
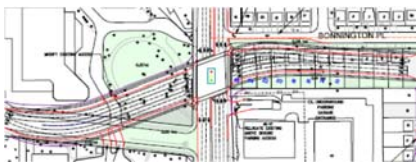

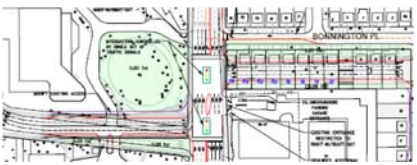



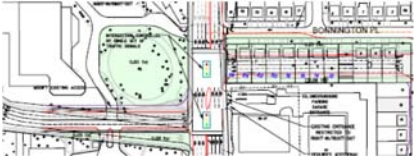


Categories of Consideration	Criteria	Option A - Single Intersection Right-Angle at Sheppard Ave.	Option B - Single Intersection Skewed at Sheppard Ave.	Option C - Offset Intersection Maintaining Doris Ave. Alignment	Option D - Offset Intersection Realigning Doris Ave.
TRANSPORTATION					
		Good	Good	Poor	Moderate
	<i>Accommodation of east-west travel for motorists and cyclists on Sheppard Ave.</i>	One signalized intersection to navigate.	One signalized intersection to navigate.	Two closely-spaced intersections, likely with separate phasing. May need optically-programmed signals to prevent confusion over where to stop.	Two closely-spaced intersections, likely coordinated with one set of signal timings. May need optically-programmed signals to prevent confusion over where to stop.
		Good	Good	Poor	Poor
	<i>Accommodation of north-south travel for motorists and cyclists on Tradewind Ave./Doris Ave.</i>	One signalized intersection to navigate.	One signalized intersection to navigate.	More complex with two offset signalized intersections, and potential confusion as to where to stop when making left turns.	More complex with two offset signalized intersections, and potential confusion as to where to stop when making left turns.
		Good	Good	Poor	Poor
	<i>City street and sidewalk maintenance</i>	One intersection north-south and east-west.	One intersection north-south and east-west.	Offset intersections north-south and closely-spaced intersections east-west.	Offset intersections north-south and closely-spaced intersections east-west.
		Good	Good	Moderate	Moderate
	<i>Accommodation of north-south travel for pedestrians on Tradewind Ave./Doris Ave.</i>	One intersection to navigate.	One intersection to navigate.	Up to two intersections to navigate, overall travel distance likely longer.	Up to two intersections to navigate, overall travel distance likely longer.
		Poor	Good	Moderate	Moderate
	<i>Conformance to roadway geometric design standards</i>	Substandard centreline radii on Doris Ave. may result in vehicle over-tracking into adjacent lanes.	No issues.	Unusual intersection spacing.	Unusual intersection spacing.
		Moderate	Moderate	Good	Good
	<i>High-speed collisions</i>	More likely in comparison to option C&D due to right-angle 4-way intersection (although site context makes this less likely than at suburban or rural locations).	More likely in comparison to option C&D due to right-angle 4-way intersection (although site context makes this less likely than at suburban or rural locations).	Low potential due to separate 3-way intersections.	Low potential due to separate 3-way intersections.

TRANSPORTATION	<i>Vehicle queue spillback between study area intersections on Sheppard Ave.</i>	Good	Good	Poor	Moderate
		Low potential.	Low potential.	High potential due to close proximity of Tradewind Ave. and Doris Ave.	Moderate potential, assuming both intersections coordinated with one set of signal timings.
	<i>Conflicts at adjacent driveways</i>	Poor	Good	Good	Good
		Driveways from former Bonnington Pl. residences will front onto Tradewind Ave. Access to parking garage at 45-47 Sheppard Ave. will be accommodated.	No issues. Access to parking garage at 45-47 Sheppard Ave. will be accommodated.	No issues. Access to parking garage at 45-47 Sheppard Ave. will be accommodated.	No issues. Access to parking garage at 45-47 Sheppard Ave. will be accommodated.
	<i>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</i>	Good	Good	Moderate	Moderate
		Achieves function as a continuous north-south route.	Achieves function as a continuous north-south route.	Achieves function better than the existing road network, but the route is still discontinuous at Sheppard Ave.	Achieves function better than the existing road network, but the route is still discontinuous at Sheppard Ave.




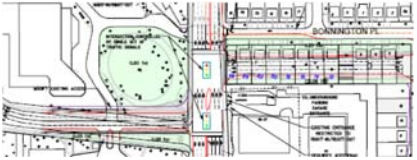
Categories of Consideration	Criteria	Option A - Single Intersection Right-Angle at Sheppard Ave.	Option B - Single Intersection Skewed at Sheppard Ave.	Option C - Offset Intersection Maintaining Doris Ave. Alignment	Option D - Offset Intersection Realigning Doris Ave.
NATURAL / CULTURAL ENVIRONMENT					
	<i>Alteration of existing terrestrial features.</i>	Poor High potential effects on mature trees in Moorehead Park, and on west side of Bonnington Pl. and Tradewind Ave.	Poor High potential effects on mature trees in Moorehead Park, and on west side of Bonnington Pl. and Tradewind Ave.	Good Low potential effects on mature trees in Moorehead Park and on west side of Bonnington Pl. and Tradewind Ave. (lowest impact among 4 Options).	Moderate Moderate potential effects to mature trees in Moorehead Park, and on west side of Bonnington Pl. and Tradewind Ave.
	<i>Effects on air quality<sup>1</sup></i>	Good Low potential effects on air quality as the qualitative assessment has determined that this option would be within MOECC guidelines for NO <sub>2</sub> and CO <sub>2</sub> .	Good Low potential effects on air quality as the qualitative assessment has determined that this option would be within MOECC guidelines for NO <sub>2</sub> and CO <sub>2</sub> .	Moderate Moderate potential effects on air quality due to higher vehicle delays and longer idling times.	Moderate Moderate potential effects on air quality due to higher vehicle delays and longer idling times.
	<i>Impacts on heritage features (displaced or disrupted)</i>	Poor High potential for impact on Moorhead Park.	Poor High potential for impact on Moorhead Park.	Good No potential for impact on Moorhead Park	Good Low potential for impact on Moorhead Park (at northeast corner of Sheppard Ave./Doris Ave).
	<i>Impacts on archaeological resources</i>	Good No impact to undisturbed lands.	Good No impact to undisturbed lands.	Good No impact to undisturbed lands.	Good No impact to undisturbed lands.

<sup>1</sup> Taken from the 1998 ESR Preferred Option Air Quality Supporting Study.

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SOCIAL / ECONOMIC ENVIRONMENT	<i>Supports current and future residential and commercial growth in North York Centre</i>	<b>Good</b> Provides the most potential for growth due to connectivity, and best defines the Downtown Plan Boundary.	<b>Good</b> Provides the most potential for growth due to connectivity, and best defines the Downtown Plan Boundary.	<b>Moderate</b> Provides the some potential for growth due to connectivity, and somewhat defines the Downtown Plan Boundary.	<b>Moderate</b> Provides the some potential for growth due to connectivity, and somewhat defines the Downtown Plan Boundary.
	<i>Consistency with the policies and schedules of the North York Centre Secondary Plan</i>	<b>Poor</b> Not consistent with the policies as follows: <ul style="list-style-type: none"> <li>Setback from curb of the service road to property line (12m) is not met in front of 17-25 Bonnington Pl.</li> <li>Property between service road and residential area is not met in front of 17-25 Bonnington Pl. however extra depth boulevards proposed</li> <li>Supporting development within the Secondary Plan area is somewhat consistent as portions of linear open space along Bonnington Pl. and lots on Anndale Dr. could be amalgamated with 45-47 Sheppard Ave. for future redevelopment</li> </ul>	<b>Poor</b> Not consistent with the policies as follows: <ul style="list-style-type: none"> <li>Setback from curb of the service road to property line (12m) is not met in front of 17-25 Bonnington Pl.</li> <li>Property between service road and residential area is not met in front of 17-25 Bonnington Pl. however extra depth boulevards proposed</li> <li>Supporting development within the Secondary Plan area is somewhat consistent as portions of linear open space along Bonnington Pl. and lots on Anndale Dr. could be amalgamated with 45-47 Sheppard Ave. for future redevelopment</li> </ul>	<b>Good</b> Consistent with the following relevant policies: <ul style="list-style-type: none"> <li>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</li> <li>Intervening property between the Service Road and stable residential area available to form a linear park and or public open space</li> <li>Potential to support development of land within the secondary plan area by maintaining access and creation of reasonable development blocks</li> </ul>	<b>Good</b> Consistent with the following relevant policies: <ul style="list-style-type: none"> <li>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</li> <li>Intervening property between the Service Road and stable residential area available to form a linear park and or public open space</li> <li>Potential to support development of land within the secondary plan area by maintaining access and creation of reasonable development blocks</li> </ul>
	<i>Proximity to existing Downtown Plan Boundary (Anndale to Avondale)</i>	<b>Moderate</b> Does not quite provide desired distance on Bonnington Ave.	<b>Moderate</b> Does not quite provide desired distance on Bonnington Ave.	<b>Good</b> Provides desired distance to boundary.	<b>Good</b> Provides desired distance to boundary.
	<i>Impacts on property due to partial acquisition or construction</i>	<b>Moderate</b> Moderate potential impact on access to 45-47 Sheppard Ave. (right-in/right-out to underground parking), and addition to access to surface parking off Anndale Dr.	<b>Moderate</b> Moderate potential impact on access to 45-47 Sheppard Ave. (right-in/right-out to underground parking), and addition to access to surface parking off Anndale Dr.	<b>Moderate</b> Moderate potential impact on access to 45-47 Sheppard Ave. (right-in/right-out to underground parking), and addition to access to surface parking off Anndale Dr.	<b>Moderate</b> Moderate potential impact on access to 45-47 Sheppard Ave. (right-in/right-out to underground parking), and addition to access to surface parking off Anndale Dr.

<b>SOCIAL / ECONOMIC ENVIRONMENT</b>	<i>Impacts on parking</i>	<b>Good</b>  Low as parking is removed from Doris Ave. between Sheppard Ave. and Greenfield Ave. but added on Tradewind Ave. between Anndale Dr. and Avondale Ave. (interim condition). No impact to underground parking at 45-47 Sheppard Ave.	<b>Good</b>  Low as parking is removed from Doris Ave. between Sheppard Ave. and Greenfield Ave. but added on Tradewind Ave. between Anndale Dr. and Avondale Ave. (interim condition). No impact to underground parking at 45-47 Sheppard Ave.	<b>Good</b>  Low as parking is removed from Doris Ave. between Sheppard Ave. and Greenfield Ave. but added on Tradewind Ave. between Anndale Dr. and Avondale Ave. (interim condition). No impact to underground parking at 45-47 Sheppard Ave.	<b>Good</b>  Low as parking is removed from Doris Ave. between Sheppard Ave. and Greenfield Ave. but added on Tradewind Ave. between Anndale Dr. and Avondale Ave. (interim condition). No impact to underground parking at 45-47 Sheppard Ave.
	<i>Impacts on future Open Space</i>	<b>Poor</b>  High potential effects on future Open Space as some connectivity is provided, but broken up at Bonnington Place. Highest effect occurs to the Crown Realty property (Moorehead park): 0.53 ha of park and 0.25 ha of open space.	<b>Poor</b>  High potential effects on future Open Space as some connectivity is provided, but broken up at Bonnington Place. Highest effect occurs to the Crown Realty property (Moorehead park): 0.53 ha of park and 0.21 ha of open space.	<b>Good</b>  Low potential effects on future Open Space as a high level of connectivity is provided. Minimal effects on the Crown Realty property (Moorehead park): 0.55 ha of park and 0.21 ha of open space.	<b>Good</b>  Moderate potential effects on future Open Space as a high level of connectivity is provided. Moderate effects to Crown Realty property (Moorehead park): 0.51 ha of park and 0.28 ha of open space.
	<i>Need to acquire private property</i>	<b>Poor</b>  High number of residential properties required, however the majority have acquired. Acquisition of parkland required.	<b>Poor</b>  High number of residential properties required, however the majority have acquired. Acquisition of parkland required.	<b>Poor</b>  High number of residential properties required, however the majority have acquired.	<b>Poor</b>  High number of residential properties required, however the majority have acquired. Acquisition of parkland required.
	<i>Short-term construction-related nuisance effects such as noise and dust on area residents/businesses</i>	<b>Moderate</b>  Moderate potential for disturbance to existing residences/businesses due to temporary nuisances (i.e. construction noise, dust, etc).	<b>Moderate</b>  Moderate potential for disturbance to existing residences/businesses due to temporary nuisances (i.e. construction noise, dust, etc).	<b>Moderate</b>  Moderate potential for disturbance to existing residences/businesses due to temporary nuisances (i.e. construction noise, dust, etc).	<b>Moderate</b>  Moderate potential for disturbance to existing residences/businesses due to temporary nuisances (i.e. construction noise, dust, etc).
	<i>Short-term effects on accessing residential properties during construction</i>	<b>Good</b>  No residential properties access temporarily disrupted.	<b>Good</b>  No residential properties access temporarily disrupted.	<b>Good</b>  No residential properties access temporarily disrupted.	<b>Good</b>  No residential properties access temporarily disrupted.
	<i>Conflicts with existing municipal and utility services</i>	<b>Moderate</b>  More conflicts with existing municipal and utility services	<b>Moderate</b>  More conflicts with existing municipal and utility services	<b>Good</b>  Less conflicts with existing municipal and utility services	<b>Good</b>  Less conflicts with existing municipal and utility services
	<i>Construction staging</i>	<b>Moderate</b>  Can maintain existing Doris Ave. intersection on Sheppard Ave. during construction, but would need to reconstruct Tradewind Ave. intersection.	<b>Moderate</b>  Can maintain existing Doris Ave. intersection on Sheppard Ave. during construction, but would need to reconstruct Tradewind Ave. intersection.	<b>Good</b>  Minor modifications to both Doris Ave. and Tradewind Ave. intersections on Sheppard Ave.	<b>Poor</b>  Would need to reconstruct both Doris Ave. and Tradewind Ave. intersections on Sheppard Ave. including underground works for new traffic signals.



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FINANCIAL	<i>Cost of acquiring additional private property</i>	To be determined	To be determined	To be determined	To be determined
	<i>Capital cost of implementation</i>	\$7.1 Million	\$7.1 Million	\$3.0 Million	\$3.4 Million
SUMMARY		Based on all of the factors Option A was ranked #2. Despite its high cost of implementation it adequately addressed the long-term solution in terms of the Transportation criteria and achieving the defined Problem/ Opportunity Statement, and its Natural/ Cultural and Social/ Economic impacts can be managed.	Based on all of the factors Option B was ranked #1. Despite its high cost of implementation it is expected to be the best long-term solution in terms of the Transportation criteria and achieving the defined Problem/ Opportunity Statement, and its Natural/ Cultural and Social/ Economic impacts can be managed.	Based on all of the factors Option C was ranked #4. Although it has the lowest implementation cost and has minimal impact on Moorhead Park, it does not meet the specific problems and opportunities to be addressed as set out in this study, mainly in relation to key Transportation criteria.	Based on all of the factors Option D was ranked #3. Although it has a low implementation cost and has minimal impact on Moorhead Park, it only partially meets the specific problems and opportunities to be addressed as set out in this study, mainly in relation to key Transportation criteria.
RECOMMENDATION		NOT RECOMMENDED	RECOMMENDED ALTERNATIVE	NOT RECOMMENDED	NOT RECOMMENDED