

Corridor Safety Review - O'Connor Drive (Ward 14)

Date: December 14, 2021

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto - Danforth

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on O'Connor Drive, City Council approval of this report is required.

City Council and Toronto and East York Community Council (TEYCC) have directed Transportation Services to conduct reviews of various safety and operational concerns for road users on O'Connor Drive (Ward 14 - Toronto-Danforth). This report provides an overview of the assessments and improvements proposed or undertaken by Transportation Services, with the exception of requests requiring further study or consultation.

The evaluation of additional improvements requiring further study or consultation, including new traffic control signals on O'Connor Drive, requires further review by Transportation Services and will be addressed in a subsequent report to TEYCC.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council prohibit right turns on a red signal at all times for northbound and southbound traffic on Donlands Avenue at O'Connor Drive.

FINANCIAL IMPACT

All costs associated with the safety and operational improvements are included in the Transportation Services 2022 Interim Operating Budget.

DECISION HISTORY

On November 9, 2021, City Council adopted Item MM37.15 (O'Connor Drive Traffic Safety: Automated Enforcement and Speed Limit Reductions), directing Transportation Services to:

- report to the January 6, 2022 meeting of TEYCC on Item TE7.130
- consider installing a Red Light Camera at Pape Avenue and O'Connor Drive and report back to the Infrastructure and Environment Committee
- consider installing Automated Speed Enforcement on O'Connor Drive and report back to the Infrastructure and Environment Committee
- reduce the speed limit on O'Connor Drive from 50 km/h to 40 km/h
- attend an online community safety meeting for O'Connor Drive on November 16, 2021
- use the City's Complete Streets guidelines as the principal guiding document for the review and study of O'Connor Drive

The City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.15>

On March, 12 2020, TEYCC Council adopted Item TE14.78 (No Right Turn at O'Connor Drive and Four Oaks Gate), directing Transportation Services to conduct a review of the feasibility of a right turn prohibition at O'Connor Drive and Four Oaks Gate, between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday, and report back.

The TEYCC decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.78>

On March 12, 2020, TEYCC adopted Item TE14.76 (Speed Limit Reductions in Ward 14), directing Transportation Services to reduce the speed limits on a number of streets in Ward 14, as well as requesting staff study speed limit reductions on a number of other streets, including O'Connor Drive, Pape Avenue and Donlands Avenue.

The TEYCC decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.76>

On June 25, 2019, TEYCC adopted Item TE7.130 (O'Connor Drive Intersection and Traffic Safety Review), directing Transportation Services to undertake a safety review of O'Connor Drive, including a review of the existing and necessary turn restrictions at the intersections with Donlands Avenue and Pape Avenue, a review of signal co-ordination and the need for left-turn phases and a study for any additional considerations to improve overall safety and make O'Connor Drive safer for pedestrians to cross.

The TEYCC decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE7.130>

COMMENTS

In response to the direction from City Council and TEYCC's adoption of the items provided in the Decision History, Transportation Services has studied measures to enhance safety and operations for all road users on O'Connor Drive (Ward 14).

Summary of Review and Improvements

As a result of Transportation Services' review, a number of improvements that could be implemented in the short-term were assessed. These improvements are listed below, including Transportation Services' position and if supported, the expected installation timing:

- Foliage was trimmed on the northwest corner of O'Connor Drive and Pape Avenue to improve sight lines and pedestrian accessibility (completed)
- A Red Light Camera will be installed at O'Connor Drive and Pape Avenue (January 2022)
- Leading Pedestrian Interval (LPI) phases have been installed at all signalized intersections wherever technically feasible (completed)
- No changes to the existing left-turn phases at O'Connor Drive and Pape Avenue and O'Connor Drive and Donlands Avenue are generally required as they are currently operating satisfactorily and providing an equitable level of service for all intersection users (no action)
- Northbound and southbound right-turns-on-red prohibitions at O'Connor Drive and Donlands Avenue should be implemented at all times to address potential safety concerns (signage installation pending Council approval)
- No changes to the current operation of the westbound right-turn movement at O'Connor Drive and Four Oaks Gate are recommended (no action)
- Pavement marking enhancements will be undertaken at a number of streets intersecting O'Connor Drive to provide pedestrian crossing lines where none previously existed, and to enhance the existing pedestrian crossing lines with zebra markings (spring 2022)
- The 40 km/h speed limits on O'Connor Drive, Pape Avenue and Donlands Avenue were determined to be appropriate (no action)

Some additional potential improvements have been identified by Transportation Services but will require further study or consultation:

- School crossing guards are being studied on O'Connor Drive at Pape Avenue and at Donlands Avenue
- Automated speed enforcement is being considered as part of the Community Safety Zone on O'Connor Drive, between Pape Avenue and Woodbine Avenue, through the next rotation of speed cameras
- A fully protected, dual eastbound left-turn movement and associated signal phasing at O'Connor Drive and Don Mills Road is being considered on a trial basis

- Eastbound and westbound left-turn prohibitions could be considered at O'Connor Drive and Pape Avenue, but these changes will require community consultation, given the potential for displaced traffic to use adjacent residential streets
- A westbound left-turn prohibition could be considered at O'Connor Drive and Donlands Avenue, but this change will also require community consultation, given the potential for displaced traffic to use adjacent residential streets
- Turn prohibitions at the private driveway in the north side of O'Connor Drive, east of Donlands Avenue, were only recently brought to staff's attention and will need to be reviewed further
- A number of streets intersecting O'Connor Drive are being studied for the installation of additional traffic control signals but the studies have not been completed as yet

The further details of these reviews are provided in the body of this report.

Existing Conditions

O'Connor Drive is characterized by the following conditions:

- It is a four-lane, east-west, roadway that is classified as a minor arterial west of Pape Avenue and a major arterial east of Pape Avenue
- It operates two-way traffic on a pavement width of approximately 14 metres
- The daily two-way traffic volume is approximately 36,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the following day
- The TTC service is provided by the 8 Broadview bus
- There are sidewalks provided on both sides of the street
- It has been designated as a Community Safety Zone (CSZ) between Pape Avenue and Woodbine Avenue, since 1998

The area is generally comprised of single detached residential homes. The Don Valley Parkway is accessible via Don Mills Road and the Leaside neighbourhood is accessible via Pape Avenue and Donlands Avenue, across the Millwood Road Bridge. These accesses result in non-local traffic using O'Connor Drive.

The study area consists of 31 intersections, six of which are signalized (listed west to east):

- Pape Avenue
- Rivercourt Boulevard
- Donlands Avenue
- Don Mills Road
- Four Oaks Gate
- Coxwell Avenue

The remaining 25 intersections are stop controlled on the side street.

A map of the area is included in Attachment 1.

Public Meeting

An on-line public meeting was organized by the Ward Councillor during the evening of November 16, 2021 to discuss the community's safety concerns in the O'Connor Drive area. Attendees included the Ward Councillor, representatives from the Toronto Police Service, the adjacent school, Transportation Services and 93 residents. A positive discussion was held and staff received valuable details on general and specific areas of concern in the neighbourhood.

Sightline Issues

At the November 16, 2021 public meeting, a concern regarding overgrown vegetation in need of trimming on the northwest corner of O'Connor Drive and Pape Avenue was noted. A Transportation Standards Officer followed-up with the property owner and this was addressed as of November 22, 2021.

School Crossing Guards

A request for school crossing guards on O'Connor Drive at Pape Avenue and Donlands Avenue was brought up at the November 16, 2021 public meeting. The process to determine whether these locations meet the requirements for a school crossing guard has been initiated. Upon data collection and subject to the warrants justifications being met, a school crossing guard may be deployed by April 2022.

Automated Speed Enforcement and Red Light Camera

The Community Safety Zone on O'Connor Drive, between Pape Avenue and Woodbine Avenue, is currently being reviewed for the next rotation of Automated Speed Enforcement, planned for spring 2022. More information will be provided in the upcoming report to the Infrastructure and Environment Committee at its meeting in January 2022.

The installation of a Red Light Camera at O'Connor Drive and Pape Avenue began on November 18, 2021 and it is expected to be operational by January 2022.

Signal Timing Review

Transportation Services staff were requested to review the signal co-ordination on O'Connor Drive, as well as the need for any left-turn green arrow phases.

As part of the City's 2021 Signal Optimization Program, staff conducted a signal co-ordination review on Broadview Avenue, from Eastern Avenue to O'Connor Drive, and on O'Connor Drive, from Broadview Avenue to Sunrise Avenue. Signal timing plans were reviewed for a total of 26 signalized intersections over this 9.7 kilometres road section.

Wherever technically feasible, the Leading Pedestrian Interval (LPI) feature has been installed. LPI's, also known as pedestrian head starts, provide an advanced walk indication for pedestrians so that they can begin crossing the street before vehicles receive a green signal indication. The purpose of the LPI is to provide pedestrians an advantage over turning vehicles at intersections. The LPI is used to improve motorist yielding behaviour toward pedestrians in a crosswalk. LPI's were installed as follows:

- At 13 intersections in all directions
- At six intersection on the side street only
- At one intersection on the main street only

Due to equipment limitations, we are currently unable to install LPI's for pedestrian crossing movements that conflict with left-turn green arrow phases. A review of the congestion concerns at the intersection of O'Connor Drive and Don Mills Road revealed that the existing eastbound left-turn lane is operating over capacity in the morning peak and off-peak periods due to a high volume of demand for from traffic wishing to access Don Valley Parkway. The eastbound left-turn queue exceeds the available storage and spills over into the eastbound through lane and occasionally into the intersection of O'Connor Drive and Donlands Avenue. To mitigate this congestion issue and improve operations, a dual eastbound left-turn lane with a single through lane may be considered.

As per the City of Toronto's best practices, the dual left-turn lane would operate as a fully protected left-turn movement, meaning that eastbound left-turn traffic can only turn on the eastbound left-turn green arrow. Since this change may impact the eastbound and westbound through traffic, particularly for the eastbound through traffic during the afternoon peak period, the intent is to implement the dual left-turn on a pilot basis and undertake a field review of the impacts at the intersections of O'Connor Drive and Don Mills Road and O'Connor Drive and Donlands Avenue. Consideration will need to be given to large tractor trailers and ensuring left-turn movements by these vehicles are being made from the outside left-turn lane.

An assessment of the intersection of O'Connor Drive and Pape Avenue revealed that the four left-turn movements are operating at an acceptable level of service compared to the other movements at the intersection. Currently, there is a westbound left-turn green arrow feature that is operational in the weekday morning and afternoon peak periods. Even though there is a shared straight-through/left-turn lane receiving the westbound left turn green arrow, the analysis indicates the westbound median lane generally operates as left turn lane during these two periods. Accordingly, the existing westbound left-turn green arrow is warranted. The analysis does not show that the other left-turn movements have volumes that would warrant the installation of additional left turn green arrows.

An assessment of the intersection of O'Connor Drive and Donlands Avenue revealed that the four left-turn movements are operating at an acceptable level of service compared to the other movements at the intersection. Currently, there is a westbound left-turn green arrow that operates in a shared straight-through/left-turn lane during all time periods and there is a corresponding northbound right-turn green arrow that is also operational in all periods. Additionally, there is a southbound left-turn green arrow that operates with an exclusive left-turn lane during all periods. Even though there is a shared straight-through/left-turn lane receiving the westbound left turn green arrow, the analysis indicates the westbound median lane generally operates as a left-turn lane during these periods. Accordingly, the existing westbound left-turn green arrow is warranted in all periods. Based on our analysis, the existing southbound left-turn green arrow is also warranted in all periods. The analysis does not show that the other left-turn movements have volumes that would warrant the installation of additional left turn green arrows.

Turn Prohibitions

The previous Council direction (Item TE7.130) directed Transportation Services staff to review the potential for turn prohibitions at the intersections of O'Connor Drive and Pape Avenue and O'Connor Drive and Donlands Avenue. Turn prohibitions at O'Connor Drive and Four Oaks Gate were also previously directed by TEYCC (Item TE14.78). Additionally, at the November 16, 2021 public meeting, staff were requested to investigate the potential for turn prohibitions on O'Connor Drive, immediately east of Donlands Avenue, at a private driveway (Tim Hortons).

When considering turn prohibitions, staff need to investigate the volumes of traffic making these movements as well as the potential safety concerns associated with it. The concerns could include poor sightlines, the intersection geometry or high volumes of opposing traffic or pedestrians. Staff consider collision records provided by the Toronto Police Service to determine if there is a pattern of collisions associated with a specific direction/movement, and if there is a pattern as to the time of day/day of week. Additionally, staff also need to consider where displaced traffic will go to if a movement is prohibited.

During the November 16, 2021 public meeting, Transportation Services' staff were advised of concerns from residents on local streets intersecting O'Connor Drive regarding non-local traffic using their streets and speeding to avoid congestion on O'Connor Drive.

Prohibiting movements to/from the arterial road network could potentially exacerbate these concerns by redirecting traffic to the local road network. Accordingly, considering these concerns in the context of a neighbourhood is useful to predict, and mitigate potential impacts.

The details of the four locations where turn prohibitions are being considered are as follows:

1. O'Connor Drive and Pape Avenue (requested through Item TE7.130)

This intersection is controlled by traffic control signals. The north and south legs of this intersection are offset, and motorists undergo a slight jog as they travel through the intersection. Broken white lines are provided through the intersection to help guide motorists on Pape Avenue.

All four intersection approaches comprise a shared straight-through/left-turn lane and a shared straight-through/right-turn lane. All turning movements are permitted at all times. As noted previously, a westbound left turn green arrow phase is provided during the weekday morning and afternoon peak periods.

The traffic volumes for the most recent turning movement count at this intersection over the busiest eight hour period of a typical weekday are summarized by direction, movement and time period in Table 1, below:

Table 1 - O'Connor Drive and Pape Avenue turning volumes (January 9, 2017)

Direction	Movement	Morning Peak Hour	Afternoon Peak Hour	Eight-hour total
Northbound	Left turn	24	14	109
Northbound	Right turn	159	177	1,360
Eastbound	Left turn	130	169	1,128
Eastbound	Right turn	14	10	102
Southbound	Left turn	13	12	70
Southbound	Right turn	167	167	1,055
Westbound	Left turn	149	218	1,363
Westbound	Right turn	15	21	101

Transportation Services reviewed the Toronto Police Service collision records at this intersection for the three-year period ending December 1, 2021. The review disclosed a total of 18 collisions reported at the intersection of O'Connor Drive and Pape Avenue that involved turning vehicles. These 18 collisions have been further summarized by direction and time period in Tables 2 and 3 below:

Table 2 - O'Connor Drive and Pape Avenue turning collisions
(December 1, 2018 to December 1, 2021)

Direction 1	Direction 2	Morning Peak Hour	Afternoon Peak Hour	Off-Peak	Total
Westbound (left turn)	Eastbound	1	1	7	9
Eastbound (left-turn)	Westbound	0	1	5	6
Northbound (left-turn)	Southbound	0	0	1	1
Eastbound (right-turn)	Eastbound	0	0	1	1
Westbound (right turn)	Westbound	0	0	1	1

Table 3 - O'Connor Drive and Pape Avenue turning collisions by day of week
(December 1, 2018 to December 1, 2021)

Day of Week	Turning Collisions
Monday	4
Tuesday	1
Wednesday	4
Thursday	3
Friday	1
Saturday	3
Sunday	2

A review of the turning movement count, dated January 9, 2017, has indicated that the eastbound and westbound left-turn movements have the first and third highest turning volumes, as illustrated in Table 1.

Transportation Services investigated the feasibility of introducing eastbound and westbound left turn prohibitions, as these movements have the highest number of turning collisions at the intersection of O'Connor Drive and Pape Avenue. However, the number of collisions relative to turning movements is proportionately low.

It should also be noted that if east-west left-turn prohibitions are implemented, the turning volumes would be displaced to adjacent intersections, which may exacerbate traffic infiltration and speeding concerns that already exist within the community. The most likely alternate routes for displaced motorists would be local streets adjacent to Pape Avenue (i.e. Pepler Avenue). As such, east-west left-turn prohibitions are not recommended at this intersection without extensive community consultation.

2. O'Connor Drive and Donlands Avenue (requested through Item TE7.130)

This intersection is controlled by traffic control signals. The east and west legs of this intersection are offset, and motorists undergo a slight jog as they travel through the intersection. Broken white lines are provide through the intersection to help guide motorists on O'Connor Drive.

All four intersection approaches comprise a shared straight-through/left-turn lane and a shared straight-through/right-turn lane. All turning movements are currently permitted at all times, except for eastbound left turns, which are prohibited between the hours of 7:00 a.m. and 9:00 a.m., 4:00 p.m. and 6:00 p.m., Monday to Friday. As noted previously, there are westbound and southbound left-turn green arrow phases provided at all times. A northbound right-turn green arrow feature operates during the westbound left turn green arrow phase.

The traffic volumes for the most recent turning movement count at this intersection over the busiest eight hour period of a typical weekday are summarized in Table 4, below:

Table 4 - O'Connor Drive and Donlands Avenue turning volumes (November 4, 2020)

Direction	Movement	Morning Peak Hour	Afternoon Peak Hour	Eight-hour total
Northbound	Left turn	11	13	94
Northbound	Right turn	337	299	2,475
Eastbound	Left turn	Prohibited	Prohibited	22
Eastbound	Right turn	27	42	254
Southbound	Left turn	215	188	1,677
Southbound	Right turn	12	6	49

Direction	Movement	Morning Peak Hour	Afternoon Peak Hour	Eight-hour total
Westbound	Left turn	167	246	1,524
Westbound	Right turn	385	311	2,570

Transportation Services reviewed the Toronto Police Service collision records at this intersection for the three-year period ending December 1, 2021. The review disclosed a total of 30 collisions reported at the intersection of O'Connor Drive and Donlands Avenue that involved turning vehicles. These 30 collisions have been further summarized by direction and time period in Tables 5 and 6 below:

Table 5 - O'Connor Drive and Donlands Avenue turning collisions
(December 1, 2018 to December 1, 2021)

Direction 1	Direction 2	Morning Peak Hour	Afternoon Peak Hour	Off-Peak	Total
Westbound (left turn)	Eastbound	2	0	12	14
Eastbound (left-turn)	Westbound	1	2	2	5
Northbound (left-turn)	Southbound	0	0	3	3
Southbound (left-turn)	Northbound	0	0	1	1
Eastbound (right-turn)	Eastbound	1	0	3	4
Northbound (right-turn)	Northbound	0	1	0	1
Southbound (right-turn)	Southbound	0	0	1	1
Southbound (left-turn)	Northbound (right-turn)	0	0	1	1

Table 6 - O'Connor Drive and Donlands Avenue turning collisions by day of week (December 1, 2018 to December 1, 2021)

Day of Week	Turning Collisions
Monday	3
Tuesday	4
Wednesday	4
Thursday	4
Friday	8
Saturday	4
Sunday	3

Transportation Services investigated the feasibility of introducing a westbound left turn prohibition, as these movements have the highest number of turning collisions at the intersection of O'Connor Drive and Donlands Avenue. The number of collisions relative to turning movements is proportionately low.

As noted before, as a result of turn prohibition, the diverted traffic volume will be displaced to adjacent streets (i.e. Lesmount Avenue or Cadorna Avenue) and may lead to traffic infiltration and speeding in the area. As such, a turn prohibition is not recommended at this intersection without extensive community consultation.

Transportation Services also investigated the feasibility of introducing right-turn-on-red (RTOR) prohibitions for northbound and southbound vehicles at the intersection of O'Connor Drive and Donlands Avenue.

It was determined that due to the geometry and operational characteristics of the intersection, the introduction of right-turn-on-red prohibitions on the north and south approaches of the intersection would improve safety for pedestrians by restricting drivers facing a red signal from turning right across the path of people walking or cycling within the right-of-way. Accordingly, these installations have been recommended for installation.

It should be noted that prohibiting these movements during the red phase of the signal concentrates the entire volume of right-turning vehicles on the green phase of the signal which may lead to increased delays for motorists.

3. O'Connor Drive and Four Oaks Gate (requested through Item TE14.78)

This intersection is controlled by traffic control signals. Four Oaks Gate intersects the north side of O'Connor Drive in a 'T' type intersection. Westbound right-turns-on-red are prohibited at all times.

Commuter traffic uses O'Connor Drive to access the Don Valley Parkway (DVP) via Don Mills Road every morning and it is reported motorists may attempt to use Four Oaks Gate as a cut-through to bypass the traffic waiting to turn right at Don Mills Road onto the DVP. Residents report concerns with the speed and volume of this traffic using their neighbourhood. Accordingly, it was requested staff investigate a westbound right turn prohibition between 7:00 a.m. and 9:00 a.m., Monday to Friday be investigated. There are currently signs posted on the north intersection leg stating "No Access to Don Mills/DVP".

Unfortunately, there are no recent traffic counts at this intersection, the latest is from 2013. The traffic volumes entering Four Oaks Gate from O'Connor Drive from this turning movement count over the busiest eight hour period of a typical weekday are summarized in Table 7, below:

Table 7 - O'Connor Drive and Four Oaks Gate turning volumes
(January 8, 2013)

Direction	Movement	Morning Peak Hour	Afternoon Peak Hour	Eight-hour total
Westbound	Right turn	7	8	67
Eastbound	Left turn	10	14	71

Traffic volumes making a right-turn from O'Connor Drive are relatively low in all time periods. Accordingly, Transportation Services' staff do not feel this movement is a significant source of traffic infiltration and no further action is recommended.

4. O'Connor Drive and private driveway, east of Donlands Avenue (requested through November 16, 2021 public meeting)

This intersection comprises a two-way private driveway that is uncontrolled and intersects the north side of O'Connor Drive, approximately 30 metres east of Donlands Avenue. All movements are currently permitted. Unfortunately, there are no available traffic volumes for this driveway. Transportation Services will undertake further review of this location and include it in the subsequent report.

Traffic Control Signals

The evaluation of additional traffic control signals and crossing protection for pedestrians on O'Connor Drive requires further review by Transportation Services and will be addressed in a subsequent report to TEYCC.

Transportation Services have reviewed the area, including spacings to adjacent controls, transit stops and pedestrian generators to determine potential locations for new traffic control signals in this section of O'Connor Drive. The locations where traffic studies have been scheduled are as follows:

- O'Connor Drive and Woodmount Avenue
- O'Connor Drive and Binswood Avenue
- O'Connor Drive and Machockie Road
- O'Connor Drive and Athlone Road

Unfortunately, these studies could not be completed in time for inclusion in this report. Accordingly, they will be addressed in a subsequent report to TEYCC.

Pavement Marking Review

Transportation Services staff conducted a review of pavement markings along O'Connor Drive. Requests were initiated to refresh the pavement markings at Don Mills Road and Donlands Avenue.

Additionally, locations were identified in close proximity to pedestrian generators i.e. TTC stops, where crossing lines or zebra crossing lines at stop-controlled intersections need to be installed:

- Northridge Avenue
- Dustan Crescent
- Airley Crescent
- Northbrook Road

Speed Limit Review

The speed limit was recently reduced on O'Connor Drive from 50 km/h on 40 km/h. This reduction was directed at City Council (Item MM37.15) and the signage was changed on November 18, 2021.

Additionally, there are earlier requests for speed limit reductions on Pape Avenue and Donlands Avenue that are still outstanding. These were requested by City Council in 2020 (Item TE14.76).

Pape Avenue currently has a 40 km/h speed limit. This was approved in 2016 (Item PW14.1). Pape Avenue is classified as a major arterial road, between Danforth Avenue and Donlands Avenue.

Donlands Avenue also currently has a 40 km/h speed limit. This was approved in 2015 (Item TE3.64). Donlands Avenue is classified as a minor arterial road, between Danforth Avenue and Pape Avenue.

These speed limits are in meet, or exceed, the recommended speed limit reductions for these road classifications identified in the Vision Zero-Road Safety Plan report in 2019 (Item IE6.8). Accordingly, no further speed limit reductions are recommended.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - O'Connor Drive, between Broadview Avenue and Coxwell Avenue

Attachment 1: Map - O'Connor Drive, between Broadview Avenue and Coxwell Avenue

