



**STAFF REPORT
ACTION REQUIRED**

**North York Centre South Service Road –
Environmental Assessment Addendum Study**

Date:	April 15, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 23 (Willowdale)
Reference Number:	P:\2014\Cluster B\TRA\TIM\pw14005tim.docx

SUMMARY

The North York Centre Service Road, which is included in the North York Centre Secondary Plan (2006), essentially forms a ring road around the North York Centre. It is comprised of Doris Avenue and Beecroft Road, two north-south roads to the east and west of Yonge Street, respectively, and serves several purposes: it provides access to development within the Centre, serves as a boundary and buffer between new development within the Centre and the adjacent stable existing residential neighbourhoods, and preserves the arterial road function of Yonge Street, to the greatest extent possible. It also includes several east-west connecting branches.

This Environmental Assessment Addendum was intended to provide an updated alternative design for the completion of the south-eastern portion of the Service Road south of Sheppard Avenue and east of Yonge Street, first studied in detail in a 1996 Environmental Assessment and modified in a 1998 EA Addendum. The preferred design, referred to as Option 'D', includes the extension of Tradewind Avenue north from Anndale Drive to Sheppard Avenue, and the elimination of the Bonnington Place intersection with Sheppard Avenue (which will be terminated in a cul-de-sac). The Tradewind Avenue intersection with Sheppard Avenue will be offset approximately 58 metres from the Doris Avenue/Sheppard Avenue intersection. These two intersections will be operated as a single coordinated intersection. Option 'D' achieves the objectives of the Service Road and avoids major impacts to properties at 45-47 Sheppard Avenue and the open space at the northeast corner of Doris Avenue and Sheppard Avenue. The properties along the west side of Bonnington Place that were required for the alignment of this facility identified in the 1998 EA Addendum are also required for the implementation of this preferred design. Access to 45-47 Sheppard Avenue East will be

relocated to Anndale Drive, though there is no need to relocate underground parking spaces as there was in the 1998 plan.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the General Manager, Transportation Services to issue a Notice of Completion and to file the Environmental Study Report (ESR) Addendum for the North York Centre South Service Road Environmental Assessment Addendum Study in the public record for a minimum 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.
2. City Council direct Real Estate Services to undertake valuation and necessary steps for the acquisition of required property for construction of the preferred alternative.

Implementation Points

Following approval of this report by City Council, the ESR Addendum will be filed in the public record for a minimum 30-day public review period. If there are no conditions placed on the project by the Minister of the Environment, the City would be authorized to proceed to detail design and subsequently to implementation. Real Estate Services will determine an appropriate value for the required properties, which will be added to the identified construction cost. Construction is expected in 2016-17.

Financial Impact

The expected cost to construct the recommended design is \$4.9 million, including cost allowances for design and construction of a new ramp to the parking garage of 45-47 Sheppard Avenue from Anndale Drive. The reallocation of funds from within the Capital Plan in 2016 and 2017 for this infrastructure, identified in the North York Centre Secondary Plan, will be considered as part of the budget submission for the 2015 Capital Budget and 2016-2024 Capital Plan for Transportation Services. The acquisition of property required for this project, approximately \$15.7 million, will also be considered as part of the budget submission for the 2015 Capital Budget and 2016-2024 Capital Plan for Transportation Services. The land acquisitions are expected to be funded from Section 37 funds (cash contributions from land developers) included in the following Planning accounts: XR3026-3700068, XR3026-3700034, XR3026-3700186, XR3026-3700027, and XR3026-3700178.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

ISSUE BACKGROUND

An Environmental Assessment study for the North York Centre South Service Road (Downtown Plan South of Sheppard Avenue) was endorsed by City Council, with the Ministry of Environment-mandated public review concluding in 1996. The preferred design solution to complete the Service Road was to use a 'Mid-Block' alignment between Yonge Street and Tradewind Avenue (see Figure 1). A subsequent decision by the Ontario Municipal Board moved the boundary of the North York Centre (and consequently the alignment of the Service Road extension) to a Tradewind Avenue Alignment in 1998 (confirmed in an Environmental Study Report Addendum).

The Service Road has been built incrementally over many years, as property and funding have become available. Its need and general location have been identified in the Secondary Plan. The current EA Addendum, initiated in April 2013, was focussed on refining the 1998 preferred design, which would have connected Doris Avenue to an extended Tradewind Avenue immediately adjacent to the northeast corner of the office buildings at 45-47 Sheppard Avenue East. This would have required the relocation of underground parking spaces and access, to avoid having a public right-of-way directly over a private parking garage or, more likely, the need to enter into an encroachment agreement with the property owner for the maintenance of this parking facility. Also at issue was whether to extend the Service Road south of Sheppard via a single four-legged or two offset T intersections, taking into account traffic operations and property and other community impacts.

COMMENTS

Existing Conditions

The centre of the study area is near the intersections of Sheppard Avenue, Doris Avenue, and Bonnington Place/Tradewind Avenue. This location is within the North York Centre, a designated urban centre in the City of Toronto surrounding the intersection of Yonge Street and Sheppard Avenue and north of Highway 401, and containing high levels of new residential and commercial development. Currently, the completed portion of the North York Centre Service Road consists of two main north-south branches – Beecroft Road from Poyntz Avenue to Finch Avenue West and Doris Avenue from Sheppard Avenue East to Finch Avenue East – along with several east-west connecting roads.

The Service Road is included in the North York Centre Secondary Plan, and is intended to provide access to development in the Centre. It also forms a boundary between the Centre and surrounding stable residential neighbourhoods and protects them from associated traffic. Access to Centre development is encouraged via the Service Road, as Yonge Street experiences high traffic demand for trips through and beyond the North York Centre.

The intersection of Yonge and Sheppard currently experiences significant delays and queuing in the AM and PM peak periods. Access to new development east of Yonge

Street is via Doris Avenue, Bonnington Place, and Tradewind Avenue. In this particular location, a local residential street outside the Centre (Bonnington) is currently serving trips accessing new development within the Centre. Therefore, part of the intent of the EA Addendum is to determine whether it is possible to restore Bonnington Place's local role, and to avoid having its residences front onto the extension of the Service Road.

Environmental Assessment Process

The North York Centre South Service Road Environmental Assessment Addendum Study, following on the 1996 Environmental Assessment and 1998 Environmental Assessment Addendum, has been completed in accordance with the requirements under the Municipal Class Environmental Assessment (the Class EA):

- Phase 1 – identification of the problem or opportunity;
- Phase 2 – identification and evaluation of alternative solutions; and
- Phase 3 – identification and evaluation of alternative design concepts for the preferred solution

The preparation of the Environmental Study Report (ESR) and the filing of the document in the public record constitute Phase 4 of the environmental planning process. Phase 5 is the construction and operation or implementation of the project, and monitoring of impacts, in accordance with the terms of the EA approval.

If more than 10 years elapse before implementation following the completion of the EA, or if conditions sufficiently change requiring modification of the preferred design, an addendum to the ESR is required. Since 1998, development in the North York Centre has proceeded at a rapid pace, the Sheppard subway line has opened from Yonge Street to Don Mills Road (2002), and additional sections and branches of the Service Road have been completed. Additionally, the impact on the parking garage of 45-47 Sheppard Avenue has been identified as a concerning impact of the 1998 recommended plan, requiring the development of alternative designs in the current Addendum. It should be noted that implementation of the Service Road in general has been incremental and continuous (and included in its entirety in the Secondary Plan), with both Beecroft and Doris segments complete between Sheppard and Finch by 2013.

If City Council endorses the study recommendations, the ESR Addendum will be filed in the public record for a minimum 30-day review period. During this period, any interested party may request that the Minister of the Environment issue a Part II Order under the EA Act. The City is then obliged to work with the requestor to resolve their concerns or to advise MOE of the rationale for setting aside the request. If a Part II Order is not granted or if requests or objections received during the filing period are resolved, the project may proceed to implementation.

The EA Addendum Study was carried out with the assistance of technical consultants and supported by a Technical Advisory Committee (TAC) comprised of staff from Transportation Services and City Planning.

Public Consultation

Public involvement is an integral and ongoing part of the study process for the North York Centre South Service Road Class EA Study. The public consultation requirements of the Municipal Class EA were met and exceeded.

The project website (at www.toronto.ca/involved/projects/nyc-south-road) was set up in September 2013, at the same time that consultation began with affected stakeholders. Infrastructure Planning staff gave a brief introduction to the Yonge Corridor Condominium Association at their General Meeting in October 2013. Stakeholder consultation, generally with property owners, property management, and condominium associations, continued until February 2014, and was followed by a public open house on March 5, 2014, where the four technically supported solutions were presented along with an evaluation matrix. Comments from the public were accepted until March 26, 2014, and have informed the evaluation and selection of the preferred design. More details on consultation can be found in Attachment 4.

Study Findings

(1) Evaluation of Alternative Designs for Preferred Solution

Four new options (revisions to 1998 EA Addendum preferred design) were advanced for study and evaluation in this EA Addendum:

- Option A: Single Intersection (Right Angle) – Realign Doris Avenue to pass through the open space at 80-90 Sheppard Avenue, meeting Bonnington Place at a right angle at Sheppard. South of Sheppard, the Service Road would connect to the existing Tradewind Avenue. Several houses on Bonnington would have driveways extending to the Service Road, which is generally contrary to Secondary Plan policy.
- Option B: Single Intersection (Skewed) – Realign Doris Avenue to meet the northern extension of Tradewind, resulting in a skewed intersection at Sheppard Avenue. Bonnington Place is closed off in a cul-de-sac, as anticipated in the 1998 plan and identified as the mid- and long-term solution in the operations-focused 2010 Yonge Street Traffic Management Study.
- Option C: Off-set Intersection (Maintain Existing Doris Avenue Alignment) – Create an off-set intersection by extending Tradewind Avenue up to Sheppard Avenue, and installing coordinated traffic signals at Doris and Tradewind. Bonnington Place is closed off in a cul-de-sac.

- Option D: Off-set Intersection (Realign Doris Avenue) – Realign Doris Avenue to meet Sheppard Avenue at a right angle, and extend Tradewind Avenue to Sheppard Avenue, creating an off-set intersection with synchronized traffic signals and a reduced offset compared to Option C. Bonnington Place is closed off in a cul-de-sac.

All options were analyzed for impacts relating to property, cost, traffic operations, and other factors identified in Attachment 3.

While Options A and B are desirable for their efficiency in moving traffic, they have a significant impact on the park (open space on the north side of Sheppard). It was noted that the City could create new parks or plazas with the remaining open space if one of these options were to be selected.

Options C and D score slightly lower on traffic level of service, but are acceptable given the slight offset and ability to coordinate traffic signals to make the two intersections function as one. They also avoid most impacts to the park.

All options continue to require the lands at 49 Sheppard Avenue East and 14-24 Bonnington Place. They all include bike lanes (one direction on each side of the street, not included in the 1996 or 1998 designs), sidewalks, and a 5-metre or wider boulevard where feasible.

Figures 1-2 and 1-3 in Attachment 1 illustrate all alignments approved to date and those that were considered in the current EA Addendum. Anndale Drive and Avondale Avenue are already-completed branches of the Service Road that were not included in this EA Addendum (with Avondale planned to be widened from four to five lanes with future redevelopment).

(2) Recommended Plan

Option D (Offset Intersection and Realign Doris Avenue) is being recommended as the appropriate alignment for the completion of the Service Road. The rationale, explained in the evaluation table and associated text in the ESR Addendum, is summarized in the following points:

- While slightly less efficient from a traffic operations perspective than Options A and B, Options C and D provide for an acceptable level of service for urban intersections (D/E in AM and PM peak periods).
- Options C and D fulfill all objectives of the North York Centre Service Road, including providing a green buffer between the road and adjacent existing development, thus avoiding having houses in stable existing residential neighbourhoods outside the Centre fronting onto the Service Road.

- Options A and B are the most efficient purely from a traffic operation perspective; however, they have significant impacts to the park at the northeast corner of Doris Avenue and Sheppard Avenue. While the opportunity exists to restore the park or to create a new City-owned open space, it would come at a significant cost.
- Option D is marginally more efficient for traffic operations than Option C because of the slightly reduced offset (approximately 58 metres vs. 61 metres, painted centreline to painted centreline).

Option D requires a minor widening of Doris Avenue to the east to accommodate auxiliary lanes; the cost of this small section of the 80 Sheppard Avenue East parcel, identified in the 1998 EA Addendum, would be funded by Section 37 funds, as would be the rest of the property acquisition costs.

Given that traffic capacity in the area is currently constrained by the movement from southbound Yonge Street to eastbound Highway 401, resulting in back-ups to Avondale Avenue (the subject of the Yonge-401 Interchange Study currently underway), a phased operational solution is being recommended. While property would be acquired for the construction of a four-lane roadway within a 27-metre right-of-way, the Service Road extension would initially operate with two traffic lanes and two lanes of parking. As improvements are made to the Yonge-401 interchange, increasing the effective capacity of the Yonge-Avondale intersection, on-street parking would be eliminated to take full advantage of the roadway's capacity (as has been done on other sections of the Service Road). The Yonge Street-Highway 401 interchange has undergone a feasibility study by the City, and will be the subject of additional traffic modelling as part of an Environmental Assessment.

A current development application for 49 Sheppard Avenue East and 14-24 Bonnington Place is for lands that were identified as required for the Service Road as early as 1998, and are again among the properties required for the current preferred design. There is also a related Ontario Municipal Board hearing currently scheduled for May 26, 2014, although discussions between City staff and the applicant are currently underway.

Project Cost and Implementation

Construction cost estimates were created for the four design options considered for the completion of the Service Road. Including utility relocations and other standard allowances, but excluding property acquisition, the expected cost of the preferred design is \$4.9 million, reduced from the \$6.5 million (current dollars) required for the previously recommended design.

The previously recommended completion of the Service Road will still require the acquisition of the same properties on Bonnington Place as identified in the 1998 EA Addendum, however, it eliminates the need to relocate the underground parking spaces at 45-47 Sheppard Avenue or enter into an encroachment agreement to maintain these spaces. Funding for the property acquisition and construction, which will follow

detailed design, will be identified from among the existing developer contributions in the North York Centre (through Section 37) and from the Transportation Services Capital Budget which will be identified in the 2015 capital budget submission. Following property acquisition and detailed design, construction could be expected to commence in 2016 or 2017.

CONTACTS

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SIGNATURE

Stephen Buckley

General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Study Area and Past and Current Alternatives

Attachment 2: Recommended Plan

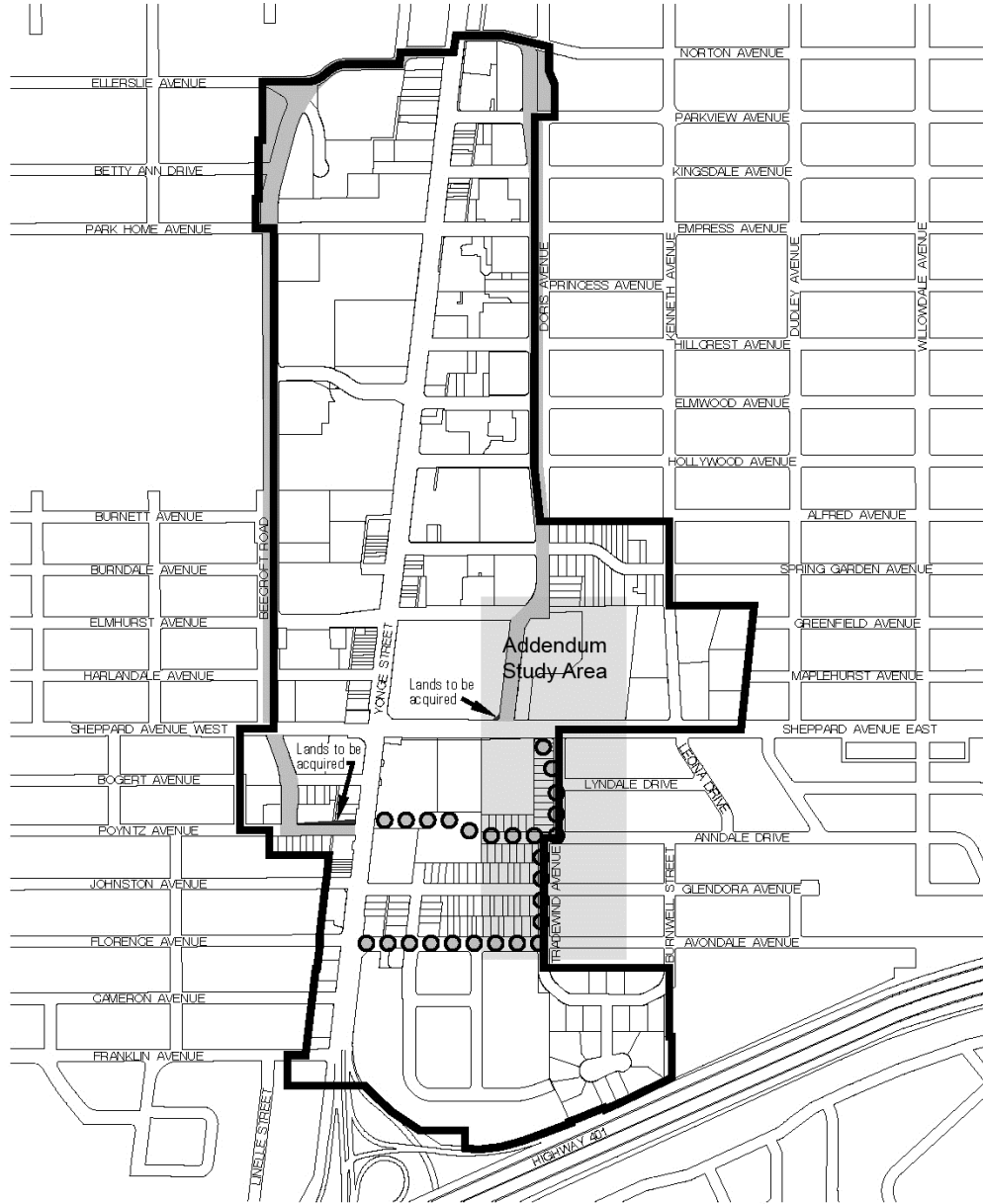
Attachment 3: Evaluation of Alternatives

Attachment 4: Public Consultation and Public/Agency Comments

ATTACHMENT 1

Study Area, Previously Approved Alignments and New EAA Options Considered

Figure 1-1: Study Area within North York Centre Secondary Plan



North York Centre Secondary Plan

MAP 8-10 North York Centre South Service Road





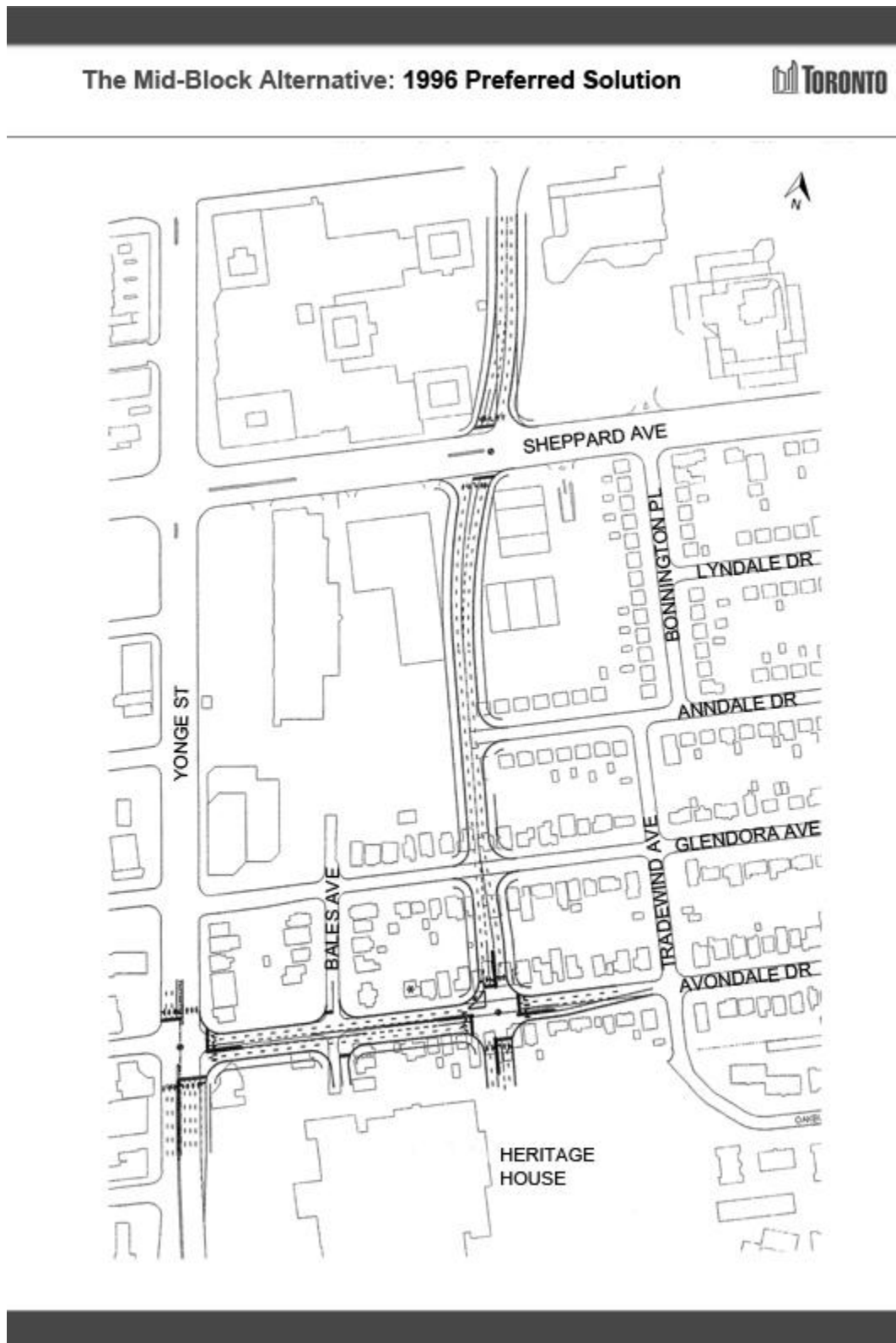
-  Secondary Plan Boundary
-  Service Road *
-  City-owned lands now used or to be used for Service Road
-  Lands to be acquired by the City for Service Road or associated buffer areas



Figure 1-2: Previously Approved Options for the South Service Road



**Tradewind Option - Maintain Preferred Alignment from the April 1998
Downtown Plan South of Sheppard Avenue
ESR Addendum**

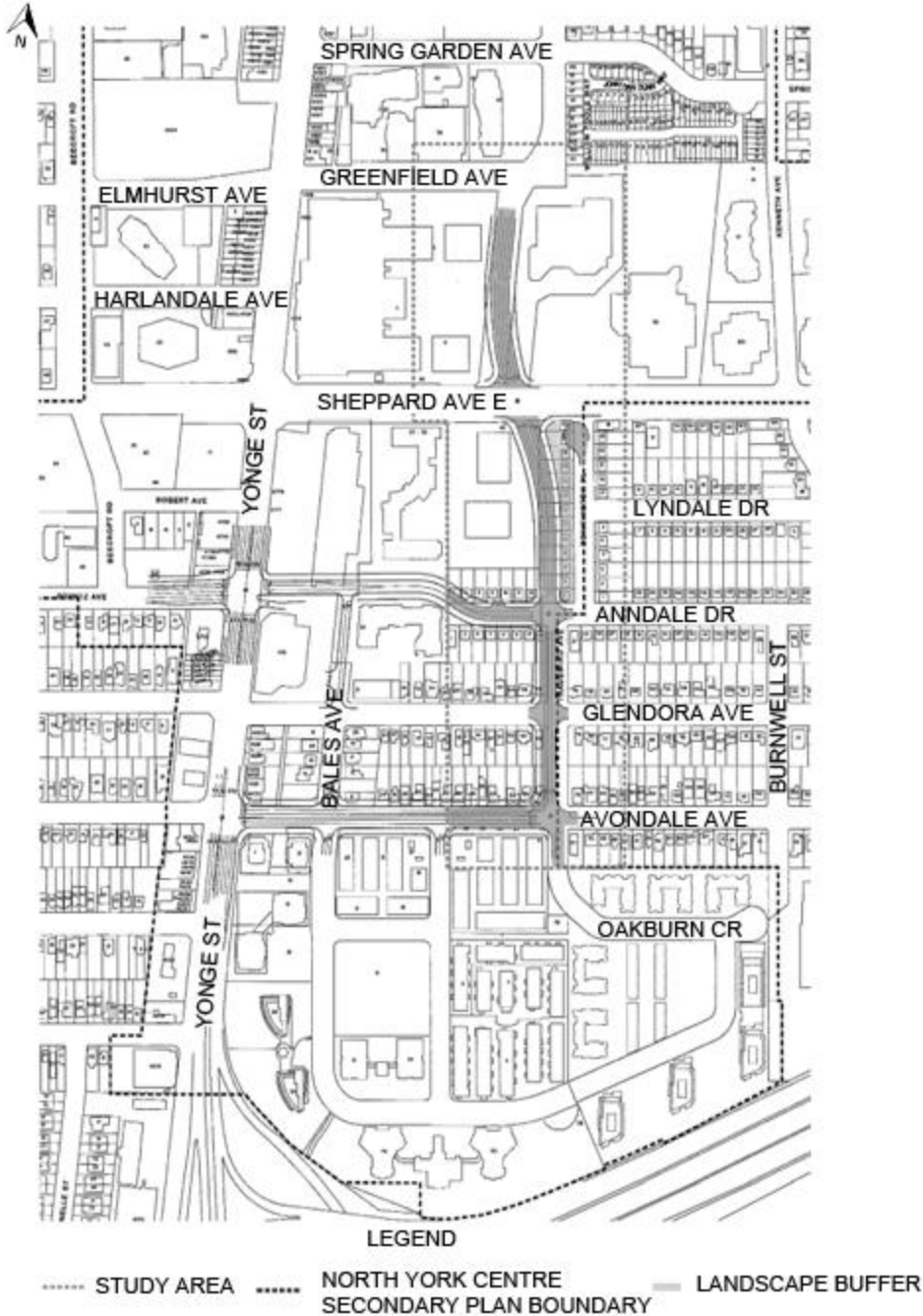


Figure 1-3: 2013-2014 EA Addendum South Service Road Options Evaluated



Option B - Single Intersection skewed



Legend

- | | | | |
|--|---|--|---------------------|
| Study Area | ■ Stable residential area | • Property requirements | — Existing median |
| North York Centre
Secondary Plan Boundary | ■ Institutional/Commercial
property | • Property owned by the
City of Toronto | — Proposed median |
| — Existing property line | ■ Existing Private Open
Space (Moorehead Park) | • New property requirement
as per current Study | — On street parking |
| --- Proposed property line | ■ Proposed Landscaped Buffer | ⊞ Existing traffic signal | ⊞ Traffic direction |
| | | ⊞ Proposed traffic signal | ⊞ Cross-section |
| | | | ⊞ Stop sign |

Option C - Off-set intersection maintaining Doris Avenue alignment



Legend

- | | | | |
|---|--|---|---------------------|
| Study Area | ■ Stable residential area | • Property requirements | — Existing median |
| North York Centre Secondary Plan Boundary | ■ Institutional/Commercial property | • Property owned by the City of Toronto | — Proposed median |
| — Existing property line | ■ Existing Private Open Space (Moorehead Park) | • New property requirement as per current Study | — On street parking |
| --- Proposed property line | ■ Proposed Landscaped Buffer | ⊕ Existing traffic signal | ⊕ Traffic direction |
| | | ⊕ Proposed traffic signal | ⊕ Cross-section |
| | | | ⊕ Stop sign |

Option D - Preferred Option

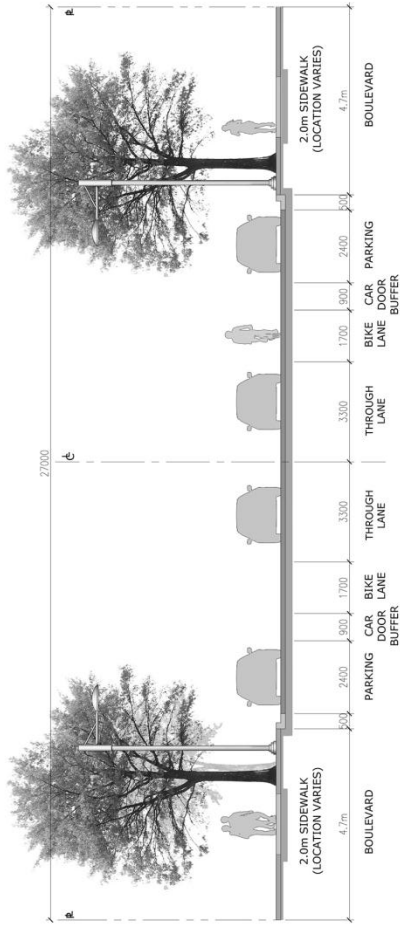


Legend

- | | | | |
|--|---|--|---------------------|
| ----- Study Area | ■ Stable residential area | • Property requirements | — Existing median |
| ----- North York Centre
Secondary Plan Boundary | ■ Institutional/Commercial
property | • Property owned by the
City of Toronto | — Proposed median |
| — Existing property line | ■ Existing Private Open
Space (Moorehead Park) | • New property requirement
as per current Study | — On street parking |
| --- Proposed property line | ■ Proposed Landscaped Buffer | ⊘ Existing traffic signal | ⊘ Traffic direction |
| | | ⊘ Proposed traffic signal | ⊘ Cross-section |
| | | | ↑ Stop sign |

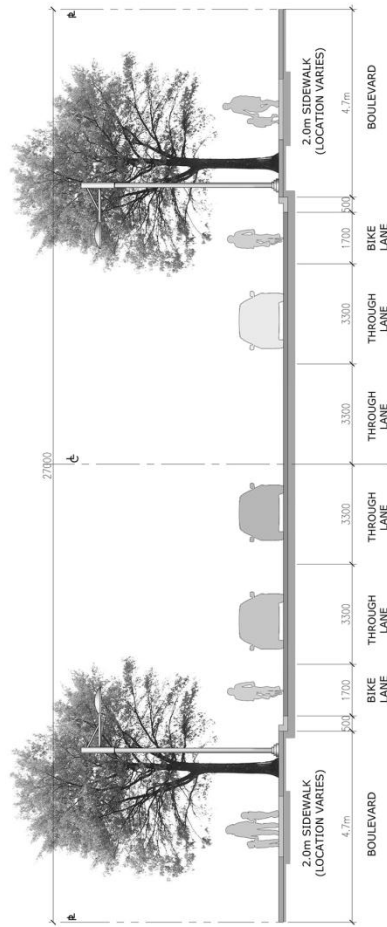
Tradewind Avenue - Cross Section A-A

Interim Condition - Tradewind Avenue south of Sheppard Avenue E. will function as a 2-lane road with on-street parking and dedicated bike lanes



A-A INTERIM 2-LANE CONDITION

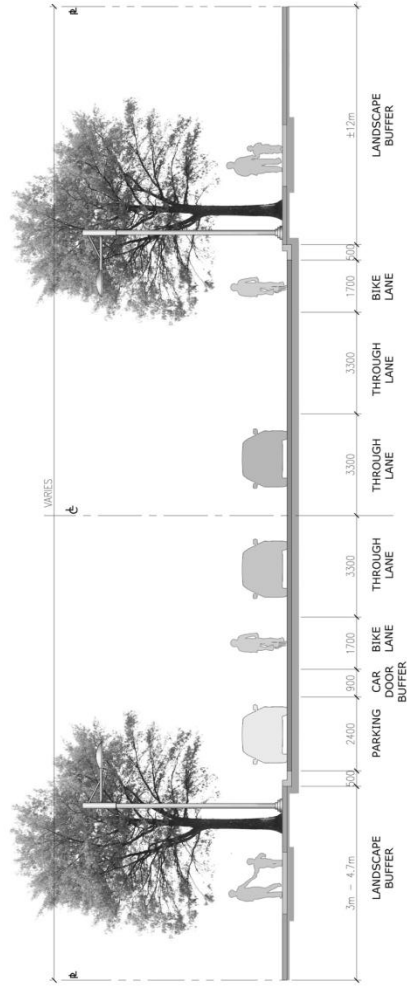
Ultimate Condition - The bike lanes will be relocated to the curb and a 4-lane road created as dictated by traffic volumes and/or Levels of Service (LOS). This will be achieved through line painting, as the width of the road is designed to accommodate both the 2-lane and 4-lane condition



A-A ULTIMATE 4-LANE CONDITION

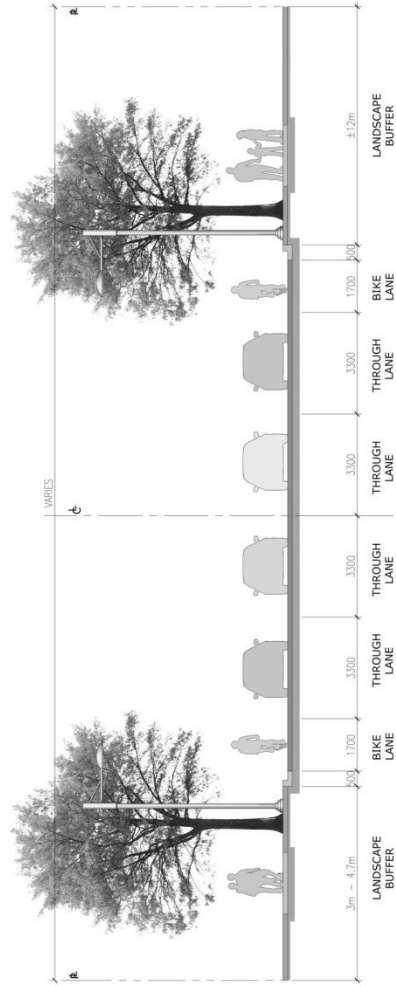
Tradewind Avenue - Cross Section B-B

Interim Condition - Tradewind Avenue south of Sheppard Avenue E. will function as a 3-lane road with on-street parking on west side with dedicated bike lanes



B-B INTERIM CONDITION

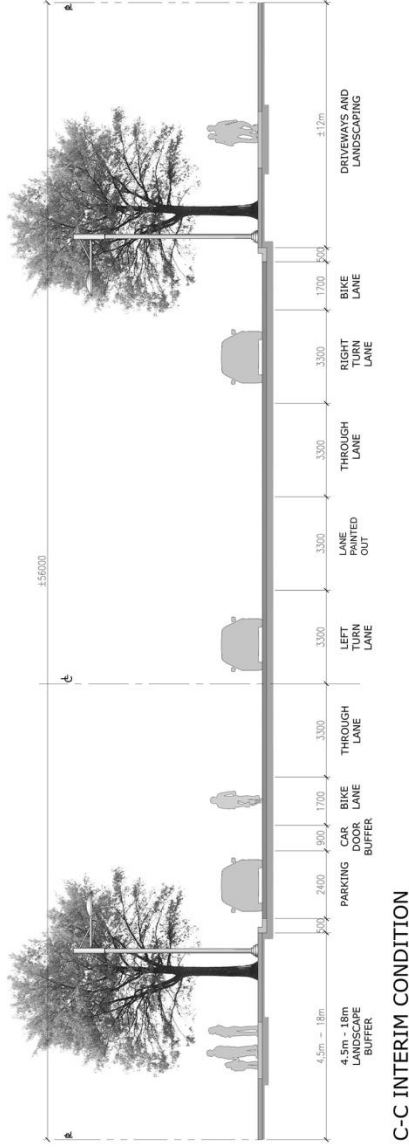
Ultimate Condition - The bike lanes will be relocated to the curb and a 4-lane road created as dictated by traffic volumes and/or Levels of Service (LOS). This will be achieved through line painting, as the width of the road is designed to accommodate both the 3-lane and 4-lane condition



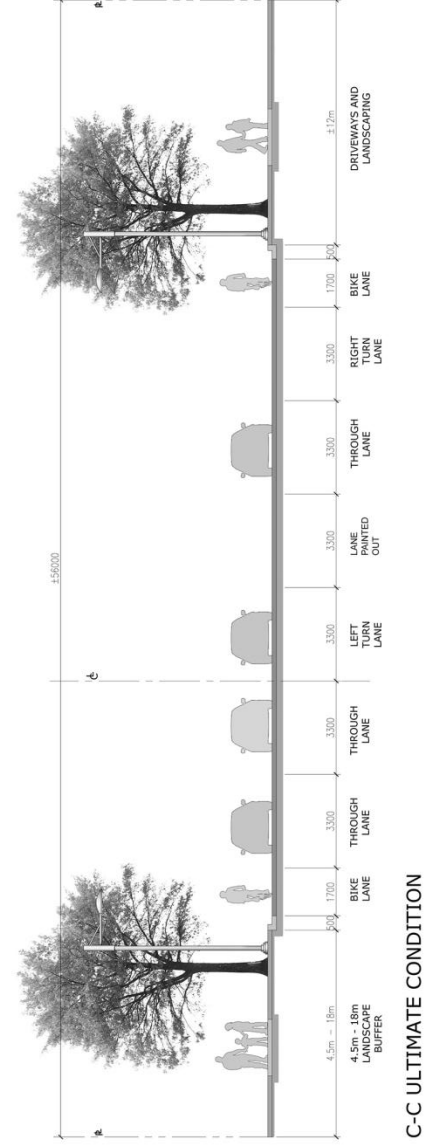
B-B ULTIMATE CONDITION

Tradewind Avenue - Cross Section C-C

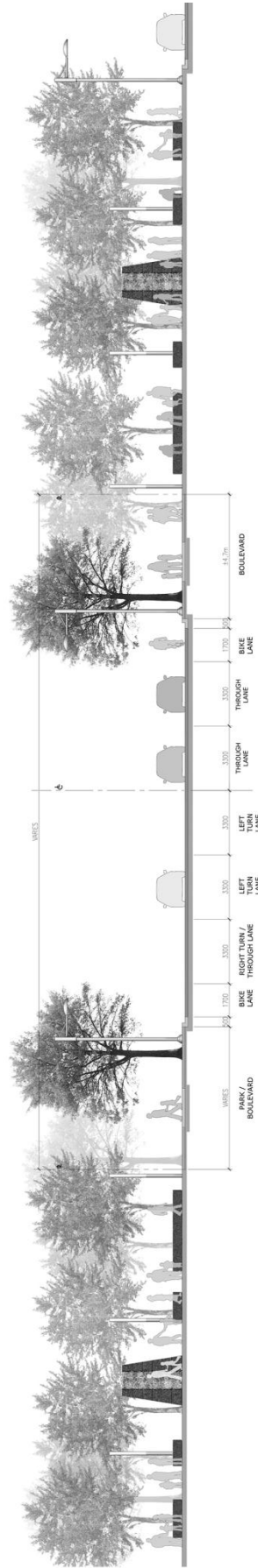
Interim Condition - Tradewind Avenue south of Sheppard Avenue E. will function as a 3-lane road plus left turn lane, on-street parking and dedicated bike lanes



Ultimate Condition - The bike lanes will be relocated to the curb and a 4-lane road plus left turn lane created as dictated by traffic volumes and/or Levels of Service (LOS). This will be achieved through line painting, as the width of the road is designed to accommodate both the 3-lane and 4-lane condition



Doris Avenue and Open Space Cross-Section D-D



ATTACHMENT 3

Evaluation of Alternative Designs for the Preferred Solution

The four options considered for the design of the preferred solution were evaluated, with the 1998 ESR Addendum preferred design as a baseline, for their transportation and public realm benefits, as well as their cost, property, and other community impacts. Furthermore, their consistency with the Official Plan and Secondary Plan policies was included in the evaluation criteria.

Intersection Geometry and Level of Service

The forecast level of service for the 1998 ESR Addendum Option is at level C during the a.m. peak and level D during the p.m. peak. Both of these levels are considered acceptable, and serve as the baseline for evaluating the other options.

Option A (single intersection, right angle) and option B (single intersection, skewed) have the same predicted level of service in 2031. In comparison, option C and D have a lower level of service (i.e. D for a.m. peak and E for p.m. peak). The intersection will not function as efficiently for options C and D as it would for options A, B and the 1998 ESR Addendum option; however, the difference is considered minor.

In terms of geometric and traffic signal complexity, options A, B and the 1998 ESR Addendum Option are similar, and would be unlikely to cause driver confusion, as options C and D could without appropriate signage and pavement markings. The required “weave” through the intersection for options C and D is less efficient, as indicated by the lower level of service mentioned above, and would require special signage and line painting to inform drivers and to increase their awareness as they approach and traverse the intersection.

From a purely geometric and level of service perspective, the 1998 ESR option and option B would be preferred. The negative associated with option A is the driveways for the properties along the east side of Bonnington Place which would connect onto the service road, creating efficiency and safety concerns. Option B, while serving vehicular traffic well, severely constrains the pedestrian environment immediately south of Sheppard Avenue, on the east side of the Service Road.

North York Centre Secondary Plan

The North York Centre Secondary Plan includes these requirements;

- The nearest curb of the service road is to be a minimum 12 metres from the property lines of the adjacent stable residential area to the east

- Intervening property between the service road and stable residential area to be available to form a linear park and/or public open space
- Potential to support development of land within the secondary plan area by maintaining access and creation of reasonable development blocks

These requirements are met by the 1998 ESR Addendum option as well as options C and D. Options A and B however fail to achieve the 12 m separation between curbs or the provision of linear park and/or public open space, and therefore have a negative effect.

Disruption to Heritage Features

Moorhead Park at the north east corner of Sheppard Avenue and Doris Avenue is significantly impacted by both options A and B, which essentially split the park in two, requiring a complete redevelopment and loss of its heritage value. The 1998 ESR Addendum option and option D have similar impact which requires minor property at the north-east corner of the Sheppard Avenue/Doris Avenue intersection (note that this property was identified in the 1998 ESR Addendum, but was never obtained by the City), whereas option C is not expected to impact the park at all.

Estimated Construction Costs

The estimated construction costs for the options are;

- 1998 ESR option - \$6.5 million
- Option A - \$8.6 million
- Option B - \$8.6 million
- Option C - \$4.5 million
- Option D - \$4.9 million

Note that these cost estimates do not include costs associated with property acquisition, and therefore do not reflect a complete budgetary number for the project.

The residential properties on the west side of Bonnington Place between Sheppard Avenue and Anndale Drive are required for all of the options, and although the property acquisition costs will be valued in millions of dollars, it would not be a discriminator between the options. By contrast, the property acquisition cost for the 1998 ESR Addendum option (specific to 45-47 Sheppard Avenue) and for options A and B (specific to Moorhead Park) can also be significant once the redevelopment potential of these properties is taken into account.

There is a property acquisition cost related to option D for the property at the north-east corner of the Sheppard Avenue/Doris Avenue intersection as identified in the original EA; however, it will be a fraction of the property costs associated with options A, B and

1998 ESR Addendum options. This weighs heavily in favour of options C and D when cost is considered.

Accommodation of Pedestrians

Options A, B and the 1998 ESR Addendum option have good accommodation of pedestrians due to their standard intersection format, with option A being the most preferred due to the 90 degree intersection angle (i.e. skewed intersections can make pedestrian visibility more difficult and increase crossing distances and therefore times).

Options C and D are less desirable than the other three options, as the complex nature of the intersection leads to more complex pedestrian movements. This problem is exacerbated by the high volume of pedestrians in the area. That said, the level of service for the various options reflects the accommodation of pedestrians via longer signal phases. Also, Options C and D both provide an additional north-south crosswalk (on the east leg of the intersection) that does not exist today.

Accommodation of Cyclists

Options A and B have good accommodation of cyclists due to their standard intersection format and a safe path through the intersections. Cyclists were not considered in the 1998 ESR Addendum option.

Options C and D are much less desirable than the other three options, as the complex nature of the intersection leads to a complex movement through the intersection. Options A through D all include bicycle lanes throughout the new section of roadway between intersections, thus improve accommodation of cyclists compared to the 1998 plan.

Impact on Mature Trees

The 1998 ESR Addendum option and option D would impact mature trees on the west side of Bonnington Avenue and Tradewind Avenue and within Moorhead Park. Options A and B would have a greater impact on existing mature trees than the 1998 ESR Addendum option within Moorhead Park and on Bonnington Avenue, and option C would have the least overall impact.

Parking Impacts

It is assumed that all four options and the 1998 ESR Addendum option will provide the same on-street parking in both the interim (2-lane) and ultimate (4-lane) scenarios. The 1998 ESR Addendum option would however have a significant impact on surface and underground parking within the 45-47 Sheppard Avenue property. The new options all require the closure of the Sheppard access to 45-47 Sheppard, and the construction of

new ramp and access from Anndale Drive, but do not require the relocation of underground parking spaces or the construction of a roadway over the existing parking garage.

Noise and Air Quality Impacts

It is expected that the impact on noise and air quality will be negative for options C and D due to longer idling time caused by the lower level of service expectations.

Future Open Space

In assessing the ability of the options to provide for linear park and/or public open space adjacent to the service road and thereby provide good connectivity from Avondale Avenue to Moorhead Park, options C and D provide the best opportunity. The broken connectivity adjacent to Bonnington Place and the impacts to Moorhead Park for options A and B score them the lowest of all options.

Conclusion and Recommendation

Options C and D are very similar, with the differences related only to the alignment of Doris Avenue at Sheppard Avenue. Option C maintains the existing alignment of Doris Avenue and requires a minor lane widening to the east to accommodate auxiliary lanes, which can be accommodated within the existing right-of-way at the north-east corner of the Sheppard Avenue/Doris Avenue intersection as identified in the 1998 ESR Addendum. There are negatives associated with the offset intersection, such as a lower (although not significantly) level of service than options A, B and the 1998 ESR Addendum option, the need to “weave” through the intersection, and the complexities in safely accommodating pedestrians and cyclists. The positives associated with option C include a significant cost benefit, with this option at less than half the cost once the property acquisition costs are included with options A, B and the 1998 ESR Addendum option. Option C also has minimal to no cost to Moorhead Park, provides the desired green space/park land connectivity south to Avondale, and meets the policies of the North York Centre Secondary Plan.

Option D shifts Doris Avenue to the east to create a 90 degree intersection with Sheppard Avenue, and the added benefit of moving the two legs of the offset intersection closer together, which slightly improves the intersection efficiency (but not enough to improve the level of service rating). Option D will have an impact on the southwest corner of Moorhead Park, albeit a minor impact, and it is estimated to cost an additional \$400,000 over option C for the additional road works. An additional advantage is that the shifting of Doris Avenue to the east creates a larger boulevard area along the west site of Doris Avenue, which can be used to enhance the sidewalks in this area of heavy pedestrian traffic. It is recommended, therefore, that option D be carried forward as the preferred alternative.

The 1998 ESR Addendum option has some merits, which are mainly the standard geometry (albeit with a 70 degree skew), a reasonable level of service, the potential to accommodate pedestrians and cyclists (although not included in the 1998 ESR Addendum), and with the alignment pushed to the west, compliance with the North York Centre Secondary Planning policies and minimal impact on the Moorhead Park. The negatives, however, are significant, in the high construction and land acquisition costs, and the significant impacts to 45-47 Sheppard Avenue.

Option A exhibits similar traits to the 1998 ESR Addendum option, such as a reasonable level of service and accommodation of pedestrians and cyclists; however, for most of the significant evaluation factors it either matches or is more negative than the 1998 ESR Addendum option. The need to have the driveways for the residential lots on the east side of Bonnington Place onto the service road is a negative, and Option A fails to meet the North York Centre Secondary Planning policies and has a significant impact on Moorhead Park, in conjunction with high construction and land acquisition costs. For these reasons, option A is not preferred.

Option B is very similar to option A in terms of the positive and negative impacts. With a reasonable level of service and accommodation of pedestrians and cyclists, option B also either matches or is more negative than the 1998 ESR Addendum option for most significant evaluation factors. Option B also fails to meet the North York Centre Secondary Planning policies and has a significant impact on Moorhead Park, in conjunction with high construction and land acquisition costs. For these reasons, option B is not preferred.

ATTACHMENT 4

Public Consultation and Public/Agency Comments

Public and Stakeholder Consultation Process

In accordance with the Municipal Class EA process, two mandatory points of contact with the public and review agencies are required for the EA Addendum study:

1. Review alternatives to assist in the selection of the preferred design for the chosen solution and obtain comment and input; and
2. Announce the completion of the Environmental Study Report Addendum and placement of the ESR Addendum on public record for a minimum 30-day review period.

Consultation Activities

The project website was set up in September 2013 and marked the beginning of active consultation with affected stakeholders. Infrastructure Planning staff met with local condominium association representatives in September and October 2013 to introduce the study and seek initial concerns and feedback. The stakeholder consultation expanded to include local property owners, and property management, and continued until February 2014. The public open house was held on March 5, 2014, and featured display panels showing the technically supported solutions along with an evaluation matrix.

City staff attended an October 2013 community meeting on a local development application, and spoke to and distributed flyers for the EA Addendum study. Flyers were also sent out to property owners in the study area prior to the March 2014 open house.

Comments from the public were accepted until March 26, 2014, and have informed the evaluation and selected of the preferred design. The Project Website can be accessed via the following link: www.toronto.ca/involved/projects/nyc-south-road).

Comments received at the meeting and in subsequent correspondence are detailed in the table below. While there was not overwhelming support for one option over the others, many respondents favoured the single-intersection Option B approach in general, but many others highlighted the ease of implementation and lower costs and impacts associated with Options C and D.

March 6 Public Consultation - Comment Summary

Answers have been summarized and where necessary, moved to the appropriate column

#	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
1		Private driveways should not connect to main road – hazard.	Best. Like urban green space. Private driveways not connecting to main road – hazard.			Safety to ped. Crossing doris Avondale extension. N-S driver safety. Limited access to resident community east side.	Avondale must be widened to 5 lanes: 2 EB 3 WB.		Complete Yonge-401 East first.
2		Like most.	Di not like cul-de-sac. Single traffic light is good.		Did not like. Poor traffic flow.		Reading comments on drawings online was difficult. Well presented.		
3	Everything considered. Priorities important.	[missed]	Like best. Don't really need more parks, but traffic flow is key.	Dislike: poor traffic flow and concern about collisions (including pedestrian).	Worse than C.	Increasing local use of Sheppard-Yonge subway should not be long term goal. Focus on traffic.	"Get crackin" Don't be afraid to experopriate.	Well presented, Helpful staff. Glad did not waste money on cookies etc.	
4	Intersections: Anndale and Bonnington; Anndale and Tradewind.		Like best. Smooth.	Bonninton and Anndale is nightmare for all users – needs 4-way stop.	Same as C.	Concerned about worse traffic on Avondale.	4-way stop as Avondale and Bales is awkward.	Too confusing. Lots of materials are superfluous.	
5	Ped. safety and accessibility. Easy access to subway.	Easy to use intersection. Not good to have	Slalom intersection difficult to drive.	Difficult for pedestrian crossing. Can	Difficult for pedestrian crossing.	Speed of traffic. Worse congestion at Avondale/Yonge.		Need plain language. Better identify	

#	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
	Well maintained green space.	driveways on main road. Narrow sidewalk at SW corner of Greenfield & Doris. Can ped. cross landscaped buffer?	Narrow sidewalk at SW corner of Greenfield & Doris. Can ped. cross landscaped buffer?	ped. cross landscaped buffer?	Access Bonnington cul-de-sac from Sheppard?			staff roles.	
6	What weights do you apply to matrix? All options bring more traffic into area and congestion to Yonge.					Traffic from buildings under construction			
7		2 nd choice. Like straight intersection. Don't like driveways on main road.	1 st choice. Like straight intersection, normal driveways on Bonnington. All good.	Dislike. Awkward and slow traffic.	Dislike. Awkward and slow traffic.			Worked well. Can you post public feedback on web?	
8	Urgency			Dislike. Dangerous.	Dislike. Dangerous.	Urgency			
9								Would like a presentation.	Tie plan to new Yonge-401 flyer to avoid congestion. Join and build fast.
10			Like best. Single intersection.			Safety of residents on Bonnington. Get traffic off small			

#	1. Conditions	2. Option A	2. Option B	2. Option C	2. Option D	4. Other factors	5. Other	7. Public consultation	Out of scope
						roads.			
11		Green space next to business should be closer to residential houses.on east side.	Green space next to business should be closer to residential houses.on east side.	Less costly, but worse for traffic flow. Like green buffer close to houses on east.	Less costly, but worse for traffic flow. Like green buffer close to houses on east.		Long overdue to address rush hour turning issues.		
12	Current conditions shown fairly.	No east side buffer for Bonnington residents.	Most aesthetic sense. Not much east side buffer for Bonnington residents.	Like east side buffer. But offset intersection is wide.	Like east side buffer	Safety of residents first. Aesthetics and costs second.		Excellent and informative.	
13		Best for traffic flow. We have enough parks in Willowdale.				Faster implementation.		Well organized.	
14	Where does traffic flow to? Avondale can't handle more volume.							401 diagrams were unclear.	

Agency Consultation

Agencies on the Environmental Assessment contact list held by Infrastructure Planning were contacted and notified of the study.

Additional Stakeholder Meeting Dates and Locations

Name	Date	Location
Avondale Community Condominium Association/Yonge Corridor Condominium Association	September 10, 2013	5120 Yonge Street
Yonge Corridor Condominium Association (General Meeting)	October 3, 2013	18 Somerset Way
Crown Realty Partners (Property Management for 45-47 and 90 Sheppard)	January 23, 2014	90 Sheppard Avenue East
Sheppard Centre Apartments Property Management	January 23, 2014	4 Forest Laneway
Toronto Catholic District School Board	January 24, 2014	80 Sheppard Avenue East
West Lansing Homeowners Association	January 24, 2014	1 Avondale Avenue
Avondale Community Condominium Association (ACCA)/Yonge Corridor Condominium Association (YCCA)	February 12, 2014	80 Harrison Garden Boulevard
Oulahen Team (Property owner/developer and consultant)	February 26, 2014	4685 Yonge Street
Crown Realty Partners (Property Management for 45-47 and 90 Sheppard)	April 11, 2014	90 Sheppard Avenue East