



Emery Village Transportation Master Plan



May 2009



City of Toronto

**Emery Village Transportation
Master Plan**

Toronto, ON

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Project # 3629

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EXECUTIVE SUMMARY

A. Introduction

Background

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

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

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

Study Area

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

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

Study Purpose and Objectives

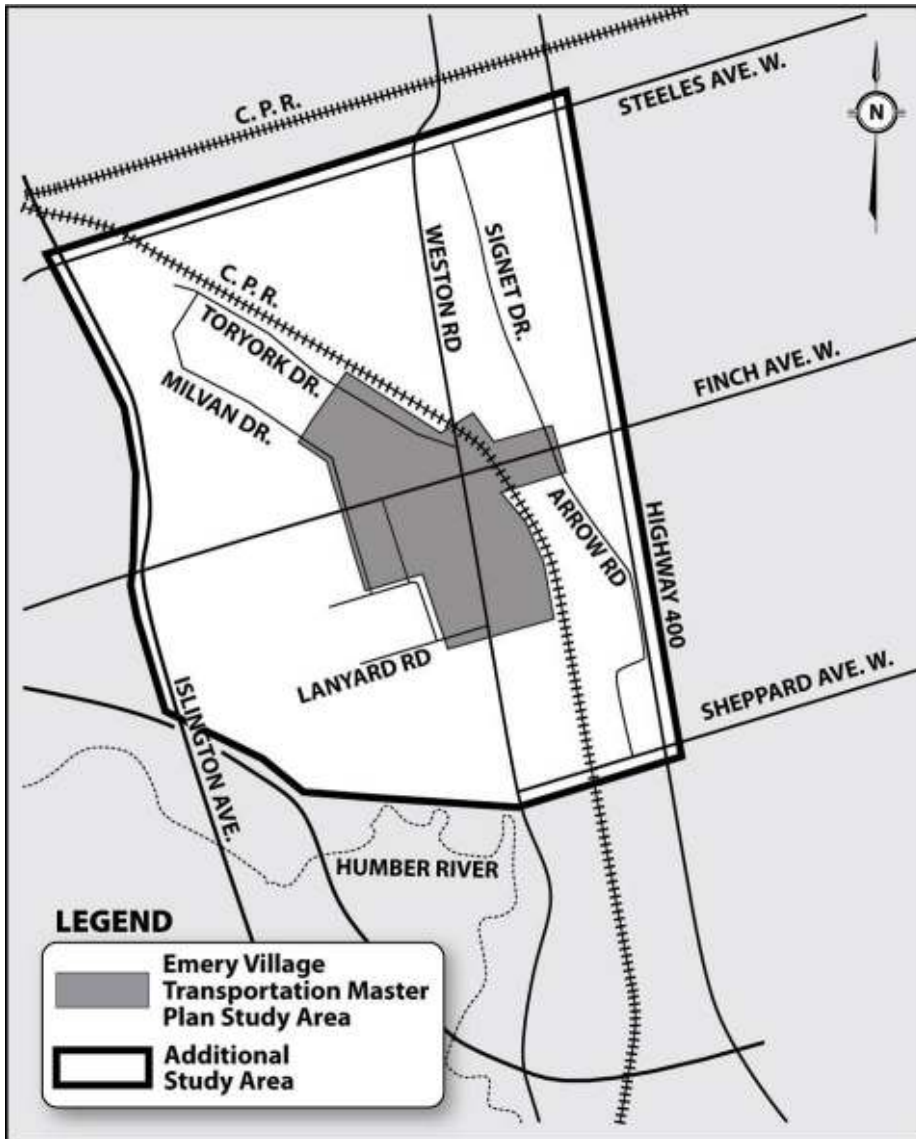
The objective of this study is to develop a Transportation Master Plan that will recommend the transportation infrastructure solution and implementation plan required to support development in Emery Village.

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

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

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

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



B. Needs and Opportunities

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

Some key planning objectives from previous studies include:

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

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

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

C. Problem Statement

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

Transportation improvements and strategies are required to:

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

D. Public Consultation

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

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

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

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

Milestones in the public consultation process are summarized below:

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

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

E. ASSESSMENT OF ALTERNATIVES

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

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

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

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

Evaluation Criteria

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

Land Use and Socio-Economic

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

Natural Environment

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

Implementation

- Construction feasibility
- Staging opportunities

Transportation

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

City Building

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

Costs

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

F. Evaluation of Alternatives

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

G. Planning Recommendations

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

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

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

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

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

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