

## **Redway Road/Brentcliffe Road Extensions - Feasibility Study Results (East York)**

*(City Council at its meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, amended this Clause by striking out the recommendation of the Works Committee and inserting in lieu thereof the following:*

*“It is recommended that:*

- (1) the City not protect lands within the former Alcatel Wire site for an extension of Brentcliffe Road, south of Wicksteed Avenue, for a future connection with Redway Road; and*
- (2) the Commissioner of Works and Emergency Services be directed to deploy the necessary staff resources to conclude, at the earliest possible date and in the fullest consultation with the Leaside community and other affected communities, a traffic study focussed on the especially high peak period traffic volumes in the South Leaside area, and submit a report to the Works Committee, through the appropriate Community Council, early in the new term of Council, outlining recommendations to reduce the high peak period traffic volumes early in the year 2001.”)*

### **The Works Committee recommends:**

- (i) the adoption of the report dated August 23, 2000, from the Commissioner of Works and Emergency Services; and**
- (ii) that the Environmental Assessment process be expanded to include the Rosedale Valley Road and Park Road/Aylmer Avenue intersection in the study area.**

The Works Committee reports, for the information of Council, having directed that such report be forwarded to the Toronto Community Council for consideration at its meeting scheduled to be held on September 27, 2000, and comment directly to Council for its meeting on October 3, 2000.

### **The Works Committee submits the following report (August 23, 2000) from the Commissioner of Works and Emergency Services:**

#### Purpose:

To report the results of the study conducted to identify the need and feasibility of extending Redway Road and/or Brentcliffe Road in the East York Community Council area.

### Financial Implications and Impact Statement :

There are sufficient funds available in the Transportation Services Capital Budget Account TR160 - Engineering Studies to conduct an Environmental Assessment of the extension of Redway Road to Bayview Avenue.

### Recommendations :

It is recommended that:

- (1) the Commissioner of Works and Emergency Services be authorized to prepare a Class Environmental Assessment for an extension of Redway Road between Millwood Road and Bayview Avenue;
- (2) the City not protect lands within the former Alcatel Wire site for an extension of Brentcliffe Road, south of Wicksteed Avenue for a future connection with Redway Road;
- (3) the extension of Redway Road north-easterly to Eglinton Avenue East be maintained as a future network opportunity for implementation; and
- (4) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

### Background :

City Council, at its October 26, 1999 meeting, authorized a technical study to determine the need and feasibility of extending Redway Road westerly from its current terminus west of Millwood Road to Bayview Avenue and extending Brentcliffe Road southerly from Wicksteed Avenue to Millwood Road in accordance with the Terms of Reference attached to this report as Appendix A (Clause No. 18 of Report No. 4 of The Works Committee).

In November 1999, after obtaining proposals from qualified Consulting Engineering firms, and in accordance with City purchasing procedures, Totten Sims Hubicki and Associates were selected to undertake the study. This report presents the findings of the needs and feasibility study and makes recommendations based upon the conclusions of the study.

### Comments :

The extension of Redway Road from its current terminus west of Millwood Drive to Bayview Avenue was proposed by the former Borough of East York Council in 1996 as a means of reducing infiltrating traffic through the Leaside community. A study to determine the need and feasibility of extending Brentcliffe Road south of Wicksteed Avenue was included as part of the development agreement between the City and the developer of the former Alcatel Wire site. Since protecting for a future extension of Brentcliffe Road to Millwood Road is generally contingent upon the feasibility of extending Redway Road to Bayview Avenue, it was deemed prudent to combine the study of both extensions into one.

The extension of Redway Road has been considered for a number of years as a means to reduce traffic volumes through the South Leaside residential area. Currently, routes such as Southvale Drive are experiencing heavy demands of non-local trips due to the lack of east/west arterial capacity between Bayview Avenue and Laird Drive. Furthermore, local residents are concerned that traffic infiltration levels will be exacerbated as new developments in the area proceed.

For the purposes of the study, the extension of Redway Road from its terminus west of Millwood Road to Bayview Avenue was deemed to be Phase 1, while a connection east of Millwood Road to Eglinton Avenue East was deemed to be Phase 2.

The main purpose of the study was to determine if Phase 1 and Phase 2 were justifiable from a transportation perspective and to confirm whether the extensions are technically feasible. The study area is shown as Figure 1.

#### Study Methodology:

The study was comprised of three parts: data collection, traffic analysis and feasibility assessment. The data collection portion of the study consisted of intersection counts at all signalized intersections in the study area, a license plate trace to determine the volume of traffic infiltration, an origin destination survey to determine where motorists are travelling after leaving the study area and a travel time survey. The traffic analysis portion of the study examines the existing and projected future traffic operations at all key intersections within the study area. The feasibility portion of the study assesses the impact of various design alternatives and determines the technical feasibility and cost of each.

Staff attended two “town hall” type meetings in Leaside, as well as a meeting with the North Rosedale Ratepayers Association, initiated by Councillor Jane Pitfield, to discuss the study. A public meeting was held at the Leaside High School on June 19, 2000, where the consultant presented the study results.

#### Existing Traffic Conditions:

Capacity analysis was conducted for all signalized intersections and the results are outlined in Table 1.0, attached. The following points highlight the major conclusions regarding the existing traffic operations in the area:

- the major intersections on Eglinton Avenue (i.e., at Leslie Street, Brentcliffe Road, and Laird Drive) are experiencing at/near capacity conditions, particularly during the p.m. peak hour;
- during the a.m. peak hour, the Bayview Avenue/McRae Drive and Laird Drive/Southvale Drive intersections are operating at/near capacity; and

- implementing signal timing/phasing modifications at these intersections may provide limited relief to congestion but signal timing alone will not accommodate long-term demands.

Traffic Infiltration:

One of the primary aspects of this study was the determination of traffic infiltration through the South Leaside community. Residents have expressed concern over the number of non-resident vehicles using South Leaside streets, to bypass Eglinton Avenue East, Bayview Avenue and Laird Drive. A license plate trace was conducted to measure the extent of traffic infiltration that would be expected to use a new facility such as Redway Road. The table below outlines the vehicles entering/exiting South Leaside via Southvale Drive and McRae Drive. These collector roads act as primary routes through the community.

South Leaside Infiltration					
Origin	Existing Volume a.m. (p.m.)	Direction of travel	Destination	Existing Volume from Origin a.m. (p.m.)	Through Trip Volume Percentage a.m. (p.m.)
Bayview Avenue at Pottery Road (north intersection)	282 (536)	NB to EB	Laird Drive via Southvale Drive/ McRae Drive corridor	154 (236)	55% (44%)
Laird Drive	552 (303)	SB to WB	Bayview Avenue south via Southvale Drive/ McRae Drive corridor	398 (244)	72% (81%)

In general, depending on the time of day and direction, 45 percent to 80 percent of traffic on Southvale Drive and McRae Drive could be considered infiltrating through the community and could be attracted to an extension of Redway Road.

Future Traffic Operations :

Background Traffic Growth/Major Area Developments:

For the purposes of this study, a 10-year, 2009 planning horizon was considered for future conditions. For consistency with previous transportation studies undertaken in the area, a 0.5 percent annual compound growth rate was applied to existing volumes to obtain 2009 base demands. In addition, the projected traffic volumes from two major approved developments in the study area (former Alcatel Wire commercial development (Noble Cherry development) at Laird and Wicksteed, and the Kosmor mixed use development at Eglinton Avenue and Brentcliffe Road) were added.

Table 2.0 outlines the future operating conditions in the year 2009, at signalized intersections within the study area. This data is schematically shown in Figure 2. Also, Figure 3 outlines expected future traffic volumes within the study area.

Based on a review of the future peak operating conditions, the following was concluded:

- a number of intersections within the study area are projected to be operating at/near capacity. Some improvements to operating conditions are anticipated with the implementation of operational modifications in signal timing and phasing, however, not to the extent to resolve long-term network deficiencies; and
- without the provision of significant additional capacity to accommodate north-south and east-west travel demands adjacent to and throughout the study area, it is anticipated that delays to motorists will increase on major arterials resulting in additional levels of infiltration through the surrounding residential communities.

Accordingly, it can be concluded that there is justification to investigate the transportation-related benefits that could result from the construction of an extension of Redway Road between Bayview Avenue to Millwood Road and possibly continuing north-easterly to Eglinton Avenue East.

#### Redway Road Extension – Phase 1:

The primary focus of the analysis of Phase 1 was to determine the projected number of vehicle trips that could be expected to be attracted to the extension of Redway Road and the projected corresponding potential reduction in through traffic through the South Leaside community.

It is estimated that a significant reduction in current traffic volumes through the South Leaside community could result with the extension of Redway Road between Bayview Avenue and Millwood Road. Figure 4 shows the expected traffic volumes on Redway Road during the morning and afternoon peak periods. Expected corridor volume reductions are also shown for two scenarios. Scenario 1 is a lower estimate of “short-cutting” trips infiltrating through the Leaside community with the balance coming from Eglinton Avenue East. Scenario 2 is the maximum potential number of infiltrating motorists that would redistribute to the new facility and represents the total number of infiltrating motorists captured in the license plate trace study.

The development of a traffic management plan within the South Leaside community would also support the goal of achieving reductions in infiltrating traffic.

Based on an estimated redistribution of vehicles to Redway Road, (estimated from the license plate trace, and existing traffic patterns through the study area), the potential reduction in travel demands through South Leaside could be in the order of 45 percent to 55 percent and 40 percent to 60 percent during the a.m. and p.m. peak hours respectively. The difference in the percentage estimates for the a.m. and p.m. peak periods relates to the potential decrease in demand on Eglinton Avenue between Laird Drive and Bayview Avenue that could shift to Redway Road

(Scenario 1). It is estimated that this decrease could reach possibly 10 percent to 15 percent in the a.m. and p.m. peak hours respectively.

#### Design Alternatives:

An important element of the study was to assess the technical feasibility of the new road facility from both constructability and cost perspective. Three corridors were considered: northern, central and southern. Figure 5 outlines potential options.

Based upon a review of the preliminary costs, it appears as if an alignment along the northern corridor would be the most economical (Alternative “B”). Alignments further south require significant structures to span the valley and watercourses resulting in extremely high costs estimated to be between \$50 million to \$65 million.

From a design perspective, the extension is feasible without major acquisition of existing commercial and industrial properties. Based upon the information available for this study, the estimated cost for the alignment is in the order of \$14 million. It is noted that some concern has been expressed, particularly by the Task Force to Bring Back to Don, regarding environmental impacts of an extension of Redway Road.

Residents in the Governors Bridge and Rosedale communities have expressed concern in the past with allowing the westbound right-turn movement at a connection of Redway Road with Bayview Avenue. The study has identified that this link is critical to the operation of the Redway Road extension. Without the redistribution of northbound left turns from the Laird Drive/Millwood Road intersection, the ability to accommodate north/south movements through the intersection is limited. This would limit the ability of Redway Road to attract infiltrating motorists. Having regard for the concerns of these two communities, however, design alternatives to minimize any impacts associated with this movement at the Bayview Avenue/Nesbitt Drive intersection will be reviewed as part of the environmental assessment study.

In consideration of the potential transportation benefits, technical feasibility and costs associated with the extension, it has been concluded that it is justified to proceed to the next planning (environmental assessment) stage for the construction of Redway Road between Bayview Avenue and Millwood Road. The environmental assessment process will provide the opportunity to review and consider all input from interested parties.

#### Easterly Extension of Redway Road to Eglinton Avenue East - Phase 2:

##### Brentcliffe Road Extension:

The study has concluded that protecting for a future extension of Brentcliffe Road through the Leaside industrial area to connect with Redway Road is not warranted. Figure 6 outlines the proposed extension.

The intersection of Eglinton Avenue and Brentcliffe Road is currently operating near capacity due to high volumes in the northbound right, westbound left, and eastbound through directions. It is projected that by the 2009 planning horizon, the intersection will be operating well over capacity during the peak travel periods.

Extending Brentcliffe Road to connect with a Redway extension would result in significant increases in traffic demands at this location that would exacerbate projected delays and congestion. The added delays and congestion would decrease the capacity available for through traffic movements on Eglinton Avenue East, and therefore could cause a spillover of traffic into the North Leaside area and environs. Since traffic infiltration is already of great concern to this community, this would be extremely undesirable from an operational and safety perspective.

The extension of Brentcliffe Road offers very little benefit in terms of resolving network deficiencies and may in fact cause more traffic congestion in the area. Considering this as well as the fact that the extension would have major property implications and significant construction costs, it was concluded that a connection at this location should not be pursued.

The extension of Brentcliffe Road through the Alcatel Wire site as an additional local access road in the Leaside industrial area was also assessed. It was determined that, from a traffic operations perspective, it would not be prudent to extend Brentcliffe Road from Wicksteed Avenue to Commercial Road. Such a road extension would bisect the proposed parking area and anchor store of the Alcatel retail development. Given the pedestrian and vehicular movements in and around these types of developments, a major roadway directly in front of the entrance to the store would significantly compromise pedestrian safety.

#### Other Alignment Alternatives:

Alignment alternatives other than Brentcliffe Road were reviewed and the benefit to traffic in the study area was determined. With a high capacity intersection at Eglinton Avenue East, it is estimated that the potential reduction of travel demands on Eglinton Avenue East between Bayview Avenue and Laird Drive could be in the order of 15 percent to 25 percent and 15 percent to 30 percent in the a.m. and p.m. peak periods, respectively. Between Brentcliffe Road and Leslie Street, the potential reduction in demands on Eglinton Avenue East could possibly reach 30 percent during the peak periods.

It is anticipated, however, that with the improved conditions on Eglinton Avenue East, motorists could divert from other routes outside of the study area, particularly Don Mills Road and the Don Valley Parkway. The result is that overall network operations would improve, however, motorists on Eglinton Avenue East would not necessarily perceive any improvement. Also, the current traffic infiltration concerns of the South Leaside community would continue to exist.

Based on a review of the potential traffic redistribution associated with the north-easterly extension of Redway Road, it appears that the section between Millwood Road and Eglinton Avenue East would offer more of a regional benefit to the transportation system than local benefit in reducing traffic through the Leaside community.

There are a number of issues, however, that must be studied prior to developing reasonable alternate alignments and prior to initiating future environmental assessment studies. These matters were well beyond the scope of the current study. The following are suggested activities that should take place in determining the long-term planning rationale for this link:

- complete long-term travel forecasting to assess the long-term reassignment and network benefits associated with extending Redway Road east of Millwood Road;
- undertake a detailed review of design methods to reduce the cost of the project, specifically that associated with the tunneling under the rail corridor. This activity will likely require preliminary design activities for tunnels, roads and rail diversions for the different alignments;
- identify the costs associated with relocation and/or redesign of potentially impacted hydro facilities at the Leaside substation that could be associated with an easterly extension of Redway Road;
- prepare a short list of practical alternatives to carry forward to the EA stage. These alternatives could be for the various design elements of the project (e.g., road structures, construction methods, etc.); and
- additional information on the above issues will assist in confirming the need and if so, a realistic time frame and method for planning to implement the extension.

### Conclusions:

The westerly extension of Redway Road, from its current terminus west of Millwood Road to Bayview Avenue, is essentially a local operational improvement that is primarily designed to reduce through traffic on local residential streets. There do not appear to be any wider policy issues associated with this link.

In consideration of the potential transportation benefits and technical feasibility associated with the extension of Redway Road from its terminus west of Millwood Road to Bayview Avenue, it has been concluded that it is justified to proceed to the next planning (environmental assessment) stage for the construction of Redway Road between Bayview Avenue and Millwood Road.

An extension of Brentcliffe Road to connect with Redway Road east of Millwood Road is not justified from a traffic operations perspective, and it is not necessary to protect for a future extension of Brentcliffe through the Alcatel redevelopment. Based on a review of the potential traffic redistribution associated with the easterly extension of Redway Road, it appears that the section between Millwood Road and Eglinton Avenue East would offer more of a regional benefit to the transportation system than local benefit in reducing traffic through the Leaside community. Justification to extend Redway Road north-easterly requires further study with a more regional or network context within a broader study area that includes the Don Mills Road and the Don Valley Parkway corridors. This study should be completed prior to any recommendation to move forward to the environmental assessment stage.

Contact:

Peter Bartos, P.Eng.  
Manager, Traffic Operations, District 1 – East  
Tel 392-1799 Fax 392-0816  
e-mail pbartos@city.toronto.on.ca

List of Attachments:

Appendix A – Terms of Reference, Redway Road/Brentcliffe Road Extension Study  
Figure 1 – Study Area  
Figure 2 – Future Traffic Operations  
Figure 3 – Future Traffic Volumes  
Figure 4 – Estimated Traffic Reductions through the South Leaside Community  
Figure 5 – Potential Alignments – Redway Road – Phase 1  
Figure 6 – Brentcliffe Road Extensions

---

Appendix A

Terms of Reference  
Redway Road and Brentcliffe Road Extensions  
Feasibility Study

1.0 BACKGROUND

The purpose of this study is to determine the need and feasibility of extending Redway Road westerly from its current terminus to Bayview Avenue and the extension of Brentcliffe Road southerly from Wicksteed Avenue to Millwood Road on the south side of the CPR Mid-Toronto Subdivision. These two roads have previously been considered as separate projects, however, given the potential connection of these two links and the impact on the surrounding neighbourhoods, they are being considered collectively for the purposes of this study. The background of these two road extensions is given below.

Redway Road Extension:

Former Borough of East York Council, at its meeting on September 16, 1996, recommended that a study be conducted to investigate completing the connection of Redway Road with Bayview Avenue. This extension was proposed as a potential means of reducing traffic volume through the South Leaside area in the East York District. The lack of an arterial connection between Bayview Avenue and Laird Drive, south of Eglinton Avenue, has resulted in non-local motorists using South Leaside streets such as Southvale Drive as an alternate. Southvale Drive currently carries approximately 15,000 vehicles on a daily basis with the majority of these motorists originating outside of the

Leaside area. Although defined as a collector road in the East York Official Plan, the current traffic volumes are more characteristic of an arterial road. The existing traffic volumes, in conjunction with potential future increases resulting from numerous large scale developments being planned in the area, have resulted in requests to review extending Redway Road to Bayview Avenue to act as a bypass to South Leaside streets.

Redway Road currently serves as an access to a Loblaws Store and to the North Toronto Sewage Treatment Plant.

#### Brentcliffe Road Extension:

The South Leaside industrial area, located in the southeast quadrant of Eglinton Avenue East and Laird Avenue, has been the subject of numerous redevelopment proposals in recent years. Two of the larger proposals are the Kosmor site (Eglinton Avenue/Brentcliffe Road/Research Road/Leslie Street) and the Noble Cherry Development (Wicksteed Avenue/Laird Drive/Commercial Road/to east of Brentcliffe Road).

As part the of development agreements for these sites, transportation related improvements have been identified and will be phased in as the developments proceed to full build out.

Recognizing the increased demand on the existing road network posed by planned and future redevelopment and the extent of traffic infiltration into the existing residential area west of Laird Avenue, opportunities to improve traffic flow between the Eglinton Avenue/Leslie Street area and Bayview Avenue/Bloor Street area need to be examined in greater detail. Given the foregoing, the Development Agreement between the former Borough of East York and Noble Cherry Development Limited required that a transportation study, including assessment of the Brentcliffe Road extension, be completed following final approval of this development.

## 2.0 STUDY PURPOSE:

The purpose of this study is to establish the need and feasibility from a transportation perspective for extending Redway Road to Bayview Avenue and Brentcliffe Drive from Wicksteed Avenue to Millwood Road, on the south side of the CPR Mid-Toronto subdivision. The need is to be determined based on the current and future traffic patterns in the study area and quantifies the impact on the extensions on the South Leaside community.

If the need and feasibility are established, this study could form the basis of the Environmental Assessment Study, which would be required for approval of these facilities.

### 3.0 STUDY AREA:

The geographic limits for this study are Bayview Avenue, Eglinton Avenue East, Leslie Street and the Don Valley Parkway. The study area is shown on the attached map.

Key intersections within the study area are:

Eglinton Avenue East/Brentcliffe Road	Laird Drive/Millwood Road
Eglinton Avenue East/Laird Drive	Bayview Avenue/McRae Drive
Eglinton Avenue East/Bayview Avenue	Bayview Avenue/Southvale Drive
Laird Drive/McRae Drive/Wicksteed Avenue	Leslie Street/Eglinton Avenue East

### 4.0 SCOPE OF WORK:

#### 4.1 Work Program and Schedule:

The proposal for consulting services that will be submitted in response to these terms of reference will be refined to reflect in detail the scope and work schedule of the study and will form the basis for the agreement between the City of Toronto and the Consultant.

#### 4.2 Data Collection:

The Consultant will be responsible for the collection, organization, documentation and interpretation of appropriate data, including, but not limited to the following:

- (i) Review of all relevant background materials and studies.
- (ii) Summarize the existing transportation operations in the study area:
  - weekday AM peak period (7:00 a.m. to 9:30 a.m.), weekday PM peak period (4:00 p.m. to 6:30 p.m.) turning movement counts at all major intersections within the study area;
  - weekday AM and PM peak period origin-destination information for motorists using Bayview Avenue, Laird Drive/Millwood Road, South Leaside Streets (Southvale Drive, McRae Drive etc.) in sufficient detail to predict the potential volume and probable routes of traffic diverting from these roadways (interviews/questionnaire);
  - weekday peak period travel time data on all arterial/collector routes in the study area;
  - data on weekly peak period traffic that will be generated by new developments within or near the study area; and

- intersection capacity analyses for key intersections identified in Section 3.0 above.
- (iii) Summarize the impact of approved and planned future development in the Leaside Industrial area taking into account transportation related improvements required as a condition of development approvals.

The City of Toronto will provide intersection turning movement counts no older than 2 years where available, however, these counts must be viewed in relation to potential changes in traffic patterns due either to new developments or recent road network modifications. The City will also provide all current traffic signal timings, parking and traffic regulations in the study area.

#### 4.3 Data Analysis:

The consultant will be responsible for determining:

##### Redway Road Extension:

The feasibility and necessity of extending Redway Road to Bayview Avenue, identifying constraints, and developing potential measures to promote the use of Redway Road as opposed to streets in South Leaside. The anticipated distribution of trips will need to be quantified as well as the amount of traffic that will divert from South Leaside to Redway Road. The impacts of the proposed extension on pedestrian and cyclists' movements should also be quantified.

The analysis should also indicate the effect that various traffic management initiatives introduced in South Leaside would have on traffic volumes on Redway Road. Historically, traffic management measures (turn restrictions, speed humps, chicanes etc.) proposed for collector streets in South Leaside have not received support from the community. Residents feared that motorists would find alternate streets in the area thus redirecting collector road volumes on these streets. The extension of Redway Road provides an alternate for motorists, which could allow for the introduction of traffic mitigation measures on collector streets in South Leaside.

##### Brentcliffe Road Extension:

- Identify opportunities for additional screenline crossings, including extending Brentcliffe Road southerly to the south side of the CPR Mid-Toronto rail line;
- re-assign traffic based on prevailing travel patterns and existing operational constraints;
- assess the benefits to the north/south corridors vs. the impacts in the new CPR rail line crossing environs; and
- summarize the assessment of alternatives and identify preferred alternative(s).

#### 4.4 Public Consultation:

Public consultation will be required during this study. City Transportation staff will co-ordinate this public consultation. The Consultant shall provide City staff with technical support at all public meetings, this support is to include:

- preparation of display boards and drawings;
- preparation of overhead and/or slide presentations; and
- attendance by technical experts at all meetings to present technical issues and/or answer technical questions.

For the purposes of budgeting it is assumed that the following meetings will be part of the consultation program:

- 2 public information centres;
- 1 Works Committee meeting;
- 1 East York Community Council meeting;
- 1 Toronto Community Council meeting; and
- 1 City Council meeting (no presentation).

These meetings are in addition to meetings that will be required with City staff.

#### 5.0 FINAL PRODUCT:

The final product of this study will consist of the following elements:

- 10 copies of a report documenting the study process, findings and recommendations, including technical appendices which contain all of the background data collected and used in the analysis;
- functional plans for the extension of both Brentcliffe Drive and Redway Road, if deemed feasible, in both print and Intergraph Design File Format (DGN); and
- preliminary cost estimates of the recommended road extensions.

The final report may be included as part of a formal Environmental Assessment and therefore should be easily adaptable as a subsection of the EA report.

#### 6.0 TIMEFRAME:

The study is to be initiated by October 4, 1999, and be completed in approximately 2.5 months, January 1, 2000, or as soon thereafter as considered reasonable following discussions with City staff.

Insert Figure 1  
Redway Road Extension Study Area

Insert Figure 2  
Redway Road Extension Study Area  
2009 Future Traffic Operation

Insert Figure 3  
Redway Road Extension Study Area  
2009 Future Traffic Volumes

Insert Figure 4  
Redway Road Extension Study Area  
Redway Road Extension Phase I  
Estimated Traffic Reductions  
Through the Leaside Community

Insert Figure 5  
Redway Road Extension Design Alternatives  
Phase I

Insert Figure 6  
Brentcliffe Road Extension

Insert Table 1.0  
Existing Operating Conditions  
Signalized Intersections

Insert Table 2.0  
Future Operating Conditions – 2009 Planning Horizon  
Signalized Intersections

The Works Committee reports, for the information of Council, having also had before it during consideration of the foregoing matter the following communications:

- (i) (September 11, 2000) from Ms. Agnes Vermes, President, Leaside Property Owners Association, advising that the Association is in support of diverting through traffic away from the residential streets of Leaside, and in support of the Redway Road Feasibility Study proceeding on to the Environmental Assessment stage;
- (ii) (September 12, 2000) from Norm and Joan Sparrey, Leaside residents, providing comments on the proposed Environmental Assessment for an extension of Redway Road;
- (iii) (September 12, 2000) from Jean and Hans Hitzler, Southvale Drive residents, advising of their strong support for the Redway Road extension;
- (iv) (September 12, 2000) from W. Fripp, Leaside resident, in support of an environmental assessment on the issue of extending Redway Road;
- (v) (September 12, 2000) from Ms. Aileen Clarke, Professor Emerita, Department of Public Health Sciences, University of Toronto, in support of an environmental assessment on the issue of extending Redway Road;
- (vi) (September 13, 2000) from Councillor Jane Pitfield, Chair, East York Community Council, requesting on behalf of the residents of the Leaside and Bennington Heights communities in Ward 1, East York, that the Committee support the recommendation to forward the Redway Road Feasibility Study for an Environmental Assessment;
- (vii) (September 13, 2000) from Ms. Tanny Wells, Chair, and Mr. John Wilson, Vice-Chair, Task Force to Bring Back the Don, recommending in the strongest terms that the Committee not proceed with an Environmental Assessment for an extension of Redway Road for the reasons outlined therein; and
- (viii) (September 13, 2000) from Ms. Nancy Sutherland, resident of Parkhurst Boulevard, expressing support for the extension of Redway Road.

The following persons appeared before the Works Committee in connection with the foregoing matter:

- Mr. John Wellner, Pollution Probe;
- Mr. Gregor Beck, Director, Conservation and Science, Federation of Ontario Naturalists;
- Ms. Tanny Wells, Chair, Task Force to Bring Back the Don;
- Mr. Bill Dunphy, Leaside resident;
- Reverend Andrew Stirling, Timothy Eaton Memorial Church, and Leaside resident;

- Mr. Michael Leithead, Leaside resident;
- Mr. Steven Haskett, Leaside resident;
- Mr. Robert Lyng, Leaside resident;
- Mr. John McKendrick, Leaside resident;
- Mr. Don McLean, Executive Director, Friends of the Don East;
- Mr. William Phillips, Secretary, South Rosedale Ratepayers Association;
- Mr. Dalton Shipway;
- Mr. James Murray, Leaside resident;
- Councillor Jane Pitfield, Chair, East York Community Council; and
- Councillor Michael Prue, East York.

*(City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, had before it, during consideration of the foregoing Clause, the following communication (September 28, 2000) from the City Clerk:*

*Recommendations:*

*The Toronto Community Council recommends that:*

- (1) *the following motion by Councillor Bossons, seconded by Councillor McConnell be adopted:*

*“WHEREAS the proposal to extend Redway Road at a minimum cost of \$14M to provide a connection between Millwood Road and Bayview Avenue will facilitate the flow of even more cars to and through the area, particularly by downtown commuters; and*

*WHEREAS the City’s current planning “Directions” report and the recent report of the Environmental Task Force emphasize the need to promote transit and other non-auto means of travel to reduce congestion, energy consumption and air pollution; and*

*WHEREAS the Task Force to Bring Back the Don has pointed to the irreparable damage that the proposed Redway Road extension will cause to the natural features, plants and wildlife of the valley, particularly the destruction of Crother’s Woods, a designated Environmentally Sensitive Area; and*

*WHEREAS the 14M cost of the proposed Redway Road Extension cannot be justified in local traffic management terms; and*

*WHEREAS the proposed Redway Road Extension is even less desirable when viewed in the broader context of a possible first stage in the eventual construction of the even more damaging Leslie Street Extension proposal;*

*NOW THEREFORE BE IT RESOLVED THAT the Commissioner of Works and Emergency Services not be authorized to prepare a Class Environmental Assessment for an extension of Redway Road between Millwood Road and Bayview Avenue and that the Commissioner's report on this subject dated August 23, 2000 be received."*

- (2) the Commissioner of Urban Development Services submit a comprehensive report to the appropriate Community Councils and the Planning and Transportation Committee on:
  - (a) various City plans on road widenings and extensions;*
  - (b) the cost of these projects; and*
  - (c) a priority list of the projects;**

*and that the report be submitted prior to starting any Class Environmental Assessment process of the Redway Road Extension; and*

- (3) in the event the Class Environmental Assessment takes place, the Environmental Assessment process be expanded to include the Rosedale Valley Road and Park Road/Aylmer Avenue intersection in the study area.*

*The Toronto Community Council reports, for the information of Council, having requested:*

- (1) the Commissioner of Urban Development Services to report directly to Council on:
  - (a) the Redway Road Extension proposal;*
  - (b) a list of all City plans on road widenings and extensions;*
  - (c) the cost of the entire extension (both east and west) of Redway Road and the Bayview extension;**
- (2) Ontario Hydro to report directly to Council on the costs associated with the relocation and/or redesign of potentially impacted hydro facilities at the Leaside substation that could be associated with an easterly extension of Redway Road; and*

- (3) *the Commissioner of Economic Development, Culture and Tourism to report directly to Council on:*
- (a) *the impact of the project on the fauna of the area and the Don River System; and*
  - (b) *the number and species of flora that will be directly or indirectly impacted in a negative manner.*

*Recommendation No. (1) carried on the following division of votes:*

*Yeas: Councillors McConnell, Bossons, Bussin, Chow, Korwin-Kuczynski, Layton, Miller, Pantalone, Rae and Walker – 10*

*Nays: Councillors Disero and Jakobek - 2*

*Background:*

*The Toronto Community Council, on September 27, 2000 had before it a communication (September 13, 2000) from the City Clerk, forwarding the actions of the Works Committee of September 13, 2000 with respect to the Redway Road/Brentcliffe Road Extensions.*

*The Toronto Community Council also had before it the following communications:*

- *(September 18, 2000) from Mr. Gregor G. Beck, Federation of Ontario Naturalists;*
- *(September 26, 2000) from Budd Sugarman, President, Budd Sugarman Interior Design Ltd.;*
- *(September 27, 2000) from Councillor Pitfield;*
- *(September 26, 2000) from Agnes Vermes, President, Leaside Property Owners' Association Incorporated;*
- *(September 26, 2000) from Geoffrey Norris;*
- *(September 26, 2000) from Steve Lazaridis;*
- *(September 26, 2000) from Christine and John Furedy;*
- *(September 27, 2000) from Joan S. Currie; and*
- *(September 27, 2000) from Andrew F. McCrodan.*

*The following persons appeared before the Toronto Community Council in connection with the foregoing matter:*

- *Mr. Dalton C. Shipway, Task Force to Bring Back the Don;*
- *Ms. Tanny Wells, Chair, Task Force to Bring Back the Don;*
- *Mr. John Wilson, Pollution Probe, Manager of Annual Giving;*
- *Councillor Pitfield, Ward 1, East York;*
- *Mr. William Phillips, Secretary, South Rosedale Ratepayers' Association;*
- *Mr. Bill Dunphy, Toronto;*
- *Mr. Don McLean, Executive Director, Friends of the Don East;*
- *Mr. Robert Lyng, Toronto;*
- *Mr. P. Geoff A. Shaw, Director, North Rosedale Ratepayers' Association;*
- *Mr. Don Ladkin, Director, Leaside Property Owners' Association; and*
- *Mr. E. B. Freeman, Toronto.*

*The Toronto Community Council's recommendations and actions are noted above.)*

*(Copies of communications referred to in the foregoing communications are on file in the office of the City Clerk.)*

*(City Council also had before it, during consideration of the foregoing Clause, the following report (October 2, 2000) from the Commissioner of Economic Development, Culture and Tourism:*

*Purpose:*

*To provide a response to a request from the September 27, 2000 meeting of Toronto Community Council a report on impacts of the proposed project on the flora and fauna of the area and the Don River system.*

*Financial Implications and Impact Statement:*

*There are no financial implications resulting from the adoption of this report.*

*Recommendation:*

*It is recommended that this report be received for information.*

*Background:*

*At its meeting of September 27, 2000, Toronto Community Council, in dealing with the report forwarded from the Works Committee titled "Redway Road/Brentcliffe Road Extensions-Feasibility Study Results," requested the Commissioner of Economic Development, Culture and Tourism to report directly to Council on:*

- (a) *the impact of the project on the fauna of the area and the Don River System; and*

(b) *the number and species of flora that will be directly or indirectly impacted in a negative manner.*

Comments:

*The proposed project would involve the extension of a road and the relocation of other infrastructure in an area of the Don Valley that has a number of environmental features and public uses that are of interest to the department.*

*Unfortunately, it is not possible to report on the impacts of the proposed road extension on the fauna and flora of the area within the timeframe requested. As well, if the proposed environmental assessment proceeds, these aspects would have to be addressed. The department, along with other interested groups and agencies, would participate in the review of the project and its environmental and social impacts.*

Conclusions:

*If the proposed environmental assessment proceeds, the department will be involved in the process.*

Contact:

*Frank Kershaw  
Director, Policy and Development  
Telephone – 392-8199  
Facsimile – 395-0278  
fkershaw@city.toronto.on.ca)*

*(City Council also had before it, during consideration of the foregoing Clause, the following report (October 3, 2000) from the Commissioner of Urban Planning and Development Services:*

Purpose:

*To provide planning comments on the proposal to pursue a Class Environmental Assessment to extend Redway Road as requested by Toronto Community Council.*

Financial Implications and Impact Statement:

*This report has no direct financial impacts.*

Recommendation:

*That this report be received for information.*

Background:

*Toronto Community Council, at its meeting of September 27, 2000, had before it Clause 4 of Works Committee Report No. 17 regarding the Redway Road/Brentcliffe Road Extension which recommends, on the basis of a report dated August 23, 2000 from the Commissioner of Works and Emergency Services, that the City pursue a Class Environmental Assessment for an extension of Redway Road between Millwood Road and Bayview Avenue. In considering this item, Toronto Community Council adopted a motion not to proceed with the Class Environmental Assessment and, among other actions, directed the Commissioner of Urban Development Services to report directly to the next meeting of City Council on:*

- “ (a) the Redway Road Extension proposal;*
- (b) a list of all City plans on road widenings and extensions, and*
- (c) the cost of the entire extension (both east and west) of Redway Road and the Bayview Extension.”*

*This report is written in response to the above request. By way of further background, it should be noted that the Commissioner of Works and Emergency Services, in his report of August 23, 2000, recommended that the City not pursue the southerly extension of Brentcliffe Road but that the north-easterly extension of Redway Road to Eglinton Avenue East”....be maintained as a further network opportunity for implementation.” The Works Committee adopted these recommendations.*

*If the proposal to extend Redway Road south-westerly is combined with maintaining the “opportunity” to also extend Redway Road north-easterly, the result is to create, in effect, what is known as the Leslie Street Extension. Historically, the Leslie Street Extension proposal has been supported by the former Borough of East York and opposed by the former City of Toronto.*

Comments:

*As noted in the Commissioner of Works and Emergency Services report of August 23, 2000, the City retained the services of Totten Sims Hubicki Associates (TSHA) to undertake the “Redway Road Extension Needs and Feasibility Transportation Study” which was completed in July, 2000. The TSHA study regarded the extension of Redway Road to Bayview Avenue as Phase I of the extension and the north-easterly extension to Eglinton Avenue East as Phase II. As stated in the July, 2000 report, the main purpose of the study was “...to establish whether or not the Phase I and Phase II extensions of Redway Road are justified from a transportation perspective and to confirm whether the extensions are technically feasible and economically viable”.*

*Basically, the TSHA study concluded that:*

- (a) for the Phase I extension (to Bayview Avenue) it is justified to proceed to the next planning stage of undertaking an Environmental Assessment for its construction; and*
- (b) for the Phase II extension (to Eglinton Avenue East) the projected transportation benefits do not, at this time, justify the potential costs to construct the roadway but the extension*

*should still be maintained as a future network opportunity and should be studied further by the City.*

*These conclusions are reflected in the recommendations of the Commissioner of Works and Emergency Services' report of August 23, 2000. However, the Commissioner's report is careful to point out that the Phase I extension is essentially a local operational improvement that is primarily designed to reduce through traffic on local residential streets, while the Phase II extension represents much more of a regional road expansion that would require further study in a broader policy context before any recommendation to move forward to the Environmental Assessment stage could be considered. Consequently, the focus of this report is on the Phase I extension of Redway Road to Bayview Avenue which is the part under most active consideration and debate.*

*(1) Local Traffic Impacts*

*The primary benefit and justification for the extension of Redway Road to Bayview Avenue rest on the ability of this new road link to divert through traffic from local residential streets in the South Leaside area, particularly Southvale and McCrae Drives. The TSHA study estimates these reductions in through traffic could be between 45% to 60% during peak periods, a major diversion. Furthermore, the creation of the Redway Road link between Millwood Road and Bayview Avenue serves to attract traffic not only travelling on a north-east to south-west axis but, equally important, also traffic travelling on a south-east to north-west axis.*

*This report does not challenge these estimates of the beneficial impacts that the Redway Road Extension will have on local traffic conditions in South Leaside. TSHA supplemented available traffic and operations data by field investigations, a licence plate trace and an origin-destination survey to develop a comprehensive and thorough analysis of existing and projected traffic movements in the study area. The TSHA study results have, in turn, been evaluated and accepted by the traffic engineering staff of Works and Emergency Services. However, there are some particular traffic operational points that are worth noting from the TSHA study:*

- (a) the Redway Road Extension might provide additional capacity that could encourage additional vehicles into the area and traffic calming measures on local residential streets may be needed to mitigate these effects, particularly during weekday peak-periods;*
- (b) the Redway Road Extension is projected to provide peak-period relief to South Leaside streets for the next 10 to 15 years and likely longer for off-peak trips, and*
- (c) the Redway Road Extension is not justifiable in traffic operations terms unless all turning movements to and from the extension are permitted, including the contentious westbound right-turn on to Bayview Avenue.*

*(2) Cost Effectiveness*

*The least expensive alignment for the Redway Road Extension is the most northerly option that follows along the south side of the CP rail corridor. Even this alignment encounters some difficult terrain and the TSHA study estimates the minimum cost of building the extension to be*

*\$14.0 million. This estimate does not include costs associated with property acquisition, geotechnical testing, soil remediation, utility impacts (except hydro), landscaping and noise mitigation. Apart from problems of terrain, there are design challenges to providing full intersections at the Bayview Avenue and Millwood Road terminal points where property acquisitions would be required.*

*The \$14.0 million plus cost of the Redway Road Extension makes it an expensive solution to a local, through traffic control problem. Although the TSHA study concludes that the high cost of the extension appears justifiable in terms of the improved local traffic conditions, the report contains no formal quantitative analysis to substantiate this claim. As directed by Toronto Community Council, a listing of all the other planned road extensions and widenings in the City has been compiled and is presented in Appendix I of this report.*

### *(3) Impacts on The Don Valley*

*As noted above, the primary purpose of the TSHA study was to determine if Phase I and Phase II of the Redway Road Extension were justifiable from a transportation perspective and to confirm whether the extensions are technically feasible. On the first page of the study report it is noted that "...environmental issues facing the construction of this extension will be addressed in the event future EA studies are undertaken". Consequently, given the limited scope of the study, TSHA's report provides little detail on the impact that the preferred northerly alignment for the Phase I Redway Road Extension will have on the natural features, plants and wildlife of the section of Don Valley lands that it traverses.*

*Written submissions from the City's Task Force to Bring Back the Don and the Federation of Ontario Naturalists have expressed strong opposition to the Redway Road Extension proposal on environmental grounds. The extension would cut through the mature forest in the Crothers Woods Environmentally Significant Area (ESA) and would negatively impact on the ravine ecosystem of the lower Don River, reducing both water and air quality. These negative environmental impacts undermine the past ten years' efforts of the Don Task Force to naturalize the valley lands and run contrary to the City's general policy of protecting natural areas. The environmental costs of the Redway Road Extension, whether measurable in money terms or not, should be added to the \$14.0 million plus construction figure when determining the total cost of the project.*

### *(4) Long Term Implications*

*There is the risk in pursuing Phase I of the Redway Road Extension that the pre-conditions are being established for a renewed and increased push to implement Phase II and so complete the Leslie Street Extension. The TSHA study recognizes that the Phase I and Phase II extensions are fundamentally linked and, therefore, their need and feasibility should be assessed as part of one study. TSHA conclude that the Phase II extension should not be built at this time but recommend the extension should be maintained as "a future network opportunity for implementation". The TSHA study notes that the Phase II extension of Redway Road "...would offer more of a regional benefit to the transportation network than locally associated with reducing traffic infiltration through South Leaside". The Phase II extension is a much more technically complex issue than Phase I given the difficult requirements of crossing under the CP Rail corridor,*

*proximity of the Ontario Hydro Leaside Substation, property impacts and the geometric/operational constraints at both Eglinton Avenue and Laird Avenue. These factors add significantly to the costs of the Phase II extension. Based on cost estimates presented in the 1989 Environmental Assessment prepared for the Leslie Street Extension proposal, the TSHA study suggests that Phase II of the Redway Road Extension would cost well over \$65.0 million. Consequently, the combined cost of the Redway Road Extensions appears to be upwards of \$80.0 million.*

*Although the Phase I extension of Redway Road to Bayview Avenue may have merit in transportation terms on local, traffic operational grounds, the Phase II extension raises broader transportation planning concerns.*

Conclusions:

*The Phase I extension of Redway Road to Bayview Avenue has the potential to divert substantial volumes of through traffic from the residential streets of South Leaside. However, this local traffic benefit has to be justified against the high cost (over \$14.0 million) of building the extension and the permanent physical damage it may cause to the Don River valley. Additionally, the Phase I extension might be seen as lending weight to the case for the full Leslie Street Extension which would be accomplished by what the TSHA study terms the Phase II extension of Redway Road to Eglinton Avenue East. In this context, it may prove difficult to evaluate the Phase I extension of Redway Road as a separate and independent project aimed solely at improving local traffic conditions. The decision to pursue Phase I of the Redway Road Extension should take into account the cost effectiveness, environmental and planning considerations raised in this report.*

Contact:

*Rod McPhail, Director  
Transportation Planning  
Telephone: 392-8100  
Fax: 392-3821  
E-Mail: rmcphail@city.toronto.on.ca.*

List of Attachments:

*Appendix I*

*APPENDIX I*

*List of City Funded (or Cost-shared) Planned/Potential Road Widenings and Extensions*

*Preamble*

*The following list identifies planned and “potential” road widenings and extensions, by District, according to information contained in the City’s Capital Works Programme, various Secondary*

*Plans and other proposals either endorsed or approved by City Council(s) prior to and following amalgamation. It includes a variety of active projects, projects currently under study, and longer term projects that may be subject to further review. The list includes planned and potential projects where the City is responsible for part or full funding and/or where the funding responsibility is still to be negotiated or confirmed.*

*The list does not include:*

- *concepts lacking technical review/consideration;*
- *minor projects (e.g. intersection widenings, public lane widenings);*
- *projects entirely funded by others in conjunction with Plans of Subdivision, etc.*
- *projects where the proponent may be another public agency;*
- *projects that appear to be in discrepancy between various Official Plans; or,*
- *proposals to reconfigure the road system according to the Waterfront Revitalization Task Force.*

*East District:*

*Planned/Potential Road Widenings*

- *Sheppard Avenue East, Morningside Avenue to Kingston Road*
- *Steeles Avenue, Markham Road to Pickering Town Line*
- *Ellesmere Road, McCowan Road to Morningside Avenue*
- *Copperfield Road, Manse Road to Beechgrove Drive*
- *Guildwood Parkway, Livingston Road to Morningside Avenue*
- *Scarborough Golf Club Road, Lawrence Avenue to Kingston Road*
- *Comstock Road, Warden Avenue to Birchmount Road*
- *Ellesmere Road, Warden Avenue to Kennedy Road*
- *Port Union Road, Highway 401 to Lawrence Avenue*
- *Sheppard Avenue East, Victoria Park to Markham Road*

*Planned/Potential Extensions:*

- *Redway Road, Millwood Road to Bayview Avenue*
- *Copeland Street, Eglinton Avenue to Research Road*
- *Morningside Avenue, Finch Avenue to Steeles Avenue*
- *East Avenue, Lawrence Avenue to Port Union Road*
- *Executive Court, easterly to Markham Road and Highway 401 westbound ramp*
- *Bushby Drive, Grangeway to Markham Road*
- *Grangeway, Bushby Drive to Ellesmere Road*
- *Bellamy Road North, over Highway 401 to Milner Avenue*
- *Nugget Avenue, McCowan Road to Sheppard Avenue*
- *Midwest Road, north to Ellesmere Road (partially complete)*
- *Silver Star Boulevard, to Passmore Avenue*
- *Milliken Boulevard, to Steeles Avenue (at Redlea Avenue)*
- *Lebovic Road, Eglinton Avenue to Ashtonbee Road*

- *Various short new links between Sheppard Avenue, Midland Avenue and Kennedy Road north of Highway 401 to serve potential CN/CP/subway intermodal station*
- *Various links between Overlea Boulevard and Thorncliffe Park Drive*
- *New link between Conlins Road and Morningside Avenue south of Highway 401*
- *New link between Morningside Avenue and Milner Avenue at Highway 401 westbound ramp*
- *Connection between Milner Avenue and Neilson Road overpass*
- *Metropolitan Road link to Continental Place*

*North District:*

*Planned/Potential Road Widenings*

- *Sheppard Avenue , Beecroft Road to Leslie Street*
- *Steeles Avenue West, Jane Street to Weston Road*
- *Finch Avenue East and West*
- *Wilson Avenue, Weston Road to Bathurst Street*
- *Jane Street, Black Creek Drive to Steeles Avenue*
- *Keele Street, Wilson Avenue to Finch Avenue*
- *Chesswood Drive, Sheppard Avenue to Finch Avenue*
- *Don Mills Road, Finch Avenue to Steeles Avenue*
- *Dufferin Street, Finch Avenue to Steeles Avenue*
- *Steeles Avenue West, Hilda Avenue to Bathurst Street*

*Planned/Potential Extensions*

- *North Yonge Center Ring Road*
- *Leslie/Sheppard new road connection*
- *Tangiers Road, Finch Avenue to Petrolia Road*
- *Chesswood Drive, to Flint Road*

*South District:*

*Planned/Potential Road Widenings*

- *York Street, Bremner Boulevard to Lake Shore Boulevard West*

*Planned/Potential Extensions*

- *Dufferin Street jog elimination*
- *Fort York Boulevard, Bathurst Street to Lake Shore Boulevard West*
- *Front Street West, Bathurst Street to F. G. Gardiner Expressway*
- *Simcoe Street underpass, Bremner Boulevard to Station Street*
- *Various links in the Railway Lands West*
- *Harbour Street, Yonge Street to Jarvis Street*
- *Union Street, to Keele Street*

- *Front Street West, Bathurst to Dufferin Street*
- *Bathurst Street, to the Toronto Island airport*

*West District:*

*Planned/Potential Road Widenings*

- *Six Points Interchange reconfiguration*
- *Aukland Road*
- *Bloor Street West, Dunbloor Road to Aberfoyle Crescent*
- *Kipling Avenue, Gardiner Expressway to the Six Points Interchange*
- *Black Creek Drive, Eglinton Avenue West to Jane Street*
- *Highway 27, Highway 401 to Steeles Avenue*

*Planned/Potential Extensions*

- *Richview Road, to Eglinton Avenue West*
- *Parklawn Road/Lake Shore Boulevard, Motel Strip area roads*
- *Sherway Gardens area roads*
- *Aukland Road, Bloor Street West to Burnhamthorpe Road*
- *Several new local roads in conjunction with redevelopment in the Etobicoke City Centre area*
- *Legion Road, to the Gardiner Expressway eastbound off-ramp at Park Lawn Road*
- *North Queen Street, to The West Mall.*
- *Ring Road System, around Black Creek Drive and Eglinton Avenue.*
- *Two local roads in conjunction with redevelopment in the York City Centre area.)*

Insert Table/Map No. 1  
Exhibit 1.1

*(City Council also had before it, during consideration of the foregoing Clause, the following communications:*

- (a) (September 23, 2000) from Mr. Peter J. Hare expressing concerns with respect to the proposed extension of Redway Road;*
- (b) (September 26, 2000) from Ms. Alison Beckett, President, Board of Directors, Forty Glen Road Apartments Limited expressing concerns with respect to the proposed extension of Redway Road;*
- (c) (September 26, 2000) from Mr. Guy Knowles in opposition to the proposed extension of Redway Road;*
- (d) (September 27, 2000) from Ms. Anne Bancroft in opposition to the proposed extension of Redway Road;*
- (e) (September 28, 2000) from Mr. Don Lake in opposition to the proposed extension of Redway Road;*
- (f) (October 2, 2000) from Mr. William J. Phillips, Secretary, The South Rosedale Ratepayers' Association expressing concerns with respect to the proposed extension of Redway Road;*
- (g) (September 29, 2000) from the Chief Administrative Officer, The Toronto and Region Conservation Authority forwarding a resolution adopted at its meeting held on September 29, 2000, requesting that consideration of this matter be deferred until such time as the City of Toronto has an approved Official Plan that deals in a comprehensive fashion with transportation issues, taking into account the recommendations of the City's Environmental Task Force approved by Toronto Council;*
- (h) (September 29, 2000) from Mr. Mark Wilson, Chair, Don Watershed Regeneration Council expressing concerns over the proposed extension of Redway Road; and*
- (i) (October 5, 2000) from Mr. Tim Gleason, in opposition to the proposed extension of Redway Road.)*