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Welcome



North York Centre South Service Road Municipal Class Environmental Assessment Study Addendum

Public Drop-In Event
Earl Haig Secondary School
March 5th, 2014
6:00 p.m. to 9:00 p.m.

Your comments are encouraged and appreciated, as this will provide us with an opportunity to study and address project issues and concerns

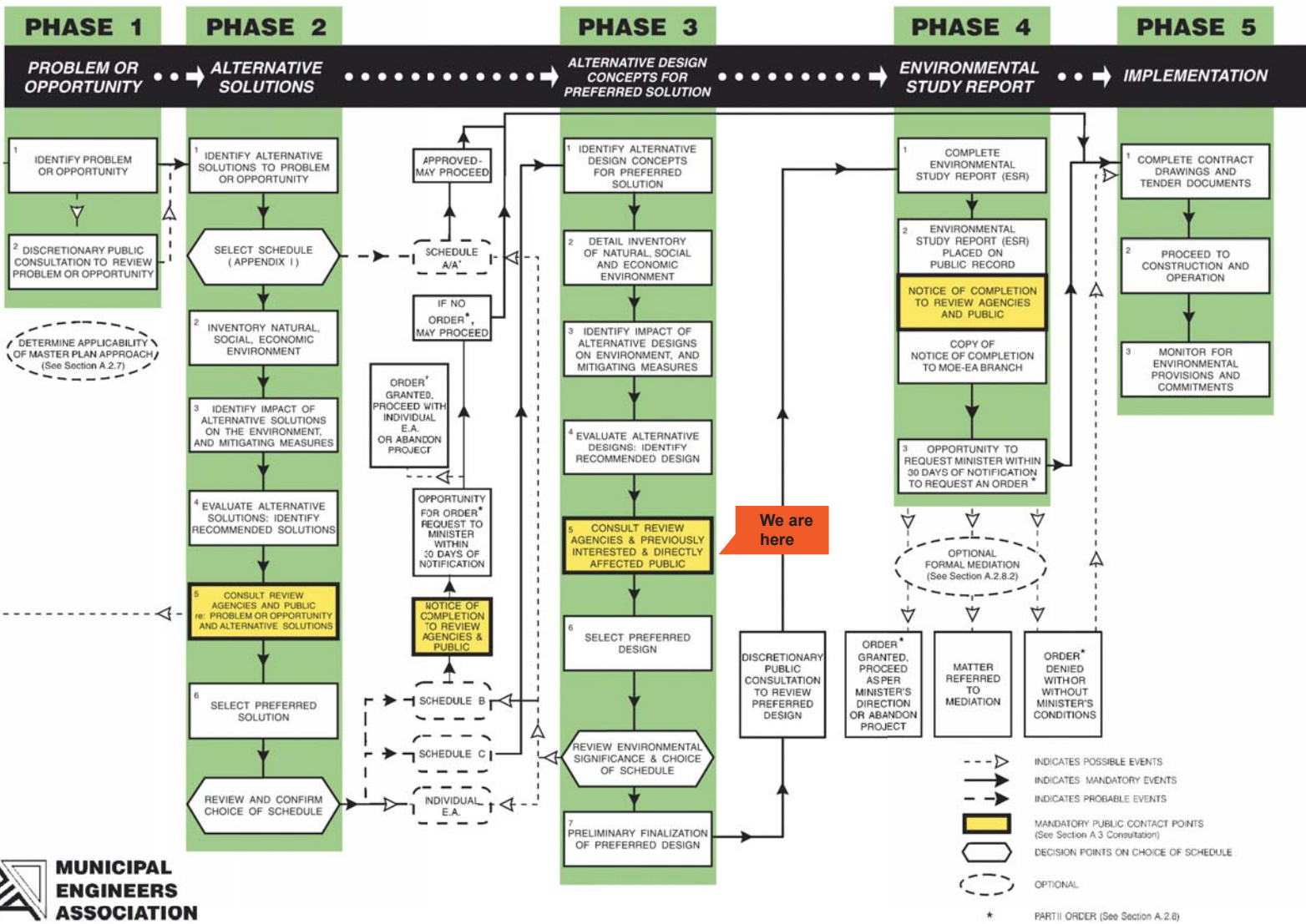


Problem and Opportunity Statement:

The North York Centre South Service Road will provide access to and support planned development, as well as protect established residential neighbourhoods from traffic in the North York Centre. Its need was established in the 1996 Downtown Plan South of Sheppard Avenue Environmental Study Report (ESR), the 1998 Addendum, and the Secondary Plan (2006). Implementation has been delayed as a result of outstanding issues of cost, property impacts and timing of other works.

The City is undertaking a review of the 1998 Downtown Plan South of Sheppard Environmental Study Report (ESR) Addendum to determine if changes in environment since 1998 or consideration of impacts should result in any significant modifications to the recommended alignment.

Municipal Class EA Planning And Design Process



The City is currently consulting with potentially affected members of the public, review agencies and those who were notified in the preparation of the original ESR to obtain input.

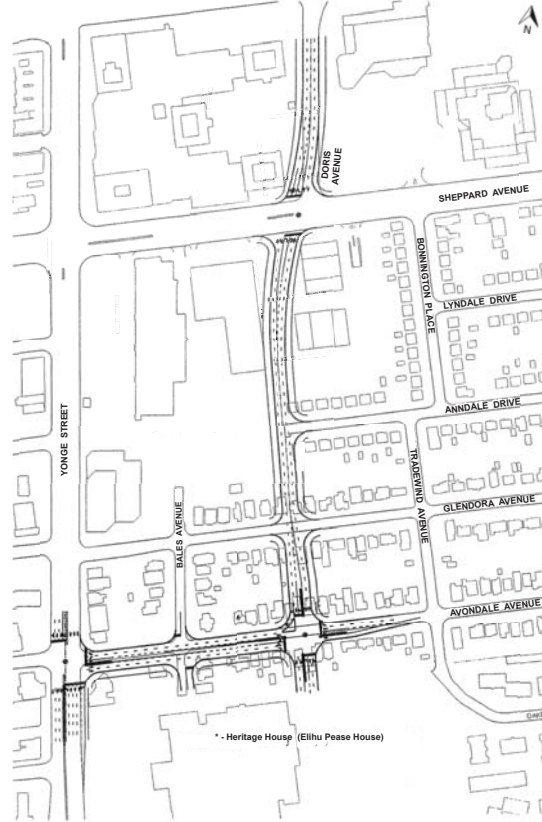
Upon completion of the project review the City will issue an addendum.

We are here

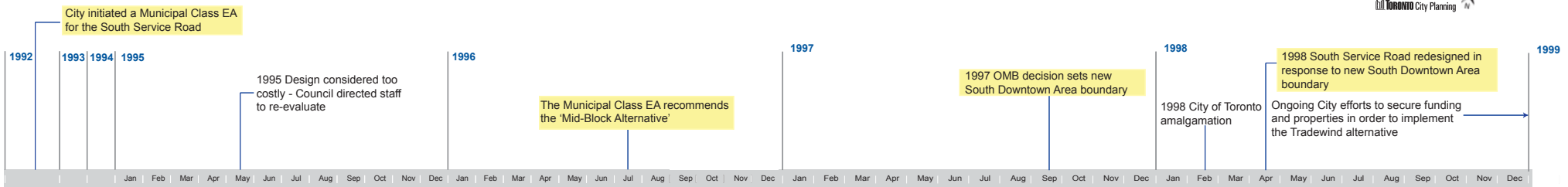
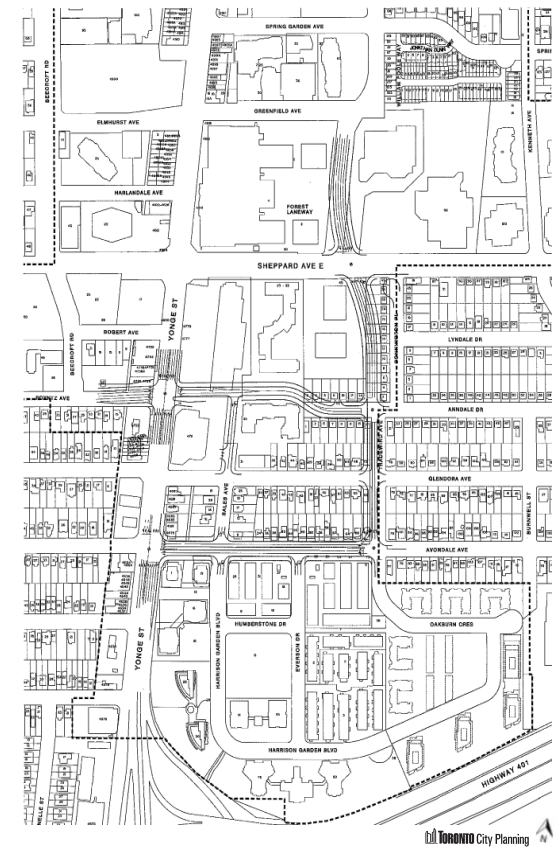
Timeline of Significant Project Milestones



1996 Downtown Plan South of Sheppard Avenue E. Environmental Study Report (ESR)
Preferred Solution - The 'Mid - Block' Alternative

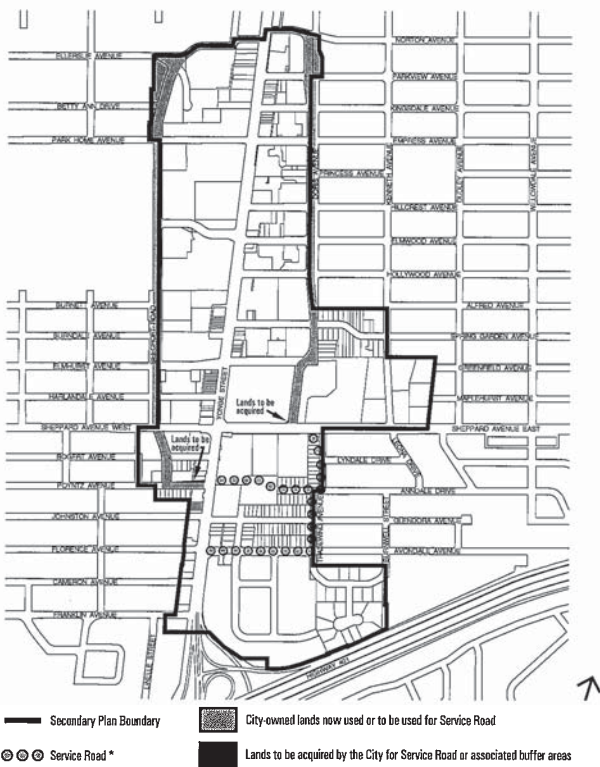


1998 Downtown Plan South of Sheppard Avenue E. Environmental Study Report (ESR) Addendum
Preferred Solution - The 'Tradewind' Alternative



Timeline of Significant Project Milestones

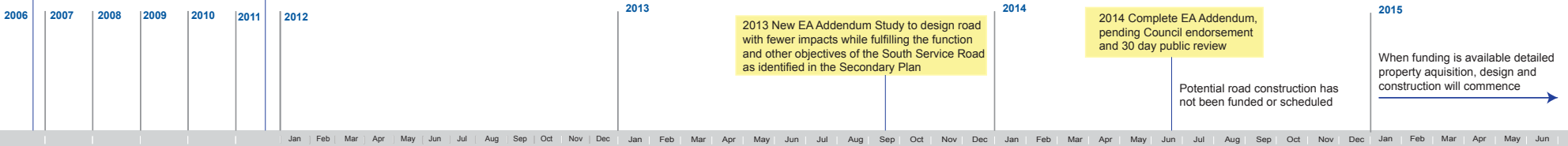
North York Centre Secondary Plan
Map 8-10 - North York Centre South Service Road



Refer to panels 8, 12, 13 and 14 for alternative solutions being considered as part of this Study

2006 South Service Road was approved as part of North York Centre Secondary Plan

2011 There was a Government Management Committee meeting (and a Council meeting) where a recommendation to expropriate some of the properties required was not acted upon





Increased pedestrian movement from TDCSB (Toronto Catholic District School Board) office

Connections to potential future bicycle network being investigated

On street parking has been removed

Ultimate Sheppard Ave E. right of way 36m. 2.76m widening required on South side of Sheppard Ave E. to be obtained when redevelopment occurs

2002 Sheppard Subway Line opened

Notable increase in pedestrian movements

Notable infiltration, local street was closed to reduce infiltration

Anndale Dr. has been extended to Yonge St.

Application for redevelopment OMB hearing scheduled May 2014

Increased school bus traffic transporting children from new developments

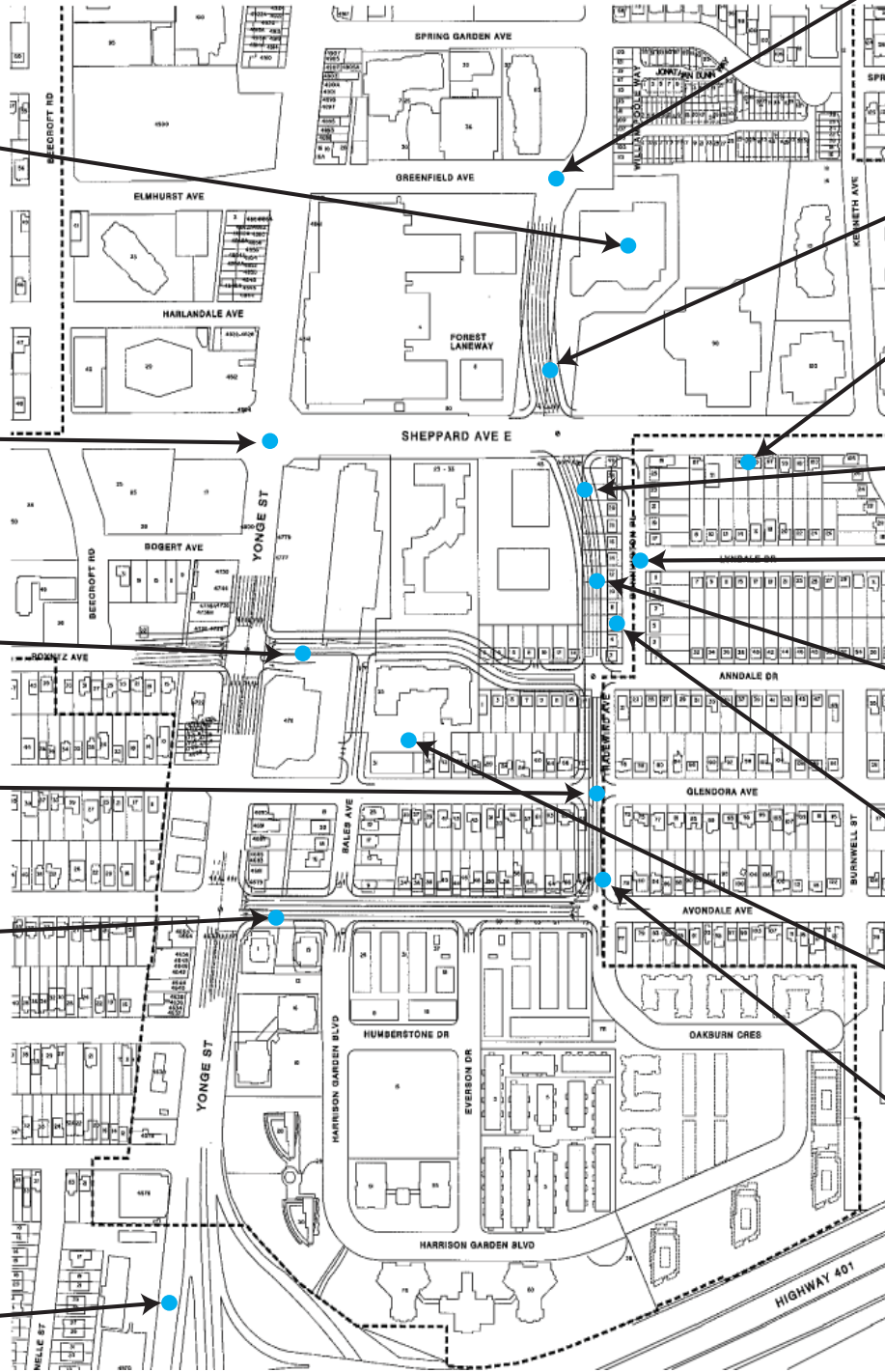
Increased traffic queueing

Avondale Ave. has been reconfigured and will be widened to five lanes in the future

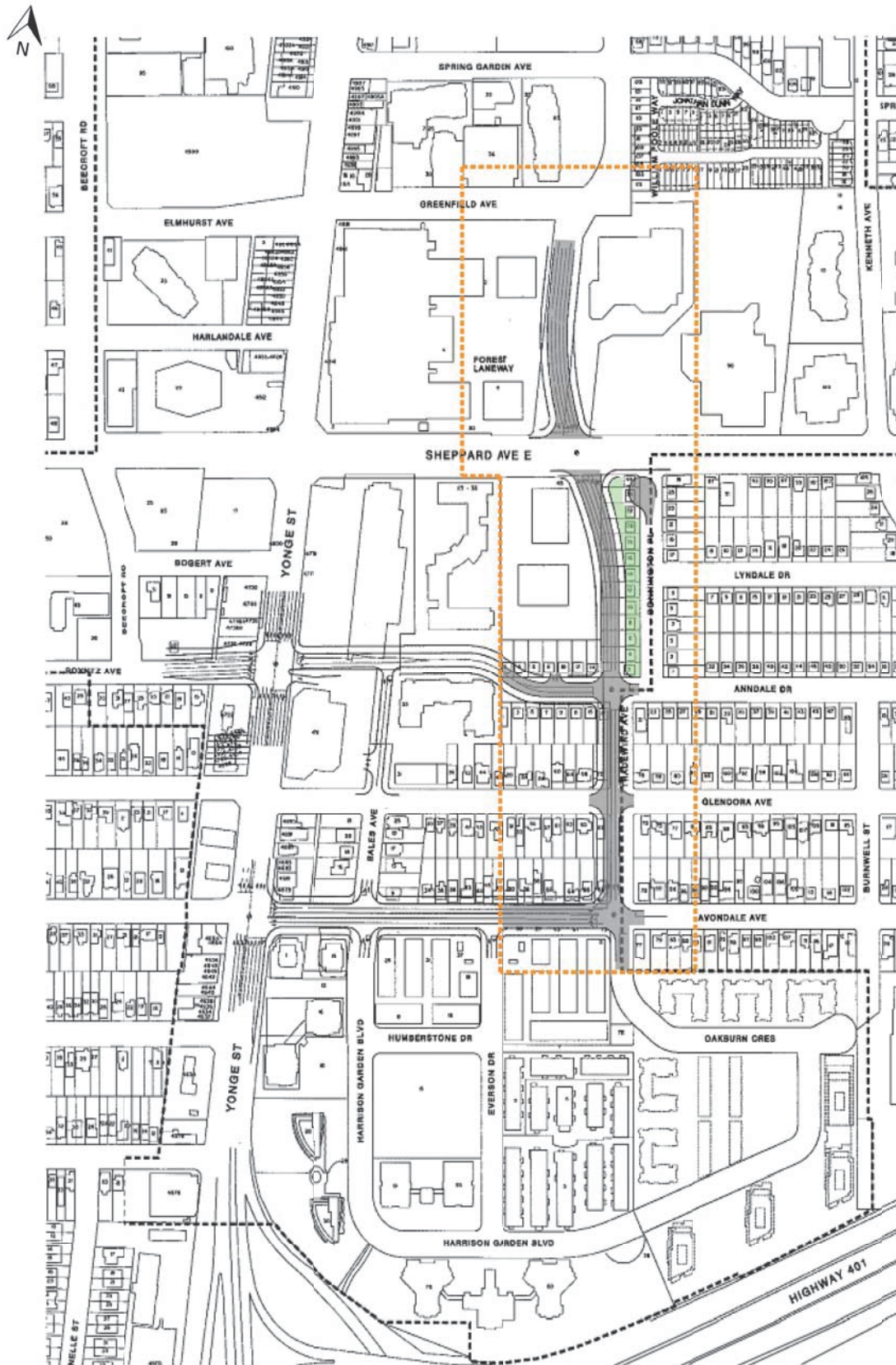
Increased traffic and pedestrian movements as redevelopment occurs

Yonge St./HWY 401 Interchange Feasibility Study underway

Alternative routes to Yonge St. are congested



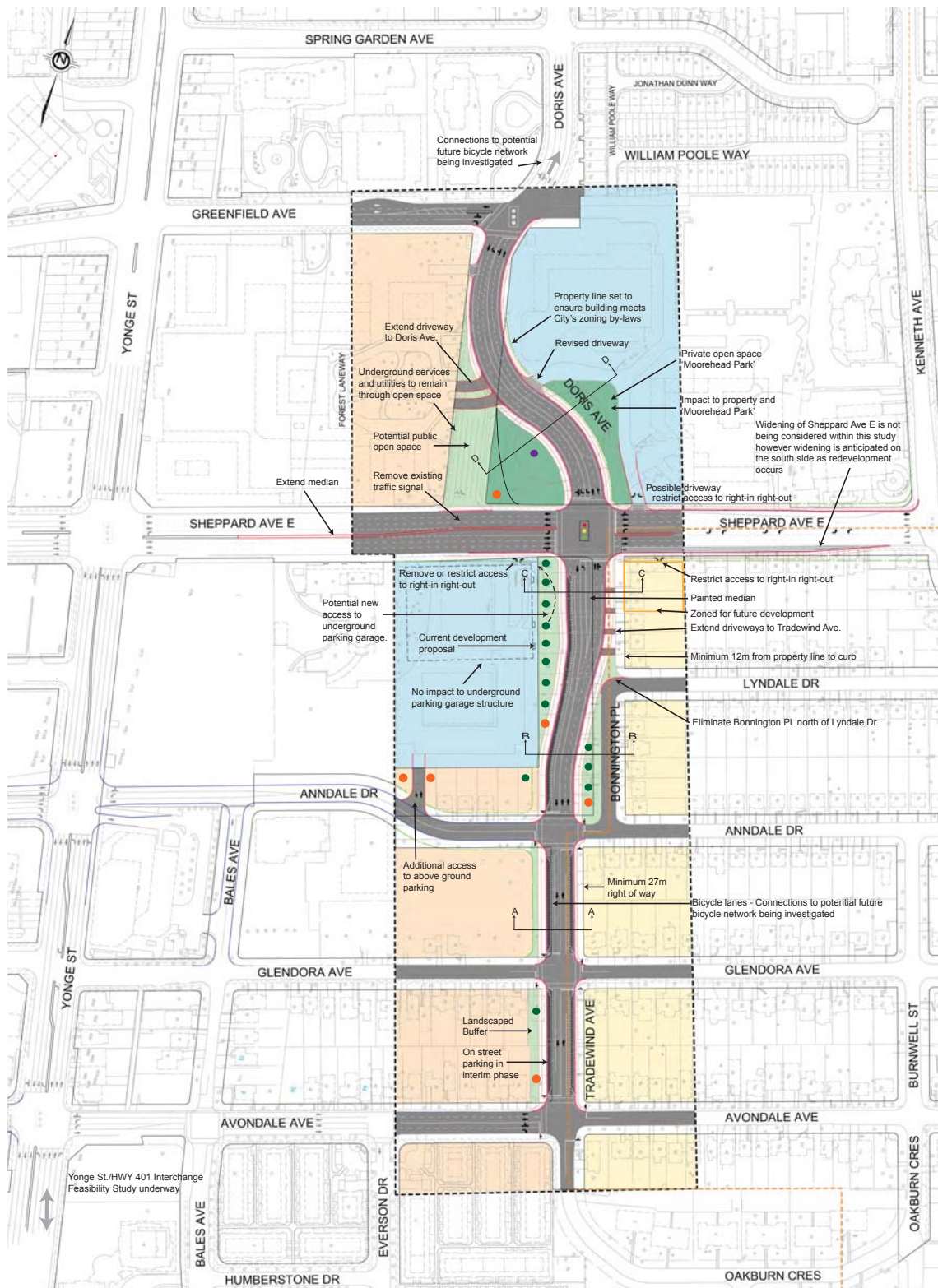
Tradewind Option - Maintain Preferred Alignment from the April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum



Legend

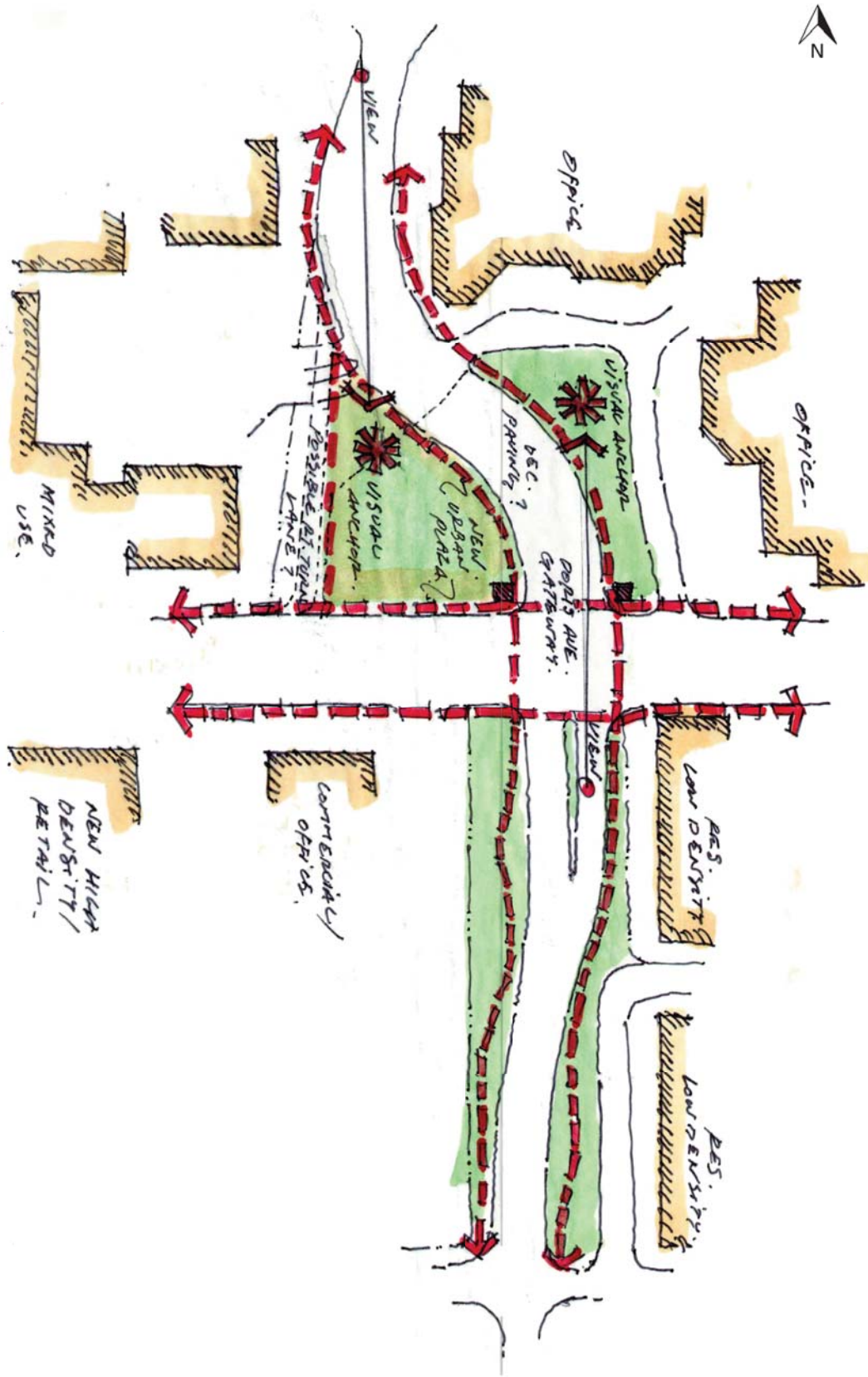
- Study Area
- North York Centre Secondary Plan Boundary
- Landscape Buffer

Option A - Single Intersection right-angle



Legend

- | | | | |
|---|--|--|-----------------------|
| ----- Study Area | Stable residential area | ● Property requirements as per 1998 ESR Addendum and Current Study | — Existing median |
| ----- North York Centre Secondary Plan Boundary | Residential property within North York Secondary Plan Area | ● Property owned by the City of Toronto | — Proposed median |
| — Existing property line | Institutional/Commercial property | ● New property requirement as per current Study | — On street parking |
| - - - - Proposed property line | Existing Private Open Space (Moorehead Park) | ● Existing traffic signal | ↑ ↓ Traffic direction |
| | Proposed Landscaped Buffer | ● Proposed traffic signal | — Cross-section |
| | | | ↑ Stop sign |



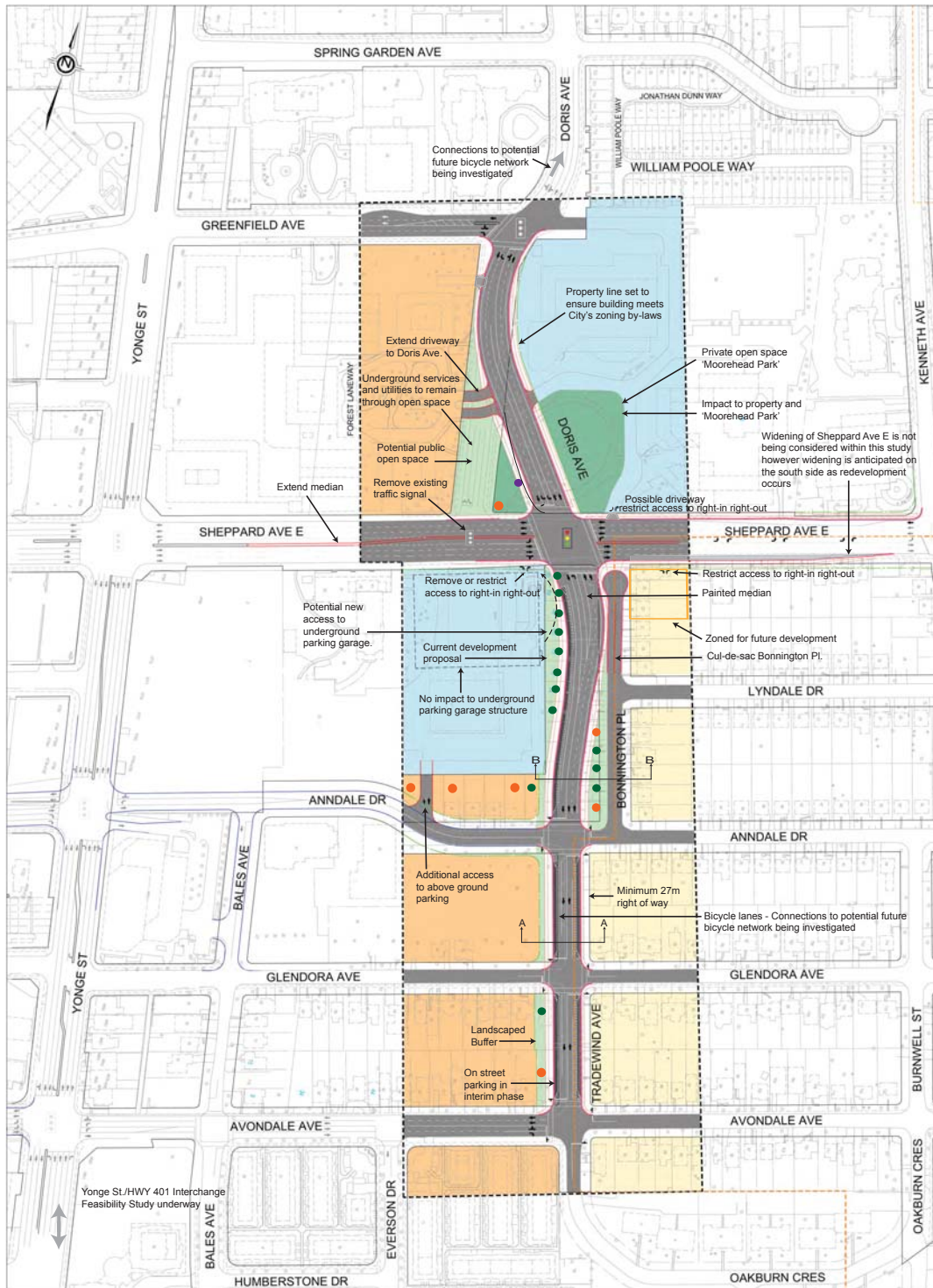
Example of Existing Urban Plazas



Urban Square Concept



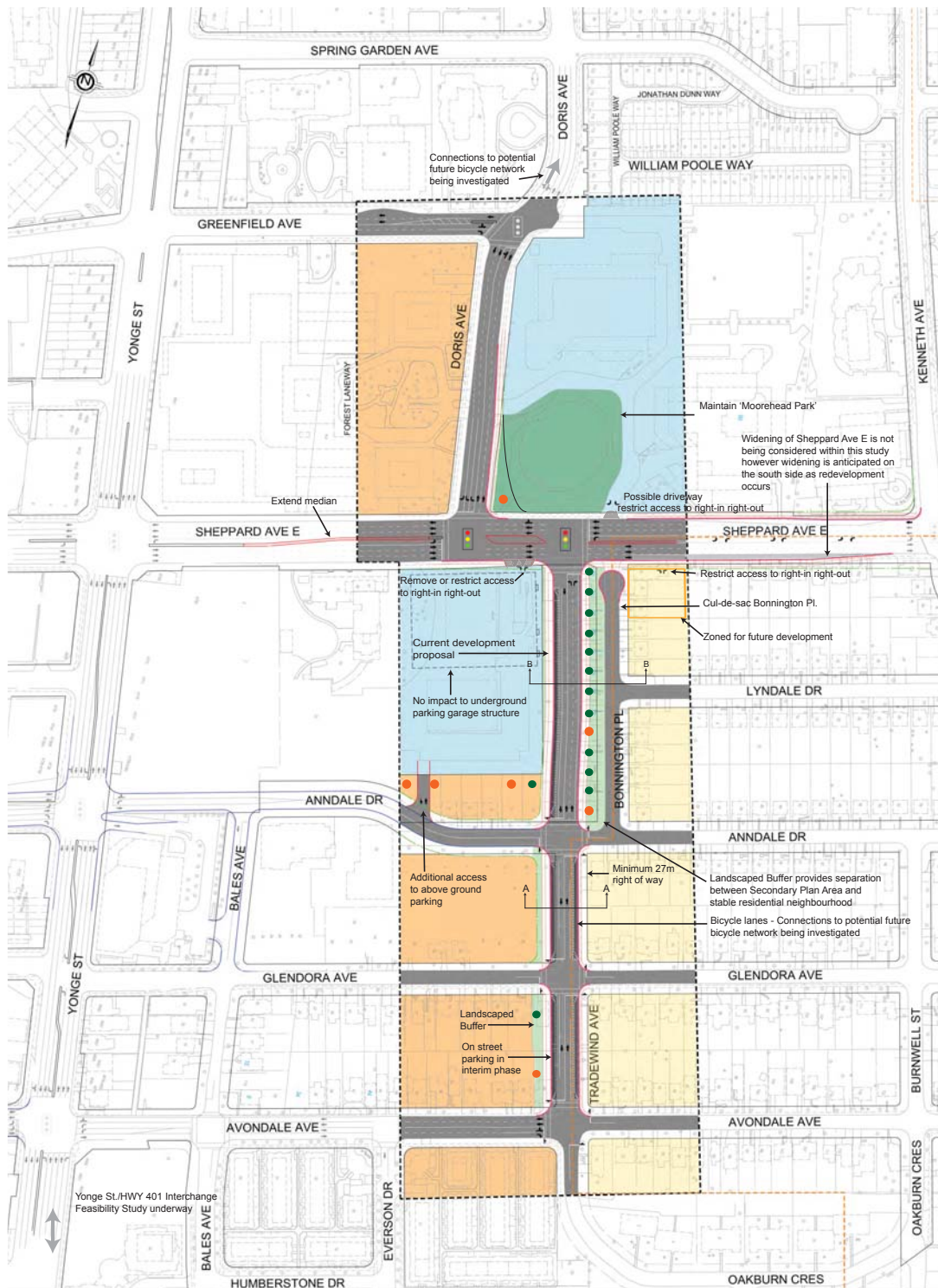
Option B - Single Intersection skewed



Legend

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> ----- Study Area ----- North York Centre Secondary Plan Boundary — Existing property line - - - Proposed property line | <ul style="list-style-type: none"> Stable residential area Residential property within North York Secondary Plan Area Institutional/Commercial property Existing Private Open Space (Moorehead Park) Proposed Landscaped Buffer | <ul style="list-style-type: none"> ● Property requirements as per 1998 ESR Addendum and Current Study ● Property owned by the City of Toronto ● New property requirement as per current Study ● Existing traffic signal ● Proposed traffic signal | <ul style="list-style-type: none"> — Existing median — Proposed median — On street parking ↕ Traffic direction — Cross-section ⊥ Stop sign |
|---|--|--|--|

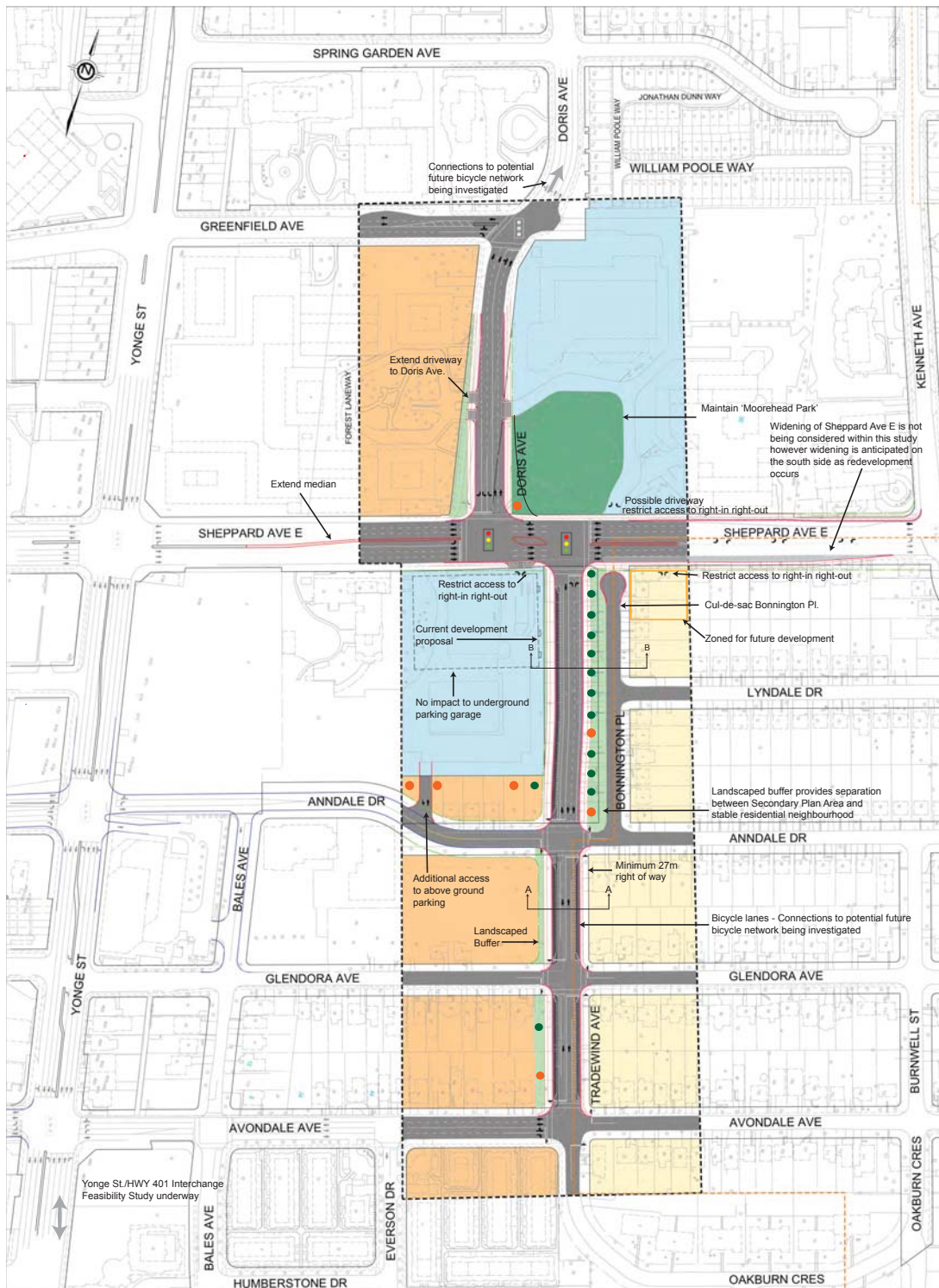
Option C - Off-set intersection maintaining Doris Avenue alignment



Legend

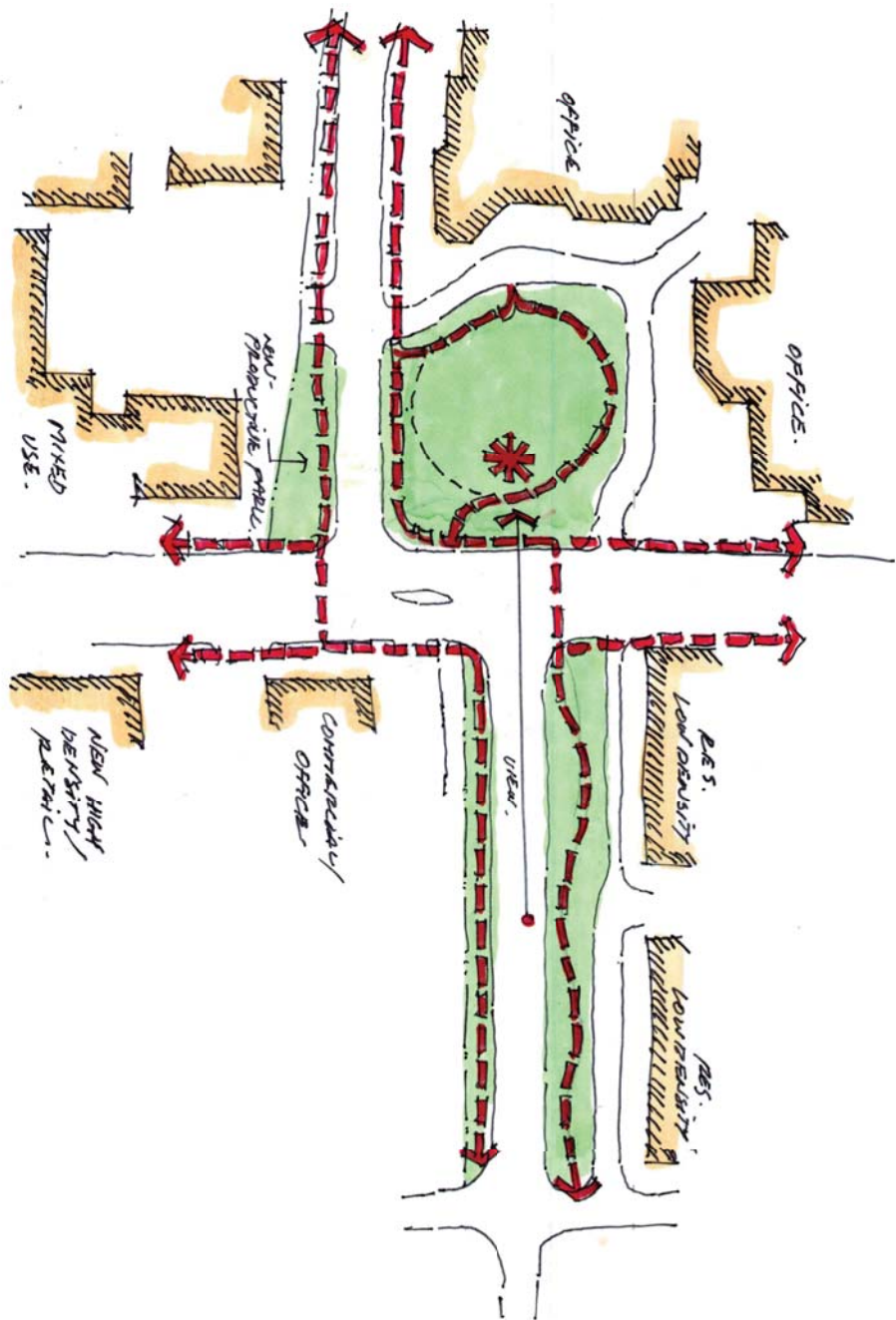
- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> Study Area North York Centre Secondary Plan Boundary Existing property line Proposed property line | <ul style="list-style-type: none"> Stable residential area Residential property within North York Secondary Plan Area Institutional/Commercial property Existing Private Open Space (Moorehead Park) Proposed Landscaped Buffer | <ul style="list-style-type: none"> Property requirements as per 1998 ESR Addendum and Current Study Property owned by the City of Toronto New property requirement as per current Study Existing traffic signal Proposed traffic signal | <ul style="list-style-type: none"> Existing median Proposed median On street parking Traffic direction Cross-section Stop sign |
|---|--|--|--|

Option D - Off-set intersection realigning Doris Avenue



Legend

- Study Area
- North York Centre Secondary Plan Boundary
- Existing property line
- - - - Proposed property line
- Stable residential area
- Residential property within North York Secondary Plan Area
- Institutional/Commercial property
- Existing Private Open Space (Moorehead Park)
- Proposed Landscaped Buffer
- Property requirements as per 1998 ESR Addendum and Current Study
- Property owned by the City of Toronto
- New property requirement as per current Study
- Existing traffic signal
- Proposed traffic signal
- Existing median
- Proposed median
- On street parking
- ↑ ↓ Traffic direction
- ↔ Cross-section
- ⊥ Stop sign

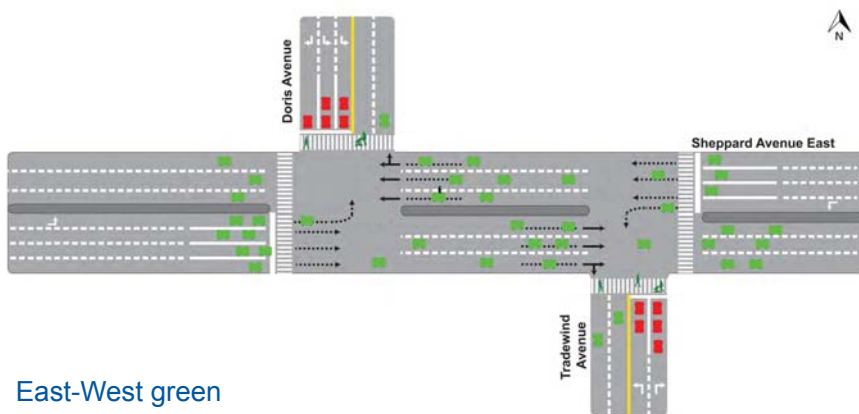


How would an off-set intersection at Doris Avenue and Tradewind Avenue function?

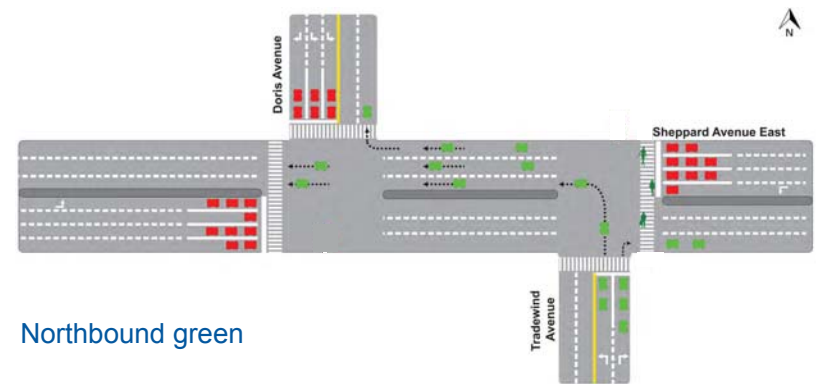


Tradewind and Doris Avenues would function as a single intersection through the use of traffic signal phasing, operating at a comparable level to a single intersection

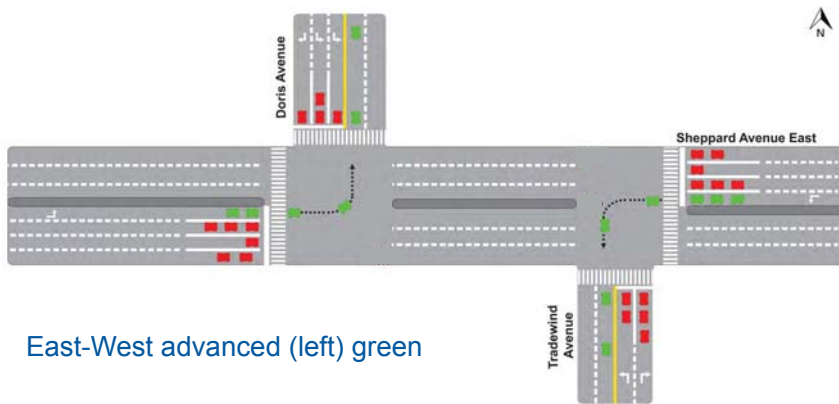
There would be four (4) traffic signal phases:



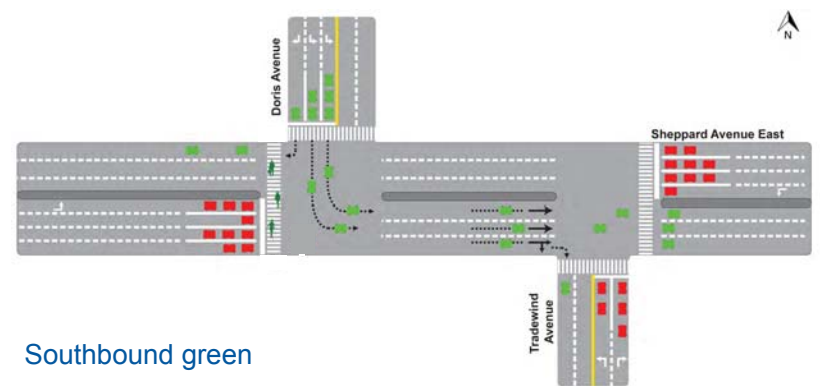
East-West green



Northbound green



East-West advanced (left) green



Southbound green

Examples of other off-set intersections in Toronto include Yonge Street and Blythwood Road and Finch Avenue and Grantbrook Street (planned)

Evaluation Matrix - Part 1: Ability to meet the identified problems/opportunities



Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle	Single Intersection skewed	Off-set Intersection maintaining Doris Avenue Alignment	Off-set Intersection realigning Doris Avenue	Why This Factor is Important?
		1998 ESR Option (Note 1)	Option A	Option B	Option C	Option D	
Uncertainty of Future Boundary	Provision of a "hard edge" boundary for the Downtown Plan	Meets objective	Less desirable than 1998 ESR option Objective not met in front of 17-25 Bonnington Place	Less desirable than 1998 ESR option Objective not met in front of 17-25 Bonnington Place	Meets objective	Meets objective	Re-establish certainty for the future of the stable residential neighborhood east of Tradewind Avenue and Bonnington Place
Traffic Circulation Doris & Sheppard Intersection	a) Level of Service (Note 2) b) Geometrics (skew angle) c) Efficiency	C/D (Note 3) 70 Standard signal complexity	C/D 90 Less efficient than 1998 ESR option, as driveways for 17-25 Bonnington Place connect onto service road; decreases efficiency/safety Standard signal complexity.	C/D 70 Similar to 1998 ESR option. Standard signal complexity.	D/E 90 Less efficient than 1998 ESR option, as configuration creates "weave" through intersection. Special signage/line painting critical to driver awareness. High complexity signals (signals need to be synchronized to function together)	D/E 90 Less efficient than 1998 ESR option, as configuration creates "weave" through intersection. Special signage/line painting critical to driver awareness. High complexity signals (signals need to be synchronized to function together)	To provide reasonable traffic operations
Potential Transient Traffic (infiltration)	Potential for traffic infiltration into stable residential area	Low infiltration as good traffic flow provided on service road	Same as 1998 ESR Option	Same as 1998 ESR Option	Same as 1998 ESR Option	Same as 1998 ESR Option	To protect stable residential neighborhood east of Tradewind Avenue and Bonnington Place
Consistency with the policies and schedules of the North York Centre Secondary Plan	The nearest curb of the service road is 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 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	Meets the policy Meets the policy Meets the policy	Objective not met in front of 17-25 Bonnington Place Objective not met in front of 17-25 Bonnington Place, however extra depth boulevards proposed Portions of the linear open space along Bonnington Place and lots on Anndale Drive could be amalgamated with 45-47 Sheppard Avenue for future redevelopment of this block	Objective not met in front of 17-25 Bonnington Place Objective not met in front of 17-25 Bonnington Place Portions of the linear open space along Bonnington Place and lots on Anndale Drive could be amalgamated with 45-47 Sheppard Avenue for future redevelopment of this block	Meets the policy Meets the policy Meets the policy	Meets the policy Meets the policy Meets the policy	
Legend Ratings for the Options as compared to the 1998 ESR Option							
●	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option					
◐	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option					
◑	Neutral	There will be no significant difference, either positive or negative, to the 1998 ESR Option					
◒	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized					
○	Negative	The effect will be negative, and impacts cannot easily be mitigated					

Notes:

- The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.
- Level of Service (LOS) D is acceptable, however periods of delay will be experienced. LOS F is over saturation, with periods of congestion.
- LOS for the 1998 ESR Option is D/D in the 1998 ESR. It is assumed that an updated traffic analysis for the 1998 ESR Option using the traffic forecasts developed for the current addendum would yield a LOS of C/D (similar to Option A).

Example of Level of Service (LOS) for an existing Arterial Road



Level of Service A



Level of Service C



Level of Service F

Evaluation Matrix - Part 2: Impacts to Socio-Economic Environment



Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle		Single Intersection skewed		Off-Set Intersection maintaining Doris Avenue alignment		Off-set Intersection realigning Doris Avenue		Why This Factor Is Important?
		1998 ESR Option (Note 1)	Option A		Option B		Option C		Option D		
Residential Properties Displaced on Bonnington Place and Tradewind Avenue	Number of residential properties requiring acquisition	17	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Social impact to homeowner (will require relocation)
Residential Properties Disrupted	Number of residential properties partially impacted	1	No residential properties partially disrupted	●	No residential properties partially disrupted	●	No residential properties partially disrupted	●	No residential properties partially disrupted	●	Social impact to homeowner (may impact current use of property)
Business Properties Displaced	Number of business properties requiring total acquisition	0	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Disruption to business (will require relocation)
Business Properties Impacted by partial acquisition or construction	Number and severity of business properties partially impacted	Significant impact to 45-47 Sheppard Avenue, including surface and underground parking Property required west of Doris Avenue	Less impact than 1998 ESR Option Impacts access to 45-47 Sheppard Avenue (right-in/right-out to underground parking), and addition of access to surface parking off Anndale Drive	●	Less impact than 1998 ESR Option Impacts access to 45-47 Sheppard Avenue (right-in/right-out to underground parking), and addition of access to surface parking off Anndale Drive	●	Less impact than 1998 ESR Option Impacts access to 45-47 Sheppard Avenue (right-in/right-out for underground parking) and addition of access to surface parking off Anndale Drive	●	Less impact than 1998 ESR Option Impacts access to 45-47 Sheppard Avenue (right-in/right-out for underground parking), and addition of access to surface parking off Anndale Drive	●	Disruption to Business (may impact current use of property)
Heritage Features Displaced or Disrupted	Number of heritage features impacted	Impact to Moorhead Park at northeast corner of Sheppard/Doris	Significant impact to Moorhead Park	○	Significant impact to Moorhead Park	○	No impact to Moorehead Park	○	Same as 1998 ESR Option	●	Heritage features are an important part of any community
Archaeological Resources	Potential to impact undisturbed archaeological resources		No impact to undisturbed lands								
Estimated Construction Cost (excludes costs associated with property acquisition)	2014 dollars	\$6.5 Million	\$7.1 Million	●	\$7.1 Million	●	\$3.0 Million	●	\$3.4 Million	●	Relative costs for infrastructure improvements important for efficient use of resources
Accommodation of Pedestrians (Note 1)	Potential to be consistent with walking objectives/ policies	Good accommodation for pedestrians Low pedestrian crossing impacts	Same as 1998 ESR Option	●	Same as 1998 ESR Option	●	Less desirable than 1998 ESR Option. Pedestrian crossing impacts due to complex intersection	●	Less desirable than 1998 ESR Option. Pedestrian crossing impacts due to complex intersection	●	Pedestrian safety is an important consideration due to high volume of pedestrians
Accommodation of Cyclists (Note 1)	Potential to be consistent with cycling objectives/ policies	Cyclists were not considered in 1998 ESR Addendum	Cyclists are accommodated, with safest path through intersection	●	Cyclists are accommodated, with safest path through intersection	●	Cyclists accommodated, however complicated movement through intersection.	●	Cyclists accommodated, however complicated movement through intersection	●	Pedestrian and cyclist safety important considerations
Mature Trees	Estimated number to be removed or significantly impacted	Mature trees in Moorehead Park, and on west side of Bonnington Place and Tradewind Avenue	In addition to impacts of the 1998 ESR Option, greater impact to Bonnington Place and Moorehead Park	●	In addition to impacts of the 1998 ESR Option, greater impact to Bonnington Place and Moorehead Park	●	Less impact than 1998 ESR Option in Moorehead Park	●	Same impact as 1998 ESR Option	●	
Parking Impacts	Number of parking spaces/added	Parking removed from Doris Avenue between Sheppard Avenue and Greenfield Avenue Parking added on Tradewind between Anndale Drive and Avondale Avenue (interim condition)	No impact to underground parking at 45-47 Sheppard Avenue Impact to on-street parking is the same as 1998 ESR Option	●	No impact to underground parking at 45-47 Sheppard Avenue Impact to on-street parking is the same as 1998 ESR Option	●	No impact to underground parking at 45-47 Sheppard Avenue Impact to on-street parking is the same as 1998 ESR Option	●	No impact to underground parking at 45-47 Sheppard Avenue Impact to on-street parking is the same as 1998 ESR Option	●	Parking added on Tradewind between Anndale Drive and Avondale Avenue (interim option)
Legend											
Ratings for the Options as compared to the 1998 ESR Option											
●	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option									
●	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option									
○	Neutral	There will be no significant difference, either positive or negative, to the 1998 ESR Option									
○	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized									
○	Negative	The effect will be negative, and impacts cannot easily be mitigated									

Notes:

- The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.

Evaluation Matrix - Part 3: Indirect Impacts



Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle	Single Intersection skewed	Off-set Intersection maintaining Doris Avenue alignment	Off-set Intersection realigning Doris Avenue	Why This Factor is Important?
		1998 ESR Option (Note 1)	Option A	Option B	Option C	Option D	
Noise	Noise level at first row of houses adjacent to road based on ultimate traffic reassignment	62 dBA (from noise study supporting 1998 ESR)	Expected to be the same as 1998 ESR Option	Expected to be the same as 1998 ESR Option	Noise level expected to be higher than 1998 ESR Option due to longer idling time	Noise level expected to be higher than 1998 ESR Option due to longer idling time	To identify potential noise impacts
Air Quality	Qualitative Assessment	Within MOEE guidelines for NO _x and CO ₂ (from air quality study supporting 1998 ESR)	Expected to be the same as 1998 ESR Option	Expected to be the same as 1998 ESR Option	Air quality expected to be poorer than 1998 ESR Option due to longer idling time	Air quality expected to be poorer than 1998 ESR Option due to longer idling time	To identify potential air quality impacts
Access to Community	Qualitative Assessment	Good	Similar to 1998 ESR Option	Similar to 1998 ESR Option	Similar to 1998 ESR Option	Similar to 1998 ESR Option	Allows stable residential area access south of Sheppard Avenue
Extent of encroachment into residential community	Number of homes	17	Same as 1998 ESR Option	Same as 1998 ESR Option	Same as 1998 ESR Option	Same as 1998 ESR Option	Maintains stable residential community
Proximity to existing Downtown Plan Boundary (Anndale to Avondale)	Distance	Provides desired distance to boundary	Does not provide desired distance on Bonnington Place	Does not provide desired distance on Bonnington Place	Same as 1998 ESR Option	Same as 1998 ESR Option	Supports approved North York Centre Secondary Plan
Future Open Space	Qualitative Assessment of open space linkage	Provides for future linear park Provides good connectivity to future parks in Anndale & MSSB properties Area of Moorehead park = 0.49 ha and open space = 0.30 ha	Connectivity provided, but broken up at Bonnington Place Significant impact to Crown Realty property (Moorehead park) 0.53 ha of park and 0.25 ha of open space	Connectivity provided, but broken up at Bonnington Place Significant impact to Crown Realty property (Moorehead park) 0.53 ha of park and 0.21 ha of open space	Good connectivity Minimal impact to Crown Realty property (Moorehead park) 0.55 ha of park and 0.21 ha of open space	Good connectivity Some impact to Crown Realty property (Moorehead park) 0.51 ha of park and 0.28 ha of open space	To help create buffer between stable residential neighborhood and North York Centre Secondary Plan

Legend

Ratings for the Options as compared to the 1998 ESR Option

	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option
	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option
	Neutral	There will be no significant difference, either positive or negative, to the 1998 ESR Option
	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized
	Negative	The effect will be negative, and impacts cannot easily be mitigated

Notes:
 1. The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.

Summarized Evaluation Matrix

Part 1: Ability to meet the identified problems/opportunities



Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle	Single Intersection skewed	Off-Set intersection maintaining Doris Avenue alignment	Off-set Intersection realigning Doris Avenue
		1998 ESR Option (Note 1)	Option A	Option B	Option C	Option D
Uncertainty of Future Boundary	Provision of a "hard edge" boundary for the Downtown Plan	Meets objective	●	●	●	●
Traffic Circulation Doris & Sheppard Intersection a) Level of Service (Note 2) b) Geometrics (skew angle) c) Efficiency	Level of Service (am/pm) Degrees Qualitative	C/D (Note 3) 70 Standard signal complexity	●	●	●	●
Potential Transient Traffic (infiltration)	Potential for traffic infiltration into stable residential area	Low infiltration as good traffic flow provided on service road	●	●	●	●
Consistency with the policies and schedules of the North York Centre Secondary Plan	The nearest curb of the service road is 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 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	Meets the policy Meets the policy Meets the policy	○	○	●	●
Legend Ratings for the Options as compared to the 1998 ESR Option						
●	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option				
●	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option				
●	Neutral	There will be no significant difference, either positive or negative, to the 1998 ESR Option				
○	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized				
○	Negative	The effect will be negative, and impacts cannot easily be mitigated				

Notes:

- The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.
- Level of Service (LOS) D is acceptable, however periods of delay will be experienced. LOS F is over saturation, with periods of congestion.
- LOS for the 1998 ESR Option is D/D in the 1998 ESR. It is assumed that an updated traffic analysis for the 1998 ESR Option using the traffic forecasts developed for the current addendum would yield a LOS of C/D (similar to Option A).

Example of Level of Service (LOS) for an existing Arterial Road



Level of Service A



Level of Service C



Level of Service F

Summarized Evaluation Matrix - Part 2: Impacts to Socio-Economic Environment



Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle	Single Intersection skewed	Off-Set Intersection maintaining Doris Avenue alignment	Off-set Intersection realigning Doris Avenue
		1998 ESR Option (Note 1)	Option A	Option B	Option C	Option D
Residential Properties Displaced on Bonnington Place and Tradewind Avenue	Number of residential properties requiring acquisition	17	●	●	●	●
Residential Properties Disrupted	Number of residential properties partially impacted	1	●	●	●	●
Business Properties Displaced	Number of business properties requiring total acquisition	0	●	●	●	●
Business Properties impacted by partial acquisition or construction	Number and severity of business properties partially impacted	Significant impact to 45-47 Sheppard Avenue, including surface and underground parking Property required west of Doris Avenue	●	●	●	●
Heritage Features Displaced or Disrupted	Number of heritage features impacted	Impact to Moorhead Park at northeast corner of Sheppard/Doris	○	○	●	●
Archaeological Resources	Potential to impact undisturbed archaeological resources		No impact to undisturbed lands			
Estimated Construction Cost (excludes costs associated with property acquisition)	2014 dollars	\$6.5 Million	●	●	●	●
Accommodation of Pedestrians (Note 1)	Potential to be consistent with walking objectives/ policies	Good accommodation for pedestrians Low pedestrian crossing impacts	●	●	●	●
Accommodation of Cyclists (Note 1)	Potential to be consistent with cycling objectives/ policies	Cyclists were not considered in 1998 ESR Addendum	●	●	●	●
Mature Trees	Estimated number to be removed or significantly impacted	Mature trees in Moorehead Park, and on west side of Bonnington Place and Tradewind Avenue	●	●	●	●
Parking Impacts	Number of parking spaces/added	Parking removed from Doris Avenue between Sheppard Avenue and Greenfield Avenue Parking added on Tradewind between Anndale Drive and Avondale Avenue (interim condition)	●	●	●	●

Legend

Ratings for the Options as compared to the 1998 ESR Option

●	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option
●	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option
●	Neutral	There will be no significant difference, either positive or negative, to the 1998 ESR Option
○	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized
○	Negative	The effect will be negative, and impacts cannot easily be mitigated

Notes:

- The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.

Summarized Evaluation Matrix - Part 3: Indirect Impacts



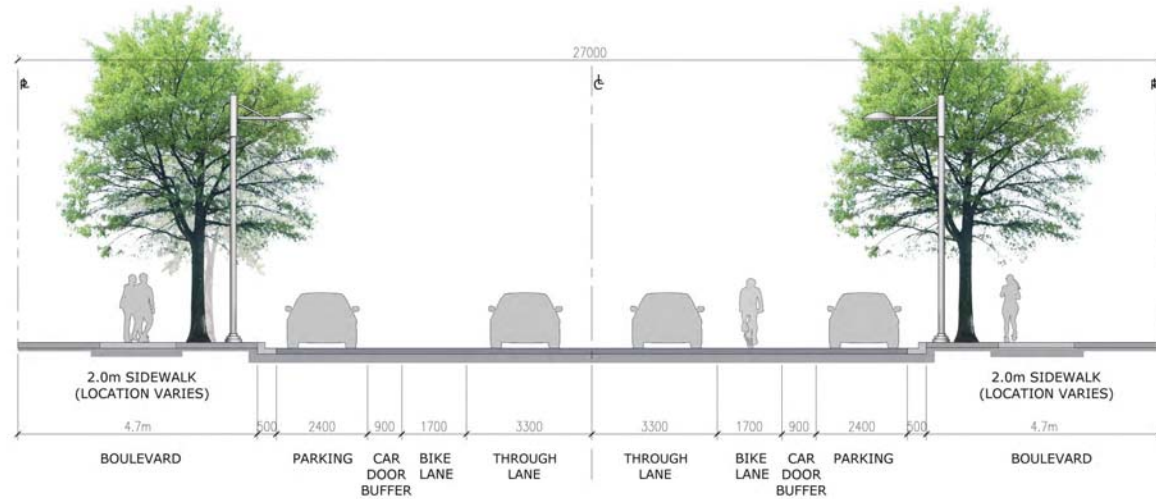
Evaluation Factor	Indicator	Preferred Alignment from April 1998 Downtown Plan South of Sheppard Avenue ESR Addendum	Single Intersection right-angle	Single Intersection skewed	Off-set Intersection maintaining Doris Avenue alignment	Off-set Intersection realigning Doris Avenue
		1998 ESR Option (Note 1)	Option A	Option B	Option C	Option D
Noise	Noise level at first row of houses adjacent to road based on ultimate traffic reassignment	62 dBA (from noise study supporting 1998 ESR)	●	●	●	●
Air Quality	Qualitative Assessment	Within MOEE guidelines for NO ₂ and CO ₂ (from air quality study supporting 1998 ESR)	●	●	●	●
Access to Community	Qualitative Assessment	Good	●	●	●	●
Extent of encroachment into residential community	Number of homes	17	●	●	●	●
Proximity to existing Downtown Plan Boundary (Anndale to Avondale)	Distance	Provides desired distance to boundary	●	●	●	●
Future Open Space	Qualitative Assessment of open space linkage	Provides for future linear park Provides good connectivity to future parks in Anndale & MSSB properties Area of Moorehead park = 0.49 ha and open space = 0.30 ha	●	●	●	●
Legend						
Ratings for the Options as compared to the 1998 ESR Option						
●	Positive	The effects will be positive, and may provide an overall benefit compared to the 1998 ESR Option				
●	Moderately Positive	The effect will be somewhat positive compared to the 1998 ESR Option				
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○	Moderately Negative	The effect will be somewhat negative compared to the 1998 ESR Option, but may be acceptable if appropriate mitigation measures can be utilized				
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Notes:

- The updated traffic analysis indicates a higher volume of traffic than was assumed in the 1998 Downtown Plan South of Sheppard Avenue ESR Addendum. It is assumed that the 1998 ESR Option would maintain the same alignment, but would be updated to include the same lane configuration as Option A.

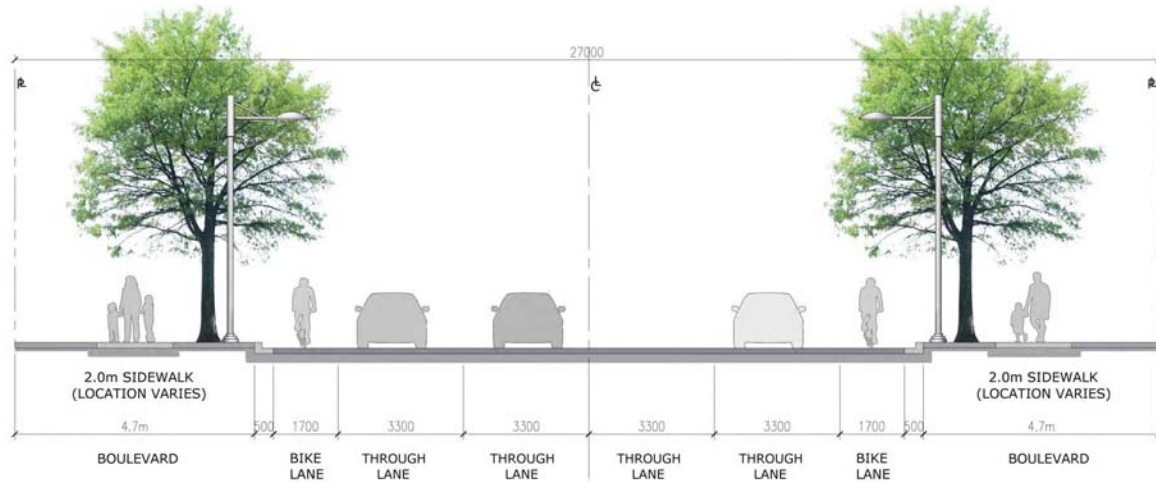
Tradewind Avenue - Cross Section A-A

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

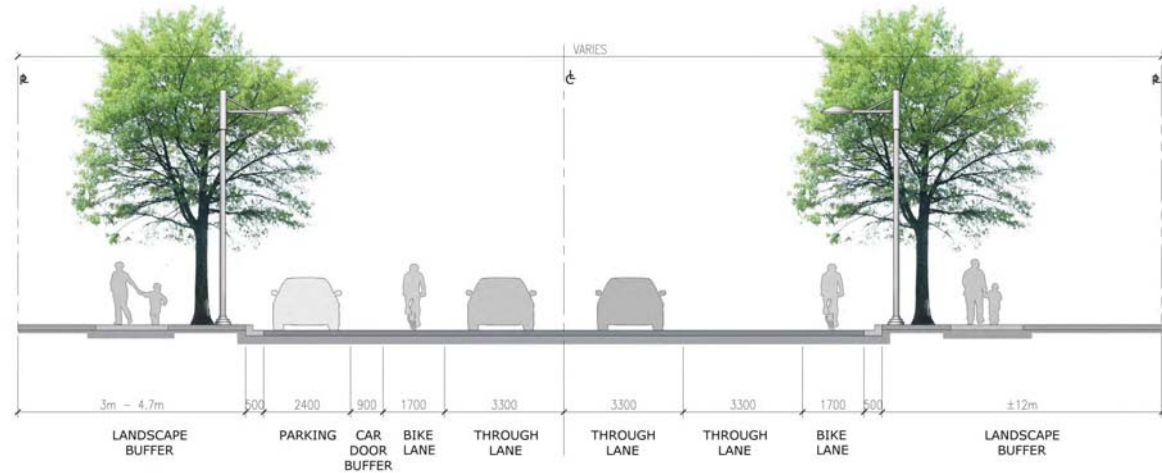
Ultimate Condition - The bike lanes will be relocated to the curb and a 4-lane road created as dictated by traffic volumes and/or Levels of Service (LOS). This will be achieved through line painting, as the width of the road is designed to accommodate both the 2-lane and 4-lane condition



A-A ULTIMATE 4-LANE CONDITION

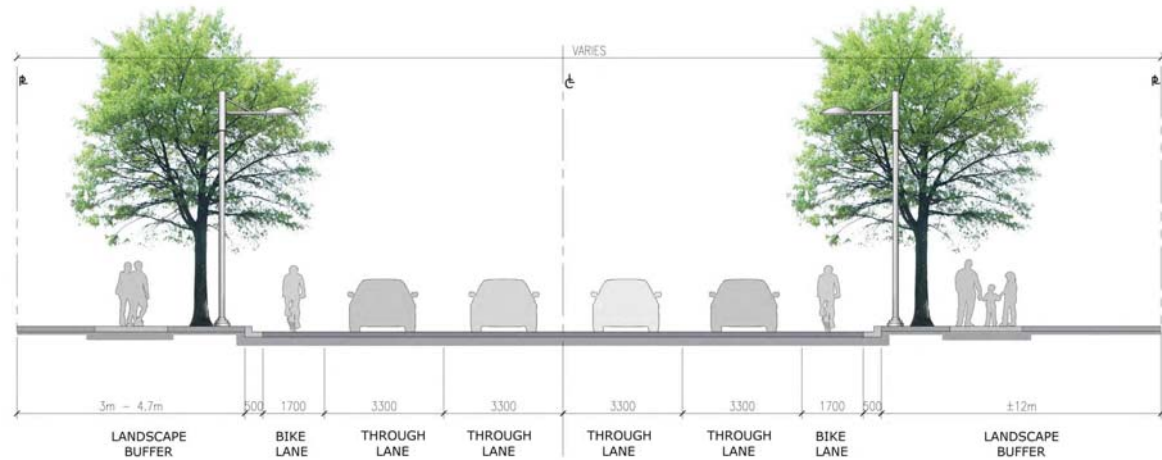
Tradewind Avenue - Cross Section B-B

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

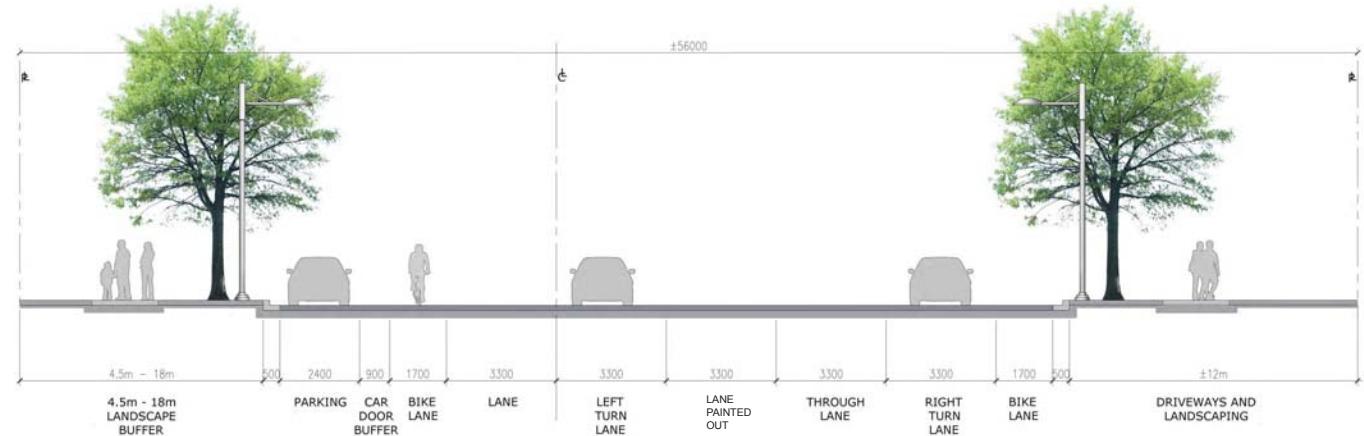
Ultimate Condition - The bike lanes will be relocated to the curb and a 4-lane road created as dictated by traffic volumes and/or Levels of Service (LOS). This will be achieved through line painting, as the width of the road is designed to accommodate both the 3-lane and 4-lane condition



B-B ULTIMATE CONDITION

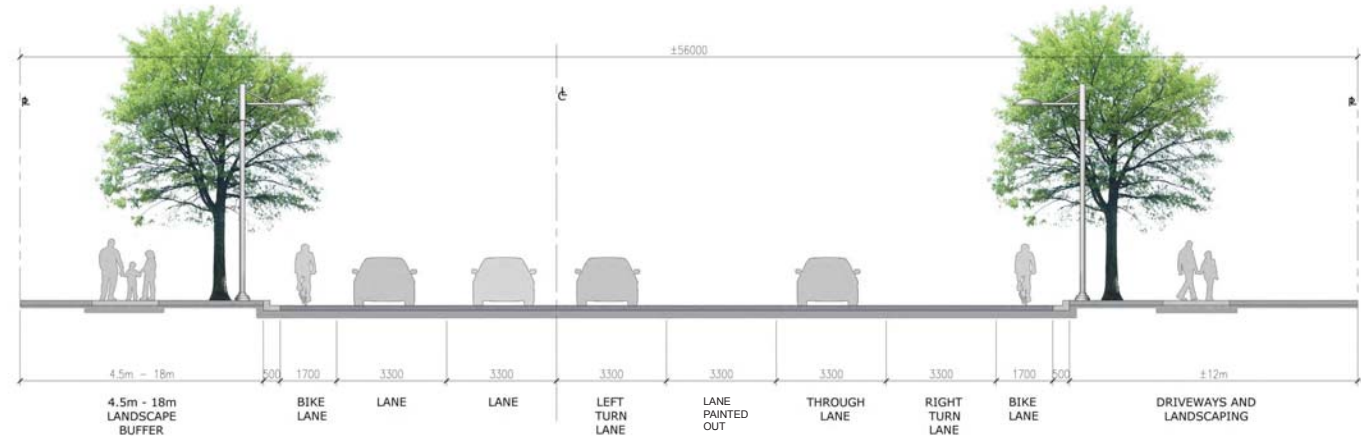
Tradewind Avenue - Cross Section C-C

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



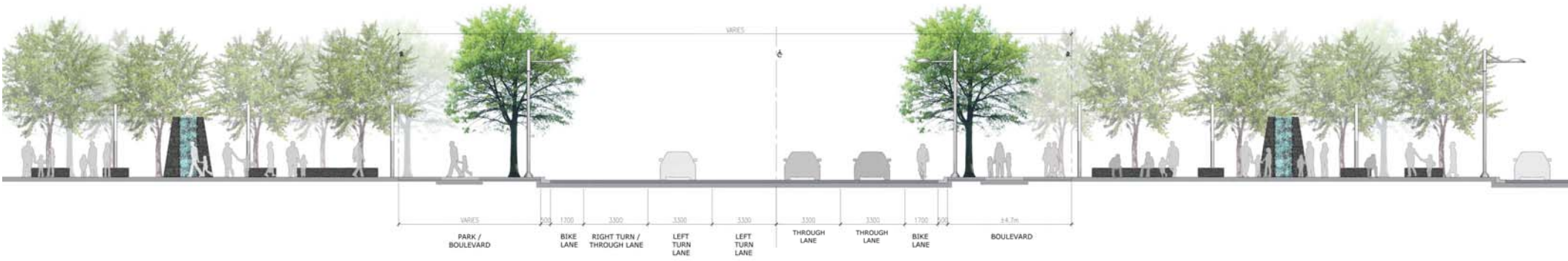
C-C INTERIM CONDITION

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



C-C ULTIMATE CONDITION

Doris Avenue and Open Space Cross-Section D-D



Next Steps



- Review and respond to public and agency comments expressed at the Public Drop-In
- Select preferred design alternative
- Notice of Filing of Addendum will be mailed to all stakeholders, advertised and posted on the City's website
- Complete an Environmental Study Report (ESR) Addendum and make available for public review and comments
- Information related to this study will be posted on the City of Toronto website at:
 - ▶ www.toronto.ca/involved/projects/nyc-south-road



THANK YOU

For attending the Public Drop-In Event for the
North York Centre South Service Road
Municipal Class Environmental Assessment Study Addendum

We would like to hear from you

Public consultation is an important part of this study. If you would like more information please contact:

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