Traffic Control Requirements: James Finlay Way

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<th>January 28, 2013</th>
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<td>To:</td>
<td>North York Community Council</td>
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<td>From:</td>
<td>Acting Director, Transportation Services, North York District</td>
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<td>Wards:</td>
<td>Ward 9 - York Centre</td>
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**SUMMARY**

As the Toronto Transit Commission (TTC) operates a transit service on Wilson Avenue and Keele Street, City Council approval of this report is required.

To obtain approval for the:

- Installation of traffic control signals at the intersection of James Finlay Way and Wilson Avenue;
- A Road Alteration By-law for the construction of new intersection/realignment of existing driveway to Downsview Plaza located on the north side of Wilson Avenue, east of Keele Street;
- Installation of no parking anytime on both sides of James Finlay Way, from Wilson Avenue to George Appleton Way;
- Installation of no parking anytime on both sides of George Appleton Way from Keele Street to James Finlay Way; and
- Implementation of an all way stop control at the intersection of James Finlay Way and George Appleton Way.

The construction of the new roadway (James Finlay Way) will complete the road network on the southeast quadrant of Keele Street and Wilson Avenue which was initially approved in 2005 by City Council. The approved road network will provide the existing townhouse complex, condominium tower, fuel service centre and commercial plaza(s) and future condominium tower with connectivity to Wilson Avenue and Keele Street.
The installation of the traffic control signal at the new intersection of Wilson Avenue and James Finlay Way will provide a controlled access point on to Wilson Avenue. It should be noted that the intersection of George Appleton Way and Keele Street will continue to operate as a right in and right out only roadway.

RECOMMENDATIONS

Transportation Services, North York District recommends that City Council:

1. Direct the City’s Legal Division to introduce the appropriate “Road Alterations By-Law” to permit the construction/reconfiguration of the intersection of James Finlay Way and Wilson Avenue as illustrated in Attachment 2;

2. Approve the installation of traffic control signals on Wilson Avenue at James Finlay Way;

3. Approve the installation of no parking anytime on both sides of George Appleton Way from Keele Street to James Finlay Way;

4. Approve the installation of no parking anytime on both sides of James Finlay Way from Wilson Avenue to George Appleton Way; and

5. Approve the installation of an all way stop control at the intersection of James Finlay Way and George Appleton Way.

Financial Impact

All costs associated with the installation of the Road Alteration and road construction were included in the Transportation Services, 2012 Capital Budget and the installation of the all way stop control, parking signage and Traffic Control Signals are included in the Transportation Services 2013 Operating Budget estimates.

ISSUE BACKGROUND

In 2005, Toronto City Council approved a new road network for the southeast quadrant of Keele Street and Wilson Avenue in order to provide access and egress to the new residential townhouse development on the former Canadian Tire lands. The east/west portion of the network (George Appleton Way) was constructed as a right in/right only roadway at Keele Street. This traffic restriction was implemented by the installation of a median consisting of jersey barriers and turn restrictions on a temporary basis. However, the north/south portion of the network was not completed at that time as additional land acquisitions were required.
Recently the property owner of the vacant lands on the south side of Wilson Avenue has submitted an application to develop their site. As such, the City has now completed the required land acquisitions and is moving forth with the construction of the final segment of the road network and appropriate traffic control measures and the construction of a raised median on Keele Street at George Appleton Way to replace the existing temporary measures.

COMMENTS

Wilson Avenue is a five lane major arterial roadway with a centre left turn lane and a regulatory speed limit of 50 km/h. The average daily two way traffic flow on Wilson Avenue, east of Keele Street is approximately 33,000 vehicles. The nearest traffic control signals to this intersection are located 174 metres west at Keele Street and 205 metres east at Dubray Avenue. The proposed intersection of Wilson Avenue and James Finlay Way / Downsview Plaza Access will form a four legged intersection with the north leg providing access to Downsview Plaza. The south leg will have a three lane cross section consisting of one inbound lane and two outbound lanes.

As previously noted, the intent of this new roadway was to promote the redevelopment of the Canadian Tire lands and provide access to the new townhouse complex via not only Keele Street but also Wilson Avenue. Multiple driveway connections on this new section of roadway will be provided not only to the new condominium development on the east side of the roadway but also to the existing condominium (2737 Keele Street) and commercial plaza on the west side of the roadway. It is expected that given the westbound to southbound left turn movements are not be permitted at Keele Street from George Appleton Way, the majority of the trips from this residential community will travel through the intersection of Wilson Avenue and James Finlay Way. Furthermore, the Environmental Assessment Study indicated that the north-south roadway is to be signalized at Wilson Avenue, and that the existing driveway to Downsview Plaza will be realigned and incorporated into the signalized intersection.

Accordingly, based on the above comments and the existing traffic volumes and projected future traffic volumes, the installation of a traffic control signal is warranted.

It should also be noted that the new north/south roadway (James Finlay Way) will intersect at its southerly limit with the easterly limit of the existing east/west roadway (George Appleton Way). These two roadways will form two of the four legs of this intersection and the third and fourth legs of this intersection will consist of the private laneways/driveways accesses to the existing townhouse complex consisting of 200 units. As James Finlay Way and George Appleton Way will not only be used by the residents of this community, they will in all likely-hood be also used by northbound motorist on Keele Street wishing to by-pass the intersection of Keele Street and Wilson Avenue.
Similarly, to the requirements for the installation of the traffic control signal being proposed, the existing traffic volumes and projected future traffic volumes have also concluded that the installation of an all way stop control is warranted.

Currently, George Appleton Way is constructed with a pavement width of 10 metres and James Finlay Way will also have a pavement width of 10 metres. Notwithstanding the width of the roadway, given the potential for cut through traffic and eventual on street parking due to the close proximity to the existing Government of Ontario offices, future home of the Humber River Regional Hospital (HRRH), Forensics Service and Coroner’s Complex (FSCC), these roadway may be inundated with long term parking.

Accordingly Transportation Services is proposing the following:

- Parking be prohibited at anytime on both sides of James Finlay Way from George Appleton Way to Wilson Avenue; and
- Parking be prohibited at anytime on both sides of George Appleton Way from Keele Street to James Finlay Way.

The required intersection/road improvements, installation of a traffic control signal and implementation of on street parking restriction will manage traffic generated from the development(s) and the existing pedestrian and vehicular traffic in general.

The Ward Councillor has been advised of the recommendations in this staff report.

**CONTACT**

Ann S. Khan, P. Eng.
Manager, Traffic Operations
Transportation Services Division, North York District
Tel: 416-395-7463     Fax: 416-395-7544
Email: akhan5@toronto.ca

**SIGNATURE**

Pascoal D'Souza,  C.E.T.
Acting Director

**ATTACHMENTS**

Attachment 1:  James Finlay Way - Traffic Control Signals, Parking Restrictions
Attachment 2:  Wilson Avenue at James Finlay Way/Downsview Plaza Access - Traffic Control Signals Plan
Attachment 3:  James Finlay Way – Road Alignment/All Way Stop Control