

## A TRANSPORTATION CONTEXT

There are significant changes planned along the Eglinton Avenue corridor that will influence transportation opportunities, travel behaviour and usage patterns along the length of the corridor. These will change the role that the Eglinton Avenue corridor plays, on a broad and City-wide basis, from a transportation perspective in the future given the planned emphasis on transit usage. This is significant when considering the transportation context of the site given its proximity to Eglinton Avenue East.

The site is well-located from an urban transportation standpoint with residents and visitors of the proposed development being provided with a range of travel choice opportunities through the significant connections afforded by the area arterial road and highway network, the existing and planned surface and higher-order transit facilities including, significantly, the Eglinton Crosstown LRT and other existing and planned non-automobile linkages (i.e. cycle lane / trail facilities).

This transportation context section describes, in detail:

- existing road, transit, pedestrian and cycling facilities; and
- planned changes to the transportation facilities and forecasted traffic activity including, notably those resulting from implementation of the Eglinton Avenue Crosstown LRT;

### A.1 EXISTING AREA ROAD NETWORK

The site is well located relative to significant roadway connections provided by the Don Valley Parkway located just to the east of the site and the area arterial road network (Eglinton Avenue East, Don Mills Road and Leslie Street). These roadways provide convenient linkages to the downtown core, across the City and to (and across) the Highway 401 corridor to the north. The existing road network, lane configurations, signal controls and intersection turn restrictions are shown in **Figure 7**.

#### A.1.1 Highway

**Don Valley Parkway (DVP)** is a limited access expressway operating in a north-south direction approximately 1.7 kilometres east of the Site. The expressway operates with a 90 kilometre per hour posted speed limit and three travel lanes in both the northbound and southbound directions. The DVP is a major traffic route linking the downtown Toronto area with the wider region, beginning at the Gardiner Expressway in the south and linking with the 400-Series Highway Network at the Highway 401 / Highway 404 interchange in the north.

The DVP includes a full interchange at its crossing with Eglinton Avenue East. A partial interchange at Wynford Drive also provides access to the DVP from the local road network, whereas a southbound off-ramp and northbound on-ramp are included as part of this interchange.

## A.1.2 Major Arterial

**Eglinton Avenue East** is also a City of Toronto major arterial roadway. Eglinton provides extensive east/west vehicular and transit mobility across the City of Toronto. HOV lanes terminate just east of Leslie Street in the westbound direction and commence just east of Leslie Street in the eastbound direction. With the completion of the Eglinton Crosstown LRT along Eglinton Avenue East, the HOV designation will be removed, resulting in a 4-lane cross section with an additional 2 lanes exclusively for the LRT for most of the corridor. The LRT will resurface just east of Leslie Street before going underground again just west of Don Mills Road. It will resurface just east of Gervais Drive / Ferrand Drive.

Significant turning movement volumes occur between the Eglinton corridor and the Leslie corridor. Although not as heavy, turning movements are moderate between the Eglinton corridor and the Don Mills corridor. With the Eglinton Crosstown LRT, excellent surface transit will be offered along Eglinton Avenue East, with connections at key north/south arterials and at the Yonge Subway line and the University/Spadina Subway line.

**Don Mills Road** is a major north-south direction arterial roadway stretching from O'Connor Drive in the south to John Street in the Town of Richmond Hill in the north. North of John Street, Don Mills Road becomes Leslie Street where it continues northwards to the Town of Keswick on Lake Simcoe. In the site vicinity, Don Mills Road has a 6-lane cross section, with separate left turn lanes at major intersections. Separate right turn lanes are also provided in both the northbound and southbound directions at the Don Mills Road and Eglinton Avenue East intersection. As with Eglinton Avenue East, curb lanes are designated for HOV use which restricts road users during peak travel periods Monday to Friday.

**Leslie Street** is a City of Toronto major arterial roadway. In the vicinity of the subject site, Leslie Street consists of two lanes in both the northbound and southbound directions with a continuous southbound left turn lane serving, principally, development along the east side of Leslie Street. This includes the subject property, the Carrington on the Park site, the Sony site, the Wrigley site as well as properties further to the north. Fewer driveways exist on the west side of Leslie Street between Eglinton Avenue East and Lawrence Avenue East. Leslie Street carries approximately 3,000 two-way vehicles trips per hour in both the weekday morning and afternoon peak hours.

The stretch of Leslie Street between Lawrence Avenue East and Eglinton Avenue East is unusual for an arterial road in the City of Toronto due to the following factors:

- there is only one traffic signal (at the Carrington on the Park site driveway) between Lawrence Avenue East and Eglinton Avenue East (approximately 2 kilometers);
- the Wilket Creek/Don River Valley run along the entire west side of this section of Leslie Street; and
- development and public street connections have historically been limited on the east side of the road by the (existing and former sections) CP Rail line which runs parallel with Leslie Street.

The lack of signal control and friction from side streets and driveways has led to conditions with higher vehicular speeds, difficult pedestrian crossing conditions, and limited capacity for side street and driveway turning movements. At some locations, paid-duty police officers are deployed during afternoon peak hours to facilitate outbound vehicular and pedestrian activity.



**Wynford Drive** is a two-way minor arterial servicing employment and mixed use areas to the east of Don Mills Road. The roadway operates in an east-west direction, with a 50 kilometre per hour speed limit and a typical 5-lane urban cross section. Separate left-turn lanes are included at signalized intersections, and a left-turn median lane accommodates left-turns onto local streets and driveways. Wynford Drive begins at Don Mills Road in the west and continues eastward connecting with the Don Valley Parkway and bending southwards to Eglinton Avenue East.

### A.1.3 Collector

**Gervais Drive** is a two-way collector road running north-south between Eglinton Avenue East in the south and the CP railway in the north. It generally consists of a 3-lane cross section south of Wynford Drive with a median left-turn lane, and a 2-lane cross section north of Wynford Drive. Gervais Drive has a speed limit of 50 kilometres per hour. It is signalized at its intersection with Wynford Drive, but operates with a limited right-in right-out connection to Eglinton Avenue East.

## A.2 EXISTING TRANSIT FACILITIES

The site is well served today by several Toronto Transit Commission (TTC) surface transit routes. Several TTC surface transit routes converge on the area given its concentration of employment and mixed land uses. The existing and future area transit context is illustrated in **Figure 9**.

A brief description of the area transit services is provided in the following.

**Eglinton East Bus Route 34** – operates east-west along Eglinton Avenue East between the Eglinton Station on Line 1 (Yonge-University-Spadina Subway line) and Kennedy Station on Line 2 (Bloor-Danforth Subway line). During peak hours, this route operates with 4 minute headways by utilizing Eglinton Avenue East *HOV Lanes*. The nearest bus stop locations to the Inn on the Park site are located at the intersection of Leslie Street and Eglinton Avenue East.

**Don Mills Bus Route 25** – bus service links Pape Station on Line 2 (Bloor-Danforth Subway line) in the south and the Don Mills Road and Steeles Avenue East area in the north. This route operates generally in a north-south direction, utilizing *HOV Lanes* on Don Mills Road. Buses travel at 3 to 4 minute headways during peak travel periods, stopping at Eglinton Avenue East and Wynford Drive.

**Flemingdon Park Bus Route 100** – operates in a triangular configuration linking Broadview Station on Line 2 (Bloor-Danforth Subway line) in the south, the Flemingdon Park business area, and Eglinton Station on Line 1 (Yonge-University-Spadina Subway line) in the west. Route 100 travels the length of the route span described above, while 100A,D operates between Broadview Station and the Flemingdon Park business area – turning back towards Line 2 rather than continuing the route to link with Eglinton Station. This route operates along Wynford Drive, Eglinton Avenue East, and Don Mills Road in the vicinity of the site. Route 100 operates at 13 and 16 minute headways during the morning and afternoon peak hours, respectively; while the 100A,D routes operate at 3 to 6 minute headways during peak travel hours. Route stops are located at the intersections of Don Mills Road / Eglinton Avenue East and Don Mills Road / Wynford Drive.



**Leslie Bus Route 51** – operates east-west along Eglinton Avenue East then north-south along Leslie Street, providing connectivity between Eglinton Station on Line 1 (Yonge-University-Spadina subway line) and Steeles Avenue. During peak hours, it operates with 13 minute headways. In proximity to the Inn on the Park site, the nearest serviced bus stop is located approximately 500 metres west of the site at the intersection of Leslie Street and Eglinton Avenue East.

**Lawrence East Bus Route 54** – operates in an east-west direction between Eglinton Station on Line 1 (Yonge-University-Spadina subway line) and the Rouge Hill GO Station. The route travels along Eglinton Avenue East before traveling in a north-south direction on Leslie Street and then traveling on Lawrence Avenue East. Key stops include Lawrence East Station on Line 3 (Scarborough RT) and the University of Toronto Scarborough Campus. Bus Routes 54 A, E operate with 9 minute headways whereas Route 54 operates with 5 minute headways during peak hours. In proximity to the Inn on the Park site, the nearest serviced bus stop is located approximately 500 metres west of the site at the intersection of Leslie Street and Eglinton Avenue East.

### A.3 EXISTING CYCLING FACILITIES

Several multi-use trails are located west of the rail corridor and south of Eglinton Avenue East. These facilities include the West Don Valley trail which connects the area of Lawrence Avenue East and Leslie Street with Sunnybrook Park and the wider Don Valley trail network. Connections to this trail are afforded from Leslie Street north of Eglinton Avenue East (approximately 600 metres west of the site) and from Gateway Boulevard (approximately 1.1 kilometres south of the site). Another multi-purpose trail, the *Leaside Rail Spur Trail*, is located north east of the site. This 2.8 kilometre trail links properties northeast of the Eglinton Avenue East and Leslie intersection with Bond Park north of Lawrence Avenue. Finally, trails link the Wynford Heights area (east of the Don Valley Parkway) through the Don Valley with Lawrence Avenue East in the north and The Donway in the west, affording trail opportunities across the Don Valley Parkway, the Belleville Subdivision rail line, and the Bala Subdivision rail line.

An overview of the existing area bicycle context is shown in **Figure 10**.

### A.4 EXISTING PEDESTRIAN CONNECTIONS

The existing pedestrian network within the site vicinity is under developed, with minimal pedestrian connections between the site to the Eglinton corridor and to other multi-use trails in the vicinity. The only pathway for pedestrians to reach Eglinton Avenue East is to walk down Leslie Street. Furthermore, the accesses to the Don Valley multi-use trails are located on the west side of Leslie Street, thus requiring pedestrians to cross Leslie Street.

However, there are minimal pedestrian crossings along Leslie Street, resulting in lengthier (travelling down to Eglinton to cross) or more dangerous (illegal crossing) travel for pedestrians. Throughout Leslie Street, there is minimal buffer zone provided between the pedestrian walkways and high speed vehicles travelling along Leslie Street. Lastly, transit stops at Leslie Street / Eglinton Avenue East are currently either located on the far side of the avenue or are on a traffic island. This combination of factors creates an unfriendly environment to pedestrian users.

## A.5 FUTURE TRANSPORTATION CONTEXT

### A.5.1 Eglinton Crosstown LRT Environmental Assessment Study

The Eglinton Crosstown LRT is a light rail transit service currently under construction along Eglinton Avenue, with expected completion in 2020. The line will operate along Eglinton Avenue between Weston Road and Kennedy Station, with a length of 19 kilometres and a total of 26 stations. An 11 kilometre section of the line, between Keele Street and Laird Drive, will operate underground while the remainder will operate at-grade within a dedicated centre-lane right of way. Based on ridership forecasts for the line, peak direction ridership in 2031 will be in the order of 5,400 passengers per hour with annual ridership exceeding 50 million passengers.

The City of Toronto and Toronto Transit Commission (*TTC*) undertook an environmental assessment (*Eglinton Crosstown LRT Environmental Assessment*<sup>6</sup>) of the project to establish existing and future conditions along the Eglinton Avenue corridor and identified potential impacts to traffic, heritage, and the environment, and mitigation opportunities for the functional design of the Eglinton Crosstown LRT. The original study was completed in March 2010 and led, through a number of subsequent addenda, to the current design arrangement being pursued by Metrolinx who is now responsible for delivery of the project.

A consolidated traffic report was presented as part of Environmental Assessment which considered and supported the proposed reduction in travel lanes. Detailed assessments were undertaken at a number of locations across the corridor although only a high level summary of traffic operations analyses undertaken in the site area (i.e. Leslie Street intersection) was presented.

It is notable that the analyses undertaken in the site area maintained existing traffic volumes at the Leslie Street / Eglinton Avenue East intersection and identified significant capacity issues with the proposed reduced lane configuration being assessed. It is clear from the work presented as part of the Environmental Assessment that a reduction in traffic volumes on Eglinton Avenue East below prevailing levels of activity will occur as a result of capacity constraints created with the construction of the at-grade sections of the LRT facility.

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<sup>6</sup> "Eglinton Crosstown Light Rail Transit – Transit Project Assessment, Environmental Project Report". March 2010. Metrolinx, City of Toronto, Toronto Transit Commission, Transit City Group.

## A.5.2 Eglinton Connects Study

In 2014, the City of Toronto released the findings of a two-year study (*Eglinton Connects Planning Study*) to develop a plan for the future of the Eglinton Avenue corridor following the completion of the Eglinton Crosstown LRT. The study produced recommendations for the future of the Eglinton Avenue corridor along the 19 kilometre LRT route, including Official Plan Amendments comprised of site and area specific policies, land use changes, and laneway policies<sup>7</sup>. The study recommendations were subsequently adopted by Council.

As part of the planning study, the City undertook a Municipal Class Environmental Assessment (*EGLINTONconnects Environmental Study Report – FINAL*<sup>8</sup>) to identify opportunities for improvements on the Eglinton Avenue corridor following the implementation of the Eglinton Crosstown LRT, including the reconfiguration of the corridor to reallocate existing reserved bus lanes to other uses such as travel lanes, HOV lanes, sidewalks, boulevards, on-street parking or cycling facilities. The Environmental Study Report, released in March 2014, assessed an 11 kilometre section of Eglinton Avenue between Black Creek Drive and Brentcliffe Road, where the LRT will travel underground. The study identified and evaluated alternative configurations for the Eglinton Avenue corridor within the study area. Key elements of the preferred Functional Road Layout and Streetscape Plan included:

- Four through travel lanes (two in each direction) between Black Creek Drive Road and Avenue Road; two through travel lanes (one in each direction) between Avenue Road and Mount Pleasant Road; and four through travel lanes (two in each direction) between Mount Pleasant Road and Brentcliffe Road.
- A continuous bicycle lane on Eglinton Avenue.
- A widened, landscaped boulevard along Eglinton Avenue.
- Preserving on-street, off-peak parking for much of the corridor and providing layby parking areas between Avenue Road and Mount Pleasant Road.
- Facilitate the provision of a parallel, expanded laneway system that supports the operation of the corridor, particularly between Keele Street and Laird Drive.
- Introduce a finer street and block structure within key focus areas.
- Provide pedestrian and cycling connections between the LRT stations to the existing valley, trail and open space system in the vicinity of the corridor.

A reduced scale excerpt of the streetscape plan along Eglinton Avenue, from Brentcliffe Road to Gervais Drive / Ferrand Drive is provided in **Appendix C**.

The traffic impacts of the alternative corridor configurations were evaluated in a traffic study undertaken by HDR for the City of Toronto (*Eglinton Connects – Traffic Study Report*<sup>9</sup>), which assessed future traffic operations along the corridor in the 2031 study horizon.

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<sup>7</sup> “*Eglinton Connects Planning Study – Phase 1 (Part 2) Implementation Report*”. July 24, 2014. City Planning Division, City of Toronto

<sup>8</sup> “*EGLINTONconnects Environmental Study Report – FINAL*”. March 26, 2014. HDR & planningAlliance for the City of Toronto.

<sup>9</sup> “*Eglinton Connects – Traffic Study Report*”. March 2014. HDR for the City of Toronto.



The Environmental Study Report study considered a 32% reduction in automotive trips and an increase in transit use by 32%, in walking by 40% and cycling by 300% with respect to existing modal shares. Existing and future modal shares (as shown in Exhibit 4-14 of the Environmental Study Report) are summarized in **Table 2**.

**TABLE 2 FORECAST MODAL SHARE ASSUMPTIONS**

Modal Share	Source	Auto	TTC	Walk	Cycle
Existing	2006 Transportation Tomorrow Survey	59%	31%	10%	1%
Future (2031)	City of Toronto Avenues Survey	40%	41%	14%	4%

Notes:

Source: *Eglinton Connects Environmental Study Report Final, March 2014, Exhibit 4-1.*

The Traffic Study Report also provided forecasts of future weekday peak hour traffic volumes along the corridor (2031) which were used as a basis for the Inn on The Park analysis. Based on the City of Toronto EMME/2 model, the traffic study projected a set of compound annual growth rates for three segments of the corridor including the anticipated modal shift within this growth rate. The Traffic Study Report compared the vehicle origin-destination patterns through the Eglinton corridor around the Yonge Street area between a 4-lane and a 2-lane Eglinton Avenue scenario. The comparison indicated a 13% and 14% diversion of eastbound and westbound commuter traffic, respectively, from Eglinton Avenue between Avenue Road and Mt Pleasant Road given the a 2-lane reduction along Eglinton Avenue.

The study concluded a 2-lane cross section between Avenue Road and Mount Pleasant Road will allow a more diverse street scape along Eglinton Avenue to accommodate all travel modes with minimal vehicular traffic impact. Other segments of Eglinton Avenue will generally operate with a 4-lane cross section, without the current HOV lanes.

It is noteworthy that the traffic operations analyses presented within the Eglinton Connects Transportation Study indicated a number of circumstances where intersections or movements at intersections operate above their theoretical capacity with the forecast volumes described above. It is our opinion that 2031 traffic activity levels would, in actuality, be lower than those forecast as part of the Eglinton Connects Transportation Study in response to the actual traffic capacity levels provided along the corridor.



### **A.5.3 Planned Road Network Changes**

The future road network, as per the Eglinton Connects Streetscape Plan, given the completion of the Eglinton Crosstown LRT is illustrated in **Figure 8** and described in detail below.

#### **EGLINTON AVENUE EAST – TRAVEL LANE REDUCTION**

Leslie Street Station will be the closest LRT station in proximity to the site and will be located at-grade. The planned lane configuration at Leslie Street and Eglinton Avenue retain two eastbound left-turn traffic lanes. However, the westbound high-occupancy vehicle (HOV) lane will be removed from the existing lane configuration, resulting in a final configuration of two westbound through lanes only.

Further east of the site, Don Mills Station will be the next closest LRT station which will be located underground. Key in this regard is that turning provisions and transit-specific signal timings will not be altered at the Eglinton Avenue East and Don Mills Road intersection, as is planned at intersections with surface stations along the route.

The Eglinton Avenue East and Don Valley Parkway interchange configuration will not be dramatically altered by the Eglinton Crosstown LRT, other than the removal of HOV lanes from Eglinton Avenue East and the provision of an additional right turn lane at both ramp terminals. Ramp terminals are also planned to be slightly realigned to better accommodate cyclists and pedestrians.

#### **GERVAIS DRIVE / FERRAND DRIVE RECONFIGURATION**

The Eglinton Avenue East / Gervais Drive / Ferrand Drive intersection currently operates with limited right-in right-out movements to / from Eglinton Avenue East. The planned Eglinton Crosstown LRT will result in the reconfiguration of this intersection as a 4-legged intersection with all movements available for each approach. The center raised median will be demolished for landscaping. The existing channelized westbound, eastbound, and southbound right turns will be reconfigured as regular right turns with all four legs meeting at right angles.

The reconfigured intersection would provide alternative traffic routing options for vehicles currently travelling through the Don Mills Road / Eglinton Avenue East intersection.

### **A.5.4 Planned Transit Improvements (Eglinton Crosstown LRT)**

Within the site vicinity, the Eglinton Crosstown LRT will have stops at Laird Drive, Leslie Street, Don Mills Road, Ferrand Drive, and Wynford Drive. Of these stops, the Laird Drive and Don Mills Road stops will be situated underground whereas the remainder will be at surface level.

The stations and stops in the vicinity of the site for Phase 1 of the Crosstown LRT are illustrated in **Figure 9**.



### **A.5.5 Transit Accessibility and Service Improvements**

The Eglinton Crosstown LRT is anticipated to result in a considerable uptake in public transit ridership along its corridor. The 19 kilometre planned LRT is expected to operate with headways of less than 5 minutes during peak travel periods. Peak ridership is anticipated to reach 5,400 passengers per hour in the peak direction by 2031, while service capacity is planned to accommodate 15,000 passengers per hour in the peak direction.

The Eglinton Crosstown LRT service will provide reliable connections to other transit lines including Line 1 (Yonge-University-Spadina Subway line) at the Eglinton and Eglinton West Subway Stations, Line 2 (Bloor-Danforth Subway line) at Kennedy Station, and the Barrie and Kitchener GO Train lines.

Upon the completion of the Eglinton Crosstown LRT, bus shelters will be located on the northwest corner and south side of the Leslie Street / Eglinton Avenue East intersection. The at-grade LRT station will be located in the centre of Eglinton Avenue East on the east side of its intersection with Leslie Street.

### **A.5.6 Planned Area Pedestrian Improvements**

Eglinton Connects outlines changes to the pedestrian realm that are envisioned for the area, including new sidewalks, more frequent crossing opportunities and a reduction in crossing widths along Eglinton Avenue East as part of the Eglinton Crosstown LRT project.

A reduction in travel lanes along Eglinton Avenue East in the site vicinity (removal of existing HOV lanes) will reduce pedestrian crossing distances across the roadway.

The intersections of Eglinton Avenue East and Don Valley Parkway terminal ramps, and Eglinton Avenue East and Leslie Street will also be reconfigured with the intent of improving pedestrian safety and walking comfort. Changes are planned to reduce roadway turning radii and remove channelized islands which will result in lower traffic speeds and better visibility of crossing pedestrians.

Sidewalks along Eglinton Avenue East in the site vicinity will be buffered from vehicular travel lanes by multi-purpose trail facilities and bicycle lanes.

### **A.5.7 Planned Cycling Improvements**

A brief description of the planned bicycle improvements is provided below.

The City of Toronto Bike Plan from 2001 is illustrated in **Figure 11**, and shows the existing and planned bike network in the site environs.

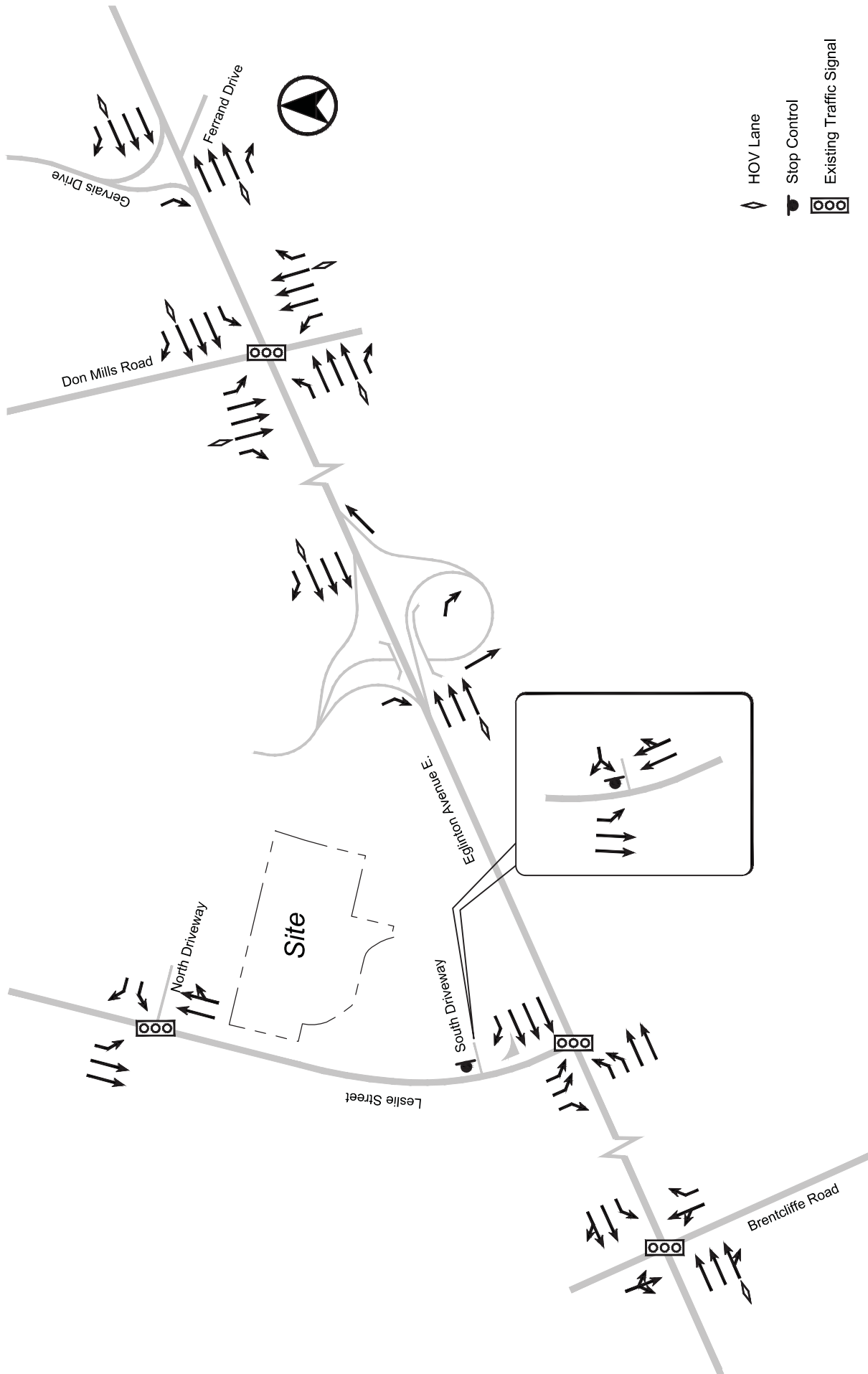
As part of the Eglinton Crosstown plan, cycling lanes will be included in roadway reconfigurations of Eglinton Avenue East on either side of the street. In the vicinity of the Inn on the Park property, between Leslie Street and Don Mills Road, cycling lanes will be accommodated off street on either side of the street along a multi-purpose trail linking to the Don Trail System. Approaching Leslie Street / Eglinton Avenue East, the on-street cycling lanes on the either side connect to the multi-purpose trail links to the north, along the east side of Leslie Street and to the on-street cycling lanes west of Leslie Street.

Planned - and potential - bike network improvements in the site environs include:

- Bicycle lanes / trails along Eglinton Avenue East, as part of the Eglinton Crosstown LRT plan and incorporated into the Eglinton Connects Planning Study. Bicycle lanes are also shown along Eglinton Avenue East from Leslie Street to Don Mills Road in the Toronto Bike Plan (2001).
- Bicycle lanes along Wynford Drive east of Don Mills Road.
- Off-street bicycle trail facilities along Don Mills Road, from Eglinton Avenue East in the south to Baber Green Road in the north.
- An extension of the Leaside Spur (rail line) off-street trail northwards to the Sheppard Avenue East and Burbank Drive area.

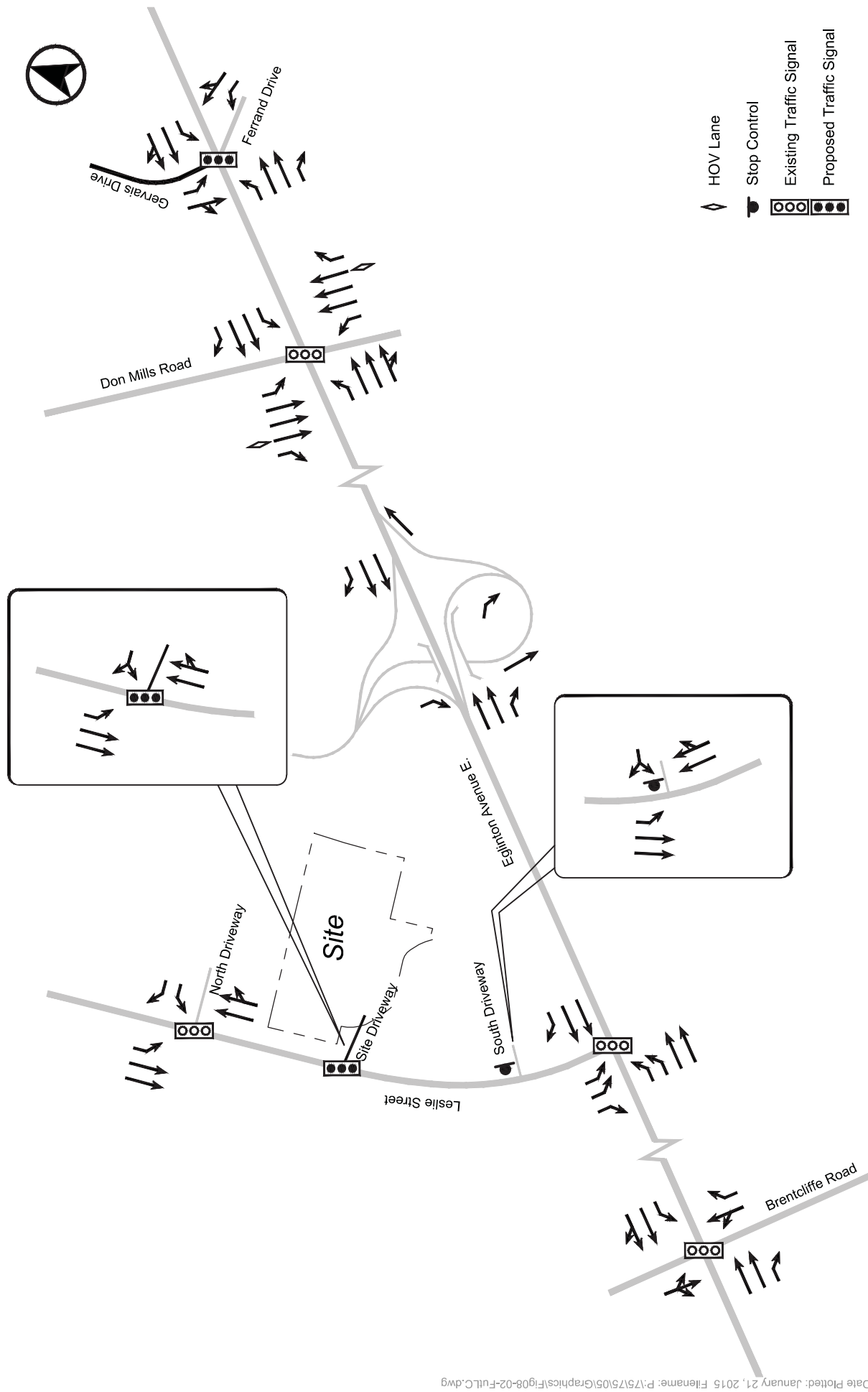
The new bicycle facilities provided along Eglinton Avenue will provide high quality and attractive bicycle route opportunities for residents and visitors of existing and new developments in the vicinity of the Eglinton Avenue corridor. The level of connectivity provided for cyclists by the future area network to other existing and planned bicycle routes and connections will significantly improve the bicycle accessibility of the site and surrounding area. This accessibility will assist in establishing cycling as a viable and attractive travel mode for prospective residents of the site and will serve to reduce the reliance on the automobile for day-to-day travel perspective.

The proposed site internal road network provides several links the existing and planned on and off-road cycling facilities, as previously described in Section 3.0 and illustrated in **Figure 6**. The proposed site connections in relation to existing and planned area improvements are illustrated in **Figure 12**.



# EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

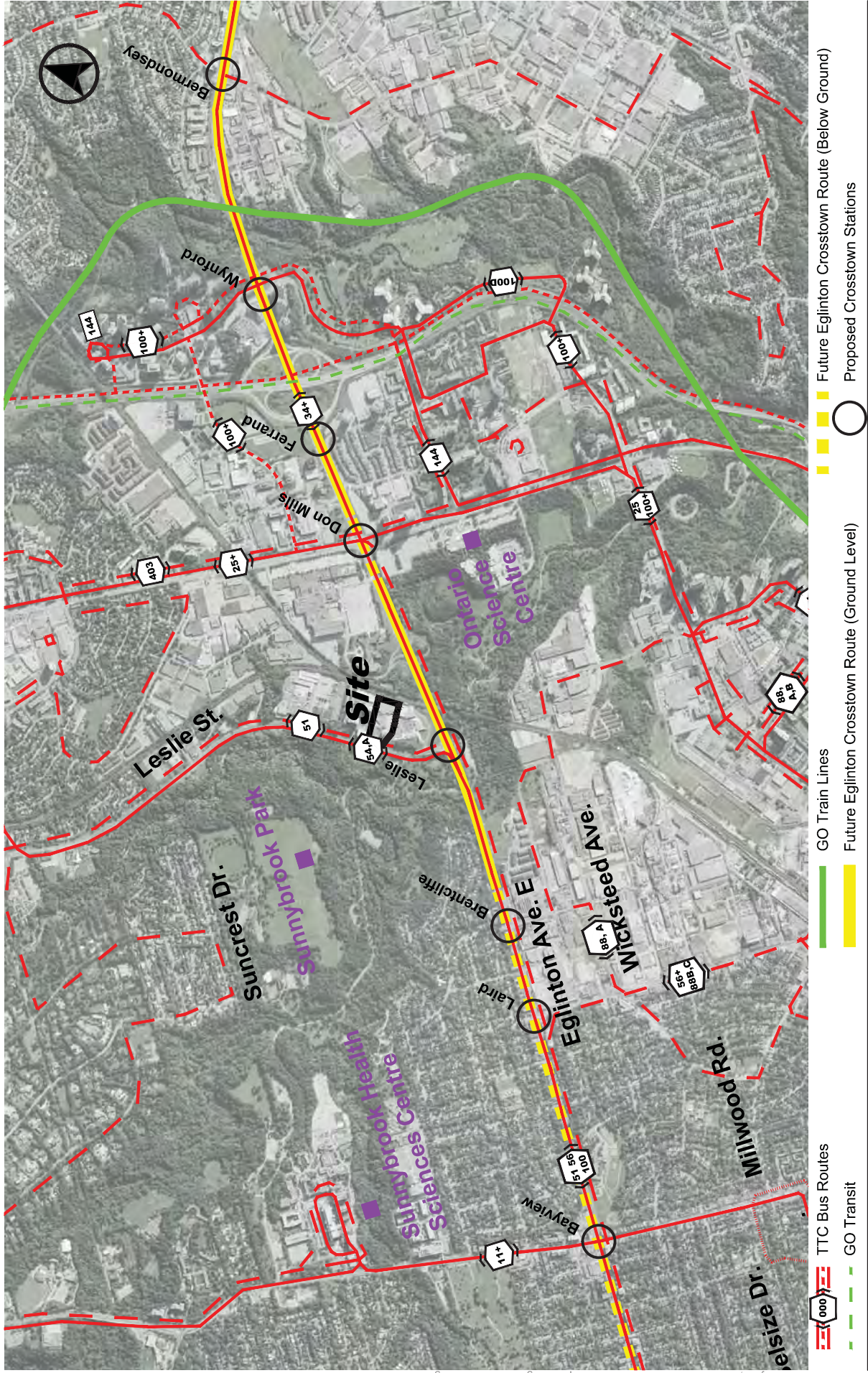
## FUTURE LANE CONFIGURATIONS AND SIGNAL CONTROLS



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Figure 8





## AREA TRANSIT NETWORK

Inn On The Park Proposed Mixed-Use Development,  
 Transportation Assessment  
 7575-05 January 2015





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## EXISTING AREA BICYCLE & PEDESTRIAN CONTEXT

MULTI-USE TRAIL

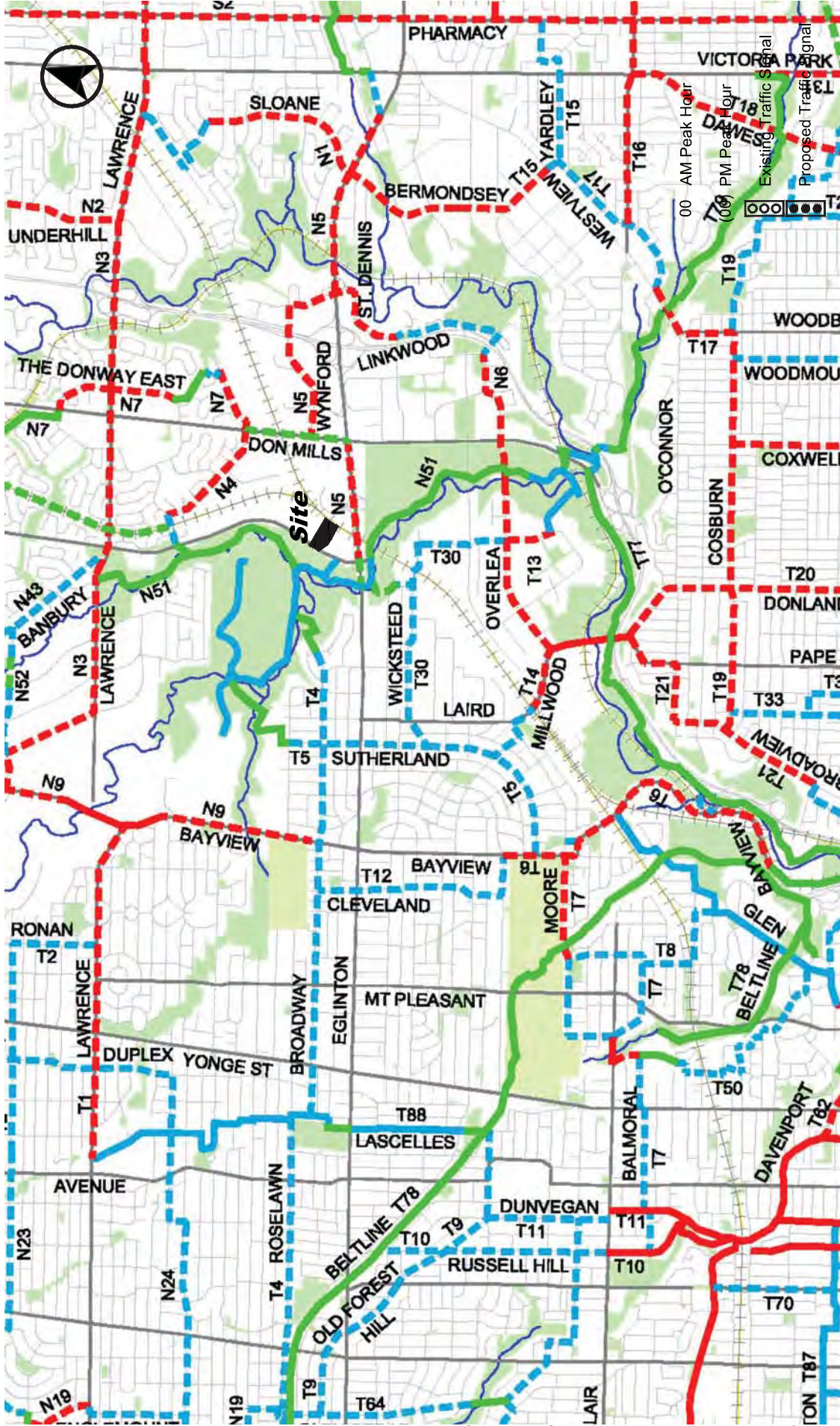


**BA Group**

*Inn On The Park Proposed Mixed-Use Development,  
Transportation Assessment  
7575-05 January 2015*

**Figure 10**





## 2001 CITY OF TORONTO BIKE PLAN

Inn On The Park Proposed Mixed-Use Development,  
 Transportation Assessment  
 7575-05 January 2015

Figure 11

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## FUTURE AREA BICYCLE & PEDESTRIAN CONTEXT

- EGLINTON CONNECTS CYCLE TRACK
- - - POSSIBLE CONNECTION
- ON ROAD CYCLING
- MULTI-USE TRAIL
- ACCESS POINTS



**BA Group**

*Inn On The Park Proposed Mixed-Use Development,  
Transportation Assessment  
7575-05 January 2015*

**Figure 12**

## B BASIS FOR ANALYSIS

Traffic volume forecasts and operations analyses have been undertaken for the key public street intersections in the site vicinity. Key inputs are outlined below together with a description of our approach to forecast future traffic conditions given the changes planned on Eglinton Avenue East.

### B.1 APPROACH TO FUTURE TRAFFIC FORECASTS

The significant changes on Eglinton Avenue, both to the physical road configuration and the provision of high order transit in the Eglinton Crosstown LRT, will have a profound impact on traffic activity along the corridor in the future. To address uncertainty related to long term traffic forecasting due to these considerations, BA Group has adopted a dual approach to forecasting future traffic on the area street network and will compare results from both sets of analyses.

- The first approach (Scenario A) uses future volumes from the Eglinton Connects traffic study by HDR and scales existing volumes to match these volumes, given the capacity constraint at Eglinton Avenue / Brentcliffe Road, to reflect the carrying capacity and demand volumes at the critical link along the corridor at the 2031 horizon year.
- The second approach (Scenario B) follows the standard procedure of building upon existing traffic volumes with growth, background development, and site traffic layers. However, given the capacity constraints along the Eglinton corridor, traffic diversion have been considered based on carrying capacity at the critical intersections before considering site impact on the network at the 2021 horizon year.

#### B.1.1 Scenario A - City 2031 Forecast Volumes

This forecast scenario builds upon the 2031 traffic volume forecasts developed for the 2-lane Eglinton Avenue corridor scenario presented as part of the March 2014 *Eglinton Connects – Traffic Study Report* prepared by HDR Corporation and approved by the City of Toronto.

These volumes were developed on behalf of the City for the assessment of alternate roadway configurations along the Eglinton Avenue corridor and formed the basis for the City of Toronto's approval of the preferred street plan illustrated as part of the Eglinton Connects Planning Study.

Volumes reflect future 2031 traffic levels incorporating activity related to general population / employment growth, modal choice changes, enhanced transit capacity and bicycle facilities along Eglinton Avenue, and a diversion of traffic to other corridors.

The 2031 forecast volumes reported at the most easterly extent of the Eglinton Connects Traffic Study were reviewed by BA Group and adjusted such that the Brentcliffe Road / Eglinton Avenue East intersection would operate within its theoretical capacity limits. The capacity limits at this key intersection will dictate the volumes that can, and would, be appropriately carried along Eglinton Avenue East in the future.



The adjusted 2031 forecast volumes at the Eglinton Avenue / Brentcliffe Road intersection were then projected, by BA Group, through the broader road network further east to Leslie Street and considered as part of this study. Existing traffic volumes within the study area were adjusted up or down to reflect the forecast link volumes approaching / exiting the Brentcliffe Road / Eglinton Avenue East intersection.

### **B.1.2 Scenario B - Traditional Additive Traffic Layer Forecasting**

This forecast scenario follows the standard procedure of forecasting future background traffic conditions by building upon existing traffic volumes with new development and general traffic growth activity. The development horizon considered for this scenario would be in the order of 2021 given the level of new development considered and the related projected build-out time frames.

BA Group has developed forecasts of new area development activity based upon consideration (as is typical in traffic impact assessments) of area proposals that are approved or within the approvals process at the City but that are not, as yet, built. Traffic growth (or lack thereof) was also considered.

However, given the capacity constraints resulting from the change (reduction) in the Eglinton Avenue East lane configurations adopted in the approved Eglinton Crosstown Environmental Assessment and Eglinton Connects road plans, adjustments (i.e. reductions) have been made by BA Group to the unconstrained future background volume set so that intersections in the study area operate within their theoretical capacity. These adjustments essentially reflect the level of traffic diversion – similar to the forecasting process adopted as part of the Eglinton Connects Transportation Study – that would occur to other routes or travel modes.

The Don Mills Road / Eglinton Avenue East and Brentcliffe Road / Eglinton Avenue East intersections form the key “valves” in this scenario to dictate the level of traffic that can be reasonably processed along the corridor. Volumes that could be processed at these intersections were extrapolated across the network based on existing turning patterns to establish the Scenario B forecast future background traffic volume base.

## **B.2 STUDY AREA**

### **Signalized Intersections:**

- Leslie Street / North Site Driveway
- Eglinton Avenue East / Brentcliffe Road
- Eglinton Avenue East / Leslie Street
- Eglinton Avenue East / Don Mills Road
- Eglinton Avenue East / Gervais Drive
- Eglinton Avenue East / DVP South Off Ramp
- Eglinton Avenue West /DVP North Off Rump
- Leslie Street / New Site Access Driveway

### **Unsignalized Intersections**

- Leslie Street / South Site Driveway

## B.3 STUDY PERIODS

Traffic volumes forecasts and analyses have been undertaken during the weekday morning and afternoon street peak hour periods when traffic activity levels on the area street network are typically at their greatest.

## B.4 AREA ROAD CONFIGURATION ASSUMPTIONS

Existing lane configurations adopted for this study are illustrated in **Figure 7**. Future lane configurations for both study approaches will be based on the Streetscape Plan dated August 2014 from the Eglinton Connects study, as illustrated in **Figure 8** and previously described in detail in Section A.5.3.

Key changes in the area road network include the removal of channelized right turns for the southbound and westbound movements at Leslie Street / Eglinton Avenue East, the removal of the existing HOV lanes along Eglinton Avenue East, and the reconfiguration of Gervais Drive / Eglinton Avenue East as a signalized four legged intersection.