

North York Centre South Service Road



Municipal Class Environmental Assessment Addendum

Potential Changes to Doris Avenue, Bonnington Place & Tradewind Avenue

Study Summary (June 11, 2015)

Project Time Line

1996 ● **Municipal Class Environmental Assessment (Class EA)**
Need for south service road project first established

1998 ● **Class EA Addendum**
Reflected new South Downtown Area boundary

2006 ● **North York Centre Secondary Plan**
Reinforced need for project

Delay in Implementation

Reasons for delay include issues of costs, property impacts and timing of other projects

2013 ● **Review of Class EA Addendum Study Report**
Study reopened to consider development updates.
Offset intersection (Option D) recommended to Council in April 2014.
Council directed staff to revise all options and re-asses with a strong focus on traffic capacity and operations/safety.

2015 ● May-June 2015 (*present*) revised study publishes a preliminary recommendation of a single intersection (Option B) for public consultation.

Related links and background materials available on the project web page

Existing Conditions

Some important changes and considerations since the 1998 study:

- 2002 Sheppard Subway Line opened
- Extensive high-rise development in North York Centre
- Anndale Dr. has been extended to Yonge St.
- Traffic congestion during peak hours
- Increased pedestrian movements
- Growing number of cycling trips
- Key required properties have been acquired by City of Toronto



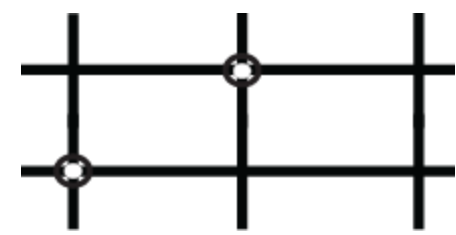
Problem / Opportunity Statement

An opportunity exists to complete the North York Service Road on the east side of Yonge St. by linking Doris Ave. and Tradewind Ave. across Sheppard Ave E.

This project would provide multiple benefits:



Improve mobility and access



Relieve congestion on alternate routes



Improve cyclist and pedestrian mobility and safety



Support current and future residential and commercial growth

This project would achieve the goals of the Official Plan and the North York Centre Secondary Plan.

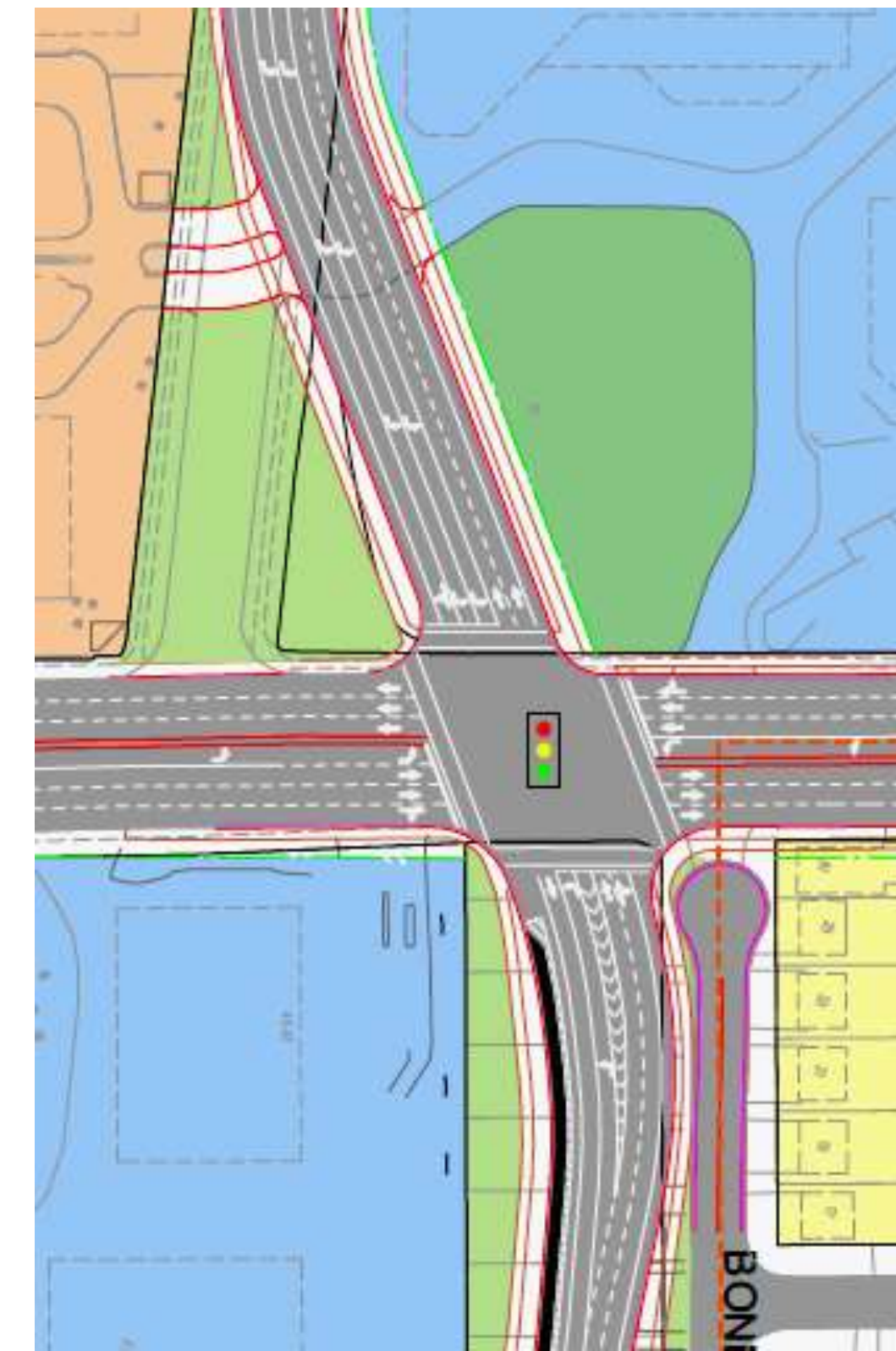
The current configuration of roads does not achieve these goals.

Alternative Solutions

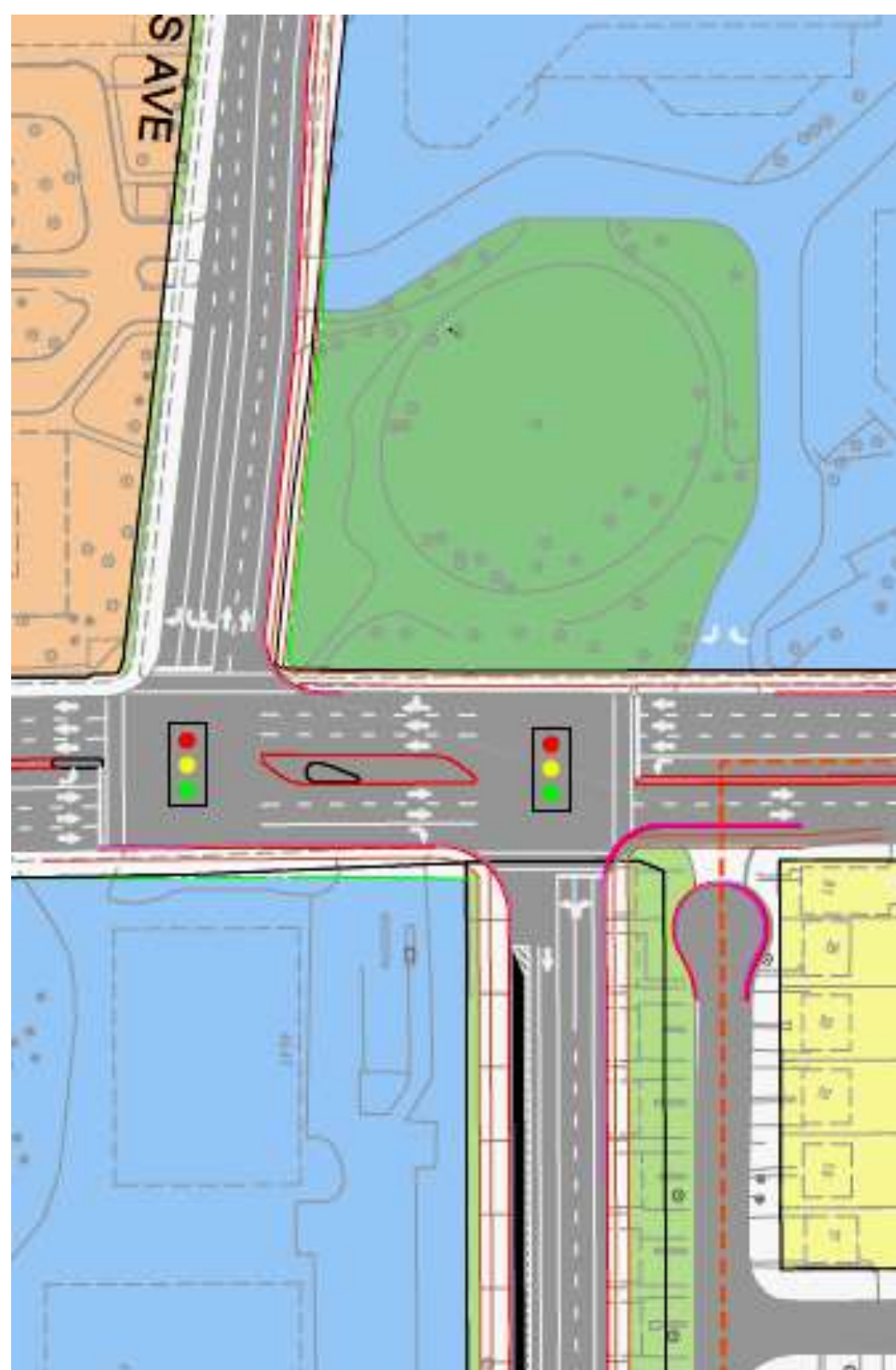
Four alternative solutions have been studied to link Doris Avenue and Tradewind Avenue: two with a single intersection, two with an offset intersection.



Option A
 Single Intersection
 Right-Angle at
 Sheppard Ave.



Option B
 Single Intersection
 Skewed at Sheppard Ave.
** Recommended **


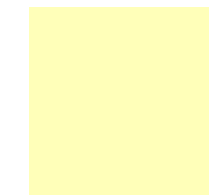






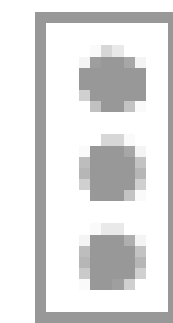

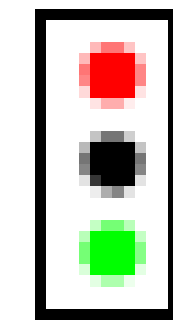




Option C
 Offset Intersection
 Maintaining Doris Ave.
 Alignment



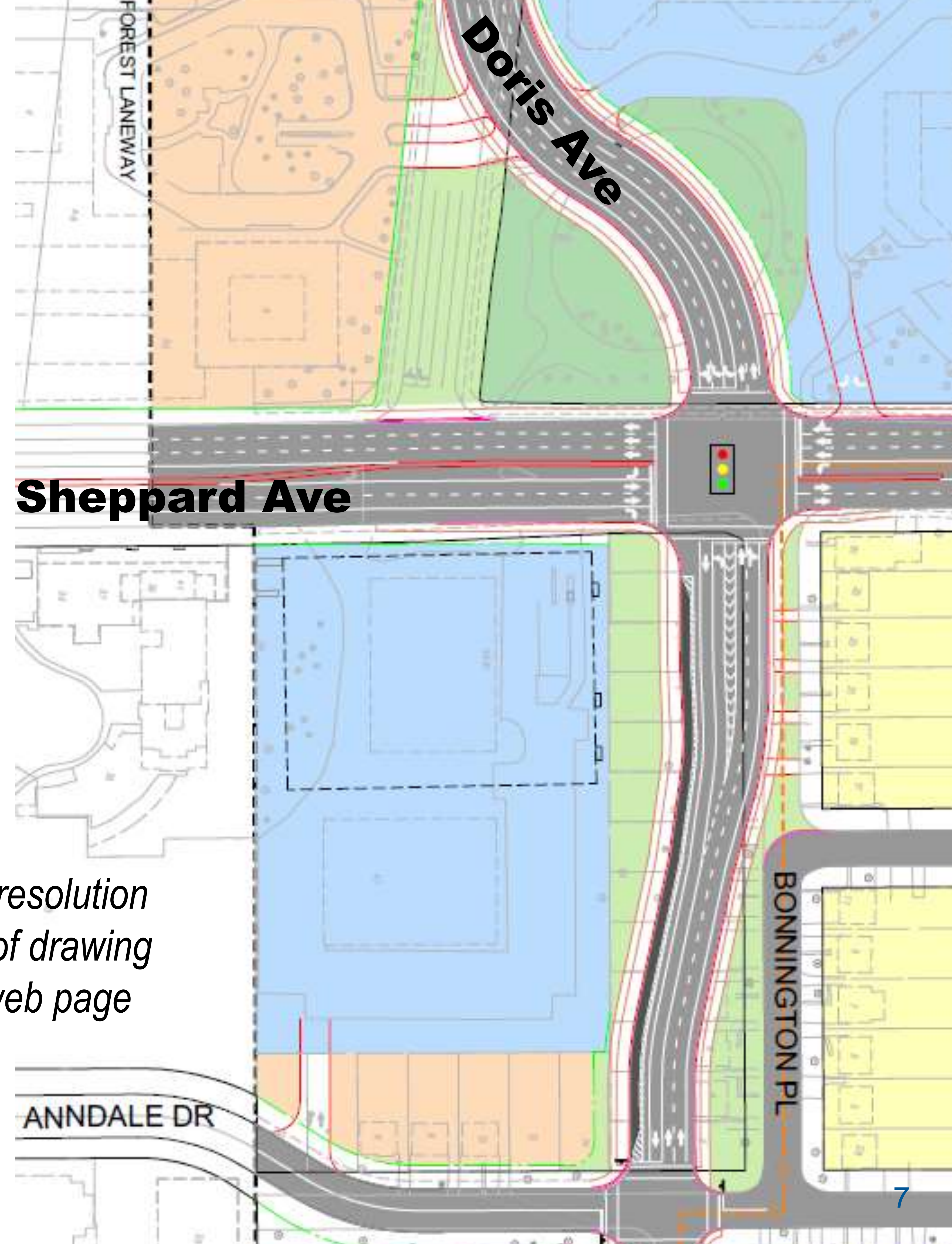
Option D
 Offset Intersection
 Realigning Doris Ave.

Legend for Map Drawings

	Study Area		Stable Residential Area
	North York Centre Secondary Plan Boundary		Institutional/Commercial Property
	Existing Property Line		Existing Private Open Space (Moorehead Park)
	Proposed Property Line		Proposed Landscaped Buffer
	Existing Traffic Signal		On-Street Parking
	Proposed Traffic Signal		
	Existing Median		
	Proposed Median		

Option A

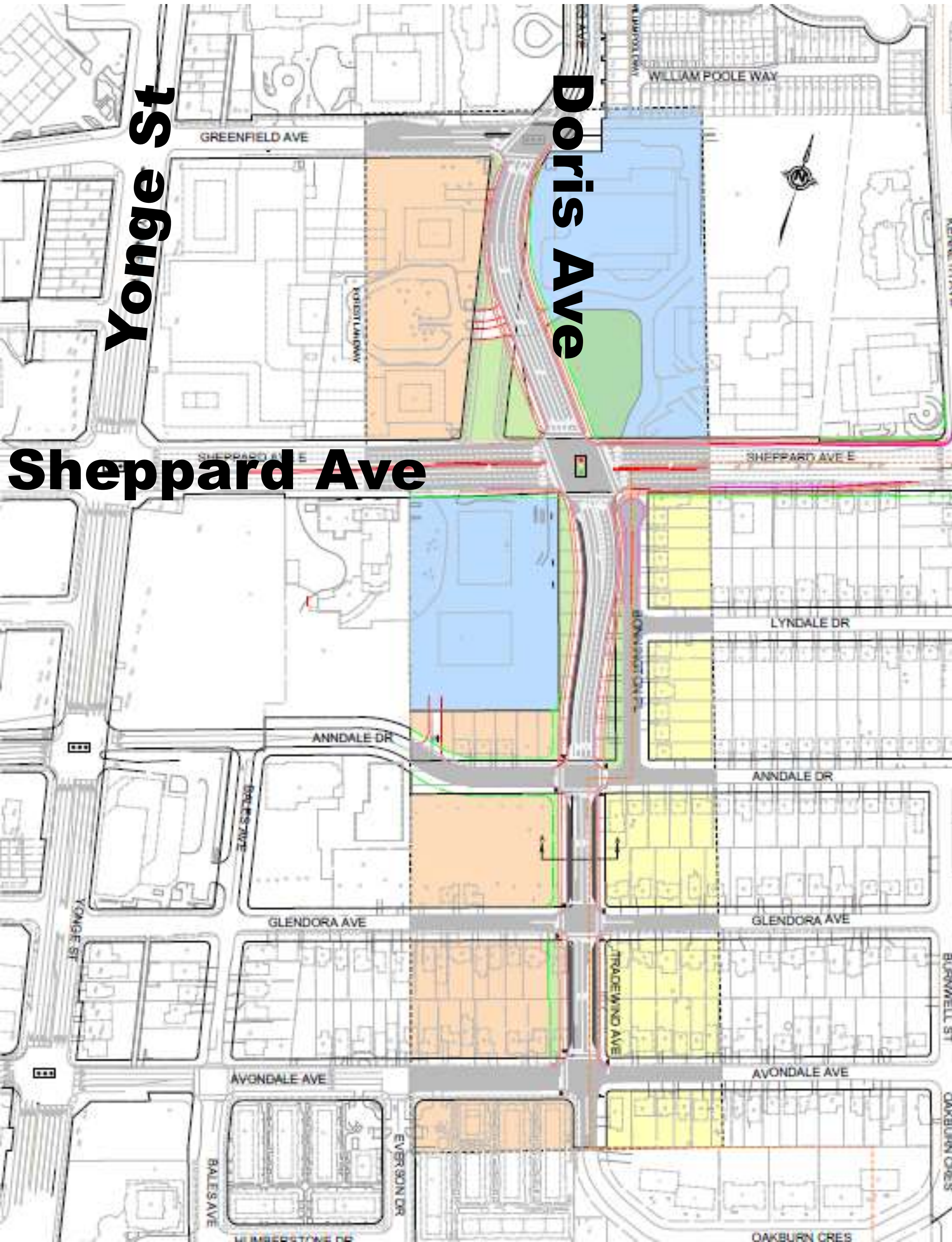
Single Intersection Right-Angle
at Sheppard Ave.



*High resolution
PDF of drawing
on web page*

Option B

Single Intersection Skewed
at Sheppard Ave. * **Recommended** *

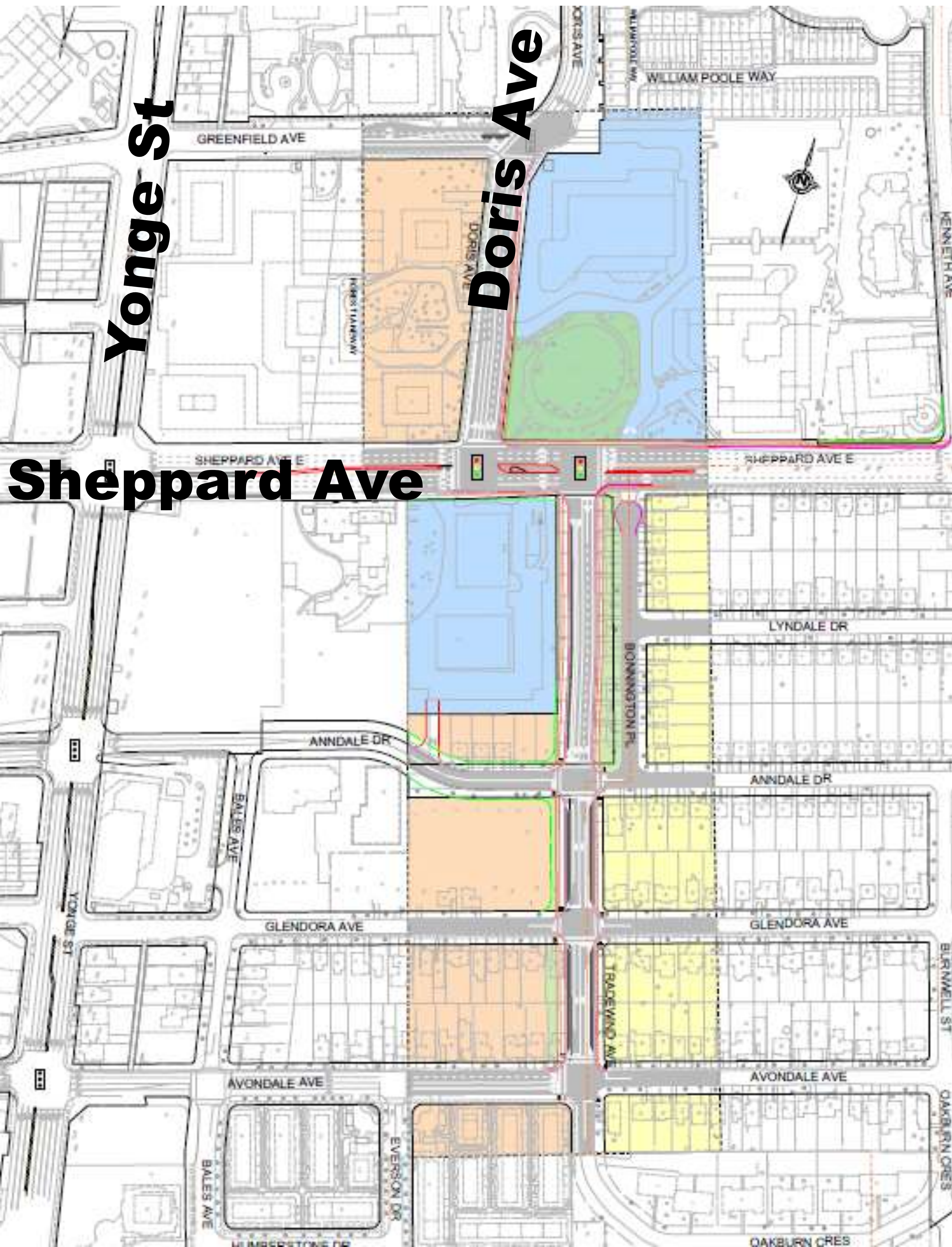


*High resolution
PDF of drawing
on web page*

Option C

Offset Intersection

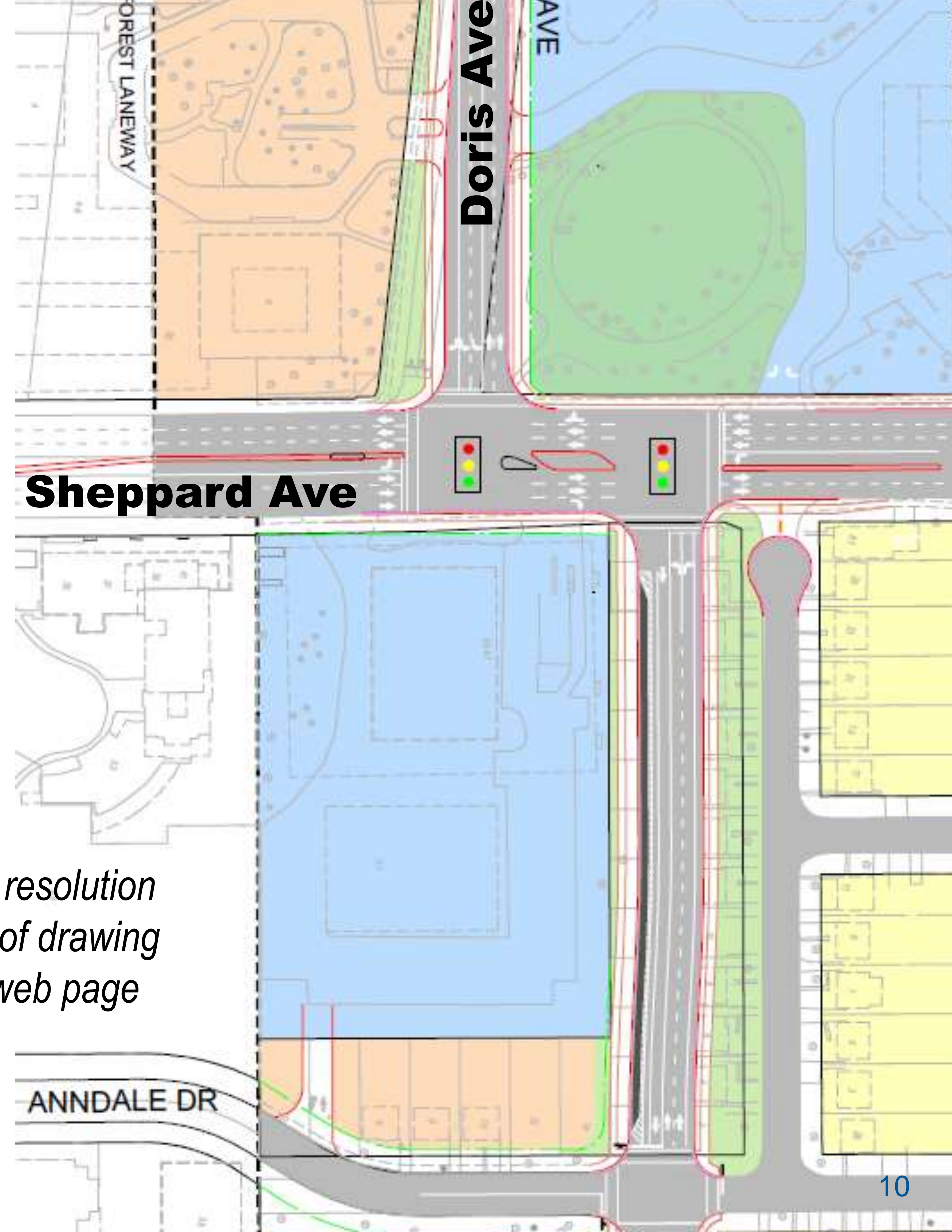
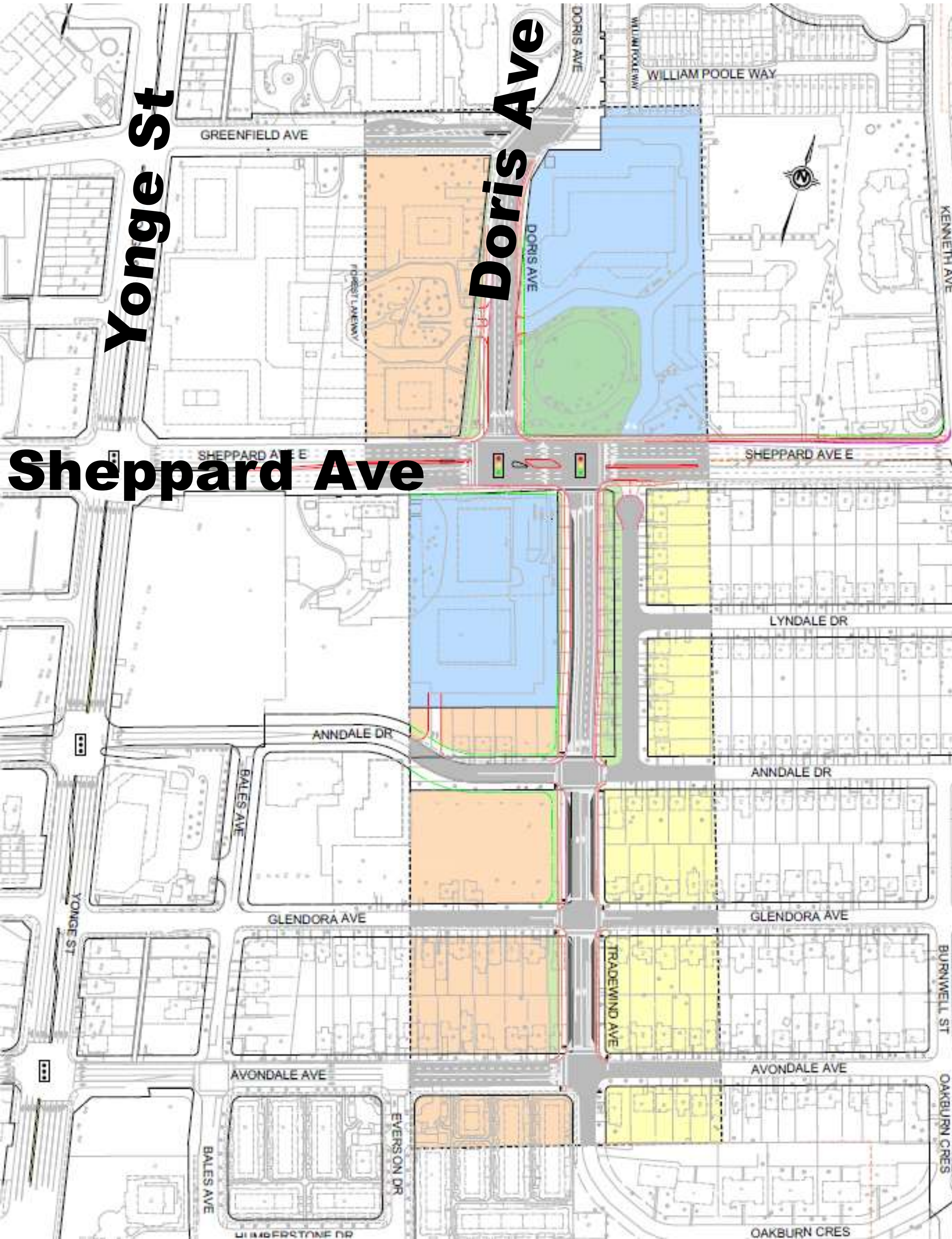
Maintaining Doris Ave. Alignment



*High resolution
PDF of drawing
on web page*

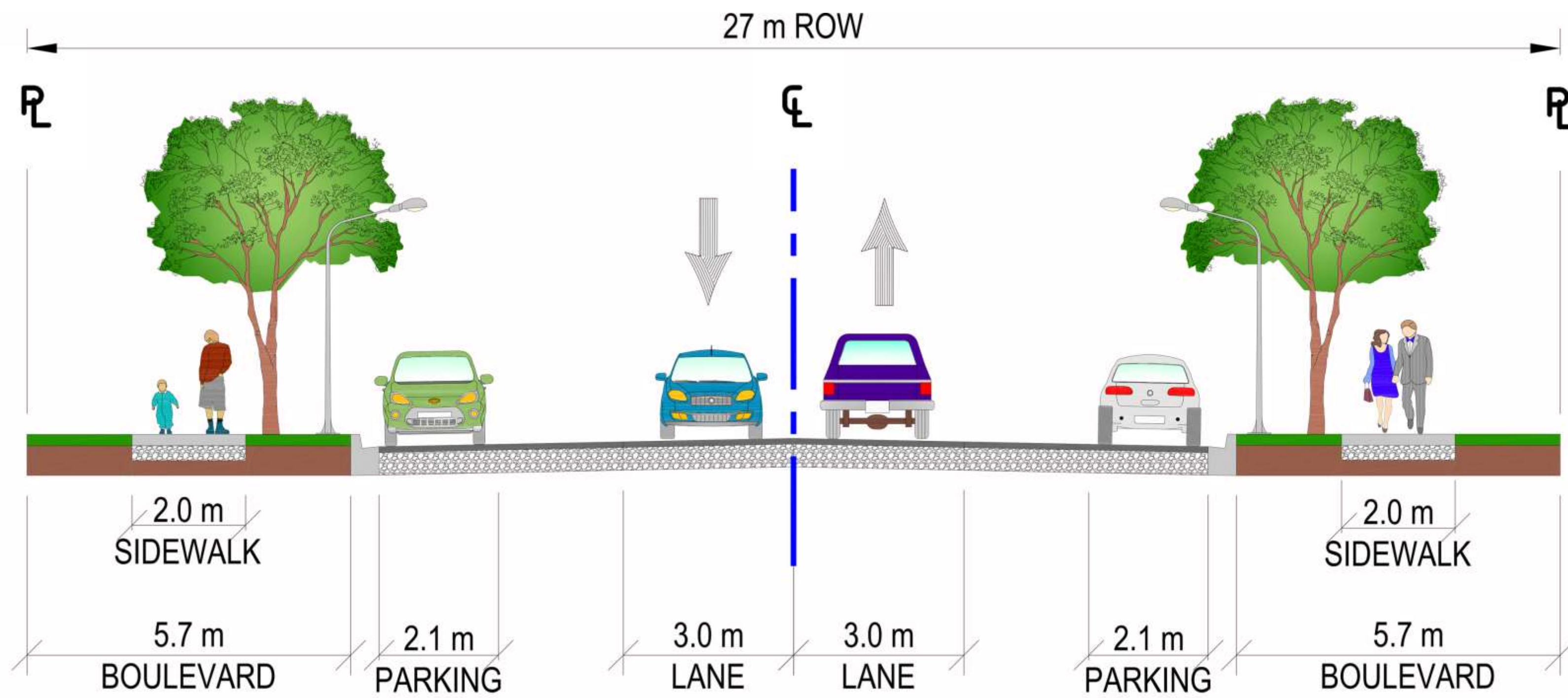
Option D

Offset Intersection
Realigning Doris Ave.

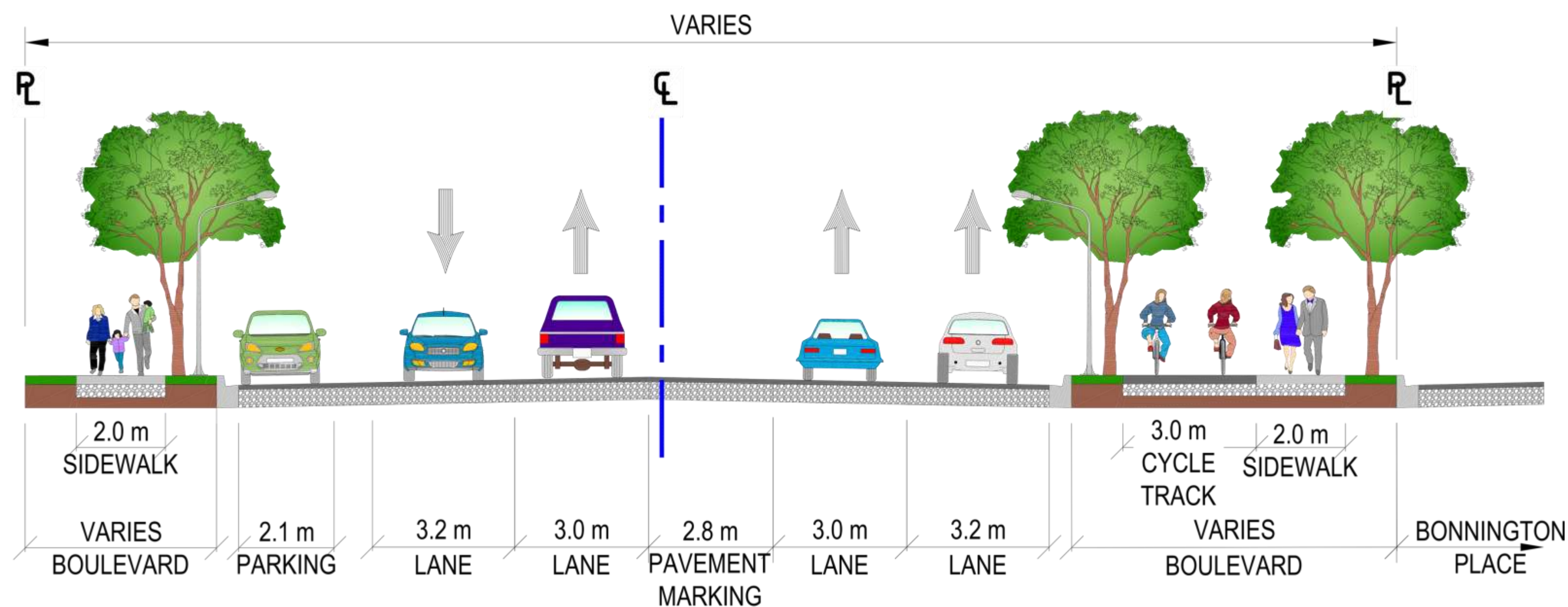


*High resolution
PDF of drawing
on web page*

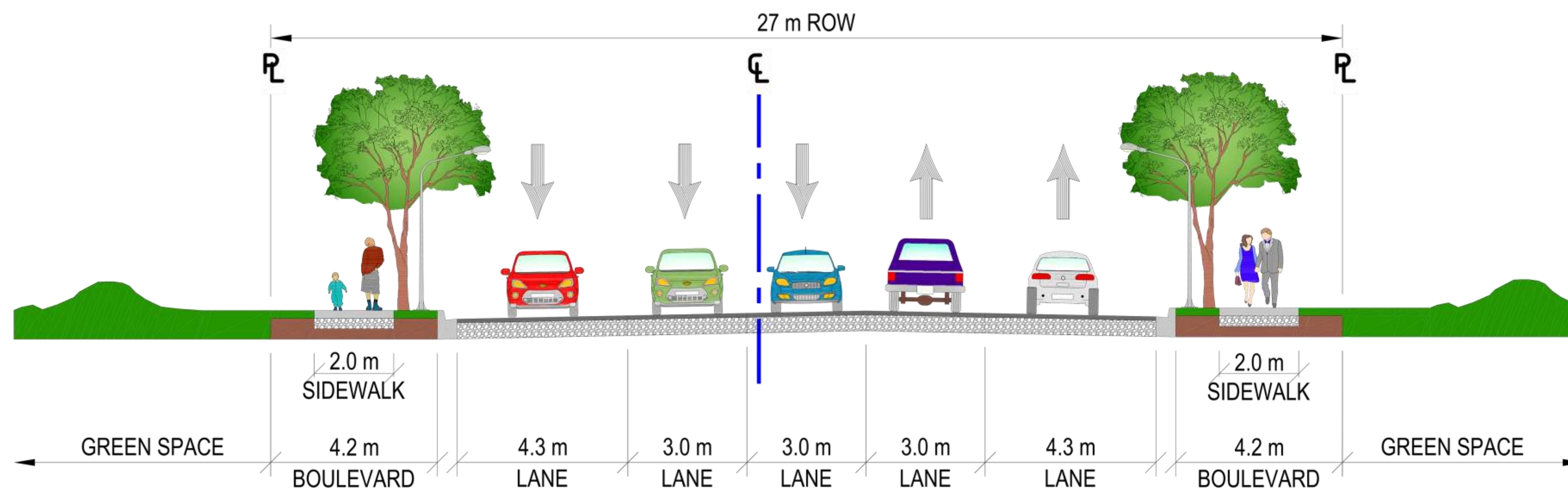
Roadway Cross Section Alternatives



Section A-A
Tradewind between
Anndale and Glendora



Section B-B
Tradewind between
Sheppard and Anndale



Section C-C
Doris between
Greenfield and Sheppard

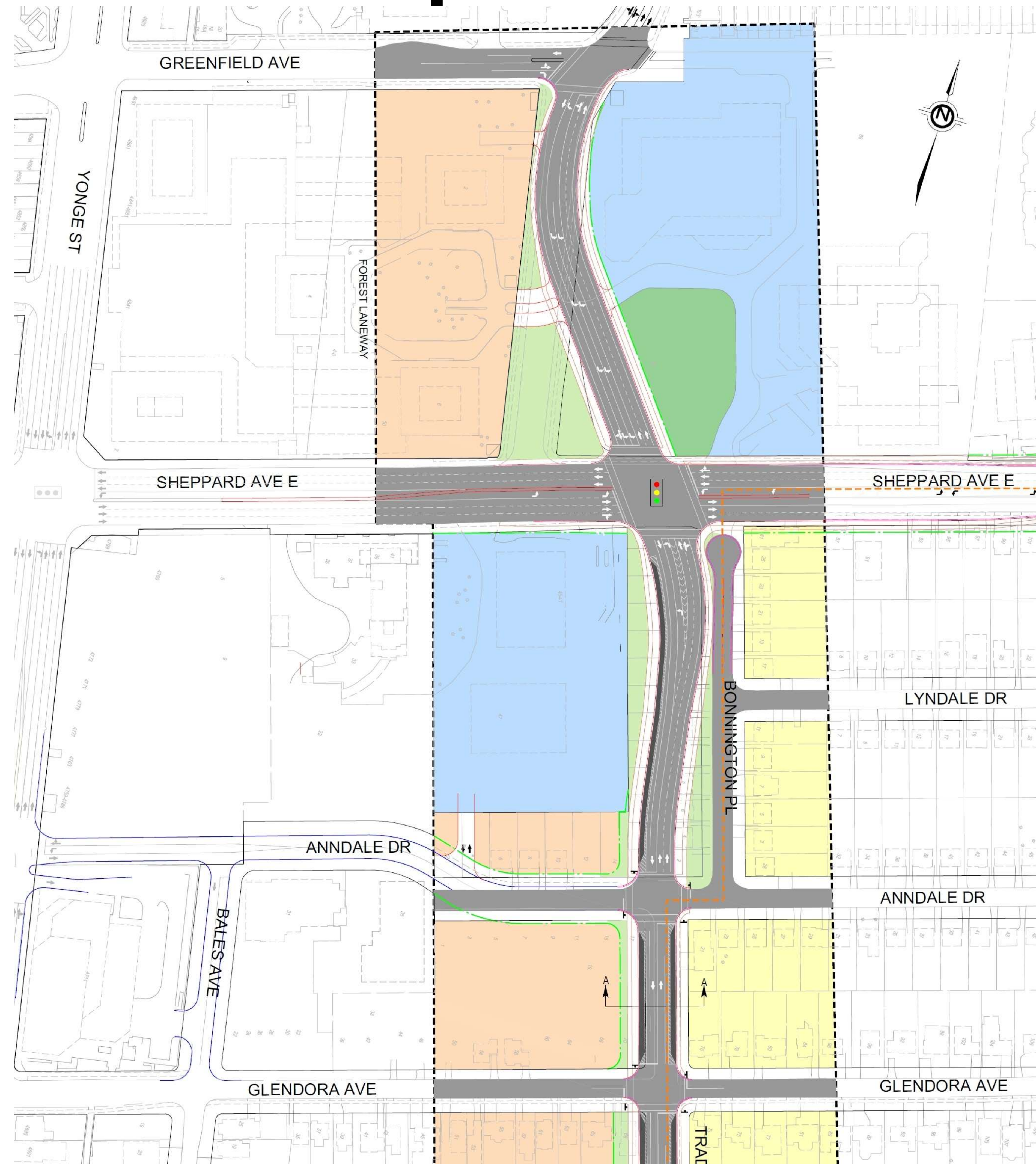
Pros & Cons of the Preferred Option B

Pros:

Option B provides the travel and safety benefits of a single intersection. Although a right-angle intersection is normally preferred (like in Option A) the skewed intersection design avoids the sharp curves in Option A and also maintains Bonnington Place as a separate street, so that the homes on the east side do not have their driveways directly on the service road.

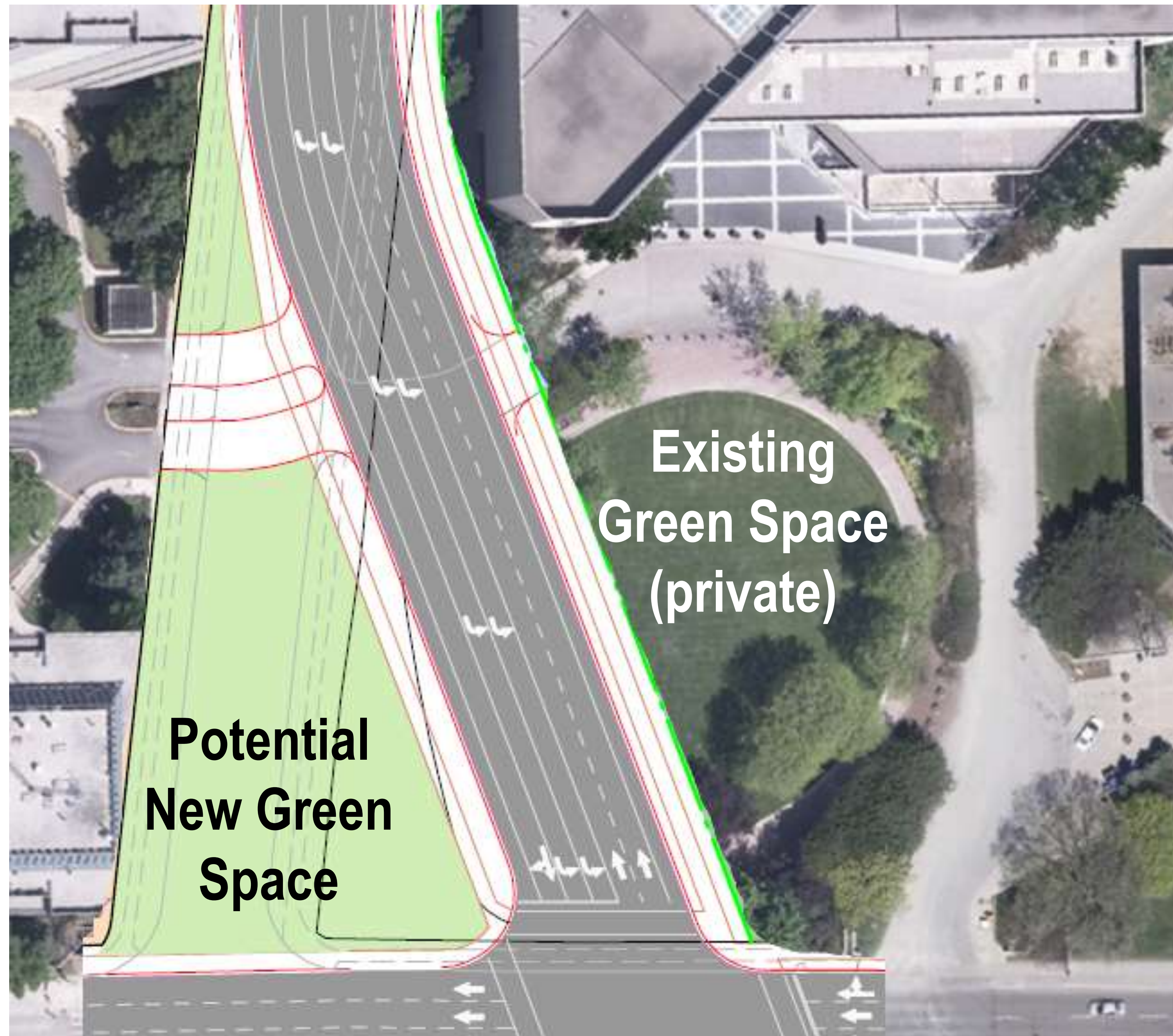
Cons:

As a trade-off, Option B must cut through the existing green space north of Sheppard Avenue, is more complicated to implement (which likely means more years to construct), and will cost more than double the offset intersection designs (Options C & D).



Impacts to Green Space North of Sheppard Ave.

To achieve a single intersection design, Doris Avenue would need to be shifted east, bisecting the existing green space north of Sheppard Avenue. Currently this green space is a Privately Owned Publically-Accessible Space (POPS), and would need to be acquired by the City, in part or in whole.



Mitigation of Impacts

- 1:1 replacement for impacted trees located within the Right-Of-Way (ROW).
- 1:3 replacement for trees located within private property.
- Potential relocation of driveway for 90 Sheppard Ave E property will reserve some lands for the eastward expansion of the open space.

There is potential for converting the available space into a high quality urban park or plaza - but this would be decided outside of this EA study.

About the Green Space North of Sheppard Ave.

Owner: Heinz Corporate Offices (formerly C-I-L House) Size of Site: 2.4 ha Year Completed: 1982 Landscape Architect: Moorhead Fleming Corban Inc.

Landscape Design Description: "Moorhead Park" is an important feature of North York Centre by virtue of its bold and simple design, its large scale, and its location on a prominent corner along Sheppard Avenue at Doris Avenue. Designed as a coherent landscape composition, the building atrium, roof top terraces and at-grade gardens are all inter-related. The spacious landscaped at-grade open space features an oval sodded mound surrounded by a pedestrian circuit, seating and landscaping. The garden is designed to give access, amenity and address to the existing 7-storey Heinz Corporate Office and the adjacent Catholic Education Centre in a way that is democratic and universal. The circular walkway layout together with the central mound allow people within the space to enjoy a sense of privacy, a series of changing views along the circuit and an opportunity for longer views from the top of the mound.



Although Moorhead Park is privately owned and not a public park, it is well used by local residents, students, area visitors and office workers.

Evaluation Matrix (page 1 of 3)

Criteria: Transportation	Single Intersection		Offset Intersection	
	A	* B *	C	D
Accommodation of east-west travel for motorists and cyclists on Sheppard Ave.	Good	Good	Poor	Moderate
Accommodation of north-south travel for motorists and cyclists on Tradewind Ave./Doris Ave.	Good	Good	Poor	Poor
City street and sidewalk maintenance	Good	Good	Poor	Poor
Accommodation of north-south travel for pedestrians on Tradewind Ave./Doris Ave.	Good	Good	Moderate	Moderate
Conformance to roadway geometric design standards	Poor	Good	Moderate	Moderate
High-speed collisions	Moderate	Moderate	Good	Good
Vehicle queue spillback between study area intersections on Sheppard Ave.	Good	Good	Poor	Moderate
Conflicts at adjacent driveways	Poor	Good	Good	Good
Function of Tradewind Ave./ Doris Ave. as a parallel route to Yonge St. that provides access to residential, business and institutional buildings in North York Centre	Good	Good	Moderate	Moderate

A more detailed version of the evaluation is available on request.

Evaluation Matrix (page 2 of 3)

Criteria: Social / Economic Environment	Single Intersection		Offset Intersection	
	A	* B *	C	D
Supports current & future residential & commercial growth in North York Centre	Good	Good	Moderate	Moderate
Consistency with the policies & schedules of North York Centre Secondary Plan	Poor	Poor	Good	Good
Proximity to existing Downtown Plan Boundary (Anndale to Avondale)	Moderate	Moderate	Good	Good
Impacts on property due to partial acquisition or construction	Moderate	Moderate	Moderate	Moderate
Impacts on parking	Good	Good	Good	Good
Impacts on future Open Space	Poor	Poor	Good	Good
Need to acquire private property	Poor	Poor	Poor	Poor
Short-term construction-related nuisance effects such as noise and dust on area residents/businesses	Moderate	Moderate	Moderate	Moderate
Short-term effects on accessing residential properties during construction	Good	Good	Good	Good


A more detailed version of the evaluation is available on request.

Evaluation Matrix (page 3 of 3)


Criteria: Natural / Cultural Environment	Single Intersection		Offset Intersection	
	A	* B *	C	D
Alteration of existing terrestrial features.	Poor	Poor	Good	Moderate
Effects on air quality	Good	Good	Moderate	Moderate
Impacts on heritage features (displaced or disrupted)	Poor	Poor	Good	Good
Impacts on archaeological resources	Good	Good	Good	Good
Criteria: Financial				
Conflicts with existing municipal and utility services	Moderate	Moderate	Good	Good
Construction staging	Moderate	Moderate	Good	Poor
Cost of acquiring additional private property	Moderate	Moderate	Good	Good
Capital cost of implementation	\$7.1 Million	\$7.1 Million	\$3.0 Million	\$3.4 Million

A more detailed version of the evaluation is available on request.


Evaluation Summary




Option A
Single Intersection Right-Angle at Sheppard Ave.
Ranked #2



Option B
Single Intersection Skewed at Sheppard Ave.
Ranked #1



Option C
Offset Intersection Maintaining Doris Ave. Alignment
Ranked #4



Option D
Offset Intersection Realigning Doris Ave.
Ranked #3

- Improves north-south travel for motorists and cyclists on Doris/ Tradewind
- Improves east-west travel for motorists and cyclists on Sheppard Ave
- Improves safety for pedestrians traveling north-south through intersection
- High conflicts with adjacent driveways
- Poor conformance with roadway geometry standards
- High implementation costs
- High impacts to Privately owned publicly-accessible open space

- Improves north-south travel for motorists and cyclists on Doris/ Tradewind
- Improves east-west travel for motorists and cyclists on Sheppard Ave
- Improves safety for pedestrians traveling north-south through intersection
- High implementation costs
- Moderate impacts to Privately owned publicly-accessible space

*** Recommended ***

- Marginally improves north-south travel for motorists and cyclists on Doris/ Tradewind
- Does not improve east-west travel for motorists and cyclists on Sheppard Ave
- Does not improve safety for pedestrians traveling north-south through intersection
- Lowest implementation costs
- No impacts to Privately owned publicly-accessible open space

- Marginally improves north-south travel for motorists and cyclists on Doris/ Tradewind
- Does not improve east-west travel for motorists and cyclists on Sheppard Ave
- Does not improve safety for pedestrians traveling north-south through intersection
- Low implementation costs
- No impacts to Privately owned publicly-accessible open space

Next Steps

Please provide your feedback by June 25, 2015

(see details on next slide)

- **Summer 2015:** Continued engagement with affected property owners and other interested stakeholders, as needed
- Further refinement of the design based on public and stakeholder input, and other considerations
- **Fall 2015:** Staff report to Public Works and Infrastructure Committee, and City Council
- **Winter 2015:** *(If endorsed by Council)* Complete an Environmental Study Report (ESR) Addendum and publish for 30 Day Public Review

A construction schedule for this project has not been determined.

If the plan is approved, timing will depend on funding availability, property acquisition and design development.

We would like to hear from you!

Provide your feedback on this project using the

[online comment form](#)

[\(click here\)](#)



Attend the Public Drop-in Event

Thursday, June 11, 2015 6 p.m. to 8 p.m.

Earl Haig Secondary School, 100 Princess Ave.

Contact:

Jason Diceman

Public Consultation Coordinator

City of Toronto

Tel: 416-338-2830

Fax: 416-392-2974

jdiceman@toronto.ca

Metro Hall, 19th Floor

55 John St. Toronto, ON M5V 3C6

toronto.ca/nyc-south-road