**

- END - Endangered
- THR - Threatened
- SC - Special Concern

**MNR (Ontario Ministry of Natural Resources):**

- END - Endangered
- THR - Threatened
- SC - Special Concern

**Regional/Local Status (Toronto and Region Conservation Authority/City of Toronto):**

- L3 – Rare to Uncommon (Toronto and Region Conservation Authority, 2003)
- U – Uncommon (City of Toronto – Varga *et al.*, 2000)
- R – Rare (City of Toronto – Varga *et al.*, 2000)

**APPENDIX C**  
**TREE INVENTORY SUMMARY TABLE - ALONG PREFERRED**  
**ROAD ALTERNATIVES/ROUTES**

**TREE INVENTORY SUMMARY TABLE – ALONG PREFERRED ROAD ALTERNATIVES/ROUTES**

<b>Preferred Road Alternatives/ Routes</b>	<b>Tree/ Shrub #</b>	<b>Species</b>	<b>DBH (cm)</b>	<b>Condition</b>	<b>Notes</b>
2A	1	Colorado spruce ( <i>Picea pungens</i> )	15	G	Located beside Burger King
2A	2	Colorado spruce	25	G	Located beside Burger King
2A	3	Colorado spruce	25	F	Located beside Burger King
2A	4	Colorado spruce	25	F	Located beside Burger King
2A	5	Colorado spruce	30	G	Located beside Burger King
2A	6	Colorado spruce	30	G	Located beside Burger King
2A	7	Colorado spruce	25	G	Located beside Burger King
2A	8	Colorado spruce	15	G	Located beside Burger King
2A	9	Colorado spruce	20	G	Located beside Burger King
2A	10	Colorado spruce	20	G	Located beside Burger King
2A	11	Colorado spruce	30	G	Located beside Burger King
2A	12	Colorado spruce	30	G	Located beside Burger King
2A	13	Colorado spruce	29	G	Located beside Burger King
2A	14	Colorado spruce	20	G	Located beside Burger King
2A	15	Colorado spruce	15	G	Located beside Burger King
2A	16	Colorado spruce	10	G	Located beside Burger King
2A	17	Colorado spruce	20	G	Located beside Burger King
2A	18	Colorado spruce	25	G	Located beside Burger King
2A	19	Colorado spruce	20	G	Located beside Burger King
2A	20	Colorado spruce	20	G	Located beside Burger King
2A	21	Colorado spruce	24	G	Located beside Burger King
2A	22	Colorado spruce	26	G	Located beside Burger King
2A	23	Colorado spruce	25	G	Located beside Burger King
2A	24	Colorado spruce	30	G	Located beside Burger King
2C1	1	Reddish willow ( <i>Salix X rubens</i> )	60	G	East Side of roadway down hillside
2C2	1	Norway maple	20	G	East side of roadway into school
2C2	2	Austrian pine ( <i>Pinus nigra</i> )	25	G	East side of roadway into school
2C2	3	Austrian pine	25	G	East side of roadway into school
2C2	4	Austrian pine	25	G	East side of roadway into school
2C2	5	Austrian pine	25	G	East side of roadway into school
2C2	6	Austrian pine	25	G	East side of roadway into school
2C2	7	Austrian pine	25	G	East side of roadway into school
2C2	8	Austrian pine	25	G	East side of roadway into school
2C2	9	Austrian pine	25	G	East side of roadway into school
2C2	10	Eastern white pine ( <i>Pinus strobus</i> )	20	F	East side of roadway into school
2C2	11	Eastern white pine	35	G	East side of roadway into school
2C2	12	Eastern white pine	25	G	East side of roadway into school
2C2	13	Red ash ( <i>Fraxinus pennsylvanica</i> )	14	G	East side of roadway into school
2C2	14	Small leaf Linden ( <i>Tilia cordata</i> )	40	G	East side of roadway into school
2C2	15	Norway maple	10	G	West side of roadway into school
2C2	16	Norway maple	20	G	West side of roadway into school
2C2	17	Norway maple	20	G	West side of roadway into school
2C2	18	Red ash	35	G	West side of roadway into school
2C2	19	Norway maple	30	G	West side of roadway into school

**TREE INVENTORY SUMMARY TABLE – ALONG PREFERRED ROAD ALTERNATIVES/ROUTES**

<b>Preferred Road Alternatives/ Routes</b>	<b>Tree/ Shrub #</b>	<b>Species</b>	<b>DBH (cm)</b>	<b>Condition</b>	<b>Notes</b>
2C2	20	Norway maple	20	G	West side of roadway into school
2C2	21	Norway maple	30	G	West side of roadway into school
2C2	22	Norway maple	30	G	West side of roadway into school
2C2	23	Norway maple	30	G	West side of roadway into school
2C2	24	Austrian pine	20	G	West side of roadway at entrance to school
2C2	25	Austrian pine	20	G	West side of roadway at entrance to school
2C2	26	Austrian pine	20	G	West side of roadway at entrance to school
2C4	1	Norway maple ( <i>Acer platanoides</i> )	30	G	Located at northern edge of track field
3B	1	White spruce ( <i>Picea glauca</i> )	10	G	Along roadway, left of company entrance
3B	2	White spruce	10	G	Along roadway, left of company entrance
3B	3	White spruce	10	G	Along roadway, left of company entrance
3B	4	White spruce	10	G	Along roadway, left of company entrance
3B	5	White spruce	10	G	Along roadway, left of company entrance
3B	6	White spruce	10	G	Along roadway, left of company entrance
3B	7	White spruce	10	G	Along roadway, left of company entrance
3B	8	White spruce	10	G	Along roadway, left of company entrance
3B	9	White spruce	10	G	Along roadway, left of company entrance
3B	10	White spruce	10	G	Along roadway, left of company entrance

**Condition:**

G - Good

F - Fair

**Appendix E**  
**Traffic Analysis and LOS Tables**

# Traffic Analysis

## Ring Road Options

The implementation of a ring road or elements of a ring road were assessed to determine the potential for traffic diversion away from the Weston Road / Finch Avenue West intersection. The findings are summarized below in **Table 14**.

**Table 14: Traffic Diversion Effects of Ring Road for Finch/ Weston Intersection**

Ring Road Section	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Diversion *	Delay	v/c	Diversion *	Delay	v/c
Northwest Section	Southbound Left	-35	77.9	0.89	-45	57.8	0.88
	Southbound Right	-25	-	-	-30	54.8	0.83
	Eastbound Left	-40	-	-	-35	-	-
	Eastbound Through	+35	-	-	+45	-	-
	Westbound Right	-45	-	-	-40	59.1	0.97
	Westbound Through	+45	-	-	+40	59.1	0.97
Southwest Section	Northbound Left	-40	242.3	1.05	-40	43.4	0.73
	Eastbound Right	-10	-	-	-35	-	-
Southwest and Northwest Sections	Northbound Left	-40	150.1	0.96	-45	37.5	0.69
	Northbound Through	-15	-	-	-30	-	-
	Southbound Left	-35	71.9	0.87	-35	56.7	0.88
	Southbound Through	-15	-	-	-45	44.8	0.80
	Southbound Right	-25	-	-	-30	44.8	0.80
	Eastbound Left	-40	-	-	-35	-	-
	Eastbound Through	+35	-	-	+45	-	-
	Eastbound Right	-10	-	-	-35	-	-
	Westbound Right	-45	31.7	0.74	-40	59.1	0.97
	Westbound Through	+45	31.7	0.74	+40	59.1	0.97
Southeast Section (new options reassess)	Northbound Right	-35	-	-	-35	-	-
	Westbound Left	-40	25.1	0.60	-45	47.1	0.78
Southeast and Northeast Sections	Northbound Through	-40	-	-	-45	-	-
	Southbound Through	-30	-	-	-30	55.5	0.85

\* Diversion estimates approximate values during am and pm peak hours. Non-peak hour diversion may vary.

As the table above indicates, the northwest ring road and the southwest/ northwest ring road options are most beneficial to improving traffic operations at the Finch/ Weston intersection. Overall traffic operations will operate within available capacity with either of these options in place.

The new connections with Finch Avenue West at 2A / 2B and 2C3, if signalized, would provide new protection for pedestrians currently crossing midblock. As noted in Section 2, there was one fatal collision involving a pedestrian crossing Finch Ave midblock between Weston Road and Arrow Road in 2001.

Access management for existing driveways along Finch Avenue West, west of Weston Road could be implemented in conjunction with the Ring Road connections. Reducing access points along Finch Avenue West will reduce the number of conflict points, for example if some or all full-movement access points become right-in/right-out only with new access points to the Ring Road connections.

Option 2D will result in a potential safety concern due to the mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists.

In addition, a roadway connection in the southeast quadrant would provide alternative routing options for local traffic and would offload the proposed signalized intersection south of the Finch/ Weston intersection. A connection in this quadrant would reduce potential queuing associated with signals in close proximity (less than 200 metres apart).

### Rivalda Extension

The implementation of alternative extensions of Rivalda Road was assessed to determine the potential for traffic diversion away from the Weston Road / Finch Avenue West intersection. The potential for traffic diversion was derived from the licence plate trace data. The findings are summarized below in **Table 15**.

**Table 15: Traffic Diversion Effects of Rivalda Road for Finch/ Weston Intersection**

Rivalda Extension Section	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Diversion *	Delay	v/c	Diversion *	Delay	v/c
Connection to Toryork	Northbound Through	-30	-	-	-30	-	-
	Southbound Through	-40	-	-	-45	50.6	0.83
Connection to Finch Avenue East of Rail line	Northbound Right	-35	-	-	-35	-	-
	Westbound Left	-40	25.3	0.60	-45	51.9	0.80
Connection to the Signet/ Arrow	Northbound Right	-10	-	-	-10	-	-
	Westbound Left	-10	33.7	0.72	-10	115.9	0.96

\* Diversion estimates approximate values during am and pm peak hours. Non-peak hour diversion may vary.

From an overall traffic operations Table 8 indicates the provision of a connection from Rivalda Road to Finch Avenue east via the a crossing through the existing rail line would

improve traffic operations at the Finch/Weston intersection, but in itself would not reduce volumes below capacity.

The new connections with Finch Avenue West at 3C, if signalized, would provide new protection for pedestrians currently crossing midblock. As noted in Section 2, there was one fatal collision involving a pedestrian crossing Finch Ave midblock between Weston Road and Arrow Road in 2001.

Option 3A will result in a potential safety concern due to the mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists.

### **Non-Auto Solutions**

The implementation of new pedestrian and cyclist connections were assessed to determine the potential for modal shift and potential for improved traffic operations and level of service. The potential for new links include the following:

- Weston Road crossing at Lanyard
- Finch Avenue West crossing at Lindylou Park
- Rail line crossing in/near hydro corridor
- Connection between Lindylou Park and high-rises on southwest quadrant
- Connection from Finch/Weston intersection to Emery Collegiate Institute
- Bicycle network proposed in Toronto Bike Plan
- Additional walking and cycling links to provide local connections to schools, shops and other destinations (within 5 km)

While the potential for overall modal shift will be low, the provision of new connections will increase the modal shift, including the potential for high school students travelling to/from Emery Collegiate and decreasing automobile related school trips. New connections will also be consistent with the Toronto Bike Plan and will support initiatives to promote active and healthy living.

### **Bicycle Accommodation**

The level of service for on-road bicycle facilities can be assessed based on a measure of cyclist accommodation (e.g. provision of bicycle lane) and traffic conditions (e.g. volumes and road design). The Bicycle Compatibility Index (BCI) is an assessment of the relative conditions and is summarized in **Table 16** below.

**Table 16: Bicycle Compatibility Index (BCI) Level of Service (LOS) Ranges**

LOS	BCI Range	Compatibility Level
A	< 1.50	Extremely High
B	1.51 – 2.30	Very High
C	2.31 – 3.40	Moderately High
D	3.41 – 4.40	Moderately Low
E	4.41 – 5.30	Very Low
F	> 5.30	Extremely Low

BCI analysis was conducted for bicycle facilities on routes identified in the Toronto Bicycle Master Plan within the study area to compare existing conditions to future conditions during the weekday PM peak hour. The findings of the BCI assessment are summarized in Table 17.

The results of the BCI assessment were considered with the objective of improving the LOS for cyclists while not encouraging cycling activity in problematic environments. Recommendations were developed with intent of maintaining a LOS ‘D’ or better and striving for LOS ‘C’ where possible to encourage cycling demand.

Based on the BCI analysis, the following on-road bicycle facilities should be considered:

- Designated bike lanes on Finch Avenue West, west of Weston Road. It is recommended that a bike lane wider than 1.5m or lower vehicular operating speeds be considered to achieve LOS D or better.
- Shared lanes on Rivalda Road, Lanyard/Legume – Milvan/Rumike
- Designated bike lanes (1.5m is adequate) on Sheppard Avenue east of Weston Road.

**Table 17: Bicycle Compatibility Index**

Corridor/ Direction	Bicycle Compatibility Index		Bicycle Level of Service	
	Current Conditions	With 1.5 m Bicycle lane	Current Conditions	With 1.5 m Bicycle lane
Finch Avenue (Bike Lane) West of Weston Road Eastbound	5.442	4.209	<b>F</b>	<b>D</b>
Finch Avenue (Bike Lane) West of Weston Road Westbound	6.022	4.790	<b>F</b>	<b>E</b>
Rivalda Road (Bike Lane) North of Sheppard Avenue Northbound	3.160	2.327	<b>C</b>	<b>C</b>
Rivalda Road (Bike Lane) North of Sheppard Avenue Southbound	3.341	2.507	<b>C</b>	<b>C</b>
Lanyard/ Legume - Milvan/ Rumike (Signed Route) North of Finch Northbound	2.386	2.386	<b>C</b>	<b>C</b>
Lanyard/ Legume - Milvan/ Rumike (Signed Route) North of Finch Southbound	3.582	3.582	<b>C</b>	<b>C</b>
Lanyard/ Legume - Milvan/ Rumike (Signed Route) South of Finch Northbound	3.054	3.054	<b>C</b>	<b>C</b>
Lanyard/ Legume - Milvan/ Rumike (Signed Route) South of Finch Southbound	3.434	3.434	<b>D</b>	<b>D</b>
Sheppard Avenue (Bike Lane) East of Weston Road Eastbound	4.726	3.494	<b>E</b>	<b>D</b>
Sheppard Avenue (Bike Lane) East of Weston Road Westbound	5.290	4.058	<b>E</b>	<b>D</b>

\* Assumes the implementation of a 1.5 metre bike lane

### Pedestrian Accommodation

Key elements of pedestrian accommodation include included protected crossings (i.e., traffic signal, overpass, or underpass) and on- and off-road facilities, such as boulevard enhancements.

The appropriateness of signalized at-grade crossings are determined through generally accepted traffic warrants based on pedestrian and vehicle volumes and collision history with regard for environmental criteria such as intersection spacing. Based on traffic signal warrants, it is anticipated that traffic signals will be warranted at the Medallion development access to Weston Road approximately 130m south of Finch Avenue West, and at a new road connection Option 2A at Finch Avenue West, west of Weston Road.

The City of Toronto does not have an established protocol for implementing grade separated pedestrian/cyclist crossings nor is there generally accepted engineering warrant. The operational need and appropriateness of pedestrian grade separated crossings were considered in terms of anticipated benefits and costs including: anticipated use, property requirements, capital costs, maintenance costs, safety benefits, and security risks.

To justify the higher level of investment, bridges or tunnels should receive comparable demand to other pedestrian features such as a pedestrian crossover or pedestrian signals. Other factors in assessing the technical appropriateness of grade separations relate to:

- The likelihood of pedestrian use given the ease of alternative crossing, convenience of use, and adequacy of maintenance,
- The accommodation of differently-abled persons, with consideration of ramp slope, landings, and railings.
- The possible accommodation of cyclists on the grade-separated structure
- The availability of property and favourable grades to accommodate structure supports and pedestrian access to the structure,
- Impact to sightlines for vehicles on the road or at nearby intersections,
- 5.3 m of vertical clearance between the bottom of a bridge structure and the travelled portion of the road,
- Personal security within the structure, and
- Cost effectiveness given the cost, use and potential for a reduction in vehicle-pedestrian conflicts and collisions

Based on this assessment, grade separated pedestrian crossings are not seen as warranted. Given the cost of grade separation (\$2.5 to 3.5 million per structure plus maintenance), property and the anticipated operational benefit, traffic control signals were seen as the preferred form of protected pedestrian-cyclist crossing of arterial roads. There is opportunity for protected crossings at a new traffic control signal on Finch Avenue West, west of Weston Road (Option 2A), and pedestrians will continue to be accommodated at the existing signalized intersection of Weston Road and Lanyard Road.

A pedestrian structure across Finch Avenue West, east of Weston Road (west of the CP structure) could be of benefit: connecting the Medallion development, to the commercial block on the northeast quadrant of the Finch Avenue West and Weston Road and could serve transit operations. The grades for a crossing east of Weston would be favourable for a pedestrian bridge to meet clearance requirements over Finch Avenue West.

### **Access Improvements**

The implementation of access management of multiple accesses to the arterial roadways and introduction of new consolidated access points serving each quadrant of the Finch Avenue West / Weston Road intersection were assessed.

A primary objective of the road system is to provide safe and orderly access consistent with the functional and operational requirements of the public roads and the accessibility needs of

the adjacent land uses. To achieve this objective, access management is a widely accepted practice documented by major transportation research organizations.

Access management reduces the variety and spacing of events to which the driver must respond. The efficiency and safety of driveways depend on traffic volumes, geometric design, and traffic control systems. The principle of access control is a means for minimizing accidental potential and preserving the capacity of arterial roadways. The introduction of consolidated access point in the northwest, southwest and southeast quadrants will contribute to access management and the related operational benefits.

### **Intersection Modifications**

Three alternatives were evaluated that directly impact the Finch/Weston intersection: Construction of a roundabout (three and four leg configuration), removal of south leg of intersection, and the implementation of priority transit (queue jump) lanes. These alternatives were assessed to determine the impact of traffic diversion and traffic operations at the intersection for the 2011 planning horizon.

The construction of a four-leg roundabout was assessed to determine if any improvements to traffic operations would result. It is not anticipated that there will be significant traffic diversion associated with the construction of a four-leg roundabout. In addition, the removal of the south leg of the Finch/ Weston intersection to facilitate a three-leg roundabout was assessed to determine the potential for traffic diversion and its impact on the Weston Road / Finch Avenue West intersection. The assessment of roundabout traffic operations was undertaken using the *RODEL 1* software package. A summary of the findings is illustrated below in **Table 18**.

**Table 18: Traffic Impacts Associated with Roundabout at Finch/ Weston Intersection**

Modifications	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Diversion *	Delay	v/c	Diversion *	Delay	v/c
Four-leg Roundabout	Northbound	n/a	7.2	0.56	n/a	7.2	0.54
	Southbound	n/a	16.2	0.69	n/a	273.6	0.97
	Eastbound	n/a	8.4	0.61	n/a	12.0	0.73
	Westbound	n/a	13.8	0.75	n/a	50.4	0.87
Three-leg Roundabout	Northbound Right	- 178	-	-	-168	-	-
	Northbound Through	-640	-	-	-546	-	-
	Northbound Left	-191	-	-	-207	-	-
	Southbound Left	+194	4.2	0.38	+216	7.2	0.54
	Southbound Through	-774	4.2	0.38	-865	7.2	0.54
	Southbound Right	+194	4.2	0.38	+216	7.2	0.54
	Eastbound Left	+320	4.8	0.57	+273	5.4	0.59
	Eastbound Through	+26	4.8	0.57	+35	5.4	0.59
	Westbound Left	-197	3.6	0.50	-215	6.6	0.66

\* Diversion estimates approximate values during am and pm peak hours. Non-peak hour diversion may vary.

As **Table 18** indicates the Finch/ Weston intersection traffic operations as a four-leg roundabout will operate within capacity during the AM peak, however the PM encounters capacity constraints with southbound traffic approaching capacity and the westbound leg approaching critical v/c standards established by the City.

The option of a four-legged roundabout will significantly impact pedestrian crossing accommodation at the Finch Avenue West / Weston Road intersection. With traffic volumes in excess of 1,000 entering and exiting each leg of the intersection, there will be insufficient gaps during peak hours to accommodate pedestrian movements across the approaches of the roundabout. In order for a four-legged roundabout to accommodate pedestrian movements treatments would be required that are either operationally problematic (e.g. traffic control signals for each leg of the roundabout) or costly in terms of capital and operating cost (i.e. grade separated pedestrian crossing).

Under the three-leg roundabout alternative, there are significant traffic diversion impacts resulting from the removal of the south leg of the Finch/ Weston intersection. Although a small portion of traffic may choose to travel along parallel routes, it is anticipated that the majority of displaced traffic will infiltrate through the adjacent neighbourhoods. From a traffic operations perspective the three-leg roundabout will operate within available capacity, however as mentioned previously there are traffic infiltration implications to the nearby residential neighbourhood associated with this alternative.

The removal of the south leg of the Finch/ Weston intersection was assessed to determine the potential for traffic diversion and its impact on the Weston Road / Finch Avenue intersection operations. The findings are summarized below in **Table 19**.

**Table 19: Traffic Diversion Effects of Removal of South Leg of Finch / Weston Intersection**

Modifications	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Diversion *	Delay	v/c	Diversion *	Delay	v/c
Removal of south leg	Northbound Right	- 178	n/a	n/a	-168	n/a	n/a
	Northbound Through	-640	n/a	n/a	-546	n/a	n/a
	Northbound Left	-191	n/a	n/a	-207	n/a	n/a
	Southbound Left	+194	47.0	0.77	+216	122.0	1.00
	Southbound Through	-774	n/a	n/a	-865	n/a	n/a
	Southbound Right	+194	-	-	+216	34.4	0.68
	Eastbound Left	+320	343.0	1.15	+273	341.3	1.15
	Eastbound Through	+26	-	-	+35	-	-
	Westbound Left	-197	n/a	n/a	-215	n/a	n/a

\* Diversion estimates approximate values during am and pm peak hours. Non-peak hour diversion may vary.

The removal of the south leg of the Finch Avenue West / Weston Road intersection will result in demands that will exceed capacity and considerable traffic rerouting. This traffic redistribution will result in traffic infiltration. Although a portion of traffic will divert to parallel routes, it is anticipated that the majority of traffic will likely infiltrate through the adjacent neighbourhood west of Weston Road to reach Finch Avenue West and continue with the vehicle trip.

With the removal of the south leg of the Finch Avenue West / Weston Road intersection, daily volumes on Lanyard Road are anticipated to increase by over 500 vehicles (100%). This increase in traffic infiltration will increase pedestrian exposure to vehicle conflicts and impact the pedestrian and traffic safety in the vicinity of the local green space and elementary school.

Both a three and four legged-roundabout would impact on transit operations. Pedestrian access to the transit stops would be affected. And the option of a three-legged roundabout would negatively impact on existing routes on Weston Road.

The option of introducing queue jump lanes on Finch Avenue West utilizing the existing widened portion of the roadway would have moderate impact on vehicle capacity and delay. It is estimated that the functional through capacity would be impacted by approximately 2% in both the east and west directions. This percentage is derived from the findings of a study of lane usage at the Jane Street and Sheppard Avenue intersection. It is anticipated that transit delay reduction resulting from the presence of queue jump lanes would be marginal.

# Level of Service (LOS) Tables

## Existing Traffic Conditions in Primary Study Area

### Primary Study Area Signalized Intersection Operations – Existing Conditions (2006)

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Milvan-Rumike	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left	0.59	29.2	C	1.05	277.6	F
	Eastbound Through	0.67	16.4	B	0.62	16.4	B
	Eastbound Right	0.08	5.7	A	0.15	6.8	A
	Westbound Left	0.10	10.8	B	0.32	18.8	B
	Westbound Through	0.65	16.0	B	0.75	19.5	B
	Westbound Right	0.34	6.1	A	0.23	7.8	A
	Northbound Left	0.12	15.3	B	0.25	19.6	B
	Northbound Through-Right	0.07	13.5	B	0.09	17.1	B
	Southbound Left	0.22	16.7	B	0.32	20.6	C
	Southbound Through	0.06	14.6	B	0.26	18.9	B
Southbound Right	0.09	5.8	A	0.18	18.2	B	
Finch / Jayzel	<b>Overall</b>			<b>B</b>			<b>B</b>
	Eastbound Left	0.05	6.8	A	0.12	7.2	A
	Eastbound Through	0.48	8.9	A	0.52	7.6	A
	Eastbound Right	0.04	3.4	A	0.07	2.5	A
	Westbound Left	0.28	10.3	B	0.54	18.2	B
	Westbound Through-Right	0.57	10.0	A	0.66	9.5	A
	Northbound Left	0.13	23.0	C	0.29	30.5	C
	Northbound Through-Right	0.19	23.6	C	0.24	29.3	C
Southbound Left-Through-Right	0.02	21.5	C	0.06	26.7	C	
Finch / Weston	<b>Overall</b>			<b>C</b>			<b>D</b>
	Eastbound Left	0.34	18.6	B	0.39	23.2	C
	Eastbound Through-Right	0.54	27.2	C	0.66	31.3	C
	Westbound Left	0.61	25.6	C	0.57	28.1	C
	Westbound Through-Right	0.73	31.4	C	0.90	43.7	D
	Northbound Left	0.90	110.3	F	0.74	42.1	D
	Northbound Through	0.53	32.9	C	0.43	29.9	C
	Northbound Right	0.27	6.1	A	0.23	5.5	A
	Southbound Left	0.70	41.1	D	0.83	45.8	D
Southbound Through-Right	0.62	29.0	C	0.80	45.4	D	

Weston / Toryork	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left	0.09	30.5	C	0.27	31.9	C
	Eastbound Through-Right	0.72	50.5	D	0.65	42.7	D
	Westbound Left	0.04	29.8	C	0.27	32.8	C
	Westbound Through-Right	0.04	29.5	C	0.11	28.7	C
	Northbound Left	0.59	17.7	B	1.00	130.1	F
	Northbound Through-Right	0.33	8.1	A	0.30	7.6	A
	Southbound Left	0.02	7.0	A	0.03	7.1	A
	Southbound Through	0.33	7.7	A	0.40	8.1	A
Southbound Right	0.03	2.9	A	0.06	3.8	A	
Weston / Lanyard	<b>Overall</b>			<b>A</b>			<b>A</b>
	Eastbound Left	0.38	31.9	C	0.37	37.2	D
	Eastbound Right	0.39	19.4	B	0.24	11.2	B
	Northbound Left	0.54	20.3	C	0.14	3.2	A
	Northbound Through	0.33	3.8	A	0.39	3.6	A
	Southbound Through	0.49	4.8	A	0.26	6.6	A
Southbound Right	0.09	2.2	A	0.07	3.1	A	
Finch / Signet-Arrow	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left	0.38	36.7	D	0.37	41.5	D
	Eastbound Through-Right	0.63	22.7	C	0.94	45.9	D
	Westbound Left	0.64	26.4	C	0.73	40.1	D
	Westbound Through-Right	0.65	10.8	B	0.77	24.2	C
	Northbound Left	0.12	31.8	C	0.18	20.1	C
	Northbound Through	0.09	29.5	C	0.09	16.8	B
	Northbound Right	0.11	30.0	C	0.15	17.6	B
	Southbound Left	0.54	39.9	D	0.66	29.1	C
Southbound Through-Left	0.66	42.3	D	0.84	40.8	D	
Southbound Right	0.04	28.9	C	0.06	16.5	B	

**Calculated and observed queuing at Finch Ave and Weston Road**

Movement	Existing Storage Length – Parallel (m)	Existing Storage Length – Taper (m)	AM Peak Queuing (metres)			PM Peak Queuing (metres)		
			Average 50th Percentile	Maximum 95th Percentile	Observed Queue*	Average 50th Percentile	Maximum 95th Percentile	Observed Queue*
EB Left	82	14						63.5
EB Through	528	-						331.0
EB Right	97	28	7.4	16.5	30.1	8.4	18.7	43.6
WB Left	106	41	88.1	130.6	141.1	99.0	158.6#	119.6
WB Through-Right	473	-	0.0	10.9	77.3	0.0	16.8	441.8
NB Left	395	-	18.9	49.2#	63.2	15.5	41.9#	41.6
NB Through	43	33	88.3	123.6	178.0	113.7	173.2#	109.0
NB Right	55	11	31.2	82.5#	22.2	21.3	62.9#	46.4
SB Left	106	-	54.1	81.6	83.8	42.8	65.8	376.7
SB Through-Right			0.0	17.4	11.4	0.0	16.8	376.7
			23.1	57.0#	45.6	42.8	103.9#	
			70.1	105.6	45.6	93.6	148.7#	

\* Observed queuing is based upon the October 24<sup>th</sup> count. Synchro queuing is based upon November 9<sup>th</sup> count.  
# 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer.

**Future Background Traffic Conditions Primary Study Area****Primary Study Area Signalized Intersection Operations – Future Background Conditions**

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Milvan-Rumike	<b>Overall</b>			<b>B</b>			<b>C</b>
	Eastbound Left	0.78	45.1	D	1.10	348.2	F
	Eastbound Through	0.67	15.4	B	0.66	17.3	B
	Eastbound Right	0.05	10.1	B	0.15	7.0	A
	Westbound Left	0.12	10.8	B	0.38	22.5	C
	Westbound Through	0.68	15.5	B	0.78	20.4	C
	Westbound Right	0.26	11.4	B	0.23	8.0	A
	Northbound Left	0.12	12.4	B	0.25	19.6	B
	Northbound Through-Right	0.07	11.8	B	0.09	17.1	B
	Southbound Left	0.23	13.6	B	0.32	20.6	C
	Southbound Through	0.06	11.8	B	0.26	18.9	B
Southbound Right	0.04	11.6	B	0.18	18.2	B	

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Jayzel	<b>Overall</b>			<b>B</b>			<b>B</b>
	Eastbound Left	0.06	6.5	A	0.13	7.7	A
	Eastbound Through	0.49	8.9	A	0.55	7.9	A
	Eastbound Right	0.03	5.8	A	0.07	2.6	A
	Westbound Left	0.29	9.9	A	0.61	24.6	C
	Westbound Through-Right	0.60	10.2	B	0.68	9.9	A
	Northbound Left	0.13	22.5	C	0.29	30.5	C
	Northbound Through-Right	0.18	23.0	C	0.24	29.3	C
	Southbound Left-Through-Right	0.02	21.3	C	0.06	26.7	C
Finch / Weston	<b>Overall</b>			<b>E</b>			<b>E</b>
	Eastbound Left	0.34	23.3	C	0.39	23.2	C
	Eastbound Through-Right	0.57	27.5	C	0.70	32.1	C
	Westbound Left	0.75	38.9	D	1.01	157.5	F
	Westbound Through-Right	0.75	31.7	C	0.98	62.7	E
	Northbound Left	1.33	672.0	F	0.91	84.3	F
	Northbound Through	0.58	33.6	C	0.48	30.7	C
	Northbound Right	0.16	27.8	C	0.29	7.8	A
	Southbound Left	1.02	172.5	F	1.01	133.7	F
	Southbound Through-Right	0.67	28.7	C	0.89	77.7	E
Weston / Toryork	<b>Overall</b>			<b>B</b>			<b>E</b>
	Eastbound Left	0.09	31.0	C	0.27	30.7	C
	Eastbound Through-Right	0.72	44.3	D	0.73	45.3	D
	Westbound Left	0.04	30.6	C	0.28	32.7	C
	Westbound Through-Right	0.04	30.5	C	0.10	27.4	C
	Northbound Left	0.65	17.2	C	1.28	552.3	F
	Northbound Through-Right	0.35	7.1	A	0.33	9.4	A
	Southbound Left	0.02	5.3	A	0.04	8.5	A
	Southbound Through	0.35	7.1	A	0.44	10.1	B
	Southbound Right	0.03	5.3	A	0.08	4.5	A
Weston / Lanyard	<b>Overall</b>			<b>A</b>			<b>A</b>
	Eastbound Left	0.38	6.5	C	0.37	37.2	D
	Eastbound Right	0.41	33.0	C	0.25	11.2	B
	Northbound Left	0.69	32.6	D	0.15	3.3	A
	Northbound Through	0.36	11.4	A	0.43	3.9	A
	Southbound Through	0.53	3.5	A	0.29	6.8	A
	Southbound Right	0.09	4.6	A	0.07	3.4	A

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Finch / Arrow	<b>Overall</b>			<b>C</b>			<b>D</b>
	Eastbound Left	0.38	36.7	D	0.37	41.5	D
	Eastbound Through-Right	0.72	24.7	C	1.02	100.2	F
	Westbound Left	0.66	29.1	C	0.73	40.1	D
	Westbound Through-Right	0.67	11.2	B	0.86	28.1	C
	Northbound Left	0.13	32.3	C	0.19	20.3	C
	Northbound Through	0.09	29.5	C	0.09	16.8	B
	Northbound Right	0.11	30.0	C	0.15	17.6	B
	Southbound Left	0.54	40.0	D	0.67	29.6	C
	Southbound Through-Left	0.70	44.0	D	0.85	42.0	D
Southbound Right	0.04	28.9	C	0.06	16.5	B	

### Existing Traffic Conditions Secondary Study Area

#### Secondary Study Area Signalized Intersection Operations – Existing Conditions (2006)

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay	LOS	v/c	Delay	LOS
Steeles / Islington	<b>Overall</b>			<b>D</b>			<b>C</b>
	Eastbound Left	0.23		C	0.92		F
	Eastbound Through	0.70		C	0.75		C
	Eastbound Right	0.15		A	0.12		B
	Westbound Left	1.07		F	0.89		E
	Westbound Through	0.49		B	0.82		C
	Westbound Right	0.06		A	0.35		A
	Northbound Left	0.85		F	0.83		D
	Northbound Through	0.25		C	0.38		B
	Northbound Right	0.88		D	0.38		A
	Southbound Left	0.68		D	0.68		D
	Southbound Through	0.57		C	0.55		C
Southbound Right	0.21		A	0.31		C	

Steeles / Weston	<b>Overall</b>			<b>C</b>		<b>D</b>
	Eastbound Left	0.76		C	1.15	F
	Eastbound Through	0.62		B	0.63	B
	Eastbound Right	0.07		A	0.08	A
	Westbound Left	0.63		C	0.48	B
	Westbound Through	0.52		B	0.72	C
	Westbound Right	0.04		A	0.22	B
	Northbound Left	0.45		D	0.66	E
	Northbound Through	0.31		C	0.80	D
	Northbound Right	0.13		A	0.26	B
	Southbound Left	0.22		C	1.13	F
	Southbound Through	0.70		D	0.61	D
Southbound Right	0.34		A	0.62	C	
Finch / Islington	<b>Overall</b>			<b>C</b>		<b>C</b>
	Eastbound Left	0.54		B	0.79	D
	Eastbound Through-Right	0.35		B	0.45	C
	Westbound Left	0.81		C	0.89	D
	Westbound Through	0.41		B	0.81	C
	Westbound Right	0.12		A	0.18	B
	Northbound Left	0.33		D	0.57	D
	Northbound Through	0.42		C	0.68	C
	Northbound Right	0.42		A	0.54	B
	Southbound Left	0.55		D	0.46	C
	Southbound Through	0.66		C	0.64	C
Southbound Right	0.26		B	0.27	A	
Finch / Norfinch	<b>Overall</b>			<b>D</b>		<b>F</b>
	Eastbound Left	0.52		C	0.55	C
	Eastbound Through-Right	0.87		C	0.90	D
	Westbound Left	1.13		F	1.38	F
	Westbound Through-Right	0.71		C	0.87	C
	Northbound Left	0.65		D	1.82	F
	Northbound Through-Right	0.35		C	0.47	C
	Southbound Left	0.33		C	0.52	D
	Southbound Through-Right	0.68		D	0.82	D
Sheppard / Weston	<b>Overall</b>			<b>B</b>		<b>B</b>
	Westbound Left	0.90		D	0.61	C
	Westbound Right	0.45		B	0.39	A
	Northbound Through	0.28		B	0.37	B
	Northbound Right	0.45		A	0.22	A
	Southbound Left	0.77		C	0.44	B
Southbound Through	0.46		B	0.55	B	

Sheppard / Rivalda	<b>Overall</b>			<b>A</b>		<b>B</b>
	Eastbound Left-Through-Right	0.54		A	0.66	B
	Westbound Left-Through-Right	0.52		A	0.84	B
	Northbound Left-Through-Right	0.06		A	0.03	B
	Southbound Left	0.47		B	0.09	A
	Southbound Through-Right	0.08		A	0.72	C

## Existing Reserve Capacity in Secondary Study Area

### Islington @ Steeles Existing Reserve Capacity

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
NB Through	976	241	75.3% (735)	1467	556	62.1% (911)
SB Through	1301	746	42.7% (555)	1109	606	45.4% (503)
EB Through	1692	1192	29.5% (500)	1217	916	24.7% (301)
WB Through	2017	991	50.8% (1026)	1825	1500	17.8% (325)

### Islington @ Finch Existing Reserve Capacity

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
NB Through	1181	499	57.7% (682)	1181	806	31.8% (375)
SB Through	1181	781	33.9% (400)	1181	759	35.7% (422)
EB Through	2451	822	66.5% (1629)	2140	910	57.5% (1230)
WB Through	1718	710	58.7% (1008)	1503	1210	19.5% (293)

### Signet/Arrow @ Finch Existing Reserve Capacity

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
NB Through	471	41	91.3% (430)	829	74	91.1% (755)
SB Through	471	297	36.9% (174)	829	221	73.3% (608)
EB Through	2286	1324	42.1% (962)	1838	1652	10.1% (186)
WB Through	3294	1518	53.9% (1776)	2414	1586	34.3% (828)

**Sheppard @ Rivalda Existing Reserve Capacity**

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
SB Left	697	201	71.2% (496)	587	270	54.0% (317)
EB Through	1961	841	57.1% (1120)	1415	836	40.9% (479)
WB Through	2381	943	60.4% (1438)	1933	1325	31.5% (608)

**Weston @ Steeles Existing Reserve Capacity**

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
NB Through	1074	336	68.7% (738)	895	717	19.9% (178)
SB Through	1074	750	30.2% (324)	895	548	38.8% (347)
EB Through	1825	1136	37.8% (689)	2058	1290	37.3% (768)
WB Through	1825	944	48.3% (881)	2058	1488	27.7% (570)

**Weston @ Sheppard Existing Reserve Capacity**

Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity (vph)
SB Left	492	379	22.9% (113)	429	190	55.7% (239)
WB Right	625	281	55.0% (344)	683	260	61.9% (423)

**Southbound Existing & Future Background Reserve Capacity**

Link	Direction	Base Capacity (vph)	AM Peak Adj. Flow (vph)	AM Reserve Capacity % (vph)	Base Capacity (vph)	PM Peak Adj. Flow (vph)	PM Reserve Capacity % (vph)
<b>Existing Conditions</b>							
Islington	Southbound	1181	781	33.9% (400)	1181	759	35.7% (422)
	Northbound	1181	499	57.7% (682)	1181	806	31.8% (375)
Arrow Norfinch	Southbound	471	297	36.9% (174)	471	221	53.1% (250)
	Northbound	471	41	91.3% (430)	471	74	84.3% (397)
<b>2011 Future Background</b>							
Islington	Southbound	1181	821	30.5% (360)	1181	798	32.4% (383)
	Northbound	1181	524	55.6% (657)	1181	847	28.3% (334)
Arrow Norfinch	Southbound	471	312	33.8% (159)	471	232	50.7% (239)
	Northbound	471	43	90.9% (428)	471	86	82.7% (385)

## Queuing in Primary Study Area

### Key Queuing Results – Existing Conditions (2006)

Intersection	Movement	AM Peak Queuing (metres)		PM Peak Queuing (metres)	
		Average 50 <sup>th</sup> Percentile	Maximum 95 <sup>th</sup> Percentile	Average 50 <sup>th</sup> Percentile	Maximum 95 <sup>th</sup> Percentile
Finch / Milvan-Rumike	EB Left	-	-	15.8	37.2
	EB Through	50.4	79.2	64.3	99.9
	WB Through	47.8	75.1	86.3	136.7
Finch / Jayzel	EB Through	40.7	63.5	45.8	71.3
	WB Left	-	-	8.5	43.5
	WB Through	52.7	83.5	68.8	112.1
Weston / Toryork	EB Through-Right	41.8	77.9	40.9	74.7
	NB Left	24.3	80.9	47.1	83.0
	NB Through-Right	30.3	53.6	24.3	49.7
	SB Through	29.2	52.0	36.6	73.8
Weston / Lanyard	NB Left	4.9	40.2	-	-
	SB Through	32.1	67.1	-	-
Finch / Signet-Arrow	EB Through	76.3	107.2	117.8	182.1
	WB Left	28.1	70.1	16.9	55.2
	WB Through	79.2	115.0	104.8	149.2
	SB Left	29.6	57.8	~149.8	252.8

**Appendix F**  
**Detailed Analysis and**  
**Evaluation of Options**

**Appendix F**  
**Detailed Analysis and**  
**Evaluation of Options**

**Analysis and Evaluation of Options: Ring Road (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options	
<b>Land Use and Social-Economic</b>							
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth		No sensitive receptors existing on this quadrant Potential noise impacts at future residential development		Increase in noise levels at Lindylou Park and outside apartment buildings	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new residential development on Toryork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>		<ul style="list-style-type: none"> <li>2B1, 2B2: Improved access to new residential development on Weston</li> <li>2B1, 2B2, 2B3: Improved access to existing apartment buildings</li> <li>Residential property required for all 3 suboptions</li> </ul>	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>Works Yard property and potentially other business property required</li> <li>May affect Parks, Facilities, and Recreations operations</li> </ul>		<ul style="list-style-type: none"> <li>2B1: Improved access to existing businesses on SW quadrant</li> <li>No impact to existing business property</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	No impact to existing recreational facilities		No impact to existing recreational facilities		<ul style="list-style-type: none"> <li>Lindylou Park property required for all 3 suboptions: 2B1 requires least, 2B3 requires most</li> <li>Loss of park land, obstructs access to park land from surrounding community</li> </ul>	
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property		<ul style="list-style-type: none"> <li>2B1, 2B2: No impact to TRCA property</li> <li>2B3: Impact to TRCA property north of Lanyard</li> </ul>	
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No impact to potential archaeological or cultural heritage resources</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Slight potential for archaeological sites in undisturbed lands adjacent to Toryork on Works Yard property</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in Lindylou Park: 2B1 has least potential, 2B3 has most potential</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion		Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion		Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion	

**LEGEND**

Most Preferred				Least Preferred

**Analysis and Evaluation of Options: Ring Road (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Does not conform with development of former Mall site or new residential development on Weston which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/ Deerhide intersection		Conforms with development on Toryork		2B1, 2B2: Conform with development of former Mall site and new residential development on Weston	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential remediation site on Works Yard property		No remediation sites anticipated	
<b>City Building</b>							
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NW quadrant</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on SW quadrant</li> <li>Expands the public realm</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of Weston</li> <li>Provides moderate opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian and cyclist connection to Lindylou Park</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of Weston; 2B1, 2B2 provide opportunity for new pedestrian crossing of Weston, south of Finch</li> <li>Provides moderate opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian, cyclist, and transit connections</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options	
Access to future higher order transit	Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line: <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>	○	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	○	<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	○
<b>Transportation</b>							
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>	○	Slight increase to overall study area roadway capacity	◐	<ul style="list-style-type: none"> <li>2B1, 2B2: Moderate increase to overall study area roadway capacity</li> <li>2B3: Slight increase to overall study area roadway capacity</li> </ul>	◐
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network	◑	New road, safety performance would be built in along length of road	●	<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>Midblock crossing of new road adjacent to Lindylou Park is undesirable for safety, may lead to increase pedestrian-vehicle collisions</li> </ul>	◑
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	○	<ul style="list-style-type: none"> <li>Moderate reduction in queue lengths on Finch west of Weston and on Weston north of Finch with this alternate north-south route</li> <li>Potential for new traffic signals allow for queue management</li> </ul>	◑	<ul style="list-style-type: none"> <li>Slight reduction in queue lengths on Finch west of Weston with this alternate north-south route</li> <li>Potential for new traffic signals allow for queue management</li> </ul>	◑
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network	○	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84 to development on Toryork with increased ridership and overall level of service</li> <li>Potential for on-street looping for extension of TTC bus routes 36C, 165B and 165C</li> </ul>	◑	<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84, 165 to development on Weston with increased ridership and overall level of service</li> </ul>	◑
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities	○	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>	◑	<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> <li>Reduction in east-west pedestrian accommodation in this quadrant</li> </ul>	◑

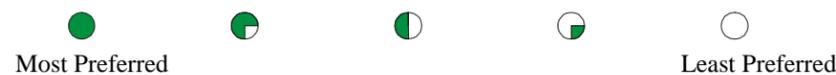
**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing mix of industrial and residential local		New road would be intended to service commercial access but may attract through industrial traffic and residential traffic from new proposed development		New road would be intended to service residential and commercial access but may attract through commuter traffic	
<b>Natural Environment</b>							
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston Within Ravine Protection By-law		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston Within Ravine Protection By-law, Natural Heritage and Green Space System	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>2B1: No change to flooding, erosion or slope stability; No change to landforms, features, or functions</li> <li>2B2, 2B3: Located below top of bank and will require mitigation for slope stability and may impact landforms</li> </ul>	
Vegetation	<ul style="list-style-type: none"> <li>Removal/ potential for planting</li> </ul>	No anticipated impact on vegetation		<ul style="list-style-type: none"> <li>Potential removal of existing vegetation along property line and Finch (CUW1-b, FOD4-b)</li> <li>Potential for planting along new road</li> </ul>		<ul style="list-style-type: none"> <li>2B1, 2B2, 2B3: Removal of numerous mid-aged trees in Lindylou Park and apartment building lawns. 2B1 has least impact, 2B3 has most impact</li> <li>Potential for planting along new road</li> </ul>	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		Potential impact on wildlife corridors/pathways within Lindylou Park with traffic in proximity to park	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		<ul style="list-style-type: none"> <li>2B1: No anticipated impact on aquatic habitat or access</li> <li>2B2 and 2B3: Potential impact to Emery Creek which runs underground through Lindylou Park</li> </ul>	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> <li>Increase in emissions near Lindylou Park and sensitive receptor (elementary school)</li> </ul>	
Stormwater	<ul style="list-style-type: none"> <li>Opportunities to meet targets of Toronto WWFMMP</li> </ul>	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		<ul style="list-style-type: none"> <li>New roads provide opportunity to meet stormwater quality and quantity targets</li> <li>Proximity may impact alter stormwater patterns in Humber System</li> </ul>	

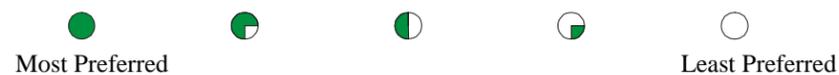
**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 2A	Indicator	Option 2B	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 1 option		SW quadrant of Finch/Weston: 3 options	
Sustainability	<ul style="list-style-type: none"> <li>Minimizes water/energy consumption</li> </ul>	No change in consumption		No change in consumption		No change in consumption	
<b>Implementation</b>							
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Investigation of environmental constraints required prior to construction</li> </ul>		<ul style="list-style-type: none"> <li>2B1: Horizontal curves through existing buildings may require minimum design criteria</li> <li>2B2, 2B3: May be able to construct in accordance with appropriate design standards and guidelines; likely require retaining walls, and may require stairs for pedestrian access to park</li> <li>Investigation of existing underground parking structures required prior to construction</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	<ul style="list-style-type: none"> <li>Ability to phase implementation of preferred network</li> </ul>	No new construction		Able to phase implementation with preferred network		Able to phase implementation with preferred network	
<b>Costs</b>							
Utility Relocation	Approximate \$	No cost		Low		Low	
Capital Costs	Approximate \$	No cost		Medium		Medium	
Operating Costs	Approximate \$ per year	Low		Low		Low	
Property Acquisition	Approximate area	No cost		5700 m <sup>2</sup>		2B1: 7200 m <sup>2</sup> 2B2: 8800 m <sup>2</sup> 2B3: 9300 m <sup>2</sup>	
<b>Preliminary Recommendations</b>							
		Carry forward for comparison purposes		Carry forward		Do not carry forward	

**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 2 of 2)**

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
		SE quadrant of Finch/Weston: 3 options		NE quadrant of Finch/Weston: 2 options	
<b>Land Use and Social-Economic</b>					
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels at Emery Collegiate		No existing or future sensitive receptors identified on this quadrant	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3, 2C4: Improved access to new residential development on the former Mall site</li> <li>2C1, 2C3, 2C4: Improved access to existing residential neighbourhood on SW quadrant</li> <li>No impact to existing residential property</li> </ul>		Mixing of through commuter/truck traffic with residential traffic from new development on former Mall site	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3, 2C4: Improved access to new commercial development on the former Mall site</li> <li>2C3, 2C4: Improved access to two existing businesses south of Finch, east of rail line</li> <li>2C1, 2C3, 2C4: Require property in hydro corridor</li> </ul>		<ul style="list-style-type: none"> <li>2D1, 2D2: Improved access to existing industrial land on the NE quadrant</li> <li>2D1: Improved access to existing businesses on Toryork</li> <li>2D1, 2D2: Require property from existing businesses, reduced lot sizes and impact to lot layout</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C1, 2C2, 2C3, 2C4: Potential for signalized access to Emery Collegiate. Emery Collegiate access shared with commuter/truck traffic</li> <li>2C1: Slight property requirement from Emery Collegiate and impact to parking access</li> <li>2C2: Property required from Emery Collegiate and impact to parking access</li> </ul>		To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both require property from Emery Collegiate	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>2C2: Property required from Habitant Arena</li> </ul>		To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both require property from Emery Collegiate playing fields or Habitant Arena	
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential for archaeological sites in undisturbed lands in hydro corridor</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion		Alternative to arterial roads may mitigate future neighbourhood vehicle intrusion	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	2C1, 2C2: Conform with development on the former Mall site		No accommodation of new road links provided in the former Mall site development	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential remediation site due to existing gas station	

**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 2 of 2)**

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
		SE quadrant of Finch/Weston: 3 options		NE quadrant of Finch/Weston: 2 options	
<b>City Building</b>					
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>2C1: Provides opportunity for Emery Collegiate to be street oriented</li> <li>2C2: Provides opportunity for Emery Collegiate and Habitatant Arena to be street oriented</li> <li>Increases vehicular access for future development on SE quadrant</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NE quadrant</li> <li>Expands the public realm</li> <li>Reduced lot sizes and impact to layout to make use of additional street connection</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>2C1, 2C2: Provide opportunity for pedestrian crossing of Weston, south of Finch</li> <li>2C3, 2C4: Provides opportunity for pedestrian crossing of Finch, east of rail line</li> <li>2C1 or 2C2 and 2C3 or 2C4: Provides moderate opportunity to divert industrial through traffic</li> <li>Planned off-road bike trail may have to run parallel to new road</li> <li>2C1 or 2C2 and 2C3 or 2C4: Provide opportunity for new high quality pedestrian, cyclist and transit connections to Lindylou Park from Finch/Arrow through hydro corridor</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Provides opportunity for pedestrian crossing of Finch, west of rail line, on overpass</li> <li>Provides moderate opportunity to divert industrial through traffic in conjunction with extending Rivalda north to new Ring Road</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for new north-south pedestrian, cyclist and transit connections</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	
Access to future higher order transit	<p>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</p> <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>2C1 or 2C2 and 2C3 or 2C4: Can be designed to protect for future pedestrian connection to higher order transit from Weston and Finch</li> <li>2C1 or 2C2 and 2C3 or 2C4: Can be designed to protect for future vehicular routes to higher order transit from Weston and Finch</li> </ul>		<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	

**LEGEND**

Most Preferred
 


 Least Preferred

**Analysis and Evaluation of Options: Ring Road (Table 2 of 2)**

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
		SE quadrant of Finch/Weston: 3 options		NE quadrant of Finch/Weston: 2 options	
<b>Transportation</b>					
Corridor Capacity and Level of Service	v/c, delay, congestion	2C1 or 2C2 and 2C3 or 2C4: Moderate increase to overall study area roadway capacity		Slight increase to overall study area roadway capacity will shift some traffic congestion from Finch/Weston to Toryork/Weston	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	New road, safety performance would be built in along length of road		<ul style="list-style-type: none"> <li>▪ New road, safety performance would be built in along length of road</li> <li>▪ To gain benefits from Ring Road, relies on Option 2C or Rivalda Road extension Option 3A; both will result in mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists</li> </ul>	
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	<ul style="list-style-type: none"> <li>▪ 2C1 or 2C2 and 2C3 or 2C4: Moderate reduction in queue lengths at Finch/Weston intersection with this alternate north-south route</li> <li>▪ 2C1: Allows for signalized left-turn movements from former Mall site in conjunction with Option 5C</li> </ul>		Slight reduction in queue lengths at Finch/Weston with this alternate north-south route in conjunction with extending Rivalda north to new Ring Road or SW quadrant options	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	<ul style="list-style-type: none"> <li>▪ No anticipated impact on headways, reliability</li> <li>▪ Potential for expansion of existing TTC bus routes 36, 84, 165 to development on former Mall site with increased ridership and overall level of service, and new connections to Finch (2C3) or Arrow (2C4)</li> </ul>		<ul style="list-style-type: none"> <li>▪ No anticipated impact on headways, reliability</li> <li>▪ Potential for expansion of existing TTC bus routes 36, 84, 165 to Toryork with increased ridership and overall level of service in conjunction with extending Rivalda north to new Ring Road or SW quadrant options</li> </ul>	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	<ul style="list-style-type: none"> <li>▪ Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities, or off-road bike trail adjacent to link 2C</li> <li>▪ 2C1: Service to pedestrian and cyclist desire lines with crossing of Weston at Lanyard and increase facilities to Emery Collegiate</li> <li>▪ 2C2: Partial service to pedestrian and cyclist desire lines with crossing of Weston and increase facilities to Emery Collegiate</li> <li>▪ 2C3, 2C4: Service to pedestrian and cyclist desire lines with crossing of rail line and new crossing of Finch east of rail line</li> </ul>		<ul style="list-style-type: none"> <li>▪ Could provide bike lanes and sidewalks on new road, with safety and comfort built in to new facilities</li> <li>▪ Partial service to pedestrian and cyclist desire lines with crossing of Finch west of rail line</li> <li>▪ Does not service other pedestrian and cyclist desire lines</li> </ul>	
Road function	Consistency of traffic volume and traffic mix with road function	New road would be intended to service mix of industrial, residential, and commercial traffic adjacent to Emery Collegiate		New road would be intended to service a mix of industrial, residential, and commercial through traffic adjacent to new residential area on former Mall site	
<b>Natural Environment</b>					
Natural Heritage Features	<ul style="list-style-type: none"> <li>▪ Impact on Environmentally Significant/Sensitive Areas</li> <li>▪ Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	<ul style="list-style-type: none"> <li>▪ No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston</li> <li>▪ 2C2 is within Ravine Protection By-law</li> </ul>		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	<ul style="list-style-type: none"> <li>▪ Prevents the risk associated with flooding, erosion or slope instability</li> <li>▪ Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>▪ No change to flooding, erosion or slope stability</li> <li>▪ No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>▪ No change to flooding, erosion or slope stability</li> <li>▪ No change to landforms, features, or functions</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 2 of 2)**

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
		SE quadrant of Finch/Weston: 3 options		NE quadrant of Finch/Weston: 2 options	
Vegetation	Removal/ potential for planting	<ul style="list-style-type: none"> <li>2C1, 2C2: Removal of numerous mid-aged trees, sumac cultural thicket in hydro corridor; encroachment of plants with regional or local status</li> <li>2C3, 2C4: Potential removal of old field meadow and mineral cultural woodland ecosite along rail line; encroachment and potential removal/relocation of plants with regional or local status</li> <li>Potential for planting along new road</li> </ul>		<ul style="list-style-type: none"> <li>Removal of old field meadow along rail line</li> <li>Potential for planting along new road</li> </ul>	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	Potential impact on wildlife corridors/pathways within hydro corridor with traffic in proximity		No anticipated impact on wildlife or access	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	Impact on emissions associated with traffic speed and volume	<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> <li>Increase emissions near sensitive receptor (Emery Collegiate)</li> </ul>		<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service and reduced congestion</li> </ul>	
Stormwater	Opportunities to meet targets of Toronto WWFMP	<ul style="list-style-type: none"> <li>New roads provide opportunity to meet stormwater quality and quantity targets</li> </ul>		<ul style="list-style-type: none"> <li>New roads provide opportunity to meet stormwater quality and quantity targets</li> </ul>	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption	
<b>Implementation</b>					
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>2C1: Horizontal curves near Emery Collegiate may require minimum design criteria</li> <li>2C2: Able to construct in accordance with appropriate design standards and guidelines</li> <li>2C3, 2C4: Vertical grade for rail underpass may require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>2D1: Feasible to construct in accordance with appropriate design standards and guidelines if property is available on former Mall site and from existing businesses on northeast quadrant</li> <li>2D2: Unable to construct full moves intersection at connection with Weston in accordance with appropriate design standards and guidelines due to existing vertical grade and rail overpass on Weston</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	Able to phase implementation with preferred network		Property requirements from existing businesses reduces ability to phase implementation with preferred network	
<b>Costs</b>					
Utility Relocation	Approximate \$	Low		Low	
Capital Costs	Approximate \$	Medium to high		High	
Operating Costs	Approximate \$ per year	Low		Low	

**LEGEND**



**Analysis and Evaluation of Options: Ring Road (Table 2 of 2)**

FACTOR	Criteria	Option 2C	Indicator	Option 2D	Indicator
		SE quadrant of Finch/Weston: 3 options		NE quadrant of Finch/Weston: 2 options	
Property Acquisition	Approximate area	2C1: 11400 m <sup>2</sup> 2C2: 13200 m <sup>2</sup> 2C3: 10100 m <sup>2</sup>		2D1: 7500 m <sup>2</sup> 2D2: 9000 m <sup>2</sup>	
<b>Preliminary Recommendations</b>					
		Carry forward		Do not carry forward	

**LEGEND**

-  Most Preferred
- 
- 
- 
-  Least Preferred

**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
<b>Land Use and Social-Economic</b>									
Noise Impacts	▪ Traffic volumes in proximity to sensitive receptors	Increase in noise levels with future traffic growth		Increase in noise exposure for Emery Collegiate		Increase in noise exposure for Emery Collegiate		Increase in noise exposure for Emery Collegiate	
Residential Impacts	▪ Impacts on travel patterns, access to network, property impacts	<ul style="list-style-type: none"> <li>▪ Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>▪ No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>▪ Improved access to new residential development on the former Mall site</li> <li>▪ No impact to existing residential travel patterns, access, or property</li> </ul>		No impact to existing residential travel patterns, access, or property		No impact to existing residential travel patterns, access, or property	
Business Impacts	▪ Impacts on travel patterns, access to network, property impacts on businesses, parking availability	<ul style="list-style-type: none"> <li>▪ Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>▪ No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>▪ Improved access to existing businesses on Rivalda</li> <li>▪ Potential business property requirements at current terminus of Rivalda</li> <li>▪ Potential negative impacts to existing business operations, parking due to new traffic from Mall development</li> </ul>		<ul style="list-style-type: none"> <li>▪ Improved access to existing businesses on Rivalda</li> <li>▪ Business property requirements to connect to Deerhide; Potential business property requirements at current terminus of Rivalda</li> <li>▪ Impacts to existing business operations/parking on Deerhide Crescent and Rivalda Road</li> </ul>		<ul style="list-style-type: none"> <li>▪ Improved access to existing businesses on Rivalda</li> <li>▪ Business property requirements to connect to Finch; Potential business property requirements at current terminus of Rivalda</li> <li>▪ Potential negative impacts to existing business operations, parking due to new north-south traffic from Finch</li> </ul>	
Institutional Impacts	▪ Impact on travel patterns and access to/from places of worship, schools, property impacts	No impact to existing travel patterns, access, property		<ul style="list-style-type: none"> <li>▪ No impact to existing institutional travel patterns, access</li> <li>▪ Requires property from existing Emery CI (running track &amp; playing field)</li> </ul>		<ul style="list-style-type: none"> <li>▪ No impact to existing institutional travel patterns, access</li> <li>▪ Requires property from existing Emery CI (playing field)</li> </ul>		<ul style="list-style-type: none"> <li>▪ No impact to existing institutional travel patterns, access</li> <li>▪ Requires property from existing Emery CI (running track &amp; playing field)</li> </ul>	
Recreational Facilities adjacent to the corridor	▪ Impact on travel patterns and access to/from recreational facilities, property impacts	No impact to existing recreational facilities		<ul style="list-style-type: none"> <li>▪ No anticipated impact to existing recreational facilities</li> <li>▪ Requires property from existing Emery CI (running track &amp; playing field)</li> </ul>		<ul style="list-style-type: none"> <li>▪ No anticipated impact to existing recreational facilities</li> <li>▪ Requires property from existing Emery CI (playing field)</li> </ul>		<ul style="list-style-type: none"> <li>▪ No anticipated impact to existing recreational facilities</li> <li>▪ Requires property from existing Emery CI (running track &amp; playing field)</li> </ul>	
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	▪ Impact to listed heritage sites	<ul style="list-style-type: none"> <li>▪ No impact to potential archaeological or cultural heritage resources</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>▪ No built heritage sites</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion		<ul style="list-style-type: none"> <li>Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock</li> <li>Potential for commercial vehicles to access Weston through new development on former Mall site</li> </ul>		Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock		Potential impact to existing neighbourhood should vehicles access Weston from Rivalda using Bradstock	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Does not conform with development of former Mall site or new residential development on Weston which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/ Deerhide intersection		Partial conformance with current development approvals for Finch West Mall site and new residential development on Weston		Does not conform with development of former Mall site or Terrace Square		Does not conform with development of former Mall site or new residential development on Weston	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential for remediation adjacent to existing industrial uses		Potential for remediation adjacent to existing industrial uses		Potential for remediation adjacent to existing industrial uses	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Increases vehicular access to future development at former Mall site</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings unless development within hydro corridor</li> <li>Does not increase vehicular access for future development</li> <li>Expands the public realm</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>Planned off-road bike trail would have to cross or run parallel to Rivalda extension</li> <li>Provides opportunity for north-south connections along Rivalda extension</li> </ul>		<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Provides opportunity to divert some industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Provides opportunity for east-west connections across rail line</li> </ul>		<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Provides opportunity for pedestrian crossing of Finch between rail line and Signet-Arrow</li> <li>Provides opportunity to divert some industrial through traffic</li> <li>Planned off-road bike trail would have to cross or run parallel to Rivalda extension</li> <li>Provides opportunity for east-west connections across rail line</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on existing and new roads</li> </ul>	
Access to future higher order transit	<p>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</p> <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Protects for future pedestrian connection to higher order transit from Sheppard and Rivalda</li> <li>Protects for future vehicular routes to higher order transit from Sheppard and Rivalda</li> </ul>		<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Protects for future pedestrian connection to higher order transit from Sheppard, Rivalda, and Finch</li> <li>Protects for future vehicular routes to higher order transit from Sheppard, Rivalda, and Finch</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
<b>Transportation</b>									
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>		<ul style="list-style-type: none"> <li>Slight increase to overall study area roadway capacity</li> <li>Reduced demands for development access to Weston</li> </ul>		Slight increase to overall study area roadway capacity		<ul style="list-style-type: none"> <li>Moderate increase to overall study area roadway capacity</li> <li>Alternative capacity to Finch/Weston intersection</li> </ul>	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network		<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>To gain benefits from Ring Road, relies on Option 2D; will result in mixing of commuter/truck traffic with residential and/or school traffic, pedestrians and cyclists</li> </ul>		New road, safety performance would be built in along length of road		New road, safety performance would be built in along length of road	
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Slight reduction in queue lengths on Weston with this alternate north-south route		Moderate reduction in queue lengths on Weston with this alternate north-south route		Moderate reduction in queue lengths on Weston with this alternate north-south route	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus route 84 to former Mall site with increased ridership and overall level of service</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 84, 99 to Deerhide with increased ridership and overall level of service</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 84, 36 to Finch with increased ridership and overall level of service</li> </ul>	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Does not service pedestrian and cyclist desire lines</li> </ul>		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of rail line</li> </ul>		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on Rivalda extension, with safety and comfort built in to new facilities</li> <li>Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing function of Rivalda		<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service mix of industrial, residential, and commercial through traffic adjacent to new residential area on former Mall site and Emery Collegiate</li> </ul>		<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service industrial traffic</li> </ul>		<ul style="list-style-type: none"> <li>Rivalda north of Bradstock would become Collector</li> <li>Extension would be intended to service mix of industrial, residential, and commercial through traffic adjacent to Emery Collegiate</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
<b>Natural Environment</b>									
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		<ul style="list-style-type: none"> <li>No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston</li> <li>Alignment through area protected under Ravine Protection by-law</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston</li> <li>Alignment through area protected under Ravine Protection by-law</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston</li> <li>Alignment through area protected under Ravine Protection by-law</li> </ul>	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of old field meadow and mineral cultural woodland ecosite along rail line; encroachment of plants with regional or local status</li> <li>Potential for planting along new Rivalda extension</li> </ul>		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of mineral cultural woodland ecosite along rail line</li> <li>Potential for planting along new Rivalda extension</li> </ul>		<ul style="list-style-type: none"> <li>Removal of existing vegetation at north end of existing Rivalda terminus</li> <li>Potential removal of old field meadow and mineral cultural woodland ecosite along rail line; encroachment of plants with regional or local status</li> <li>Potential for planting along new Rivalda extension</li> </ul>	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		Potential impact on wildlife corridors/pathways within hydro corridor with traffic in proximity		Potential impact on wildlife corridors/pathways within hydro corridor with traffic in proximity		Potential impact on wildlife corridors/pathways within hydro corridor with traffic in proximity	
Aquatic Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Moderate improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	
Stormwater	Opportunities to meet targets of Toronto WWFMMP	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	

**LEGEND**



**Analysis and Evaluation of Options: Rivalda Road extension**

Objective	Criteria	Option 1	Indicator	Option 3A	Indicator	Option 3B	Indicator	Option 3C	Indicator
		Do Nothing (Existing Network)		Extend Rivalda north to new Ring Road		Extend Rivalda east under the rail line to Deerhide Crescent		Extend Rivalda north and east under the rail line to Finch Avenue	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption		No change in consumption	
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines</li> <li>Requires approval for hydro corridor access</li> <li>Requires approval for lands from TDSB</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>Vertical grade for rail underpass may require minimum design criteria</li> <li>Requires approval for lands from TDSB</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>Vertical grade and horizontal curve from north-south extension to east-west for rail underpass will require minimum design criteria</li> <li>Requires approval for lands from TDSB</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	No new construction		Able to phase implementation with preferred network		Able to phase implementation with preferred network		Able to phase implementation with preferred network	
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost		Low		Low		Low	
Capital Costs	Approximate \$	No cost		Medium		High		High	
Operating Costs	Approximate \$ per year	Low		Low		Low		Low	
Property Acquisition	Approximate area	No cost		13000 m <sup>2</sup>		7200 m <sup>2</sup>		17800 m <sup>2</sup>	
<b>Preliminary Recommendations</b>									
		Carry forward for comparison purposes		Do not carry forward		Carry forward		Do not carry forward	

**LEGEND**



**Analysis and Evaluation of Options: New Pedestrian / Cyclist connections (Table 1 of 2)**

Objective	Criteria	Option 1	Indicator	Option 4A	Indicator	Option 4B	Indicator	Option 4C	Indicator
		Do Nothing (Existing Network)		Weston Road crossing at Lanyard		Finch Avenue crossing at Lindylou Park		Rail line crossing in/near hydro corridor	
<b>Land Use and Social-Economic</b>									
Noise Impacts	▪ Traffic volumes in proximity to sensitive receptors	Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth	
Residential Impacts	▪ Impacts on travel patterns, access to network, property impacts	<ul style="list-style-type: none"> <li>▪ Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>▪ No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity for residents to have more direct route to Emery Collegiate Institute</li> <li>▪ No impact on residential properties</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity between residential neighbourhood and land uses located on the north side of Finch</li> <li>▪ No impact to residential properties</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity between residential neighbourhood and land uses located on the north side of Finch</li> <li>▪ No impact to residential properties</li> </ul>	
Business Impacts	▪ Impacts on travel patterns, access, property impacts on businesses, parking availability	<ul style="list-style-type: none"> <li>▪ Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>▪ No impact to existing business property</li> </ul>		No impact to existing business property		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity between residential neighbourhood and land uses located on the north side of Finch.</li> <li>▪ Slight potential to impact business access, parking and property.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity between residential neighbourhood and land uses located on the north side of Finch.</li> <li>▪ No impact business access, parking and property.</li> </ul>	
Institutional Impacts	▪ Impact on travel patterns and access to/from places of worship, schools, property impacts, etc.	No impact to existing travel patterns, access, property		Provides direct route adjacent residential neighbourhoods to Emery Collegiate Institute.		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity between residential neighbourhood and land uses located on the north side of Finch.</li> <li>▪ Slight potential to impact City of Toronto Works Yard property.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to provide an alternative connection to Weston Road for students/staff to travel to/from Emery Collegiate.</li> <li>▪ No impact to Emery Collegiate property.</li> </ul>	
Recreational Facilities adjacent to the corridor	▪ Impact on travel patterns and access to/from recreational facilities, property impacts, etc.	No impact to existing recreational facilities		Provides additional routing options for cyclists and pedestrians to Habitat Arena.		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity green space proposed development along Weston.</li> <li>▪ No impact to existing recreational facilities in the vicinity.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to enhance connectivity green space proposed development along Weston.</li> <li>▪ No impact to existing recreational facilities in the vicinity.</li> </ul>	
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	▪ Impact to listed heritage sites	<ul style="list-style-type: none"> <li>▪ No impact to potential archaeological or cultural heritage resources</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands in NW quadrant of Lanyard intersection</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands in Lindylou Park north and south of Finch</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands in hydro corridor</li> <li>▪ No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	▪ Degree of vehicle intrusion to neighbourhoods	Increase congestion on arterial roads may increase neighbourhood vehicle intrusion		Slight potential to reduce vehicle use by providing pedestrian and cycling facility.		Slight potential to reduce vehicle use by providing pedestrian and cycling facility.		Slight potential to reduce vehicle use by providing pedestrian and cycling facility.	

**LEGEND**



**Analysis and Evaluation of Options: New Pedestrian / Cyclist connections (Table 1 of 2)**

Objective	Criteria	Option 1	Indicator	Option 4A	Indicator	Option 4B	Indicator	Option 4C	Indicator
		Do Nothing (Existing Network)		Weston Road crossing at Lanyard		Finch Avenue crossing at Lindylou Park		Rail line crossing in/near hydro corridor	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Does not conform with development of former Mall site or new residential development on Weston which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/ Deerhide intersection		Conforms with approvals granted on active development sites.		Conforms with approvals granted on active development sites.		Conforms with approvals granted on active development sites.	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		No impact, as crossing is proposed to be aligned within hydro corridor.		Potential to impact City of Toronto Public Works yard.		No impact, as crossing is proposed to be aligned within hydro corridor.	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreation opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreation opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>No impact</li> <li>No impact</li> <li>Enhances public realm by providing recreational opportunities.</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide pedestrian connections or facilities</li> </ul>		<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Weston Road.</li> <li>No impact</li> <li>Provides bicycle network connection east of Weston Road.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of pedestrian facilities may be enhanced.</li> </ul>		<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Finch Avenue.</li> <li>No impact</li> <li>Provides bicycle network connection north of Finch Avenue.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of facilities may be enhanced.</li> </ul>		<ul style="list-style-type: none"> <li>Provides for an opportunity to enhance the existing pedestrian crossing at Weston Road.</li> <li>No impact</li> <li>Provides bicycle network connection east of Weston Road.</li> <li>Provides for improved pedestrian/cycling/transit connections. The quality of facilities may be enhanced.</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: New Pedestrian / Cyclist connections (Table 1 of 2)**

Objective	Criteria	Option 1	Indicator	Option 4A	Indicator	Option 4B	Indicator	Option 4C	Indicator
		Do Nothing (Existing Network)		Weston Road crossing at Lanyard		Finch Avenue crossing at Lindylou Park		Rail line crossing in/near hydro corridor	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape.</li> <li>Potential to improve infrastructure on existing intersections with connections to the rail corridor.</li> </ul>	
Access to future higher order transit	<p>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</p> <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Protects pedestrian access to bus and higher order transit from Weston.</li> <li>Potential to provide vehicular access.</li> </ul>		<ul style="list-style-type: none"> <li>Protects pedestrian access to bus and higher order transit from Weston.</li> <li>Potential to provide vehicular access.</li> </ul>		<ul style="list-style-type: none"> <li>Protects for future pedestrian access to higher order transit from Weston, Finch and Rivalda.</li> <li>Potential to provide vehicular access.</li> </ul>	
<b>Transportation</b>									
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>		Potential increase in v/c, delay and congestion depending on crossing measure implemented.		Potential increase in v/c, delay and congestion depending on crossing measure implemented.		Potential slight improvement of v/c, delay and congestion by provision of alternative parallel pedestrian and cycling route.	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network		Potential reduction in collisions involving pedestrians and cyclists.		Potential reduction in collisions involving pedestrians and cyclists.		Potential reduction in collisions involving pedestrians and cyclists.	
Access to/from Weston Road and to/from Finch Avenue	Queuing Impacts (potential access blockage)	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		High potential to increase multi-modal non-vehicular trips.	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities		Potential to provide safer facility pedestrians and cyclists to cross Weston.		Potential to provide safer facility pedestrians and cyclists to cross Finch.		Potential to provide safer facility pedestrians and cyclists to cross Weston.	

**LEGEND**



**Analysis and Evaluation of Options: New Pedestrian / Cyclist connections (Table 1 of 2)**

Objective	Criteria	Option 1	Indicator	Option 4A	Indicator	Option 4B	Indicator	Option 4C	Indicator
		Do Nothing (Existing Network)		Weston Road crossing at Lanyard		Finch Avenue crossing at Lindylou Park		Rail line crossing in/near hydro corridor	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing mix of industrial and residential local		No change from existing mix of industrial and residential local		No change from existing mix of industrial and residential local		No change from existing mix of industrial and residential local	
<b>Natural Environment</b>									
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation		Potential for removal of vegetation including non-native species and opportunity to replant using native plant species.		Potential opportunity to provide additional vegetation using native plant species.		Potential for removal of vegetation including non-native species and opportunity to replant using native plant species.	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	
Stormwater	Opportunities to meet targets of Toronto WWFMMP	No change in stormwater issues		New infrastructure provides opportunity to meet stormwater quality and quantity targets		New infrastructure provides opportunity to meet stormwater quality and quantity targets		New infrastructure provides opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption							

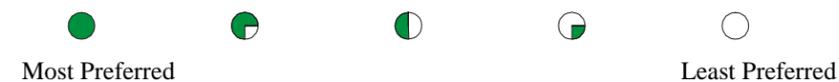
**LEGEND**



**Analysis and Evaluation of Options: New Pedestrian / Cyclist connections (Table 1 of 2)**

Objective	Criteria	Option 1	Indicator	Option 4A	Indicator	Option 4B	Indicator	Option 4C	Indicator
		Do Nothing (Existing Network)		Weston Road crossing at Lanyard		Finch Avenue crossing at Lindylou Park		Rail line crossing in/near hydro corridor	
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Subject to maximum grade constraints and geotechnical investigation.</li> <li>No construction on NW quadrant.</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	No new construction		Can be constructed in phases		Can be constructed in phases		Requires coordination with rail operations	
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost		Medium		Low		Low	
Capital Costs	Approximate \$	No cost		Low		Low		High	
Operating Costs	Approximate \$ per year	Low		Medium		Medium		Medium	
Property Acquisition	Approximate area	No cost		No cost for at-grade 100m <sup>2</sup> for grade separated		No cost for at-grade 100m <sup>2</sup> for grade separated		No cost for at-grade 100m <sup>2</sup> for grade separated	
<b>Preliminary Recommendations</b>									
		Carry forward for comparison purposes		Carry forward		Carry forward		Carry forward	

**LEGEND**



**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		<b>Connection between Lindylou Park and high-rises on southwest quadrant</b>		<b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b>		<b>Bicycle network proposed in Toronto Bike Plan (TBP)</b>		<b>New walking and cycling links to provide local connections to schools, shops and other destinations</b>	
<b>Land Use and Social-Economic</b>									
Noise Impacts	▪ Traffic volumes in proximity to sensitive receptors	Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth		Increase in noise levels with future traffic growth	
Residential Impacts	▪ Impacts on travel patterns, access to network, property impacts	<ul style="list-style-type: none"> <li>▪ Provides opportunity for residents to connect with Finch and Weston.</li> <li>▪ Potential impact on parking and property associated with residential properties</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity for residents to connect with Finch and Emery Collegiate Institute.</li> <li>▪ No impact on proposed residential development applications, since connection would traverse existing hydro corridor and connect with proposed internal road network.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to provide pedestrian/cyclists routing connectivity per the TBP.</li> <li>▪ No impact on proposed residential properties, since link proposed in the TBP is within the existing hydro corridor.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides opportunity to increase connectivity between land uses and promote green transportation initiatives.</li> <li>▪ The degree of impact on properties will vary according to routing and alignment options.</li> </ul>	
Business Impacts	▪ Impacts on travel patterns, access, property impacts on businesses, parking availability	<ul style="list-style-type: none"> <li>▪ Potential increase of non-auto trips to businesses.</li> <li>▪ Potential impact on parking and property depending on routing and alignment options.</li> </ul>		No impact to existing business property		No impact to existing business property		<ul style="list-style-type: none"> <li>▪ Potential impact on travel patterns.</li> <li>▪ The degree of impact on properties will vary according to routing and alignment options.</li> </ul>	
Institutional Impacts	▪ Impact on travel patterns and access to/from places of worship, schools, property impacts	<ul style="list-style-type: none"> <li>▪ Potential increase of non-auto trips to institutional uses.</li> <li>▪ No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provides direct route from Finch Avenue through adjacent proposed residential neighbourhood to Emery Collegiate Institute.</li> <li>▪ No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential increase of recreational/utilitarian opportunities.</li> <li>▪ No impact on institutional properties.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential impact on travel patterns.</li> <li>▪ The degree of impact on properties will vary according to routing and alignment options.</li> </ul>	
Recreational Facilities adjacent to the corridor	▪ Impact on travel patterns and access to/from recreational facilities, property impacts	<ul style="list-style-type: none"> <li>▪ Potential increase of recreational/utilitarian opportunities.</li> <li>▪ Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential increase of recreational/utilitarian opportunities.</li> <li>▪ Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential increase of recreational/utilitarian opportunities.</li> <li>▪ Slight impact on recreational properties in order to provide additional access points.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential increase of recreational/utilitarian opportunities.</li> <li>▪ Degree of impact on properties will vary according to routing and alignment options.</li> </ul>	
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property		Potential impact to TRCA property north of Lanyard by off-road trail		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	▪ Impact to listed heritage sites	<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands in Lindylou Park</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds and in hydro corridor</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands on Emery Collegiate grounds, south of Habitant Arena, and in hydro corridor</li> <li>▪ No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>▪ Potential for archaeological sites in undisturbed lands</li> <li>▪ No built heritage sites</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		<b>Connection between Lindylou Park and high-rises on southwest quadrant</b>		<b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b>		<b>Bicycle network proposed in Toronto Bike Plan (TBP)</b>		<b>New walking and cycling links to provide local connections to schools, shops and other destinations</b>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	No anticipated impacts.		No anticipated impacts.		No anticipated impacts.		Potential impact depending on route and alignment options.	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Potential impact. The degree of impact varies with routing and alignment options.		No impact. Will conform with active development sites.		No impact. Will conform with active development sites.		Potential impact. The degree of impact varies with routing and alignment options.	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	Potential remediation within existing residential apartment complex, business sites and proposed West Weston residential development.		Potential remediation within proposed residential development on former mall site.		No anticipated remediation.		Potential remediation. The degree of impact will vary according to routing and alignment options.	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Expands public realm by providing recreational opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to expand public realm by providing recreational opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>Expands public realm by providing recreational opportunities.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to expand public realm by providing recreational opportunities.</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Provides opportunities for arterial road crossings.</li> <li>No impact</li> <li>Provides for bicycle network connection to both Finch and Weston.</li> <li>Provides for connections. The quality of facilities is enhanced.</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunities for arterial road crossings.</li> <li>No impact</li> <li>Provides bicycle network connection to Finch Avenue.</li> <li>Provides for improved connections. The quality of facilities is enhanced</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide new opportunities for arterial road crossings.</li> <li>No impact</li> <li>Provides east-west bicycle network connection as per TBP.</li> <li>Provides for improved connections. The quality of facilities is enhanced</li> </ul>		<ul style="list-style-type: none"> <li>Potential to provides opportunities for arterial road crossings.</li> <li>No impact</li> <li>Provides bicycle network connection with Finch and Weston.</li> <li>Provides for improved connections. The quality of may be enhanced.</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		<b>Connection between Lindylou Park and high-rises on southwest quadrant</b>		<b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b>		<b>Bicycle network proposed in Toronto Bike Plan (TBP)</b>		<b>New walking and cycling links to provide local connections to schools, shops and other destinations</b>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Potential to enhance pedestrian-oriented streetscape with construction of new right-of-way.</li> <li>No impact.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian-oriented streetscape with construction of new right-of-way.</li> <li>No impact.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape at affected intersection crossings.</li> <li>No impact.</li> </ul>		<ul style="list-style-type: none"> <li>Potential to enhance pedestrian oriented streetscape depending on route and alignment options.</li> <li>Potential impact depending on route and alignment options.</li> </ul>	
Access to future higher order transit	<p>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/ services in the hydro corridor east of the rail line:</p> <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	No impact.		Protects for future pedestrian connections.		No impact.		Protects for future pedestrian connections.	
<b>Transportation</b>									
Corridor Capacity and Level of Service	v/c, delay, congestion	v/c, delay, congestion will increase with introduction of new roadway. Conditions at the Finch and Weston intersection may improve with connection.		No anticipated measurable impact.		Potential slight improvement of v/c, delay and congestion by provision of alternative pedestrian and cycling route.		Potential slight improvement of v/c, delay and congestion by provision of alternative pedestrian and cycling route.	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	
Access to/from Weston Road and to/from Finch Avenue	Queuing Impacts (potential access blockage)	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.		No anticipated measurable impact.	

**LEGEND**



**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		<b>Connection between Lindylou Park and high-rises on southwest quadrant</b>		<b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b>		<b>Bicycle network proposed in Toronto Bike Plan (TBP)</b>		<b>New walking and cycling links to provide local connections to schools, shops and other destinations</b>	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Moderate potential for improved pedestrian and cycling facilities with connection.		High potential for improved pedestrian and cycling facilities with connection.		High potential for improved pedestrian and cycling facilities with connection.		Potential for improved pedestrian and cycling facilities with connection.	
Road function	Consistency of traffic volume and traffic mix with road function.	No impact.		No impact		No impact		No impact.	
<b>Natural Environment</b>									
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms, features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	
Vegetation	Removal/ potential for planting	Potential opportunity to plant vegetation in association with streetscaping.		Potential opportunity to plant vegetation in association with streetscaping.		Potential opportunity to plant vegetation using native plant species. One species, Kentucky coffee tree, in FOD7-1 may be impacted		Potential for removal of vegetation including non-native species and opportunity to plant native species depending on routing and alignment options	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion		Slight improvement in existing air quality with anticipated increase in traffic level of service and reduced congestion	

**LEGEND**



**Analysis and Evaluation of Design Options: New Pedestrian / Cyclist connections (Table 2 of 2)**

Objective	Criteria	Option 4D	Indicator	Option 4E	Indicator	Option 4F	Indicator	Option 4G	Indicator
		<b>Connection between Lindylou Park and high-rises on southwest quadrant</b>		<b>Connection from Finch/Weston intersection to Emery Collegiate Institute</b>		<b>Bicycle network proposed in Toronto Bike Plan (TBP)</b>		<b>New walking and cycling links to provide local connections to schools, shops and other destinations</b>	
Stormwater	Opportunities to meet targets of Toronto WWFMMP	New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption		No change in consumption	
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Construction potential within NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>No construction on NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Finch Avenue overpass adjacent to rail line requires investigation of vertical clearance and separation from rail operations.</li> <li>No construction on NW quadrant.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards, and guidelines.</li> <li>Construction potential within NW quadrant.</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	Can be constructed in phases.		Can be constructed in phases.		<ul style="list-style-type: none"> <li>Can be constructed in phases.</li> <li>Finch Avenue overpass will require coordination with rail operations</li> </ul>		Can be constructed in phases.	
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost		Low		Low		Low	
Capital Costs	Approximate \$	Low		Medium		High		Medium	
Operating Costs	Approximate \$ per year	Low		Low		Low		Low	
Property Acquisition	Approximate area	No cost: assume connection provided on existing City property		No cost if included in Option 5C or Easement required thru hydro corridor		No cost for on-road portions if included in existing / planned rights-of-way  Off-road multi-use trail thru hydro corridor: 1800 m <sup>2</sup>		No cost if incorporated by developers or within existing / planned rights-of-way	
<b>Preliminary Recommendations</b>									
		<b>Carry Forward</b>		<b>Carry Forward</b>		<b>Carry Forward</b>		<b>Carry Forward</b>	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
<b>Land Use and Social-Economic</b>									
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels with future traffic growth		No sensitive receptors identified on this quadrant		Slight increase in noise exposure outside apartment buildings		Increase in noise exposure for Emery Collegiate	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Does not conform with proposed residential development on Toryork</li> <li>No impact to existing residential travel patterns, access, or properties</li> </ul>		<ul style="list-style-type: none"> <li>5B1, 5B2: Improved access to existing apartment buildings</li> <li>5B2: Improved access to new residential development on Weston</li> <li>5B2: Residential property required through proposed development on Weston</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new residential development on the former Mall site</li> <li>No impact to existing residential property</li> </ul>	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access to network, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to existing businesses on NW quadrant</li> <li>5A2, 5A3: Require property from existing businesses, reduced lot sizes and impact to lot layout</li> </ul>		<ul style="list-style-type: none"> <li>5B1, 5B2: Improved access to existing businesses on SW quadrant</li> <li>5B1: Require property from existing businesses along Finch</li> <li>5B2: Require property from existing business north of proposed development on Weston</li> </ul>		<ul style="list-style-type: none"> <li>Improved access to new commercial development on the former Mall site</li> <li>Requires property in hydro corridor</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts</li> </ul>	No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property		No impact to existing travel patterns, access, property		<ul style="list-style-type: none"> <li>Emery Collegiate access shared with new residential traffic from former Mall site</li> <li>Slight property requirement from Emery Collegiate and impact to parking access</li> </ul>	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts</li> </ul>	No impact to existing recreational facilities		No impact to existing recreational facilities		No impact to existing recreational facilities		No impact to existing recreational facilities	
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No impact to potential archaeological or cultural heritage resources</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	Increase in congestion on arterial roads may increase neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion		No impact to neighbourhood vehicle intrusion	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
Impacts on active development sites	<ul style="list-style-type: none"> <li>Conforms with approvals granted on active development sites</li> </ul>	Does not conform with development of former Mall site or new developments on Weston or Toryork which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/ Deerhide intersection		No accommodation of new road links provided in the proposed development on Toryork		No accommodation of new road links provided in the proposed development on Weston		Conform with development on the former Mall site	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No remediation sites anticipated		Potential remediation site on lands adjacent to Works Yard property		No remediation sites anticipated		No remediation sites anticipated	
<b>City Building</b>									
Provide for street network to divide development sites, promoting compact pedestrian-oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on NW quadrant</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides new opportunity for street oriented buildings</li> <li>Increases vehicular access for future development on SW quadrant</li> <li>Expands the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunity for Emery Collegiate to be street oriented</li> <li>Increases vehicular access for future development on SE quadrant</li> <li>Expands the public realm</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>5A3: Provides opportunity for pedestrian crossing of Finch, west of Weston</li> <li>Not intended to provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Potential for pedestrian, cyclist, and transit connections</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>5B1: Provides opportunity for pedestrian crossing of Finch, west of Weston</li> <li>5B2: Provides opportunity for pedestrian crossing of Weston, south of Finch</li> <li>Not intended to provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Potential for pedestrian, cyclist, and transit connections</li> </ul>		<ul style="list-style-type: none"> <li>Provides for integration of new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Not intended to provide opportunity to divert industrial through traffic</li> <li>Planned off-road bike trail may have to cross new link</li> <li>Provide opportunity for new high quality pedestrian and cyclist connection from Finch/Weston intersection to Emery Collegiate</li> <li>Potential for transit connections</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>		<ul style="list-style-type: none"> <li>New right-of-way for enhanced pedestrian streetscape could be provided</li> <li>Potential to improve infrastructure on new roads</li> </ul>	
Access to future higher order transit	<p>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</p> <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Does not protect for or preclude future pedestrian connections to higher order transit</li> <li>Does not protect for or preclude opportunities for future vehicular routes to higher order transit</li> </ul>	
<b>Transportation</b>									
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>		Slight increase to overall study area roadway capacity		Slight increase to overall study area roadway capacity		Slight increase to overall study area roadway capacity	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network		<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>Opportunity to consolidate accesses</li> </ul>		<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>Opportunity to consolidate accesses</li> </ul>		<ul style="list-style-type: none"> <li>New road, safety performance would be built in along length of road</li> <li>Opportunity to consolidate accesses</li> </ul>	
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Potential for relocated access points from Finch to new local links improves access management		Potential for relocated access points from Finch to new local links improves access management		Slight reduction in queue lengths at Finch/Weston intersection with this alternate north-south route	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84 to development on Toryork with increased ridership and overall level of service</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84, 165 to development on Weston with increased ridership and overall level of service</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on headways, reliability</li> <li>Potential for expansion of existing TTC bus routes 36, 84, 165 to development on former Mall site and Emery CI with increased ridership and overall level of service</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new links, with safety and comfort built into new facilities</li> <li>5A3: Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> </ul>		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>5B1: Partial service to pedestrian and cyclist desire lines with crossing of Finch</li> <li>5B2: Partial service to pedestrian and cyclist desire lines with crossing of Weston</li> </ul>		<ul style="list-style-type: none"> <li>Could provide bike lanes and sidewalks on new road, with safety and comfort built into new facilities</li> <li>Service to pedestrian and cyclist desire lines with increased facilities to Emery Collegiate</li> </ul>	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing function of Rivalda		New links would be intended to service existing commercial and new residential access		New links would be intended to service residential and commercial access but may attract through commuter traffic		New link would be intended to service residential traffic but may attract through commuter traffic	
<b>Natural Environment</b>									
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms. Features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation		<ul style="list-style-type: none"> <li>Minimal existing vegetation; no impact to vegetation communities</li> <li>Potential for planting along new links</li> </ul>		<ul style="list-style-type: none"> <li>Minimal existing vegetation; no impact to vegetation communities</li> <li>Potential for planting along new links</li> </ul>		<ul style="list-style-type: none"> <li>Removal of some existing vegetation in hydro corridor; no impact to vegetation communities</li> <li>Potential for planting along new road</li> </ul>	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		Slight improvement in existing air quality with anticipated increase in traffic level of service		Slight improvement in air quality with anticipated increase in traffic level of service		<ul style="list-style-type: none"> <li>Slight improvement in air quality with anticipated increase in traffic level of service</li> <li>Increase emissions near sensitive receptor (Emery Collegiate)</li> </ul>	
Stormwater	Opportunities to meet targets of Toronto WWFMP	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption		No change in consumption	
<b>Implementation</b>									
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Requires coordination between properties to gain benefits</li> <li>Investigation of environmental constraints required prior to construction</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Requires coordination between properties to gain benefits</li> <li>Investigation of existing underground parking structures required prior to construction</li> <li>No construction on NW quadrant</li> </ul>		<ul style="list-style-type: none"> <li>Horizontal curves and vertical grade near Emery Collegiate may require minimum design criteria</li> <li>Requires approval for hydro corridor access</li> <li>No construction on NW quadrant</li> </ul>	
Staging opportunities	Ability to phase implementation of preferred network	No new construction		To be coordinated with redevelopment		To be coordinated with redevelopment		Able to phase implementation with preferred network	
<b>Costs</b>									
Utility Relocation	Approximate \$	No cost		Low		Low		Low	
Capital Costs	Approximate \$	No cost		Medium		Medium		Medium	
Operating Costs	Approximate \$ per year	Low		Low		Low		Low	

**LEGEND**



**Analysis and Evaluation of Options: Access improvements and local links**

Objective	Criteria	Option 1	Indicator	Option 5A	Indicator	Option 5B	Indicator	Option 5C	Indicator
		Do Nothing (Existing Network)		NW quadrant of Finch/Weston: 3 options		SW quadrant of Finch/Weston: 2 options		SE quadrant of Finch/Weston: 1 option	
Property Acquisition	Approximate area	No cost		5A1: 2900 m <sup>2</sup> 5A2: 900 m <sup>2</sup> 5A3: 2000 m <sup>2</sup>		5B1: 2700 m <sup>2</sup> 5B2: 2700 m <sup>2</sup>		3500 m <sup>2</sup>	
<b>Preliminary Recommendations</b>									
		Carry forward for comparison purposes		Do not carry forward		Do not carry forward		Carry forward	

**LEGEND**



Most Preferred

Least Preferred

**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
<b>Land Use and Social-Economic</b>							
Noise Impacts	Traffic volumes in proximity to sensitive receptors	Increase in noise levels with future traffic growth		Increase in noise levels associated with increased traffic volumes		<ul style="list-style-type: none"> <li>Potential decrease in noise levels on Weston immediately south of Finch</li> <li>Displacement of noise levels associated with closure of south leg of intersection, thus potentially increasing noise levels elsewhere in the study area, including potential for traffic infiltration on Lanyard and Rumike.</li> </ul>	
Residential Impacts	Impacts on travel patterns, access to network and property impacts	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce residential traffic operations and ability to access network</li> <li>No impact to existing residential properties</li> </ul>		<ul style="list-style-type: none"> <li>No impact to travel patterns due to improved traffic flow associated with decreased delays at the intersection.</li> <li>No impact on residential accesses/ properties</li> </ul>		<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes and potential for traffic infiltration on Lanyard and Rumike.</li> <li>No impact on residential accesses/ properties.</li> </ul>	
Business Impacts	Impacts on travel patterns, access to network, property impacts on businesses and parking availability	<ul style="list-style-type: none"> <li>Increased congestion on arterial roads may reduce business traffic operations and ability to access network</li> <li>No impact to existing business property</li> </ul>		<ul style="list-style-type: none"> <li>No anticipated impact on travel patterns to businesses</li> <li>Potential for impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to businesses along Weston Road</li> <li>Potential for moderate impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>	
Institutional Impacts	Impact on travel patterns and access to/from places of worship, schools, property impacts	No impact to existing travel patterns, access, property		No anticipated impacts.		Major impact on travel patterns associated with closure of south leg of intersection.	
Recreational Facilities adjacent to the corridor	Impact on travel patterns and access to/from recreational facilities, property impacts	No impact to existing recreational facilities		<ul style="list-style-type: none"> <li>Slight potential impact in travel patterns due to increased traffic volumes and congestion.</li> <li>No anticipated property impacts.</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to/from Habitat Arena.</li> <li>No anticipated property impacts.</li> </ul>	
TRCA property	Impact to TRCA property	No impact to TRCA property		No impact to TRCA property		No impact to TRCA property	
Archaeological/Cultural Heritage Resources	Impact to listed heritage sites	<ul style="list-style-type: none"> <li>No impact to potential archaeological or cultural heritage resources</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	Degree of vehicle intrusion to neighbourhoods	Increased congestion on arterial roads may increase neighbourhood vehicle intrusion		Impact associated with delay on Weston Road may lead to cut-through traffic via Lanyard.		Major impact associated with closure of south leg of intersection and infiltration is expected to increase.	

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
Impacts on active development sites	Conforms with approvals granted on active development sites (Toryork, Former Mall and West Weston sites)	Does not conform with development of former Mall site or new residential development on Weston which assume extension of Lanyard eastbound, north extension of Rivalda Road and east extension of Rivalda to Arrow/Deerhide intersection		Partially conforms with approvals granted for active developments.		Does not conform with approvals granted for active developments, as traffic and planning studies incorporated a full-moves intersection at Finch/Weston	
Potential for Site Remediation Requirements	Number of potential sites	No remediation sites anticipated		Potential site remediation for all four legs of intersection.		Potential site remediation for all four legs of intersection.	
<b>City Building</b>							
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>Does not expand the public realm</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide opportunities for street oriented buildings</li> <li>Does not increase vehicular access for future development</li> <li>No impact to public realm</li> </ul>		<ul style="list-style-type: none"> <li>Reduces potential opportunities for street oriented buildings</li> <li>Decreases vehicular access for future development</li> <li>No impact to public realm</li> </ul>	
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not integrate new roads</li> <li>Does not provide opportunities for arterial road pedestrian crossings</li> <li>Does not provide opportunity to divert industrial through traffic</li> <li>No impact to planned bikeway network connections</li> <li>Does not provide new connections or facilities</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings.</li> <li>Does not divert industrial traffic away from core.</li> <li>Does not provide for bikeway connections.</li> <li>Does not provide for network connections.</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings, and reduces existing connections, affecting emergency service and severely limiting transit opportunities.</li> <li>Major potential to divert industrial traffic away from core.</li> <li>Provides opportunity for bikeway connections south of Finch.</li> <li>Provides cycling and pedestrian network connections south of Finch. Major disruption to transit network south of Finch.</li> </ul>	
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide right-of-way for pedestrian uses</li> <li>Potential to improve infrastructure on existing roads</li> </ul>		<ul style="list-style-type: none"> <li>Moderate potential for improvements</li> <li>Slight potential to improve infrastructure</li> </ul>		<ul style="list-style-type: none"> <li>Major potential for streetscape improvements along Finch and Weston south of Finch.</li> <li>Slight potential to improve infrastructure</li> </ul>	

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
Access to future higher order transit	Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line: <ul style="list-style-type: none"> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not protect for future pedestrian connections to higher order transit</li> <li>Does not protect for opportunities for future vehicular routes to higher order transit</li> </ul>		<ul style="list-style-type: none"> <li>Does not provide opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections.</li> </ul>		<ul style="list-style-type: none"> <li>Provides opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections and reduces existing access to station options within the area.</li> </ul>	
<b>Transportation</b>							
Corridor Capacity and Level of Service	v/c, delay, congestion	<ul style="list-style-type: none"> <li>No increase to capacity</li> <li>Increase in traffic congestion</li> </ul>		v/c is expected to increase, while delays are expected to decrease		v/c's are expected to increase, while delays are expected to decrease. Both v/c and delay increase along parallel routes due to change in travel patterns associated with closure of south leg of intersection.	
Traffic Safety within the study corridors	Anticipated collision frequency and/or conflicts	Potential increase in collisions with increased traffic congestion on existing road network		<ul style="list-style-type: none"> <li>Removal of controlled pedestrian crossing points at a major intersection and transit transfer point.</li> <li>Increased complexity for cyclist manoeuvres and exposure to conflict.</li> <li>Forced lane drop westbound approaching Weston Road.</li> <li>Unknown impact to vehicle-vehicle conflicts and collision potential given the lack of urban multi-lane arterial-arterial roundabouts and lack of driver familiarity.</li> </ul>		<ul style="list-style-type: none"> <li>Potential for traffic infiltration on Lanyard and Rumike and increased conflict on neighbourhood street and school access.</li> <li>Removal of controlled pedestrian crossing points at a major intersection and transit transfer point.</li> <li>Increased complexity for cyclist manoeuvres and exposure to conflict.</li> <li>Forced lane drop westbound approaching Weston Road.</li> <li>Unknown impact to vehicle-vehicle conflicts and collision potential given the lack of urban multi-lane arterial-arterial roundabouts and lack of driver familiarity.</li> </ul>	
Access to/from Weston Road and to/from Finch Avenue	Queuing impacts and potential for individual access blockage	Potential increase in queuing and additional access blockage with increased traffic congestion on existing road network		Queuing is expected to increase and block individual accesses.		Reduced access to Finch and Weston.	
Transit Operations within the study corridor	Impact on headways, ridership, routing, reliability and overall level of service	Increased headways and reduced reliability and overall level of service with increased traffic congestion on existing road network		Impacts to stop locations.		Severely limits transit network and bus routing.	
Accommodation for Pedestrians and Cyclists within the study corridors	Provision of facilities, routing, safety, and comfort of facilities provided	Does not provide new pedestrian or cyclist facilities		Removal of central pedestrian crossing of all legs of Finch/ Weston.		Potential to provide new cycling links and improve existing pedestrian routes south of Finch.	

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
Road function	Consistency of traffic volume and traffic mix with road function	No change from existing mix of industrial and residential local		The function of Finch and Weston will remain unchanged.		The function of Finch Avenue will remain unchanged. The function of Weston Road will be changed, it will be inconsistent with Arterial road designation.	
<b>Natural Environment</b>							
Natural Heritage Features	<ul style="list-style-type: none"> <li>Impact on Environmentally Significant/Sensitive Areas (ESAs)</li> <li>Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands</li> </ul>	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	<ul style="list-style-type: none"> <li>Prevents the risk associated with flooding, erosion or slope instability</li> <li>Protects and rehabilitates existing landforms features and functions</li> </ul>	<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>		<ul style="list-style-type: none"> <li>No change to flooding, erosion or slope stability</li> <li>No change to landforms, features, or functions</li> </ul>	
Vegetation	Removal/ potential for planting	No anticipated impact on vegetation		No anticipated impact on vegetation.		Potential to increase vegetation along Weston.	
Wildlife	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for terrestrial access</li> </ul>	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area.		No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area.	
Stormwater	Opportunities to meet targets of Toronto WWFMMP	No change in stormwater issues		New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption		No change in consumption	

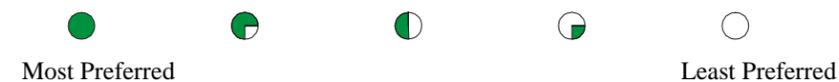
**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 1 of 2)**

FACTOR	Criteria	Option 1	Indicator	Option 6A	Indicator	Option 6B	Indicator
		Do Nothing (Existing network)		Four-Legged Roundabout		Three-Legged Roundabout (Closure of South Leg)	
<b>Implementation</b>							
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>No established City design standards and guidelines for major arterial-arterial roundabouts.</li> <li>Major constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>		<ul style="list-style-type: none"> <li>No established City design standards and guidelines for major arterial-arterial roundabouts.</li> <li>Major constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>	
Staging opportunities	<ul style="list-style-type: none"> <li>Ability to phase implementation of preferred network</li> </ul>	No new construction		<ul style="list-style-type: none"> <li>Must be constructed in stages for each leg of the intersection. Potential for severe impacts during construction to traffic and business operations. Potential for detour and temporary service road to accommodate construction activities.</li> </ul>		<ul style="list-style-type: none"> <li>Must be constructed in stages for each leg of the intersection. Potential for severe impacts during construction to traffic and business operations. Potential for detour and temporary service road to accommodate construction activities.</li> </ul>	
<b>Costs</b>							
Utility Relocation	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	No cost		Medium		Medium	
Capital Costs	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	No cost		Medium		Medium	
Operating Costs	<ul style="list-style-type: none"> <li>Approximate \$ per year</li> </ul>	Low		Low		Low	
Property Acquisition	<ul style="list-style-type: none"> <li>Approximate area</li> </ul>	No cost		500 m <sup>2</sup>		500 m <sup>2</sup>	
<b>Preliminary Recommendations</b>							
		Carry forward for comparison purposes		Do not carry forward		Do not carry forward	

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 2 of 2)**

FACTOR	Criteria	Option 6C	Indicator	Option 6D	Indicator
		Four-Legged Signal (Intersection Modifications/ Transit Priority)		Three-Legged Signal (Closure of South Leg)	
<b>Land Use and Social-Economic</b>					
Noise Impacts	<ul style="list-style-type: none"> <li>Traffic volumes in proximity to sensitive receptors</li> </ul>	Increase in noise levels associated with increased traffic volumes		<ul style="list-style-type: none"> <li>Potential decrease in noise levels at the intersection.</li> <li>Displacement of noise levels associated with closure of south leg of intersection, thus potentially increasing noise levels elsewhere in the study area.</li> </ul>	
Residential Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access, property impacts, safety</li> </ul>	<ul style="list-style-type: none"> <li>No impact to travel patterns due to improved traffic flow associated with decreased delays at the intersection.</li> <li>No impact on residential accesses/ properties</li> </ul>		<ul style="list-style-type: none"> <li>Major impact to travel patterns associated with closure of south leg and need for motorists to find alternative routes.</li> <li>No impact on residential accesses/ properties.</li> </ul>	
Business Impacts	<ul style="list-style-type: none"> <li>Impacts on travel patterns, access, property impacts on businesses, parking availability</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impact on travel patterns to businesses</li> <li>Potential for moderate impact on business access and parking</li> <li>Potential for moderate impact on business properties due to physical requirements</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to businesses along Weston Road</li> <li>Moderate impact on business access and parking</li> <li>Potential for major impact on business properties due to roundabout physical requirements</li> </ul>	
Institutional Impacts	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from places of worship, schools, property impacts, etc.</li> </ul>	No anticipated impacts.		Major impact on travel patterns associated with closure of south leg of intersection.	
Recreational Facilities adjacent to the corridor	<ul style="list-style-type: none"> <li>Impact on travel patterns and access to/from recreational facilities, property impacts, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Slight impact in travel patterns due to increased traffic volumes and congestion.</li> <li>No anticipated property impacts.</li> </ul>		<ul style="list-style-type: none"> <li>Major impact on travel patterns to/from Habitant Arena.</li> <li>No anticipated property impacts.</li> </ul>	
TRCA property	<ul style="list-style-type: none"> <li>Impact to TRCA property</li> </ul>	No impact to TRCA property		No impact to TRCA property	
Archaeological/ Cultural Heritage Resources	<ul style="list-style-type: none"> <li>Impact to listed heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>		<ul style="list-style-type: none"> <li>No potential for archaeological sites</li> <li>No built heritage sites</li> </ul>	
Neighbourhood Traffic Infiltration	<ul style="list-style-type: none"> <li>Degree of vehicle intrusion to neighbourhoods</li> </ul>	No anticipated impact.		Major impact associated with closure of south leg of intersection and infiltration is expected to increase via Lanyard to community to the west.	
Impacts on active development sites	Conforms with approvals granted on active development sites (Toryork, Former Mall and West Weston sites)	Conforms with approvals granted for active developments.		Does not conform with approvals granted for active developments, as traffic and planning studies incorporated a full-moves intersection at Finch/ Weston	
Potential for Site Remediation Requirements	<ul style="list-style-type: none"> <li>Number of potential sites</li> </ul>	No anticipated site remediation, unless design includes reconstruction of adjacent gas station.		No anticipated site remediation, unless design includes reconstruction of adjacent gas station.	

**LEGEND**



Most Preferred

Least Preferred

**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 2 of 2)**

FACTOR	Criteria	Option 6C	Indicator	Option 6D	Indicator
		Four-Legged Signal (Intersection Modifications/ Transit Priority)		Three-Legged Signal (Closure of South Leg)	
<b>City Building</b>					
Provide for a network of streets that divide larger development sites into smaller/ appropriately sized blocks, promoting a compact pedestrian oriented environment	<ul style="list-style-type: none"> <li>Provides for street oriented buildings and grade related uses</li> <li>Provides vehicular access opportunities for future development</li> <li>Expands the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide new opportunity for street oriented buildings</li> <li>Does not provide opportunities to increase vehicular access for future development</li> <li>No impact to public realm.</li> </ul>	○	<ul style="list-style-type: none"> <li>Reduces potential opportunity for street oriented buildings</li> <li>Decreases vehicular access for future development</li> <li>No impact to public realm.</li> </ul>	○
Transportation Network Considerations	<ul style="list-style-type: none"> <li>Provides for integration of new roads across the study area and new opportunities for arterial road pedestrian crossings.</li> <li>Opportunities to divert existing industrial through traffic away from the core Emery Village area</li> <li>Provides for bikeway network connections identified in the Toronto Bike Plan</li> <li>Provides for pedestrian, cyclist, and transit network connections and high quality facilities</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings.</li> <li>Does not divert industrial traffic away from core.</li> <li>Does not provide for bikeway connections.</li> <li>Does not provide for network connections.</li> </ul>	○	<ul style="list-style-type: none"> <li>Does not provide integration of new roads or provide opportunities for arterial road pedestrian crossings, and reduces existing connections affecting emergency services and severely limiting transit operations.</li> <li>Major potential to divert industrial traffic away from core.</li> <li>Provides opportunity for bikeway connections south of Finch.</li> <li>Provides cycling and pedestrian network connections south of Finch. Major disruption to transit network south of Finch</li> </ul>	◐
Streetscape Improvement	<ul style="list-style-type: none"> <li>Provides sufficient right-of-way for enhanced pedestrian-oriented streetscape (sidewalks, landscaping, etc.)</li> <li>Provides for common/unifying infrastructure elements</li> </ul>	<ul style="list-style-type: none"> <li>Slight potential for improvements.</li> <li>Slight potential to improve infrastructure.</li> </ul>	◑	<ul style="list-style-type: none"> <li>Major potential for streetscape improvements along Finch and Weston south of Finch.</li> <li>Slight potential to improve infrastructure.</li> </ul>	●
Access to future higher order transit	<ul style="list-style-type: none"> <li>Does not preclude opportunities for pedestrian and vehicular access to future higher order transit facilities/services in the hydro corridor east of the rail line:</li> <li>Protection of identifiable opportunities for future pedestrian connections</li> <li>Protection of identifiable opportunities for future vehicular access routes</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections</li> </ul>	○	<ul style="list-style-type: none"> <li>Provides opportunities for pedestrian connections.</li> <li>Does not provide opportunities for additional vehicular connections and reduce existing access to station options within the area</li> </ul>	◑
<b>Transportation</b>					

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 2 of 2)**

FACTOR	Criteria	Option 6C	Indicator	Option 6D	Indicator
		Four-Legged Signal (Intersection Modifications/ Transit Priority)		Three-Legged Signal (Closure of South Leg)	
Corridor Capacity and Level of Service	▪ v/c, delay, congestion	Improvements are offset by increasing traffic volumes, thus the status quo is likely maintained.		v/c's are expected to increase, while delays are expected to decrease. Both v/c and delay increase along parallel routes due to change in travel patterns associated with closure of south leg of intersection.	
Traffic Safety within the study corridors	▪ Anticipated collision frequency and/or conflicts	Potential for conflicts associated with bus queue jump operations.		Potential for traffic infiltration on Lanyard and Rumike and increase conflict on neighbourhood streets and school access activity.	
Access to/from Weston Road and to/from Finch Avenue	▪ Queuing Impacts (potential access blockage)	Queuing is expected to increase and block individual accesses.		Reduced access to Finch and Weston.	
Transit Operations within the study corridor	▪ Impact on headways, ridership, routing, reliability and overall level of service	Transit priority (queue jump lanes) will improve east-west and/or north-south movements.		Severely limits transit network and bus routing.	
Accommodation for Pedestrians and Cyclists within the study corridors	▪ Provision of facilities, routing, safety, and comfort of facilities provided	Status quo is maintained.		Potential to provide new cycling links and improve existing pedestrian routes south of Finch	
Road function	▪ Consistency of traffic volume and traffic mix with road function	The function of Finch and Weston will remain unchanged.		The function of Finch Avenue will remain unchanged. The function of Weston Road will be changed, inconsistent with arterial designation.	
<b>Natural Environment</b>					
Natural Heritage Features	▪ Impact on Environmentally Significant/Sensitive Areas (ESAs) ▪ Impact on Areas of Natural and Scientific Interest and Evaluated Wetlands	No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston		No anticipated impact on Significant Ecological Area, south of Lanyard and west of Weston	
Erosion and landforms	▪ Prevents the risk associated with flooding, erosion or slope instability ▪ Protects and rehabilitates existing landforms. Features and functions	▪ No change to flooding, erosion or slope stability ▪ No change to landforms, features, or functions		▪ No change to flooding, erosion or slope stability ▪ No change to landforms, features, or functions	
Vegetation	▪ Removal/ potential for planting	No anticipated impact on vegetation		Some potential to increase vegetation along Weston	
Wildlife	▪ Number of species impacted and level of concern ▪ Provides for terrestrial access	No anticipated impact on wildlife or access		No anticipated impact on wildlife or access	

**LEGEND**



**Analysis and Evaluation of Options: Finch Ave & Weston Road Intersection (Table 2 of 2)**

FACTOR	Criteria	Option 6C	Indicator	Option 6D	Indicator
		Four-Legged Signal (Intersection Modifications/ Transit Priority)		Three-Legged Signal (Closure of South Leg)	
Aquatic Species and Habitat	<ul style="list-style-type: none"> <li>Number of species impacted and level of concern</li> <li>Provides for aquatic access</li> </ul>	No anticipated impact on aquatic habitat or access		No anticipated impact on aquatic habitat or access	
Air Quality	<ul style="list-style-type: none"> <li>Impact on emissions associated with traffic speed and volume</li> <li>Minimizes pollution</li> </ul>	No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area		No anticipated improvement in existing air quality, given an anticipated increase in traffic volumes through the area	
Stormwater	Opportunities to meet targets of Toronto WWFMMP	New roads provide opportunity to meet stormwater quality and quantity targets		New roads provide opportunity to meet stormwater quality and quantity targets	
Sustainability	Minimizes water/energy consumption	No change in consumption		No change in consumption	
<b>Implementation</b>					
Construction feasibility	<ul style="list-style-type: none"> <li>Ability to construct in accordance with City design standards, TAC guidelines, etc.</li> <li>Ability to construct given environmental constraints including presence of former landfill site and related installations on NW quadrant</li> </ul>	<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Moderate constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>		<ul style="list-style-type: none"> <li>Able to construct in accordance with appropriate design standards and guidelines</li> <li>Major constraints associated with existing structures and infrastructure at each leg of the intersection.</li> </ul>	
Staging opportunities	<ul style="list-style-type: none"> <li>Ability to phase implementation of preferred network</li> </ul>	Can be constructed in stages.		Can be constructed in stages.	
<b>Costs</b>					
Utility Relocation	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	Low		Medium	
Capital Costs	<ul style="list-style-type: none"> <li>Approximate \$</li> </ul>	Medium		Medium	
Operating Costs	<ul style="list-style-type: none"> <li>Approximate \$ per year</li> </ul>	Low		Low	
Property Acquisition	<ul style="list-style-type: none"> <li>Approximate area</li> </ul>	200 m <sup>2</sup>		No cost	
<b>Preliminary Recommendations</b>					
		Carry forward		Do not carry forward	

**LEGEND**



**Appendix G**  
**Pedestrian Bridges Feasibility Study**

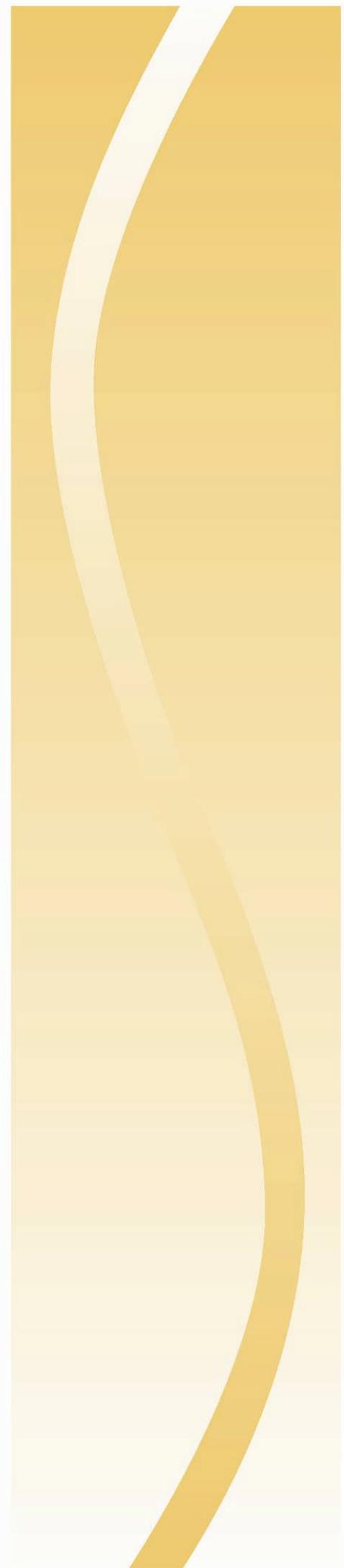


**City of Toronto**

**Emery Village Pedestrian  
Bridges Feasibility Study**

**Toronto, ON**

**May 2009**



**City of Toronto**

**Emery Village Pedestrian  
Bridges Feasibility Study**

**Toronto, ON**

**May 2009**

iTRANS Consulting Inc.

100 York Blvd., Suite 300  
Richmond Hill, ON L4B 1J8

Tel: (905) 882-4100

Fax: (905) 882-1557

[www.itransconsulting.com](http://www.itransconsulting.com)

Project # 3629

## **iTRANS Project Team**

**Principal / Project Manager** Ray Bacquie, P.Eng., AVS

**Project Coordinator** Margaret Parkhill, P.Eng.

**Technical Team** Sherwin Gumbs, P.Eng.

## TABLE OF CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
<b>2.</b>	<b>Existing Study Area Conditions.....</b>	<b>3</b>
2.1	Existing Land Uses .....	3
2.2	Existing Pedestrian and Cycling Facilities .....	3
2.2.1	Pedestrian and Cycling Infrastructure .....	3
2.2.2	Pedestrian Generators and Volumes .....	4
2.2.3	Assessment of Pedestrian Volumes .....	4
2.3	Pedestrian and Cyclist Safety .....	6
<b>3.</b>	<b>Predicted future pedestrian volumes.....</b>	<b>8</b>
3.1	Future Emery Village Land Uses .....	8
3.2	Future Transportation Conditions.....	9
3.2.1	Future Traffic Conditions.....	9
3.2.2	Future Transit Infrastructure .....	9
3.2.3	Future Pedestrian and Cycling Facilities .....	9
3.2.4	Future Pedestrian Volumes and Desire Lines .....	10
<b>4.</b>	<b>Pedestrian Needs and Opportunities.....</b>	<b>13</b>
4.1	Summary of Needs and Opportunities.....	13
<b>5.</b>	<b>Pedestrian bridge design and location.....</b>	<b>14</b>
5.1	Alternative Bridge Designs.....	14
5.1.1	Option 1A – Truss Bridge with Staircase and Elevator .....	14
5.1.2	Option 1B – Truss Bridge with Staircase and Ramp .....	15
5.1.3	Option 2A – Girder Bridge with Staircase and Elevator.....	15
5.1.4	Option 2B – Girder Bridge with Staircase and Ramp.....	15
5.1.5	Cost .....	15
5.2	Bridge Design Evaluation Criteria.....	20
5.3	Potential Pedestrian Bridge Locations.....	22
5.4	Bridge Location Evaluation Criteria .....	24
<b>6.</b>	<b>Preferred Bridge Design and Location.....</b>	<b>29</b>

## Appendices

### Appendix A: Renderings of Potential Pedestrian Bridges

## **Tables**

Table 1: Weekday Peak 8-Hour Pedestrian Volumes obtained from the City of Toronto .....	6
Table 2: Collisions with Pedestrians and Cyclists (total from 2001 to 2005) .....	7
Table 3: Estimated Bridge Construction and Maintenance Costs .....	20
Table 4: Evaluation of Alternative Bridge Designs .....	21
Table 5: Evaluation of Alternative Bridge Locations on Finch Avenue West .....	25
Table 6: Evaluation of Alternative Bridge Locations on Weston Road .....	27

## **Exhibits**

Exhibit 1: Emery Village Secondary Plan: Structure Plan .....	2
Exhibit 2: Pedestrian and Cyclist Generators .....	5
Exhibit 3: Emery Village Secondary Plan – Land Use Areas .....	8
Exhibit 4: City of Toronto Bike Plan around Emery Village .....	9
Exhibit 5: Future Pedestrian Desire Lines .....	11
Exhibit 6: Future 8-Hour Pedestrian Volumes (2021 Horizon Year) .....	12
Exhibit 7: Option 1A – Truss Bridge with Stairs and Elevator .....	16
Exhibit 8: Option 1B – Truss Bridge with Stairs and Ramp .....	17
Exhibit 9: Option 2A – Truss Bridge with Stairs and Elevator .....	18
Exhibit 10: Option 2B – Truss Bridge with Stairs and Ramp .....	19
Exhibit 11: Alternative Bridge Locations .....	23

# 1. INTRODUCTION

Emery Village is centred around the intersection of Finch Avenue West and Weston Road, and is bounded by the Canadian Pacific Rail line to the north and east, Lanyard Road to the south, and Jayzel Drive to the west.

In November 2002, City of Toronto Council approved the Emery Village Secondary Plan (EVSP). The Secondary Plan was subsequently revised as part of the New Official Plan, approved by City Council in June 2006. The goal of the EVSP is to provide for mixed use development in the area and encourage a “village-like” oriented pattern of development. The primary emphasis is on the development of commercial and residential uses to achieve a defined and improved streetscape, provide a connected street system for vehicles, bicycles and pedestrians and ultimately reduce automobile dependency.

This transformation will result in an increase in pedestrian traffic throughout the neighbourhood and additional crossing opportunities cross Weston Road and Finch Avenue West will be required.

It was anticipated that a network of new and existing roads, pedestrian walkways and bicycle routes would provide access through the EVSP area. The EVSP identifies a proposed network configuration as Map 26-2 Structure Plan shown as **Exhibit 1** (June 2006). Additional details on the feasibility and appropriateness of the proposed network are provided in the Emery Village Transportation Master Plan.

As shown in **Exhibit 1**, the locations identified for improved pedestrian connections are:

- Weston Road between Finch Avenue West and Lanyard Road; and
- Finch Avenue West, within the boundaries of Lindy Lou Park, between Weston Road and Jayzel Drive.

The purpose of this study is to develop and assess various opportunities and options for improving pedestrian connections in the Emery Village Secondary Plan area through the use of pedestrian bridges.

The scope of this project involves the following tasks:

- Inventory of existing and prediction of future pedestrian conditions, including demands and desire lines;
- Identification and evaluation of alternative pedestrian bridge designs; and
- Identification and evaluation of alternative pedestrian bridge locations.

This report documents the findings of the Pedestrian Bridge Feasibility Study for Emery Village. This study builds on the information provided for the Emery Village Transportation Master Plan study including concepts for new road connections, protection for transit improvements, opportunities of improved cycling and pedestrian accommodation, and urban form and urban design objectives.

**Exhibit 1: Emery Village Secondary Plan: Structure Plan**



- Secondary Plan Boundary
- ▭ Existing and Potential Building Edges
- - - Possible Location of Local Roads
- ➔ Possible Rivalda Road Extension
- - - Possible Location of Local Lanes
- ⋯ Area for Streetscape Improvement
- ▨ Open Space
- ✱ Significant Corner
- ➔ Improved Landscape and Pedestrian Connections
- ⊙ Gateway Feature
- ⊙ Possible Open Space Related to Future Commuter/Transit Station
- - - New Off-Road Bike Route

## **2. EXISTING STUDY AREA CONDITIONS**

### **2.1 Existing Land Uses**

The study areas contains a broad range of uses including apartment form housing, offices, Emery Collegiate High School, Habitat Arena and Park, and retail uses which are located primarily along Finch Avenue West. The study area borders a neighbourhood of single family detached homes, open space and employment / industrial lands.

The study area contains a mixture of built environments - both auto and pedestrian oriented. A mixture of development densities and forms also exist from high rise to strip development. These development forms are poorly integrated, with harsh contrasts between scale and qualities of environment. Open spaces (Lindy Lou Park and to some extent, the Hydro Corridor) are currently poorly defined zones which separate uses. In many locations buildings back onto open spaces rather than face and define these places.

Changes in grade and a Hydro Corridor disrupt the public realm and continuity of the built environment. Additional details on existing land uses and study area conditions including and natural areas, archaeological and heritage areas, the road network, utilities and other services are provided in **Section 2** of the Transportation Master Plan report.

### **2.2 Existing Pedestrian and Cycling Facilities**

#### **2.2.1 Pedestrian and Cycling Infrastructure**

Existing pedestrian connections include sidewalks along Finch Avenue West and Weston Road. A multiuse trail system in Lindylou Park, which can be used by pedestrians and cyclists, links the residential areas in the southwest (at Lindylou Road) and existing apartment buildings with Lanyard Road to the south and Finch Avenue West to the north.

Cycling facilities are limited to shared use on the arterial road system and a somewhat disconnected trail system. There is a painted shoulder (approximately 1.0 m wide) along Finch Avenue West, west of Weston Road, however this shoulder is not a designated bicycle facility due to the substandard width.

For pedestrians and cyclists crossing the arterial road system in the study area, existing protected crossing opportunities across Weston Road include:

- The south leg of the signalized intersection at Toryork Drive,
- The north and south legs of the signalized intersection at Finch Avenue West,
- The pedestrian refuge island approximately 200m south of Finch Avenue West,
- The north and south leg of the signalized intersection at Lanyard Road, and
- The pedestrian crossover approximately 200m south of Lanyard Road (just north of Habitat Drive).

Existing protected crossing opportunities across Finch Avenue West include:

- The east and west legs of the signalized intersection at Weston Road;
- The west leg of the signalized intersection at Jayzel Drive; and
- The east and west legs of the signalized intersection at Rumike Road/Milvan Drive.

### **2.2.2 Pedestrian Generators and Volumes**

There are various residential, institutional and commercial pedestrian generators in the study area. Residential pedestrian generators include a series of apartment buildings in the southwest corner of Finch Avenue West and Weston Road, as well as low-density housing subdivision accessible from Jayzel Drive and Lanyard Road.

Existing institutional generators include Emery Collegiate Institute, Habitant Arena located on the east side of Weston Road near the Weston Road and Lanyard Drive intersection, and Daystrom Public Elementary School located near Lindy Lou and Lanyard Roads.

Existing commercial pedestrian generators include various commercial developments along both Finch Avenue West and Weston Road, including the Finch West Mall and the Finch-Weston Centre, both located at the Finch Avenue West and Weston Road intersection. Other industrial developments are located along Finch Avenue West, west of Weston Road, and along Weston Road, north of Finch Avenue West.

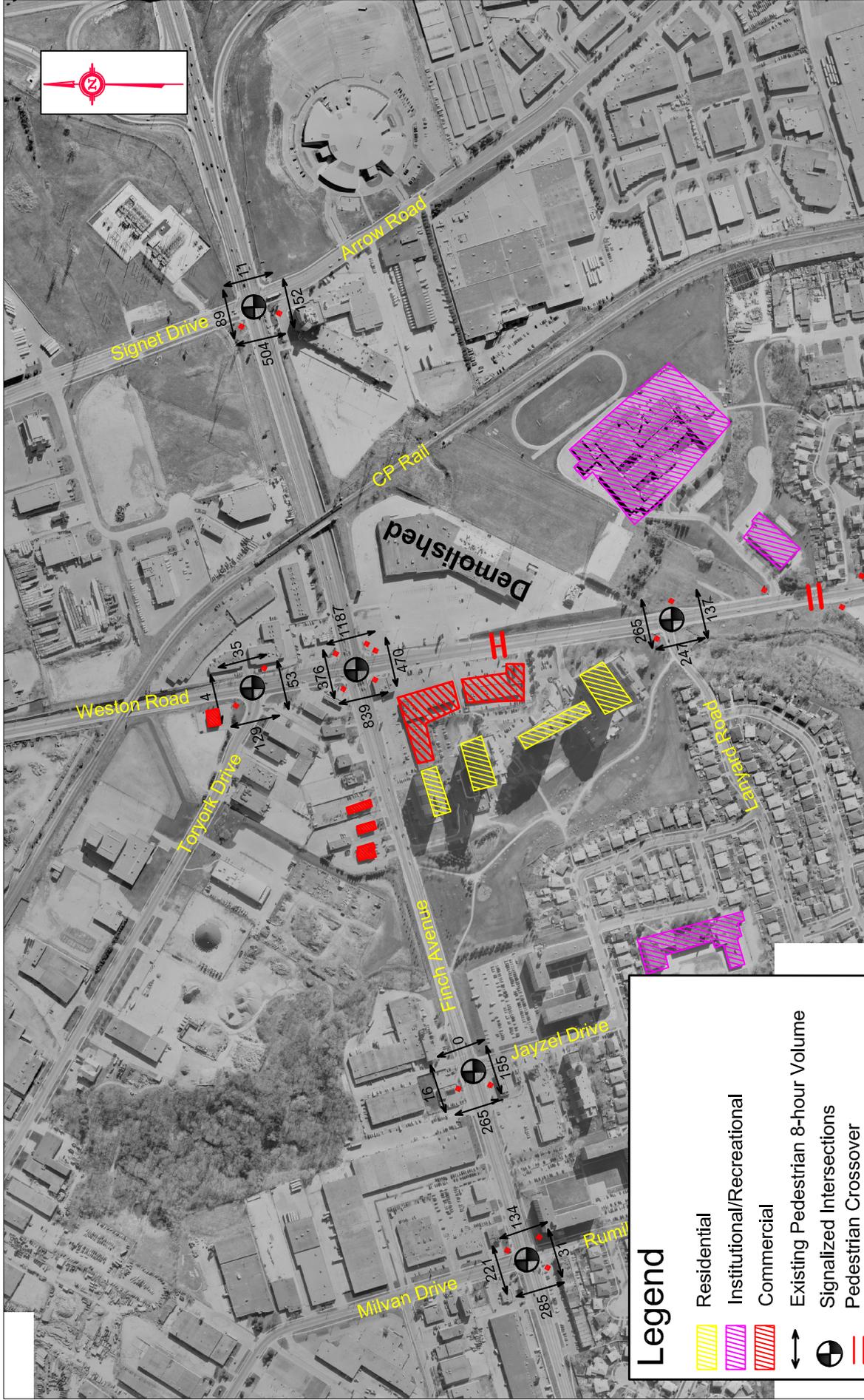
Toronto Transit Commission (TTC) transit stops are also located at major intersections along both Finch Avenue West and Weston Road throughout the study area.

Existing pedestrian generators and peak-hour pedestrian volumes are illustrated in **Exhibit 2**.

### **2.2.3 Assessment of Pedestrian Volumes**

The most recent weekday peak 8-hour pedestrian volumes were obtained from the City of Toronto for the signalized crossings in the study area. The dates for each of the pedestrian volume counts are summarized in **Table 1**.

As illustrated in **Exhibit 2** pedestrian crossing volumes are the highest at the intersection of Finch Avenue West and Weston Road, with a total 8-hour pedestrian volume of 2,026 crossing in the north-south direction and 846 crossing in the east-west direction. The high demand at this intersection is likely due in part to transit passenger transfers.



**Legend**

- Residential
- Institutional/Recreational
- Commercial
- Existing Pedestrian 8-hour Volume
- Signalized Intersections
- Pedestrian Crossover
- Pedestrian Refuge Island
- Transit Stop

**Exhibit 2**

**Pedestrian and Cyclist Generators**

**Table 1: Weekday Peak 8-Hour Pedestrian Volumes obtained from the City of Toronto**

Intersection	Date of Count
Finch Avenue West and Milvan Drive / Rumike Road	July 6, 2006
Finch Avenue West and Jayzel Drive	July 5, 2006
Finch Avenue West and Weston Road	October 1, 2007
Finch Avenue West and Signet Drive / Arrow Road	March 29, 2005
Weston Road and Toryork Drive	November 19, 2001
Weston Road and Lanyard Road	January 25, 1996

East-west 8-hour pedestrian volumes at the intersection of Lanyard Road and Weston Road are in the magnitude of 402 pedestrians crossing the north and south legs of the intersection. Approximately 247 pedestrians travel north-south across the west leg of the intersection; pedestrians travelling on the east leg of the intersection were not counted.

There are no available counts at the pedestrian refuge island (PRI) on Weston Road south of Finch Avenue West, however pedestrian demand for PRI typically range from 50 to 150 pedestrians for 8 hours (10 to 30 per peak hour).

At the intersection of Finch Avenue West and Jayzel Drive, 8-hour pedestrian volumes are in the magnitude of 171 pedestrians travelling east-west across the intersection, with the majority (155) crossing the south leg. Approximately 265 pedestrians travel north-south across the intersection, all on the western leg as no pedestrian crossing is available on the east leg of the intersection. At the Finch Avenue West and Milvan Drive/Rumike Road intersection, 8-hour pedestrian volumes are in the magnitude of 252 pedestrians travelling east-west across the intersection, with the majority (221) crossing on the north leg, while 419 pedestrians travel north-south across the intersection, with 285 crossing the west leg and 134 crossing the east leg.

## **2.3 Pedestrian and Cyclist Safety**

A pedestrian safety assessment for the study area was undertaken as part of the Emery Village Transportation Master Plan report, which examined pedestrian and cyclist collision history in the area. The findings showed a total of 24 pedestrian and 11 cyclist collisions on Finch Avenue between Rumike Road and Arrow Road and on Weston Road between Toryork Drive and Lanyard Road between 2001 and 2005. Collisions at locations within the area being reviewed for potential pedestrian bridges are summarized by location in **Table 2**.

**Table 2: Collisions with Pedestrians and Cyclists (total from 2001 to 2005)**

Location	Collision with Pedestrian	Collision with Cyclist
Weston Road & Lanyard Road	2	0
Weston Road between Finch Ave. W. & Lanyard Road	1	2
Finch Ave. W. & Jayzel Drive	3	0
Finch Ave. W. between Weston Road and Jayzel Drive	1	4

As part of the Emery Village Transportation Master Plan, the City of Toronto provided the most recent potential for safety improvement (PSI) index and rankings available for the intersections and segment in the study area. The intersection rankings are based on collision data from 2000 to 2004; the segment rankings are based on collision data from 1998 to 2002. Details on the PSI ranking can be found in Section 3.1.8 of the *Emery Village Transportation Master Plan* report. Four intersections within the Emery Village Secondary Plan area were ranked in the top 100 intersections with the highest potential for safety improvement, based on all collisions combined. The Finch Avenue and Arrow Road intersection is ranked as #6, and the Finch Avenue and Weston Road intersection ranked as #24. However, based on the low frequency of collisions with pedestrians and cyclists noted above, this potential for safety improvement is driven primarily by vehicle-vehicle collisions.

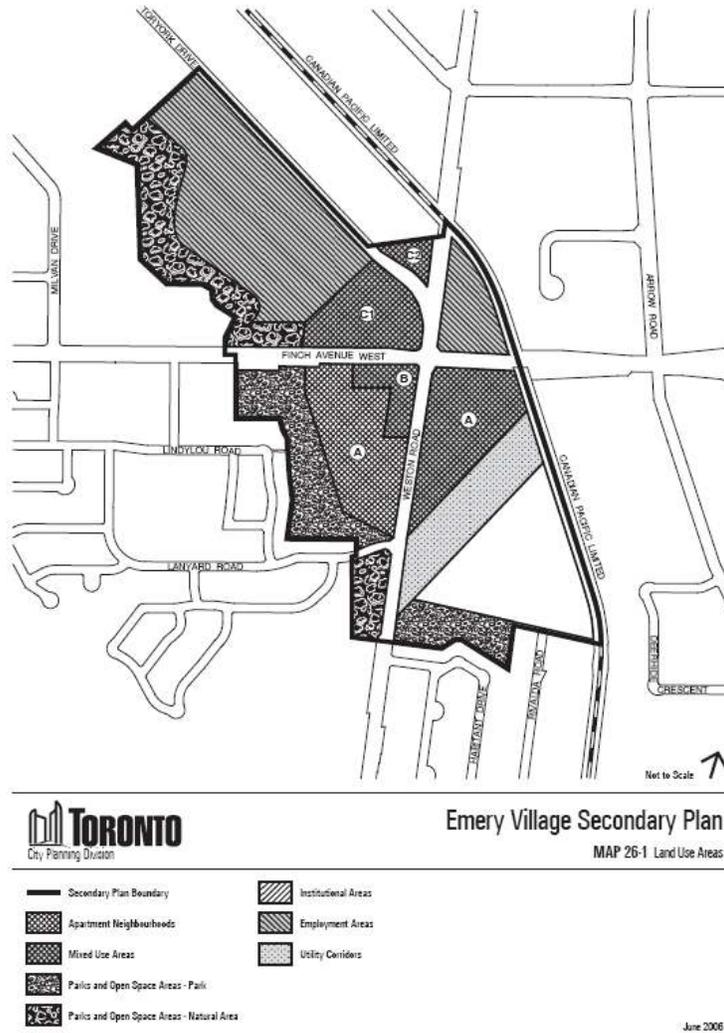
In summary, no pedestrian or cycling safety issues were identified on Weston Road between Finch Avenue and Lanyard Road, or on Finch Avenue West between Weston Road and Jayzel Drive. Thus a grade-separated crossing is not required to improve safety for these vulnerable road users.

### 3. PREDICTED FUTURE PEDESTRIAN VOLUMES

#### 3.1 Future Emery Village Land Uses

Emery Village is expected to change from an industrial auto-oriented area into a village-like, street-oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling, and improves the area’s streetscape and provides significant open space. **Exhibit 3** illustrates the future land use areas, proposed as part of the Emery Village Secondary Plan. These future land uses and “urbanization” process is expected to create a significant increase in pedestrian traffic. Details on the applications for development received to date in Emery Village can be found in **Section 2** of the *Emery Village Transportation Master Plan Report*.

**Exhibit 3: Emery Village Secondary Plan – Land Use Areas**



### 3.2 Future Transportation Conditions

#### 3.2.1 Future Traffic Conditions

Traffic projections provided in the Emery Village Transportation Master Plan Report show that future traffic volumes within the study area will result in intersections reaching capacity. This longer term increase in travel demand will require either additional vehicle capacity at or around the Finch Avenue West / Weston Road intersection or increased use of non-auto modes to limit further impacts to the Finch Avenue West / Weston Road intersection. Additional transit infrastructure would also be required in the study area.

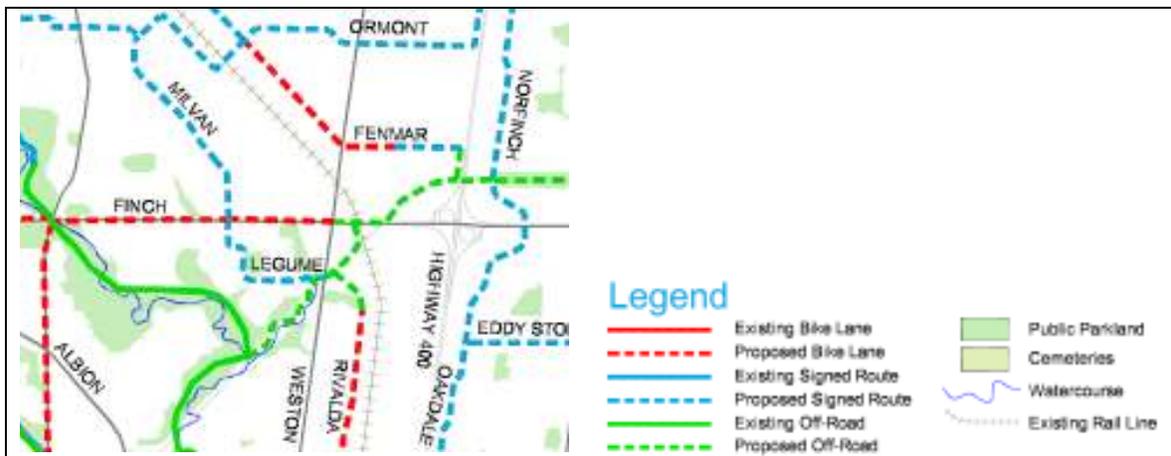
#### 3.2.2 Future Transit Infrastructure

Regular daily and frequent bus service is expected to continue along Weston Road in both directions. Existing bus service on Finch Avenue West is expected to be replaced by the Etobicoke-Finch West Light Rail Transit (LRT) line, proposed as part of the TTC’s Transit City initiative. This LRT line will provide regular, frequent, daily service on Finch Avenue West throughout the study area.

Commuter rail service has also been proposed on the CP rail corridor through the study area as part of GO Transit’s proposed Bolton GO Train line. Inter-Regional Bus service has also been proposed through the study area through the Hydro Corridor with a station proposed on the east side of Weston Road, across from Lanyard Road.

#### 3.2.3 Future Pedestrian and Cycling Facilities

Proposed cycling facilities in the study area, as per the City of Toronto’s Bike Plan are illustrated in **Exhibit 4**, which is a portion of Figure 5.1 of the Bike Plan.



**Exhibit 4: City of Toronto Bike Plan around Emery Village**

An off-road pedestrian and cycling multi-use trail is proposed through the Hydro corridor to connect with on-road cycling routes along Lanyard Road, Rumike Road, Milvan Drive and Finch Avenue West.

### **3.2.4 Future Pedestrian Volumes and Desire Lines**

Based on the expected redevelopment of the Emery Village area, pedestrian volumes are expected to increase. The changing nature of Emery Village will encourage pedestrian activity for recreational and discretionary travel. It is anticipated that opportunities within the trail system and improvements to the Village nature of the community will result in increases in pedestrian activity in the multiuse trail system in Lindylou Park.

Peak hour pedestrian activity is also anticipated to increase as a result of the growth within Emery Village. Future peak hour pedestrian activity for the 2021 horizon year was projected by adding 1) pedestrian related trips generated by proposed developments to destinations within the community, 2) pedestrian activity to transit stops within the community, and 3) existing pedestrian volumes.

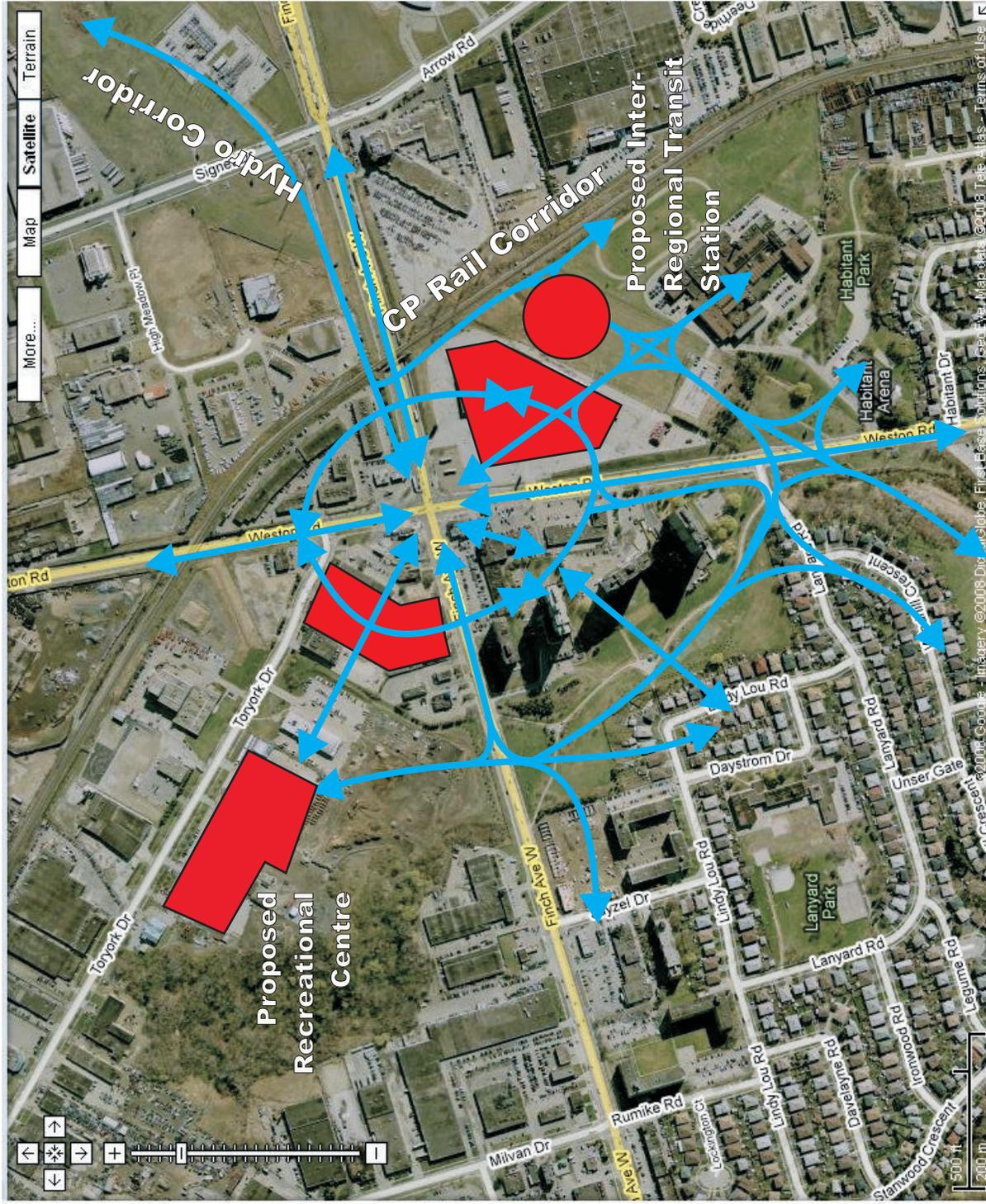
Pedestrian travel (including transit and cycling trips) represent 29% and 19% of trips during the AM and PM peak hours. Based on the projected 2,079 additional residential units in the Emery Village Secondary Plan area (including 2350 Finch Avenue West, 3406 Weston Road, 2345 Finch Avenue West, and 15-23 Toryork Drive), it is anticipated that the additional peak hour pedestrian trips will be in the magnitude of 2,600 pedestrian trips over the daily 8 peak hours.

Additional pedestrian desire lines will be created throughout Emery Village as a result of the proposed transformation of the neighbourhood. These additional pedestrian desire lines will include pedestrian connections between the hydro corridor and adjacent land uses, such as the commercial, industrial and residential developments along Finch Avenue West and Weston Road, as well as additional connections between existing and proposed pedestrian routes and cycling routes in Lindy Lou Park and the Hydro Corridor.

Additional signalized intersections are also proposed at mid-block locations on Finch Avenue West between Weston Road and Jayzel Drive, and on Weston Road between Finch Avenue West and Lanyard Road as part of the redevelopment of the area. These new signalized intersections would provide additional, protected, at-grade crossing opportunities for pedestrians crossing Weston Road and Finch Avenue West.

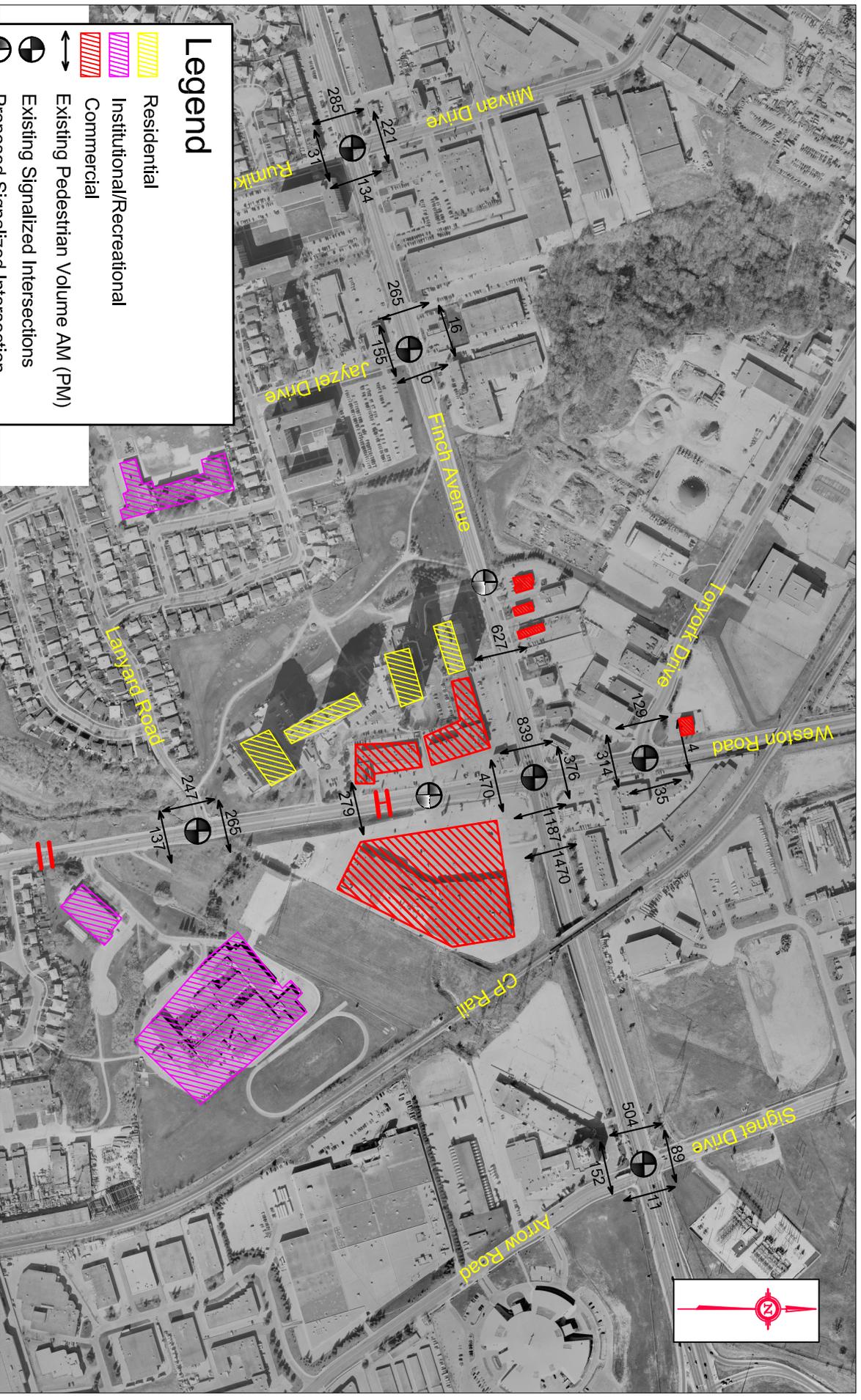
The expected future pedestrian desire lines and volumes are illustrated in **Exhibit 5** and **Exhibit 6** respectively.

The desire lines illustrated in **Exhibit 5** reflect the demand associated with current transit stop locations. These demands may change if there are changes to transit stop locations associated with the proposed Etobicoke-Finch West LRT.



## Exhibit 5

# Future Pedestrian Desire Lines



**Legend**

-  Residential
-  Institutional/Recreational
-  Commercial
-  Existing Pedestrian Volume AM (PM)
-  Existing Signalized Intersections
-  Proposed Signalized Intersection
-  Pedestrian Crossover
-  Pedestrian Refuge Island

Not to Scale

November 2008

**Future 8-Hour Pedestrian Volumes (2021 Horizon Year)**

**Exhibit 6**

## **4. PEDESTRIAN NEEDS AND OPPORTUNITIES**

### **4.1 Summary of Needs and Opportunities**

Improvements to pedestrian infrastructure are needed to support increased pedestrian activity expected in Emery Village as a result of the redevelopment and revitalization of the area. Pedestrians are best accommodated through the provision of continuous direct connections between origins and destinations, sufficiently separated from other modes of travel to allow for pedestrian safety and comfort. A high degree of pedestrian accommodation is consistent with the Secondary Plan objectives. Based on the planning objectives and proposed redevelopment of the Emery Village area, the pedestrian needs and opportunities for the Emery Village Area include:

1. Improved and more direct pedestrian connections between Emery Collegiate Institute (high school) and Habitat Arena to Weston and Lanyard Roads as well as Lindy Lou Park
2. Protection or replacement of the pedestrian facilities provided through the trail system in Lindy Lou Park;
3. Improved landscape and pedestrian connections in Lindy Lou Park to Finch Avenue West and Weston Road
4. Improved pedestrian crossings of Finch Avenue West both east and west of Weston Road
5. Improved pedestrian crossings of Weston Road south of Finch Avenue West
6. Providing pedestrian connections to proposed GO Transit stations in the Hydro Corridor and the CP Rail corridor
7. Improving pedestrian connections to proposed TTC light rail services along Finch Avenue West
8. Design solutions that maximize pedestrian space within the boulevard including sidewalks that meet City accessibility guidelines and increased unobstructed pedestrian waiting areas at intersections;
9. Provision of cycling facilities in-keeping with the Toronto Bike Plan;

The option of introducing pedestrian bridges west of Weston Road on Finch Avenue West and south of Finch Avenue West on Weston Road were identified through the public consultation process for the Emery Village Transportation Master Plan. This option could help address Need / Opportunity #2, #4 and #5. Depending on the design of proposed LRT services, it could support Need / Opportunity #7.

## 5. PEDESTRIAN BRIDGE DESIGN AND LOCATION

The following constraints for the potential pedestrian bridge location and design were defined at the outset of this study:

- the City's 2004 Accessibility Design Guidelines
- the Ontario Building Code
- the physical size of each of the two pedestrian bridges
- the land requirements for each of the pedestrian bridges
- property acquisition requirements for each of the pedestrian bridges
- the construction costs for each of the two pedestrian bridges
- the maintenance costs for each of the two pedestrian bridges
- compatibility with approved/proposed developments that would be affected
- implications to adjacent traffic signals
- signage and lighting requirements (i.e. Emery Village entrance features, including proposed art and entry language); and,
- aesthetic/visual impact of bridges, for pedestrian, vehicle traffic and area residents.

The potential location of a pedestrian bridge is required in order to develop design alternatives. The following section outlines the alternative locations considered, the evaluation criteria used to evaluate the locations for both Finch Avenue West and Weston Road, and the resulting recommended location for two pedestrian bridges in Emery Village.

### 5.1 Alternative Bridge Designs

Based on the design parameters, loading requirements and availability of construction materials, four design options were developed for pedestrian bridges, including the following:

- Option 1A – Truss Bridge with Stairs/Elevator
- Option 1B – Truss Bridge with Ramp/Stairs
- Option 2A – Girder Bridge with Stairs/Elevator
- Option 2B – Girder Bridge with Ramp/Elevator

All bridge design options meet the City's 2004 Accessibility Design Guidelines and the Ontario Building Code. Each option includes a roof structure and side glazing to protect users from the elements and minimize maintenance efforts due to weather. Details on each of these design options are provided in the following sections.

#### 5.1.1 **Option 1A – Truss Bridge with Staircase and Elevator**

The preliminary design for the Truss Bridge with a staircase and elevator is illustrated in **Exhibit 7**. The clearance of the bridge would be 5.3 m above the sidewalk. The height of the bridge deck is 5.65 m above the ground with a span of 26.78 m. The width of the pedestrian

walkway is 2.4 m with a height of 3.1 m. A footprint of 3.8 m x 11.5 m would be required on each side of the bridge.

### **5.1.2 Option 1B – Truss Bridge with Staircase and Ramp**

The preliminary design for the Truss Bridge with a staircase and ramp is illustrated in **Exhibit 8**. The clearance of the bridge would still be 5.3 m above the sidewalk while the overall height of the bridge deck is 5.65 m above the ground with a span of 26.78 m. The width of the pedestrian walkway would also be consistent with Option 1A at 2.4 m with a height of 3.1 m. However, a footprint of 3.8 m x 29 m would be required on each side of the bridge.

### **5.1.3 Option 2A – Girder Bridge with Staircase and Elevator**

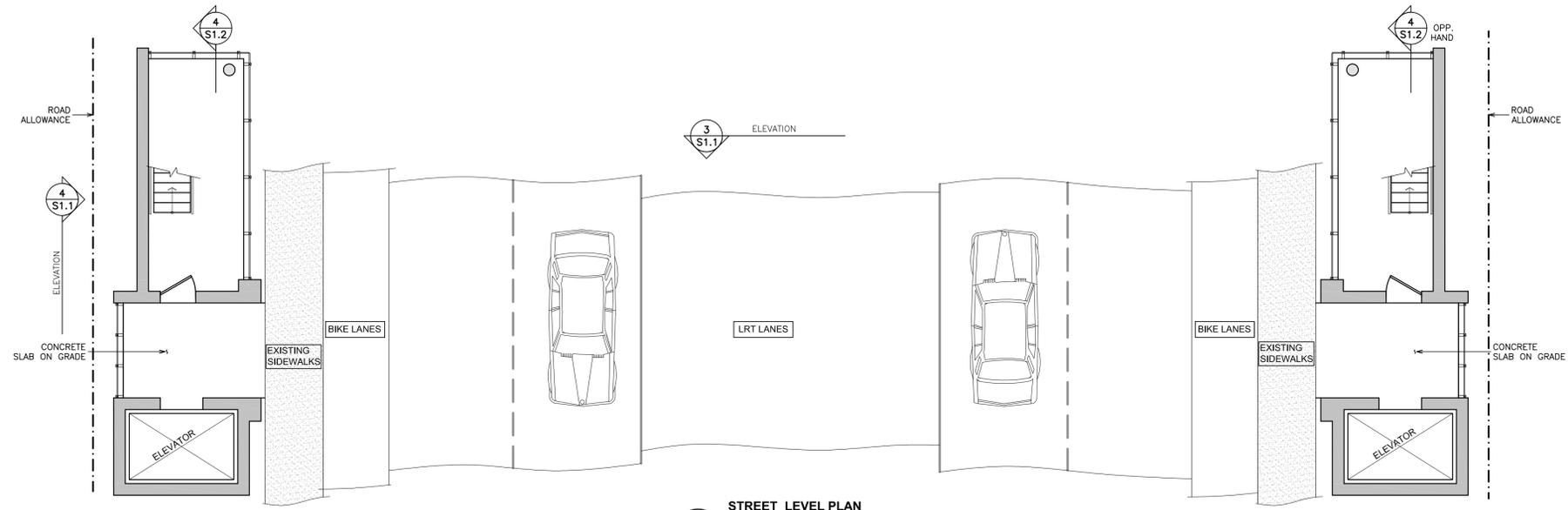
The preliminary design for the Girder Bridge with a staircase and elevator is illustrated in **Exhibit 9**. The minimum clearance of the bridge would be 5.3 m above the sidewalk. The height of the bridge deck is 6.45 m above the ground with a span of 26.78 m. The width of the pedestrian walkway would be 2.4 m with a height of 4.1 m. Similar to Option 1A, a footprint of 3.8 m x 11.5 m would be required on each side of the bridge.

### **5.1.4 Option 2B – Girder Bridge with Staircase and Ramp**

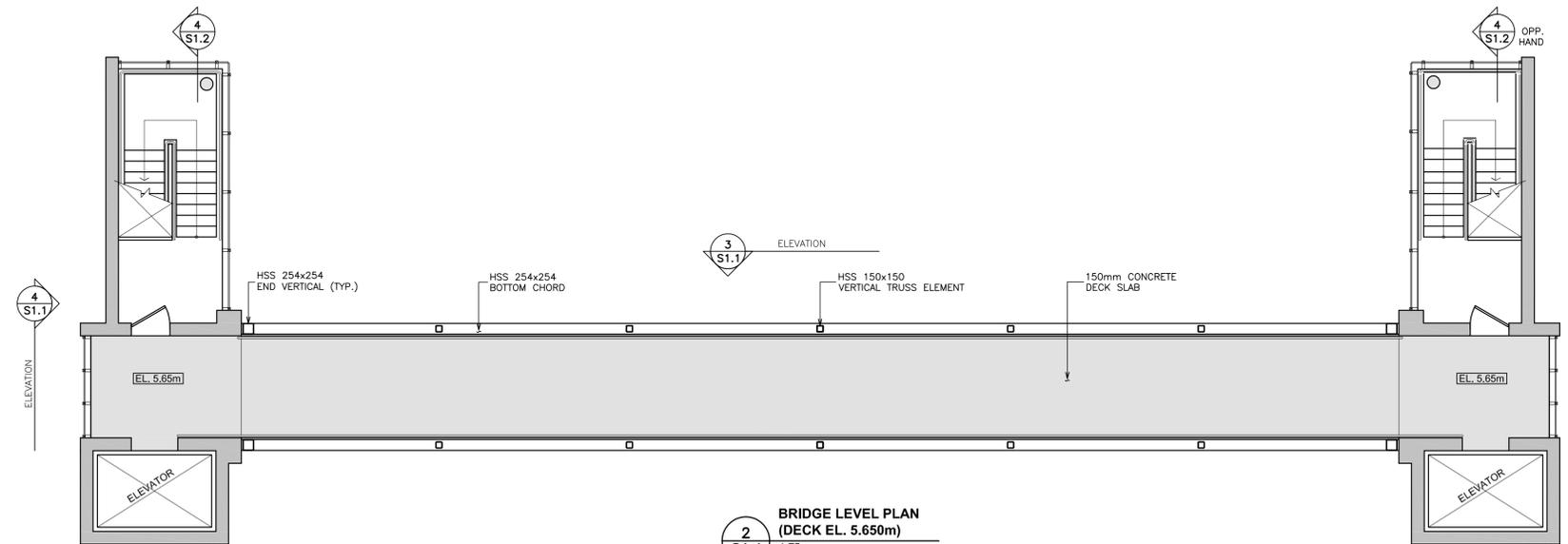
The preliminary design for the Girder Bridge with a staircase and ramp is illustrated in **Exhibit 10**. The minimum clearance of the bridge would still be 5.3 m above the sidewalk. The height of the bridge deck is 6.45 m above the ground with a span of 26.78 m. The width of the pedestrian walkway would also be consistent with Option 2A at 2.4 m with a height of 4.1 m. However, a footprint of 3.8 m x 31.4 m would be required on each side of the bridge.

### **5.1.5 Cost**

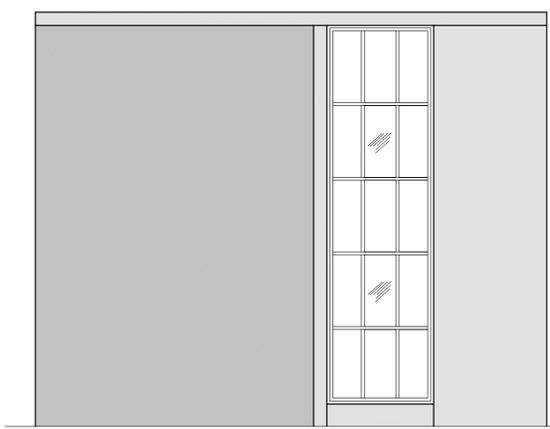
The expected service life for all bridge design options is approximately 50 years. However, some components of each bridge type will have a limited service life and will require replacement over the life of the bridge structure. The roofing system, waterproofing on the bridge deck and glazing systems will likely require replacement every 20 to 25 years. Construction and maintenance cost estimates for each of the bridge design options are summarized in **Table 3**.



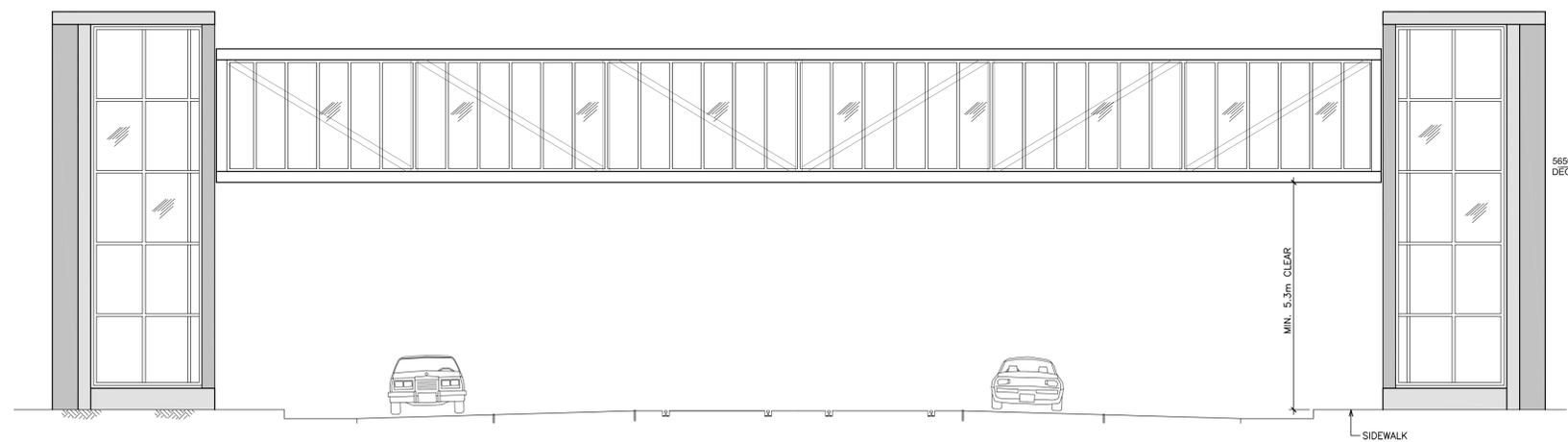
**1**  
S1.1  
1:75  
**STREET LEVEL PLAN**  
(SIDEWALK ELEVATION - 0.000m)



**2**  
S1.1  
1:75  
**BRIDGE LEVEL PLAN**  
(DECK EL. 5.650m)



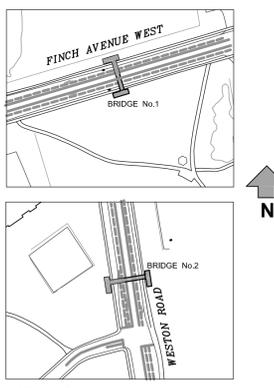
**4**  
S1.1  
1:75  
**STAIR/ ELEVATOR TOWER ELEVATION**  
(LOOKING NORTH FOR FINCH AVE. AND EAST FOR WESTON RD.)



**3**  
S1.1  
1:75  
**BRIDGE ELEVATION**  
(LOOKING EAST FOR FINCH AVE. AND NORTH FOR WESTON RD.)

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 7 - Option 1A**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**

Sheet Title  
**BRIDGE TYPE No.1 - TRUSS BRIDGE**

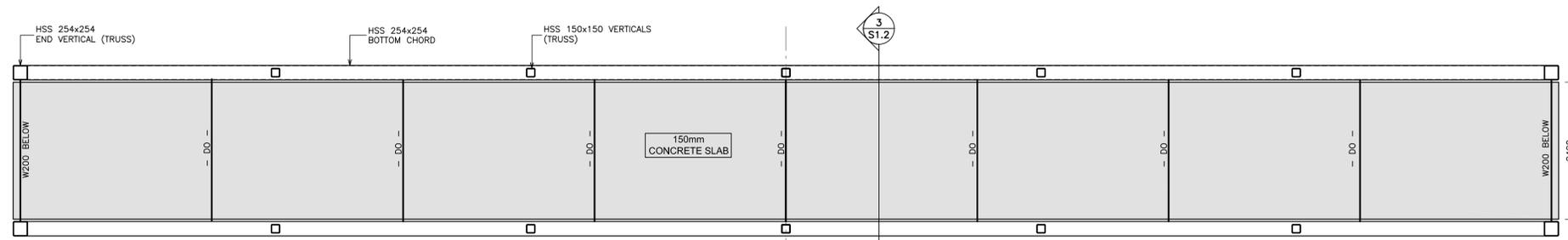
**BRIDGE PLANS AND ELEVATIONS**

Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008

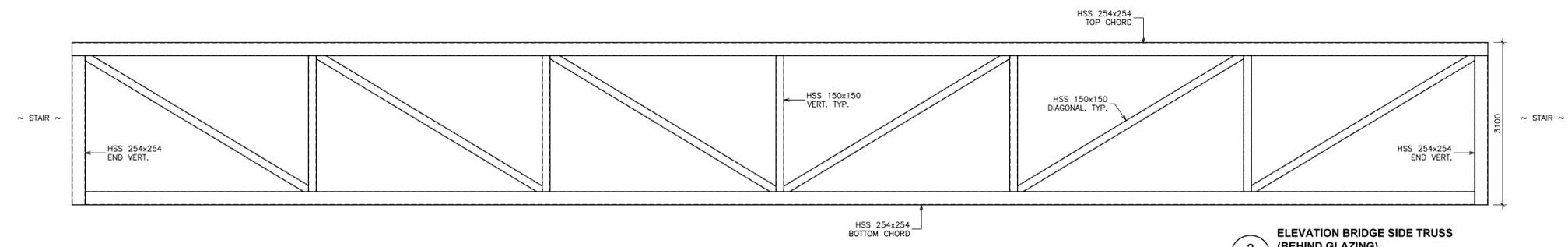
RJC Project Number **TOR.100697.0001**

Sheet Number \_\_\_\_\_ Revision \_\_\_\_\_

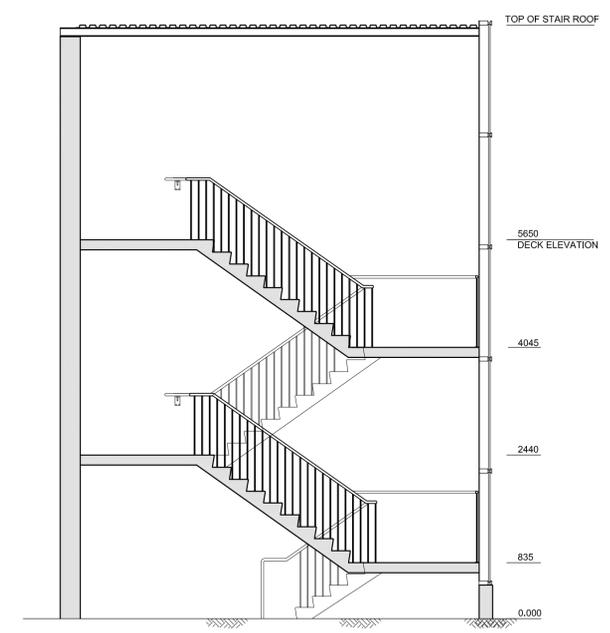
**S1.1**



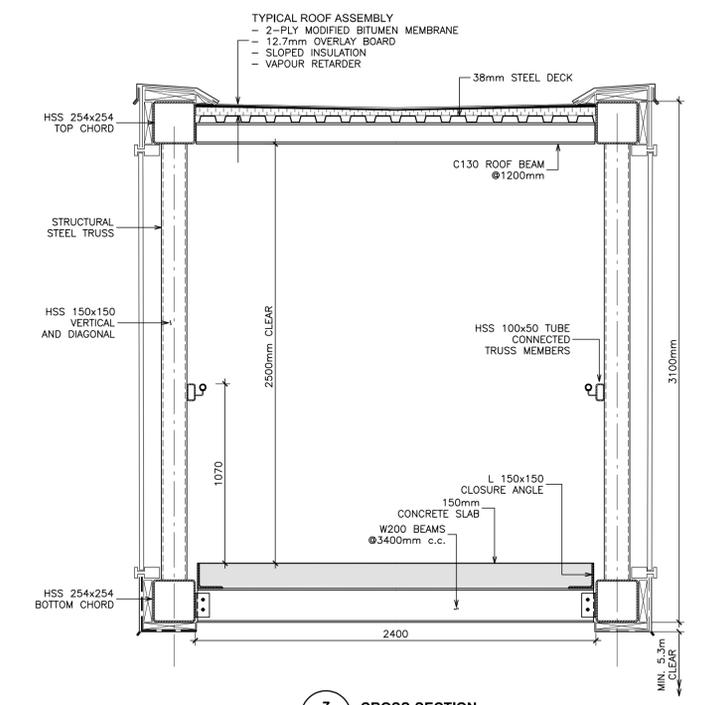
**1 DECK STRUCTURAL FRAMING PLAN**  
S1.2 1:50



**2 ELEVATION BRIDGE SIDE TRUSS (BEHIND GLAZING)**  
S1.2 1:50



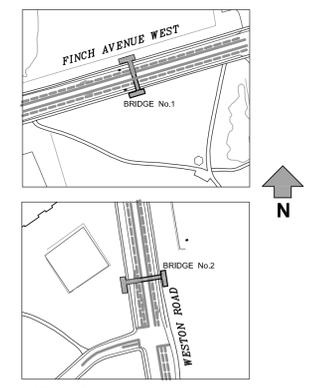
**4 STAIR CROSS-SECTION**  
S1.2 1:50



**3 CROSS-SECTION**  
S1.2 1:20

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 7 - Option 1A**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

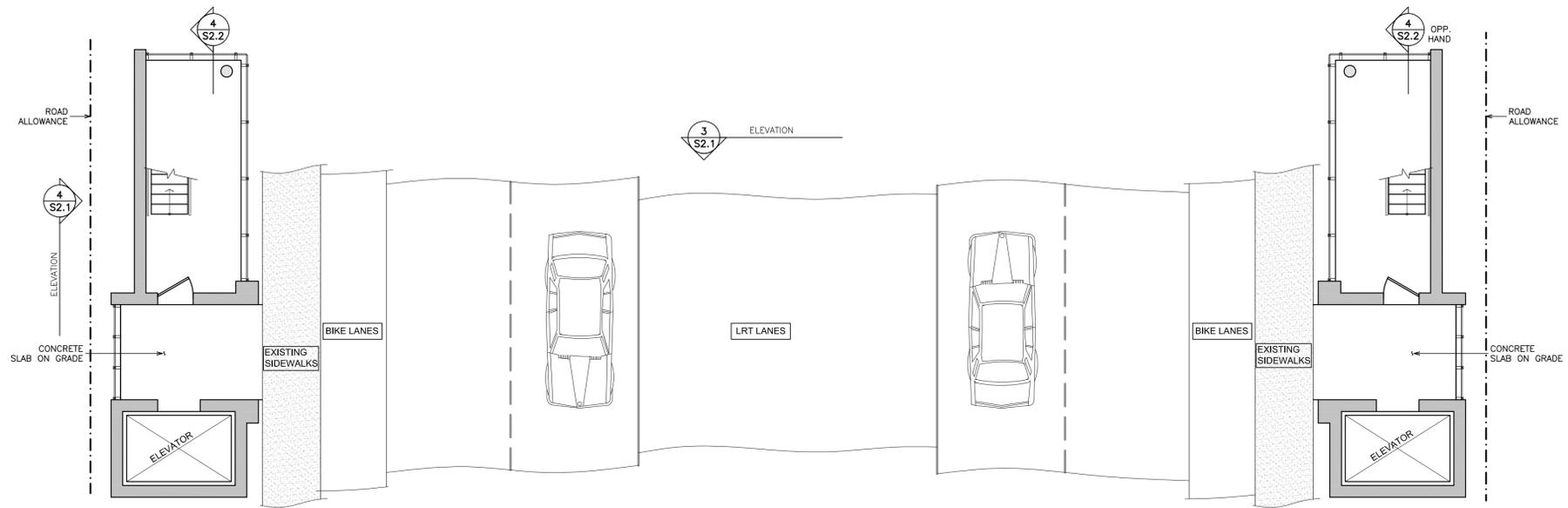
Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

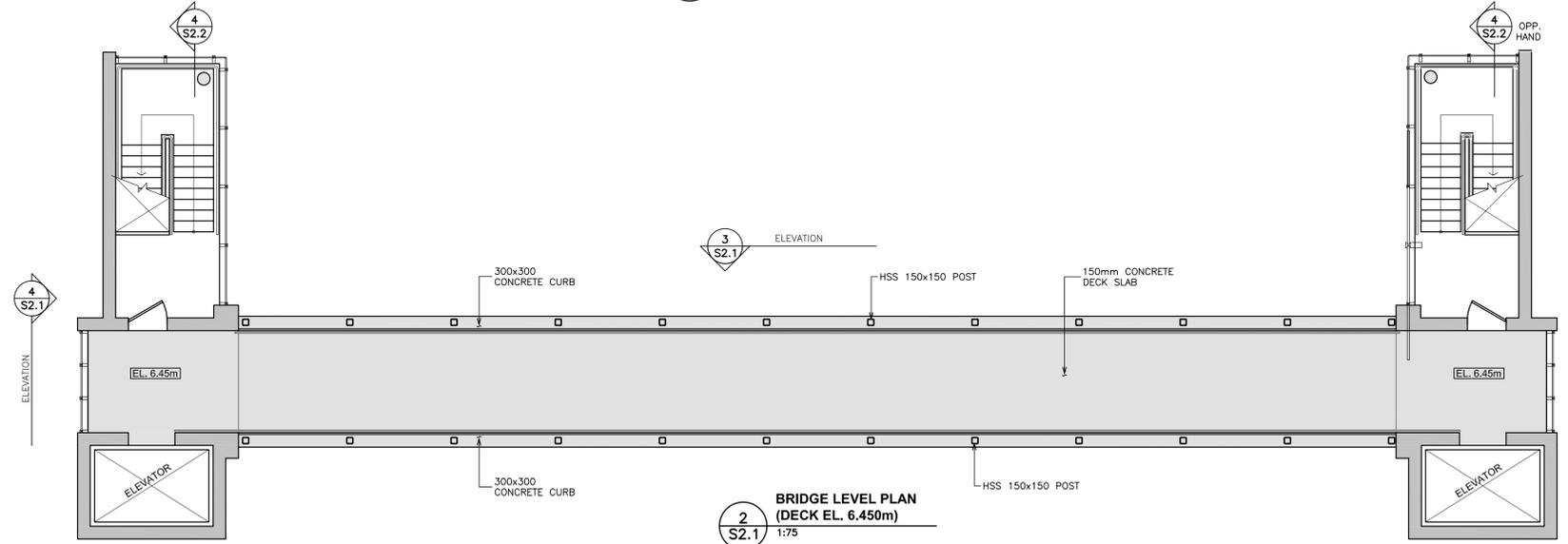
**CONCEPT DESIGN**  
Sheet Title  
**BRIDGE TYPE No1 - TRUSS BRIDGE**  
**FRAMING PLAN, ELEVATION,**  
**CROSS-SECTION AND STAIRS**

Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

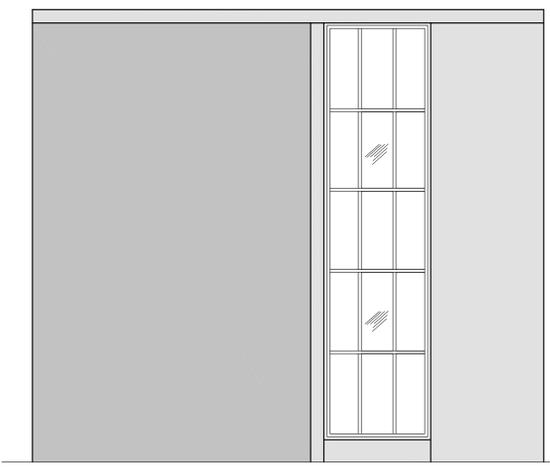
Sheet Number **S1.2** Revision



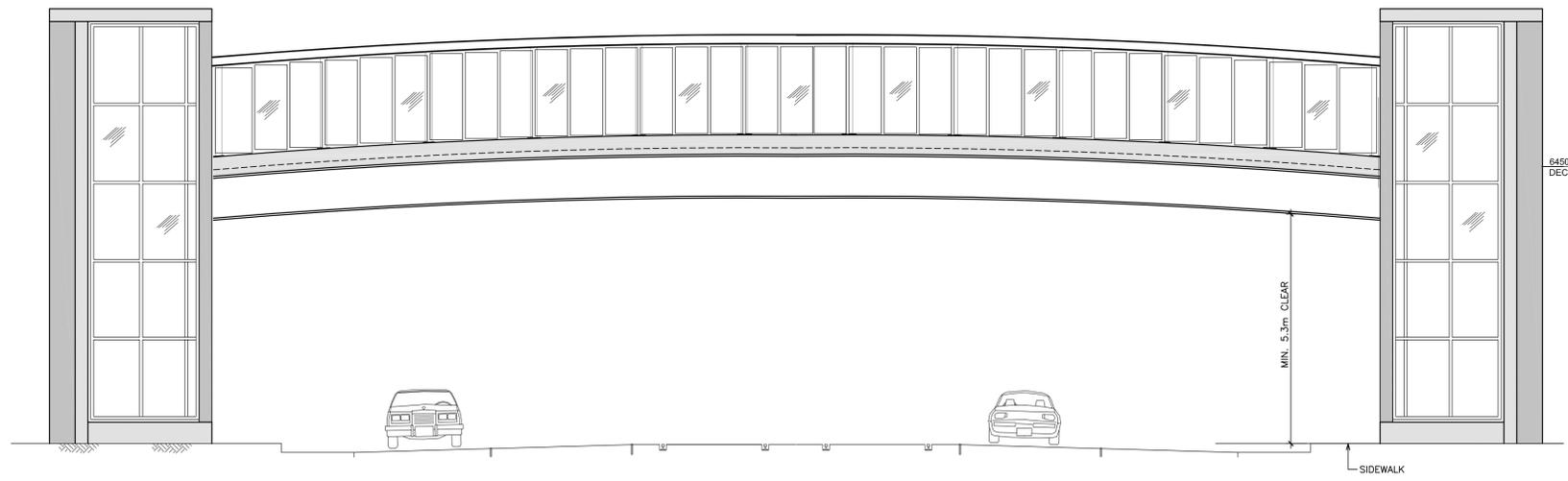
**1**  
S2.1  
STREET LEVEL PLAN  
(SIDEWALK ELEVATION - 0.000m)  
1:75



**2**  
S2.1  
BRIDGE LEVEL PLAN  
(DECK EL. 6.450m)  
1:75



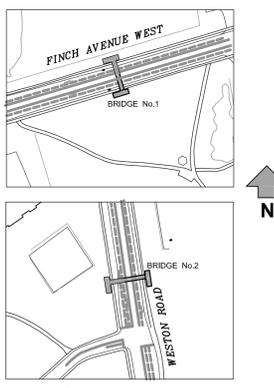
**4**  
S2.1  
STAIR/ ELEVATOR TOWER ELEVATION  
(LOOKING NORTH FOR FINCH AVE. AND EAST FOR WESTON RD.)  
1:75



**3**  
S2.1  
BRIDGE ELEVATION  
(LOOKING EAST FOR FINCH AVE. AND NORTH FOR WESTON RD.)  
1:75

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 8 - Option 1B**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**

Sheet Title  
**BRIDGE TYPE No. 2 - GIRDER BRIDGE**

**BRIDGE PLANS AND ELEVATIONS**

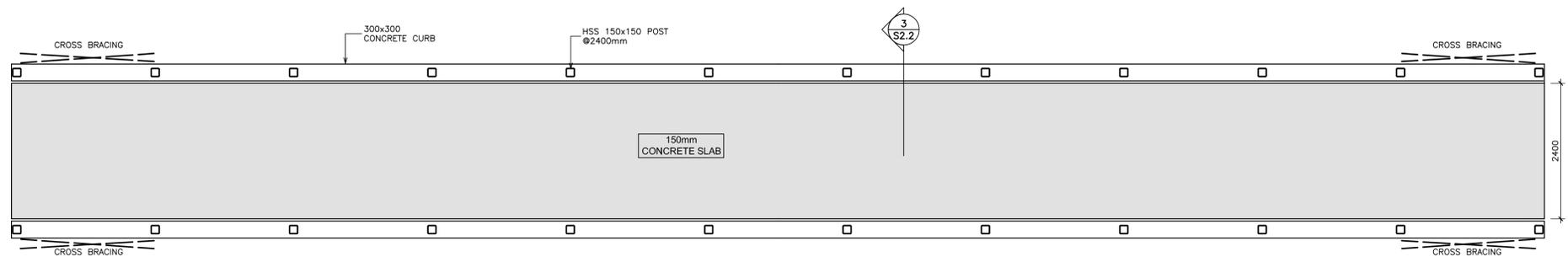
Drawn By T.S. Scale AS NOTED

Designed By P.S. Date Nov, 2008

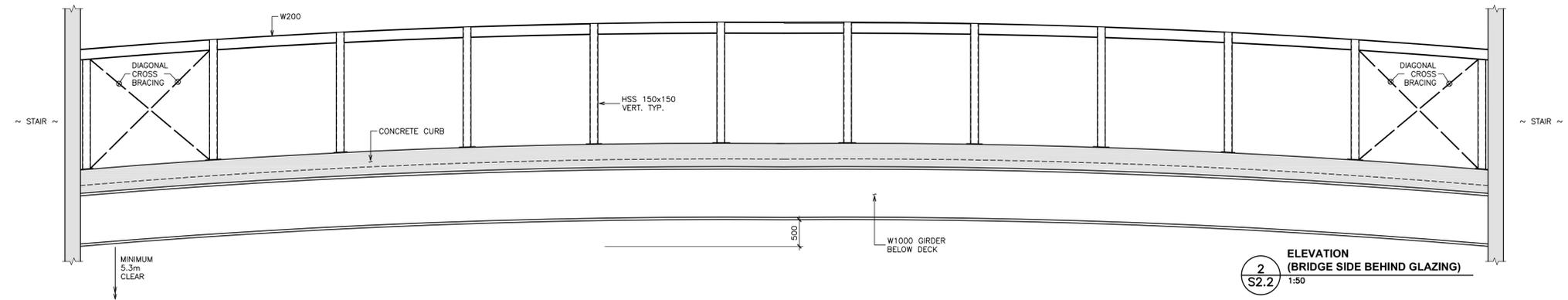
RJC Project Number **TOR.100697.0001**

Sheet Number \_\_\_\_\_ Revision \_\_\_\_\_

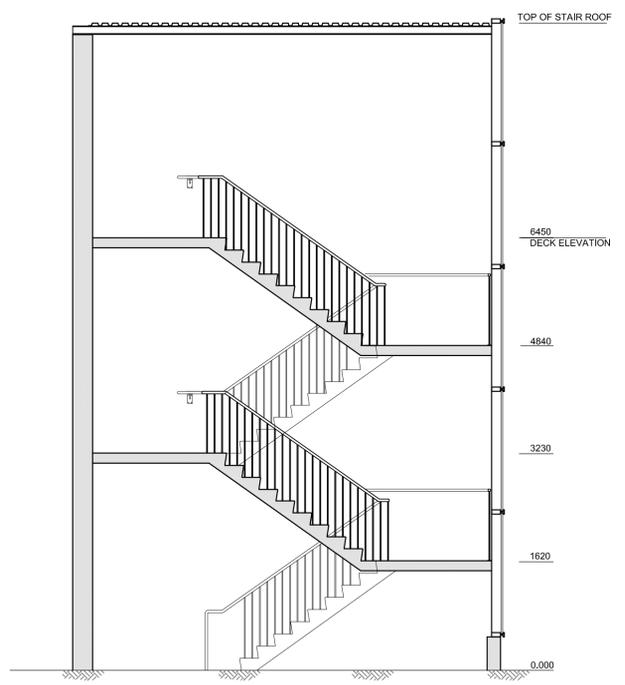
**S2.1**



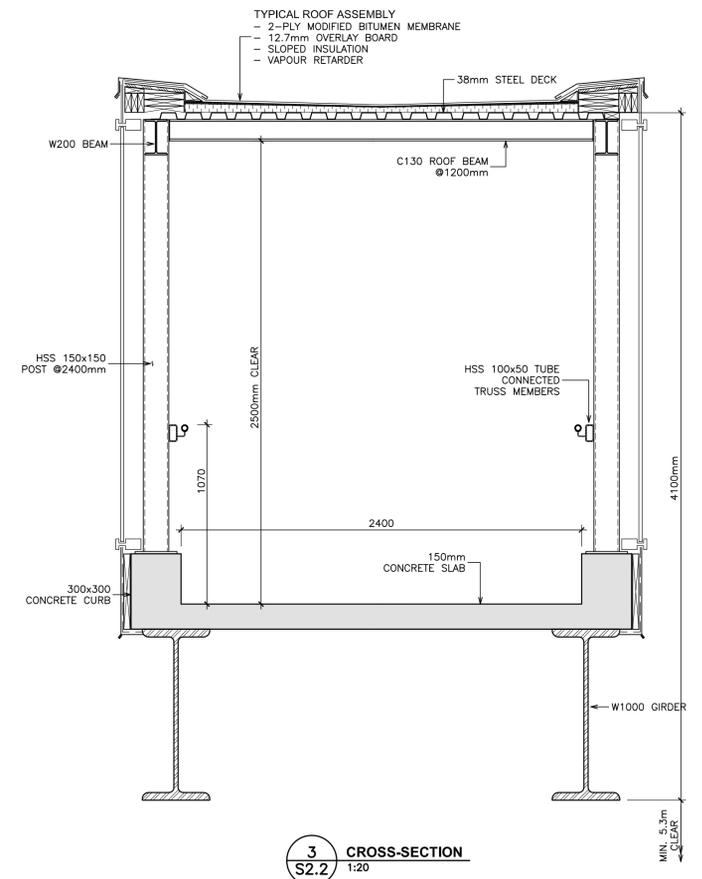
**1 DECK STRUCTURAL FRAMING PLAN**  
S2.2  
1:50



**2 ELEVATION (BRIDGE SIDE BEHIND GLAZING)**  
S2.2  
1:50



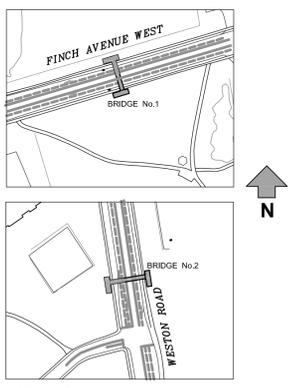
**4 STAIR CROSS-SECTION**  
S2.2  
1:50



**3 CROSS-SECTION**  
S2.2  
1:20

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 8 - Option 1B**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

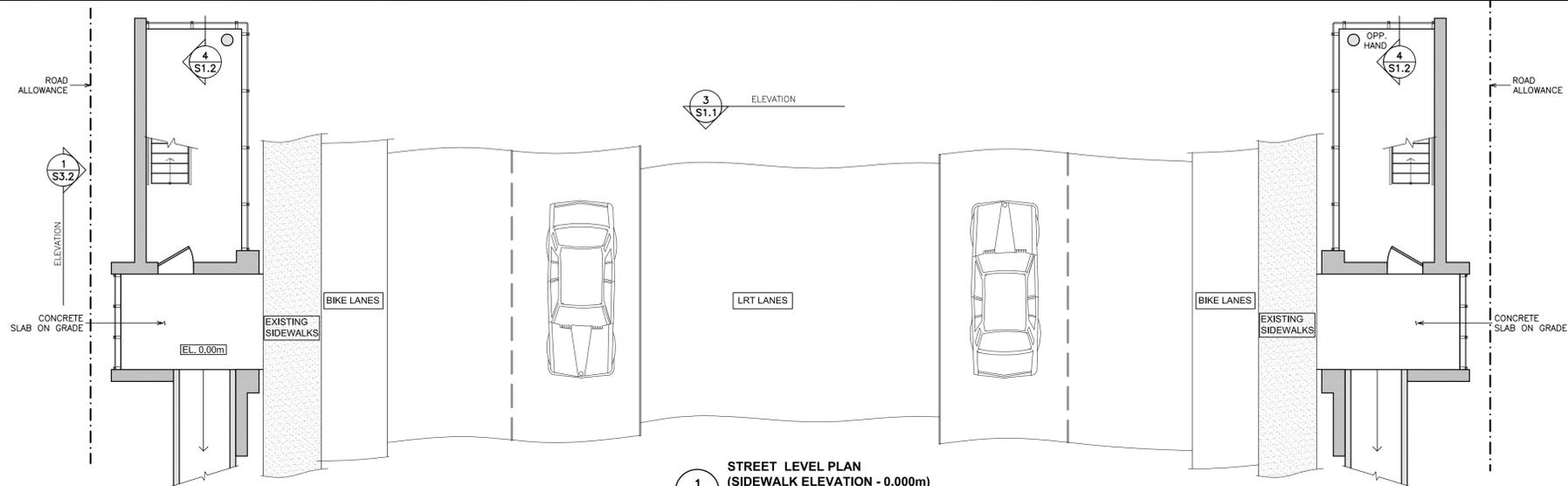
Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**  
Sheet Title  
**BRIDGE TYPE No.2 - GIRDER BRIDGE**  
**FRAMING PLAN, ELEVATION,**  
**CROSS-SECTION AND STAIRS**

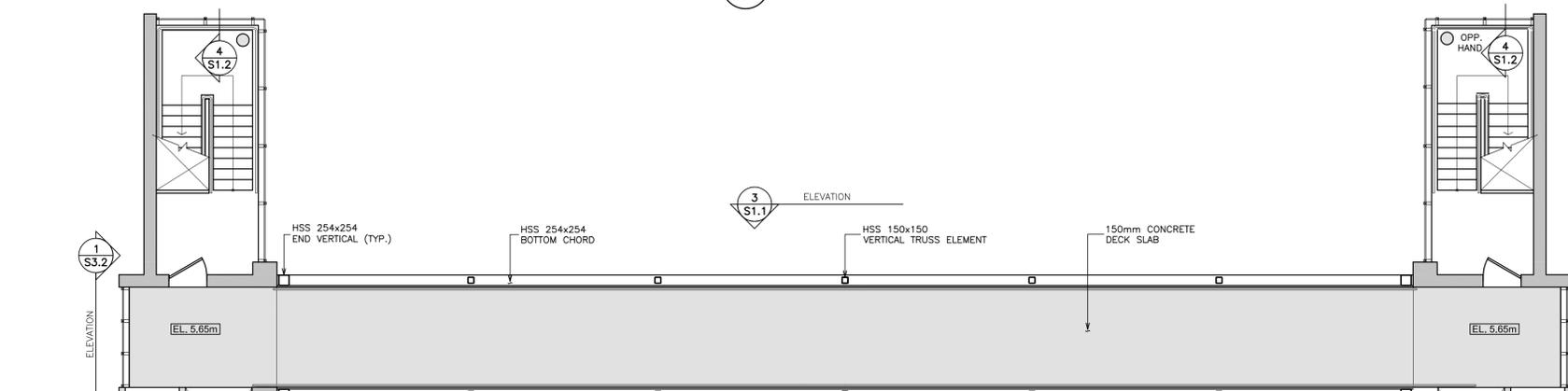
Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

Sheet Number Revision

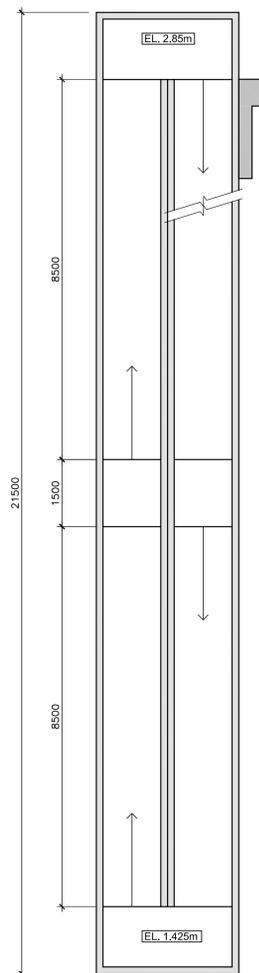
**S2.2**



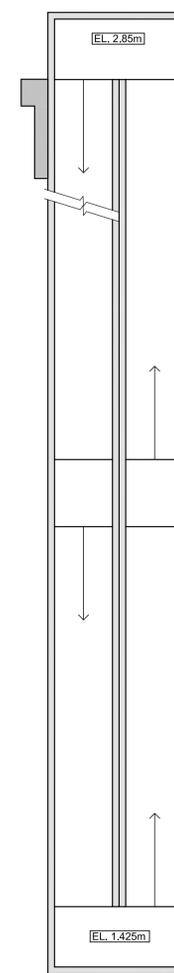
**1**  
S3.1  
1:75  
STREET LEVEL PLAN  
(SIDEWALK ELEVATION - 0.000m)



**2**  
3,1  
1:75  
BRIDGE LEVEL PLAN  
(DECK EL. 5.650m)



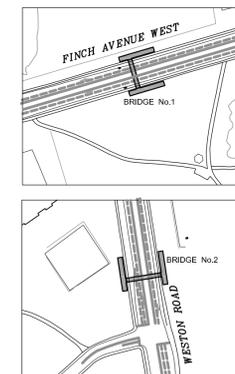
**A**  
S3.1  
1:75  
MID-RAMP PLAN



**B**  
S3.1  
1:75  
MID-RAMP PLAN

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" or "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 9 - Option 2A**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**  
Sheet Title  
**BRIDGE TYPE No.3 - TRUSS BRIDGE**

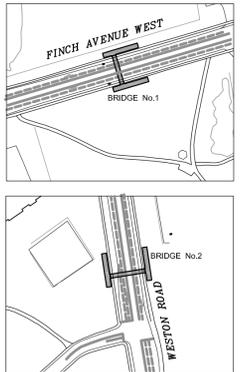
**BRIDGE PLANS**  
Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

Sheet Number \_\_\_\_\_ Revision \_\_\_\_\_

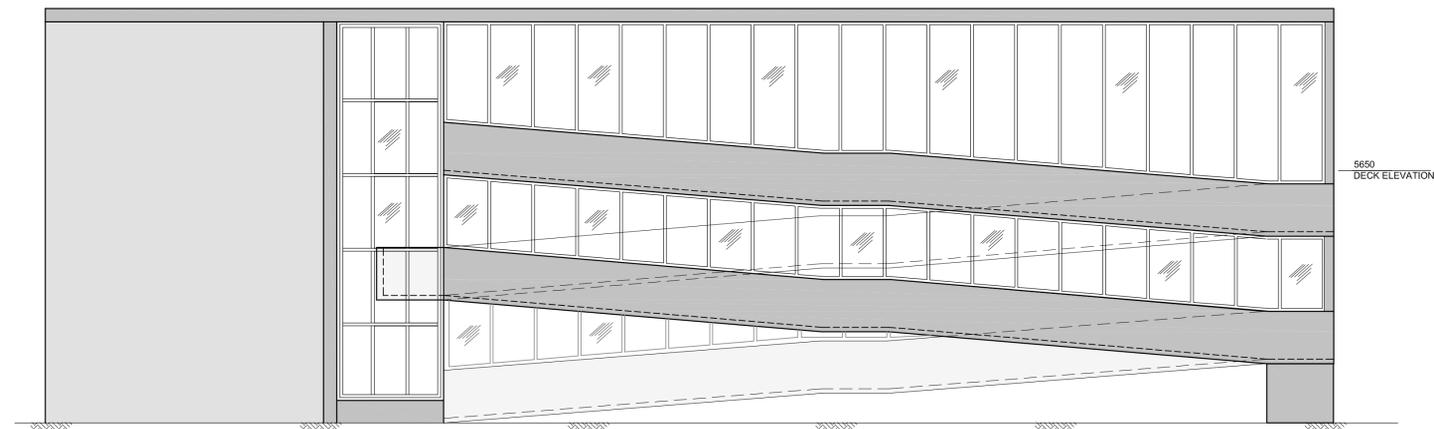
**S3.1**

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**



**1**  
**S3.2** STAIR/ ELEVATOR TOWER ELEVATION  
(LOOKING NORTH FOR FINCH AVE. AND EAST FOR WESTON RD.)  
1:75

**Exhibit 9 - Option 2A**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**  
Sheet Title  
**BRIDGE TYPE No.3 - TRUSS BRIDGE**

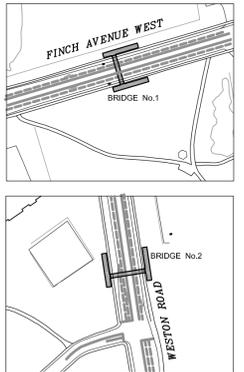
**ELEVATIONS**  
Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

Sheet Number Revision

**S3.2**

**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**

**Exhibit 10 - Option 2B**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** Read Jones Christoffersen  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

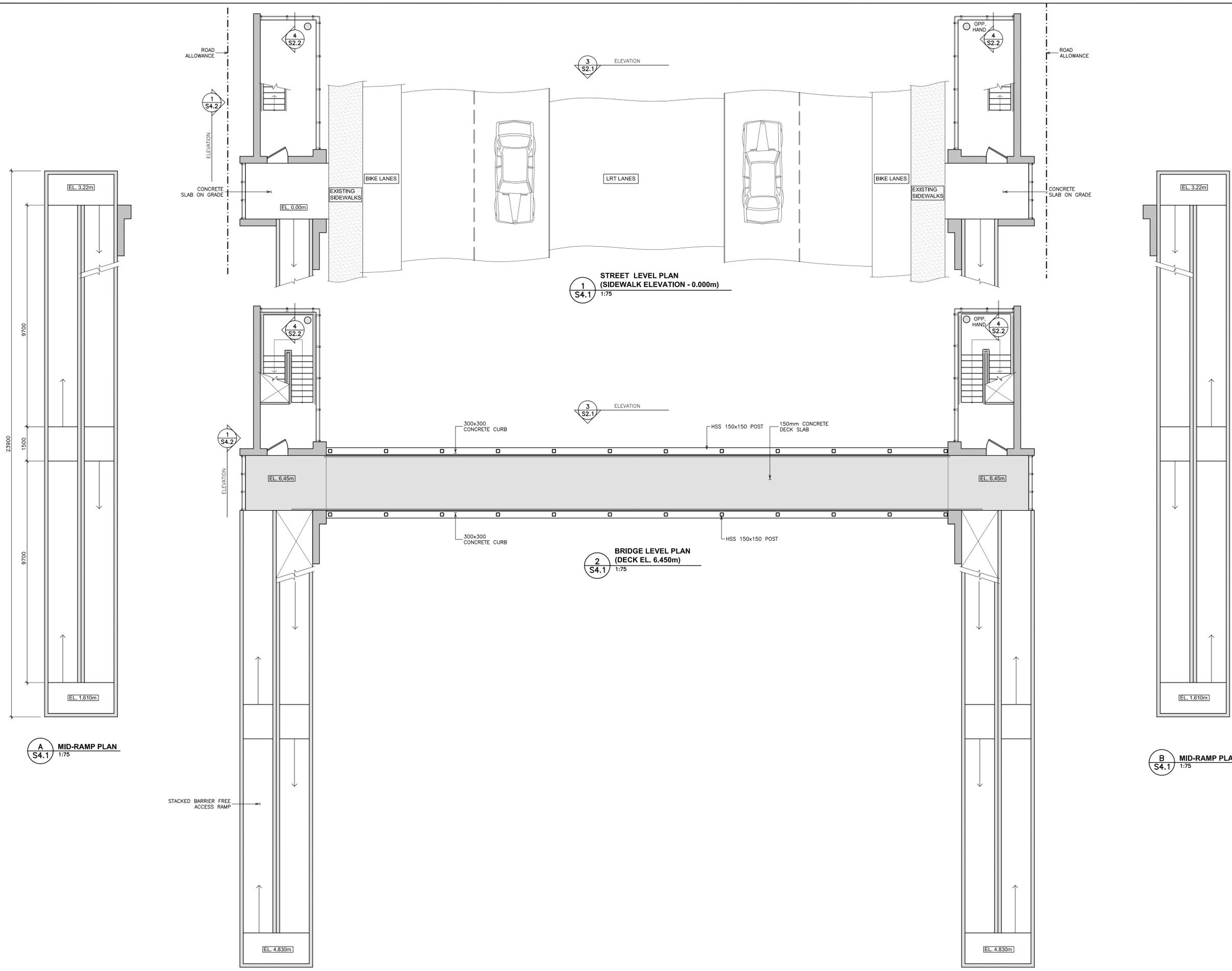
Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**  
Sheet Title  
**BRIDGE TYPE No.4 - GIRDER BRIDGE**

**BRIDGE PLANS**  
Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

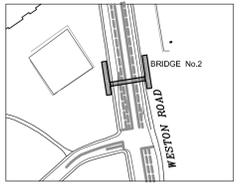
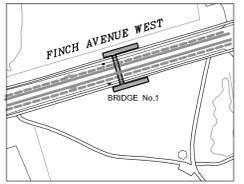
Sheet Number \_\_\_\_\_ Revision \_\_\_\_\_

**S4.1**



**Drawing Notes**

- All drawings, plans, models, designs, specifications and other documents prepared by Read Jones Christoffersen Ltd. (R.J.C.) and used in connection with this project are Instruments of Service for the work shown in them (the "Work") and as such are and remain the property of R.J.C. whether the Work is executed or not, and R.J.C. reserves the copyright in them and in the Work executed from them, and they shall not be used for any other work or project.
- These drawings are "design drawings" only. They may not be suitable for use as shop drawings. Use of these drawings as base drawings for "shop drawings" is not permitted unless written permission containing certain conditions and limitations is obtained from R.J.C. The work "as constructed" may vary from what is shown on these drawings.
- Use of these drawings is limited to that identified in the Issued/Revision column. Do not construct from these drawings unless marked "Issued for Construction" by RJC in the Issued/Revision column, and then only for the parts noted. The drawings shall not be used for "pricing" / "costing" or "tender" unless so indicated in the Issued/Revisions column. "Pricing" or "Costing" drawings are not complete and any prices based on such drawings must allow for this.



**KEY PLAN**



**1**  
**S4.2**  
STAIR/ ELEVATOR TOWER ELEVATION  
(LOOKING NORTH FOR FINCH AVE. AND EAST FOR WESTON RD.)  
1:75

**Exhibit 10 - Option 2B**

No.	Revision	Date	By
1.	ISSUED FOR CLIENT REVIEW	Nov. 19, 08	P.S.

**rjc** **Read Jones Christoffersen**  
Consulting Engineers

Vancouver • Victoria • Nanaimo • Calgary • Edmonton • Toronto  
Suite 500, 144 Front Street West, Toronto, ON M5J 2L7 Canada  
Office 416 977-5335 Fax 416 977-1427 www.rjc.ca

Project Name  
**Emery Village Pedestrian Bridge**  
Toronto, Ontario

**CONCEPT DESIGN**

Sheet Title  
**BRIDGE TYPE No.4 - GIRDER BRIDGE**

**ELEVATIONS**

Drawn By T.S. Scale AS NOTED  
Designed By P.S. Date Nov, 2008  
RJC Project Number **TOR.100697.0001**

Sheet Number Revision

**S4.2**

**Table 3: Estimated Bridge Construction and Maintenance Costs**

<b>Design Option</b>	<b>Construction Costs</b>	<b>Maintenance Costs</b>
Option 1A: Truss Bridge with Staircase and Elevator	\$1.7 million	\$165,000 every 20-25 years for bridge structure + \$1,000 / month for elevator
Option 1B: Truss Bridge with Staircase and Ramp	\$2.1 million	\$285,000 every 20-25 years for bridge structure
Option 2A: Girder Bridge with Staircase and Elevator	\$2.0 million	\$175,000 every 20-25 years for bridge structure + \$1,000 / month for elevator
Option 2B: Girder Bridge with Staircase and Ramp	\$2.5 million	\$305,000 every 20-25 years for bridge structure + \$1,000 / month for elevator

Based on the estimated cost for each design option, the truss bridge design options (1A, 1B) are less costly than the girder bridge designs.

## **5.2 Bridge Design Evaluation Criteria**

Each bridge design option was evaluated in order to determine the most appropriate design for each location. The two bridge designs were assessed based on the following criteria:

- the City's 2004 Accessibility Design Guidelines
- the Ontario Building Code
- the physical size of each of the two pedestrian bridges
- the land requirements for each of the pedestrian bridges
- property acquisition requirements for each of the pedestrian bridges
- the construction costs for each of the two pedestrian bridges
- the maintenance costs for each of the two pedestrian bridges
- compatibility with approved/proposed developments that would be affected
- implications to adjacent traffic signals
- signage and lighting requirements (i.e. Emery Village entrance features, including proposed art and entry language); and,
- aesthetic/visual impact of bridges, for pedestrian, vehicle traffic and area residents.

Evaluation of the bridge designs are provided in **Table 4**.

**Table 4: Evaluation of Alternative Bridge Designs**

Evaluation Criteria	Option 1A - Truss Bridge with Elevator	Option 1B – Truss Bridge with Ramp	Option 2A – Girder Bridge with Elevator	Option 2B – Girder Bridge with Ramp
Compatibility with Accessibility Design Guidelines and Ontario Building Code	<ul style="list-style-type: none"> <li>Bridge design meets City of Toronto’s 2004 Accessibility Design Guidelines and Ontario Building Code</li> </ul>			
Land and property acquisition requirements	<ul style="list-style-type: none"> <li>3.8 m x 11.5 m footprint required on the north and south sides of Finch Avenue</li> <li>Fits within 36m ROW, assuming no offset between curb and sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>3.8 m x 29 m footprint required on the north and south sides of Finch Avenue</li> <li>Fits within 36m ROW, assuming no offset between curb and sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>3.8 m x 11.5 m footprint required on the north and south sides of Finch Avenue</li> <li>Fits within 36m ROW, assuming no offset between curb and sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>3.8 m x 31.4 m footprint required on the north and south sides of Finch Avenue</li> <li>Fits within 36m ROW, assuming no offset between curb and sidewalk</li> </ul>
Construction costs (approx.)	▪ \$1.7 million	▪ \$2.1 million	▪ \$2.0 million	▪ \$2.5 million
Maintenance costs (approx.)	▪ \$165,000	▪ \$285,000	▪ \$175,000	▪ \$305,000
Compatibility with approved/proposed developments	<ul style="list-style-type: none"> <li>Bridge will be located adjacent to park lands, can be accommodated within road allowance, and will be compatible with adjacent land uses, depending on location chosen</li> <li>Options 1B and 2B may not be compatible with adjacent existing and proposed land uses as ramp structures will be directly adjacent to existing and proposed developments, and block sightlines to existing parklands</li> </ul>			
Signage and lighting requirements	<ul style="list-style-type: none"> <li>Interior lighting required within public areas of the bridge</li> <li>Signage required to direct pedestrians around bridge abutments</li> </ul>			
Technical Recommendation	Not Preferred	<b>Preferred</b>	Not Preferred	Not Preferred

Considering all criteria, and the potential security and safety issues that may arise from mechanical or power failure of an elevator, **Option 1B Truss Bridge with Staircase and Ramp**, is selected as the preferred pedestrian bridge design option.

### **5.3 Potential Pedestrian Bridge Locations**

Consistent with the Emery Village Secondary Plan, as shown in **Exhibit 1**, the general locations identified for improved pedestrian connections are:

- Weston Road between Finch Avenue West and Lanyard Road; and
- Finch Avenue West, within the boundaries of Lindy Lou Park, between Weston Road and Jayzel Drive.

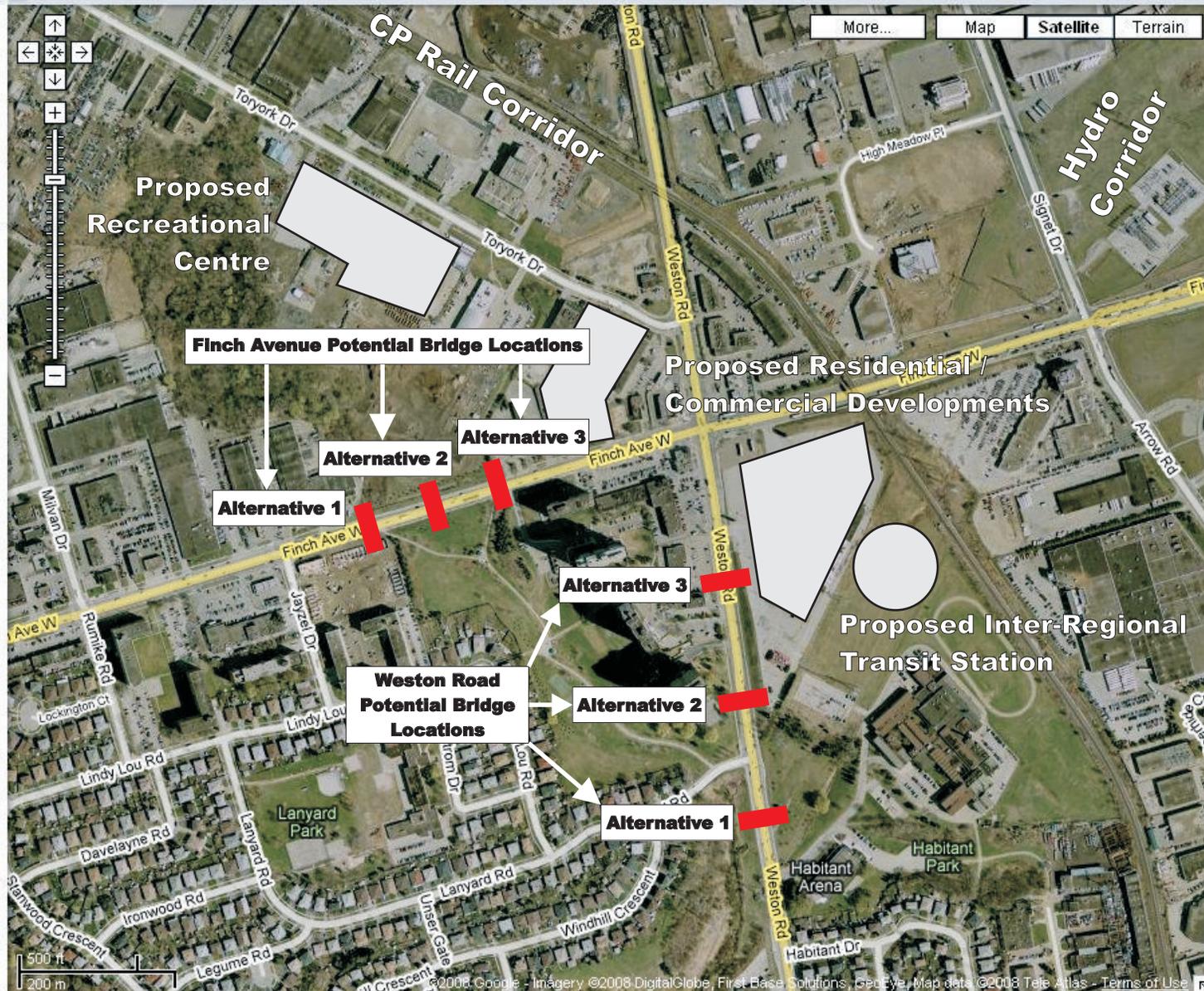
Potential bridge locations were further defined in order to evaluate and compare the potential locations. Three specific locations were identified for each road. The alternative bridge locations considered for this study are illustrated in **Exhibit 11**.

#### Finch Avenue West

1. At Lindy Lou Park West Pathway
2. Between Lindy Lou Park West Pathway and East Pathway
3. At Lindy Lou Park East Pathway

#### Weston Road

1. Between Lanyard Road and Emery Collegiate Institute Driveway
2. Between Lanyard Road and Private Driveway (145 m North of Lanyard Road)
3. Between Private Driveway (145 m North of Lanyard Road) and former Finch West Mall Driveway



**Exhibit 11**

**Alternative Bridge Locations**

## **5.4 Bridge Location Evaluation Criteria**

These potential locations were assessed based on the following evaluation criteria:

- Pedestrian / cyclist / vehicular access to adjacent existing and proposed buildings
- Pedestrian / cyclist / vehicular access to adjacent existing and proposed recreational facilities
- Visual impacts on vehicle operators and proximity to existing signalized intersections
- Visual and physical impacts on the streetscape and on the public realm
- Visual and physical impacts on the private realm
- Lack of redundancy (e.g. few other opportunities for pedestrians to cross) and high pedestrian “willingness” to use bridge

The evaluation of each potential bridge location across Finch Avenue and across Weston Road is summarized in **Table 5** and **Table 6**, respectively.

**Table 5: Evaluation of Alternative Bridge Locations on Finch Avenue West**

Evaluation Criteria	Finch Avenue West: Alternative Bridge Locations		
	Alternative 1 –At Lindy Lou Park West Pathway	Alternative 2 –Between Lindy Lou Park West Pathway and East Pathway	Alternative 3 –At Lindy Lou Park East Pathway
Pedestrian / cyclist / vehicular access to adjacent existing and proposed buildings	<ul style="list-style-type: none"> <li>Provides limited connection opportunities between existing and proposed buildings in the Emery Village area as this bridge location by-passes much of the area proposed for redevelopment and intensification</li> <li>Provides a crossing opportunity on the west leg of Finch Avenue, east of the Finch and Jayzel Drive intersection where currently no pedestrian crossing is available</li> <li>Connects existing industrial / commercial buildings on Finch Avenue east of Jayzel Drive</li> </ul>	<ul style="list-style-type: none"> <li>Provides no direct connections to existing and proposed buildings in Emery Village as this bridge location by-passes much of the areas proposed for redevelopment and intensification</li> <li>Provides little connection opportunities between existing or proposed residential, commercial or institutional developments</li> <li>Provides direct connections between Lindy Lou Park and proposed recreational developments north of Finch Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Provides connections between existing and proposed buildings on north and south side of Finch Avenue</li> <li>Bridge location is closest to the Finch / Weston intersection and “hub” of Emery Village and areas proposed for redevelopment and intensification</li> </ul>
Pedestrian / cyclist / vehicular access to adjacent existing and proposed recreational facilities	<ul style="list-style-type: none"> <li>Provides a connection across Finch Avenue through Lindy Lou Park lands and an indirect connection between recreational areas and off-road cycling routes in Lindy Lou park to the proposed recreational development near Toryork Drive</li> <li>Connects to proposed cycling facilities on Finch Avenue West and in Lindy Lou Park</li> </ul>	<ul style="list-style-type: none"> <li>Provides direct access between Lindy Lou Park across Finch Avenue and a direct link between Lindy Lou Park and the proposed recreational development near Toryork Drive</li> <li>Connects to proposed cycling facilities on Finch Avenue West and in Lindy Lou Park</li> </ul>	<ul style="list-style-type: none"> <li>Provides direct connections across Finch Avenue through Lindy Lou Park, connecting both existing and proposed recreational and natural areas on the north and south sides of Finch Avenue</li> <li>Connects to proposed cycling facilities on Finch Avenue West and in Lindy Lou Park</li> <li>Provides a connection between nearby recreational areas with existing, approved or proposed residential and commercial developments in Emery Village</li> </ul>
Visual impacts on vehicle operators and proximity to existing signalized intersections	<ul style="list-style-type: none"> <li>Option 1A and Option 2A: Minimal visual impacts for vehicle operators on Finch Avenue West</li> <li>Option 1B and Option 2B: Minimal to moderate visual impacts for vehicle operators on Finch Avenue West</li> <li>150 m or less from the nearest signalized intersection</li> </ul>	<ul style="list-style-type: none"> <li>Option 1A and Option 2A: Minimal visual impacts for vehicle operators on Finch Avenue West</li> <li>Option 1B and Option 2B: Minimal to moderate visual impacts for vehicle operators on Finch Avenue West</li> <li>225 m or less from the nearest signalized intersection</li> </ul>	<ul style="list-style-type: none"> <li>Option 1A and Option 2A: Minimal visual impacts for vehicle operators on Finch Avenue West</li> <li>Option 1B and Option 2B: Moderate to major visual impacts for vehicle operators on Finch Avenue West</li> <li>Approximately 280 m from the nearest existing signalized intersection, however, a signalized intersection is proposed at this location as part of the redevelopment of the area</li> <li>Potential sight-line issues should this location become a signalized intersection</li> </ul>
Visual and physical impacts on the streetscape and on the public realm	<ul style="list-style-type: none"> <li>Option 1A and Option 2A: Moderate physical impacts to streetscape and public realm as bridge only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>Minor physical impacts to streetscape as bridge would be located adjacent to parklands.</li> <li>Option 1B and Option 2B: Moderate to major physical impacts to streetscape and public realm due to constrained space between bridge footing and travelled portion of roadway</li> </ul>	<ul style="list-style-type: none"> <li>Option 1A and 2A: Moderate physical impacts to streetscape and public realm as bridge only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>Minor physical impacts to streetscape as bridge would be located adjacent to parklands.</li> <li>Option 1B and Option 2B: Moderate to major physical impacts to streetscape and public realm due to constrained space between bridge footing and travelled portion of roadway</li> </ul>	<ul style="list-style-type: none"> <li>Option 1A and 2A: Moderate physical impacts to streetscape and public realm as bridge only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>Minor to moderate physical impacts to streetscape as bridge would be located adjacent to parklands and the “fringe” of urban development proposed in Emery Village.</li> <li>Option 1B and Option 2B: Moderate to major physical impacts to streetscape and public realm due to constrained space between bridge footing and travelled portion of roadway</li> </ul>
Visual and physical impacts on the private realm	<ul style="list-style-type: none"> <li>No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>	<ul style="list-style-type: none"> <li>No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>	<ul style="list-style-type: none"> <li>No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>

Evaluation Criteria	Finch Avenue West: Alternative Bridge Locations		
	Alternative 1 –At Lindy Lou Park West Pathway	Alternative 2 –Between Lindy Lou Park West Pathway and East Pathway	Alternative 3 –At Lindy Lou Park East Pathway
Lack of redundancy (e.g. few other opportunities for pedestrians to cross) and high pedestrian “willingness” to use bridge	<ul style="list-style-type: none"> <li>▪ Moderate redundancy as proposed bridge location is at a midblock location and 150 m or less from the nearest signalized intersection</li> <li>▪ High potential for pedestrian and cycling use</li> <li>▪ Serves very few pedestrian desire lines</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minor redundancy as proposed bridge location is at a mid-block location and 225 m or less from the nearest signalized intersection</li> <li>▪ High potential for cyclist and pedestrian use</li> <li>▪ Serves more pedestrian desire lines than Alternative 1 as it provides the most direct connection between the low density residential areas near Lindy Lou Road, Lindy Lou Park and the proposed recreational centre on Toryork Drive.</li> </ul>	<ul style="list-style-type: none"> <li>▪ At present, little redundancy as crossing is approximately 280 m away from the nearest signalized intersection.</li> <li>▪ However, location will become highly redundant if potential signalized intersection is introduced at this location</li> <li>▪ High potential for pedestrian and cycling without a signalized intersection as bridge location serves the most number of pedestrian desire lines</li> <li>▪ Lower potential for cycling and pedestrian use if proposed signalized intersection is installed.</li> </ul>
<b>Summary</b>	<p>Alternative 1 serves the least number of pedestrian desire lines when compared to Alternatives 2 and 3 and by-passes much of the proposed redevelopment areas of Emery Village, thus has the least potential for pedestrian use.</p> <p><b>Not Preferred</b></p>	<p>Alternative 2 by-passes nearby residential and commercial areas; best-serves pedestrians and cyclists in Lindy Lou Park. There is more potential for pedestrian use than Alternative 1 but not as much as Alternative 3, since Alternative 2 does not serve as many pedestrian desire lines.</p> <p><b>Preferred</b></p>	<p>Alternative 3 connects serves the most number of pedestrian desire lines when compared to Alternatives 1 and 2 and is located near the proposed redevelopment areas of Emery Village. Therefore, Alternative 3 has the greatest potential for pedestrian and cycling use when compared to Alternatives 1 and 2. However, a pedestrian bridge at this location will become redundant if a signalized intersection is installed at this location.</p> <p><b>Not Preferred</b></p>

**Table 6: Evaluation of Alternative Bridge Locations on Weston Road**

Evaluation Criteria	Weston Road: Alternative Bridge Locations		
	Alternative 1 – Between Lanyard Road and Emery Collegiate Institute Driveway	Alternative 2 – Between Lanyard Road and Private Driveway (145 m North of Lanyard Road)	Alternative 3 – Between Private Driveway (145 m North of Lanyard Road) and former Finch West Mall Driveway
Pedestrian / cyclist / vehicular access to adjacent existing and proposed buildings	<ul style="list-style-type: none"> <li>▪ Provides fewer connection opportunities between existing, approved or proposed developments than Alternatives 2 and 3</li> <li>▪ Provides direct connections between existing and proposed green space on either side of Weston Road</li> <li>▪ Addresses some pedestrian desire lines, mainly serving those traveling between the existing low-density residential areas along Lanyard Road and Lindy Lou Park to Habitant Park and Emery C.I.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides some connection opportunities between existing high density residential developments on the west side of Weston Road to the proposed development on the east side of Weston Road, as well as the Hydro Corridor, Emery C.I. and Lindy Lou Park</li> <li>▪ Provides direct connections between existing and proposed green space on either side of Weston Road</li> <li>▪ Addresses some pedestrian desire lines, mainly serving those traveling between the green spaces (i.e. Lindy Lou Park), existing high density residential area west of Weston Road and proposed Medallion development, and Emery C.I.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides direct connection opportunities between existing high density residential developments on the west side of Weston Road to the proposed development on the east side of Weston Road</li> <li>▪ Provides limited connection between existing and proposed green space on either side of Weston Road</li> <li>▪ Addresses some pedestrian desire lines, mainly serving those traveling between the existing high-density residential areas on the west side of Weston Road and the proposed development on the east side of Weston Road</li> </ul>
Pedestrian / cyclist / vehicular access to adjacent existing and proposed recreational facilities	<ul style="list-style-type: none"> <li>▪ Provides connection between nearby existing recreational areas and proposed cycling routes, such as:                             <ul style="list-style-type: none"> <li>• Habitant Park</li> <li>• Emery C.I.</li> <li>• Lindy Lou Park / Humber River Trail system</li> <li>• Proposed off-road cycling facilities in the hydro corridor</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides connection between nearby existing recreational areas and proposed cycling routes, such as:                             <ul style="list-style-type: none"> <li>• Habitant Park</li> <li>• Emery C.I.</li> <li>• Lindy Lou Park / Humber River Trail system</li> <li>• Proposed off-road cycling facilities in the hydro corridor</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides connection between nearby existing recreational areas and proposed cycling routes, such as:                             <ul style="list-style-type: none"> <li>• Habitant Park</li> <li>• Emery C.I.</li> <li>• Lindy Lou Park / Humber River Trail system</li> <li>• Proposed off-road cycling facilities in the hydro corridor</li> </ul> </li> </ul>
Visual impacts on vehicle operators and proximity to existing signalized intersections	<ul style="list-style-type: none"> <li>▪ Minimal visual impacts to motorists on Weston Road</li> <li>▪ 140 m or less from an existing signalized intersection</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimal visual impacts for motorists on Weston Road</li> <li>▪ 140 m or less from an existing signalized intersection</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimal visual impacts for motorists on Weston Road</li> <li>▪ 130 m to 190 m from an existing signalized intersection</li> <li>▪ (NOTE: if proposed signalized intersection is installed on Weston Road at the former Finch West Mall driveway as part of the Medallion redevelopment, proposed bridge would be 130 m or less from a signalized intersection).</li> </ul>
Visual and physical impacts on the streetscape and on the public realm	<ul style="list-style-type: none"> <li>▪ Moderate physical impacts to streetscape and public realm as only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>▪ Minor to moderate visual impacts to streetscape as bridge would be located adjacent to parklands</li> </ul>	<ul style="list-style-type: none"> <li>▪ Moderate physical impacts to streetscape and public realm as only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>▪ Moderate visual impacts to streetscape as bridge abutments would be located adjacent to proposed developments fronting onto the east side Weston Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ Moderate physical impacts to streetscape and public realm as only 1.5 m for a sidewalk would be available for pedestrians to pass underneath the bridge between the bridge abutments and travelled portion of the roadway</li> <li>▪ Moderate to significant visual impacts to streetscape as bridge abutments would be located adjacent to proposed developments fronting onto both sides of Weston Road</li> </ul>
Visual and physical impacts on the private realm	<ul style="list-style-type: none"> <li>▪ No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>▪ Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>▪ Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>	<ul style="list-style-type: none"> <li>▪ No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>▪ Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>▪ Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>	<ul style="list-style-type: none"> <li>▪ No physical impacts to private property as bridge abutments will be located within the road allowance.</li> <li>▪ Option 1A and 2A: Minor to moderate visual impacts to private realm</li> <li>▪ Option 1B and 2B: Moderate to major visual impacts to private realm</li> </ul>
Lack of redundancy (e.g. few other opportunities for pedestrians to cross) and high pedestrian “willingness” to use bridge	<ul style="list-style-type: none"> <li>▪ Some redundancy exists as the proposed location at most 140 m from the nearest signalized intersection</li> <li>▪ Bridge location has high potential for cycling and recreational use, but little potential for pedestrians traveling between nearby residential, commercial areas and transit services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Some redundancy exists as the proposed location is at most 140 m from the nearest signalized intersection at Weston Road and Lanyard Road</li> <li>▪ Bridge location has moderate to high potential for cycling, recreational use and for pedestrians traveling between high-density developments on the west side of Weston Road and Emery C.I. and proposed green space (part of Medallion development)</li> </ul>	<ul style="list-style-type: none"> <li>▪ At present, least amount of redundancy as crossing is at least 140 m away from the nearest signalized intersection</li> <li>▪ However, location may become redundant as signalized intersection is proposed at the former Finch West Mall driveway with the Medallion development</li> <li>▪ High potential for multi-purpose pedestrian and cycling use</li> </ul>

Evaluation Criteria	Weston Road: Alternative Bridge Locations		
	Alternative 1 – Between Lanyard Road and Emery Collegiate Institute Driveway	Alternative 2 – Between Lanyard Road and Private Driveway (145 m North of Lanyard Road)	Alternative 3 – Between Private Driveway (145 m North of Lanyard Road) and former Finch West Mall Driveway
Summary	<p>Alternative 1 provides direct connection for recreational land uses, but provides fewer connection opportunities between existing, approved and proposed developments compared to Alternatives 2 and 3. Alternative 1 has similar visual impacts to Alternative 2, and less impact than Alternative 3</p> <p><b>Not Preferred</b></p>	<p>Alternative 2 provides some connection opportunities between existing high density residential developments on the west side of Weston Road to the proposed development on the east side of Weston Road, as well as the Hydro Corridor, Emery C.I. and Lindy Lou Park. Provides direct connections between existing and proposed green space on either side of Weston Road. Alternative 2 has similar visual impacts to Alternative 1, and less impact than Alternative 3.</p> <p><b>Preferred</b></p>	<p>Alternative 3 provides direct connection opportunities between existing high density residential developments on the west side of Weston Road to the proposed development on the east side of Weston Road. Provides limited connection between existing and proposed green space on either side of Weston Road. Alternative 3 will have the most physical impacts to the streetscape.</p> <p><b>Not Preferred</b></p>

## **6. PREFERRED BRIDGE DESIGN AND LOCATION**

Based on the design options developed, and review of available information regarding existing and future pedestrian desire lines and crossing opportunities, the following pedestrian bridge design and locations are preferred.

Considering all criteria, and the potential security and safety issues that may arise from mechanical or power failure of an elevator, **Option 1B Truss Bridge with Staircase and Ramp**, is the preferred pedestrian bridge design option for both Finch Avenue West and Weston Road.

For Finch Avenue West, **Alternative 2 Between Lindy Lou Park West Pathway and East Pathway** is the preferred location. This location best-serves pedestrians and cyclists in Lindy Lou Park.

For Weston Road, **Alternative 2 Between Lanyard Road and Private Driveway (145 m North of Lanyard Road)** is the preferred location. This location provides some connection opportunities between existing high density residential developments on the west side of Weston Road to the proposed development on the east side of Weston Road, as well as the Hydro Corridor, Emery C.I. and Lindy Lou Park. This location also provides direct connections between existing and proposed green space on either side of Weston Road.

# **Appendix A**

## **Renderings of Potential Pedestrian Bridges**



**Exhibit F1: Finch Avenue West, looking northeast to pedestrian bridge at Location 2**



**Exhibit F2: Finch Avenue West, looking southwest to pedestrian bridge at Location 2**



**Exhibit F3: Finch Avenue West, looking east to pedestrian bridge at Location 2**



**Exhibit F4: Finch Avenue West, looking west to pedestrian bridge at Location 2**



**Exhibit W1: Weston Road looking south at Location 1**