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Appendix B4

Socio-Economic and Land Use Characteristics Study

Metrolinx

Highway 27-Woodbine Station Socio-Economic and Land Use Characteristics Study

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February 6, 2020

Project Number: 60538434

Distribution List

# Hard Copies	PDF Required	Association / Company Name
0	✓	Woodbine Entertainment Group
0	✓	Metrolinx
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Revision History

Rev #	Date	Revised By:	Revision Description
0	2019-06-28	Madelin Blacha	Draft report.
1	2019-09-18	Madelin Blacha	Revised report to address comments from Metrolinx.
2	2019-09-20	Madelin Blacha	Final report.
3	2020-02-06	Madelin Blacha	Revised Final report to address comments from the City of Toronto.

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AECOM: 2015-04-13

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1. Introduction

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto (the Project). The Project has been assessed under the Transit Project Assessment Process (TPAP). For TPAP purposes, Metrolinx is the proponent. WEG will be constructing the Project and will be responsible for the corresponding mitigation and commitments to future work.

AECOM Canada Limited (AECOM) was retained by WEG to undertake an environmental impact assessment for the Highway 27-Woodbine Station per the TPAP. AECOM conducted a Socio-Economic and Land Use Characteristics Study for the Project. This Socio-Economic and Land Use Characteristics Study is one of a number of environmental studies that was completed as a part of the TPAP, under which project impacts have been assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) has been prepared for public review and includes the findings of this Socio-Economic and Land Use Characteristics Study.

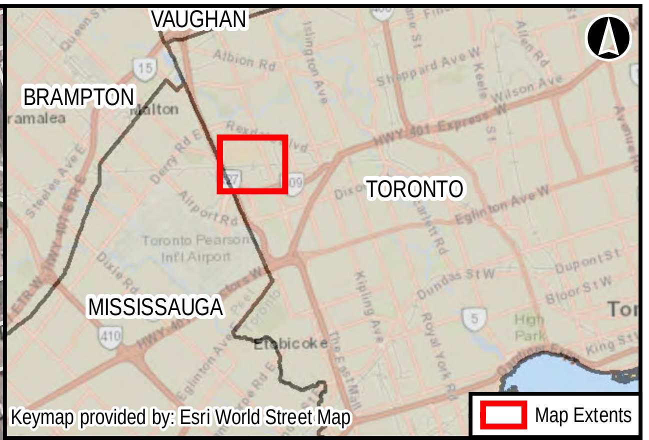
Due to future development and increased demand at the Woodbine Districts, an early stage initiative calls for the expansion of new public transit options to service the area. Metrolinx and WEG have partnered together to develop to construct the proposed Project. The station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The proposed Project will include:

- Two island platforms (north and south);
- Passenger pick up and drop off (PPUDO);
- Bus loop;
- Passenger plaza;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

The site is an approximate 17-acre parcel of land located on the southeast corner of Woodbine Districts west of Highway 27 and south of Rexdale Boulevard in the City of Toronto (the Project Site), which is represented by the orange boundary in **Figure 1-1**. The Project Site encompasses the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure. For the purposes of this Socio-Economic and Land Use Characteristics Study, the area of investigation and assessment includes the Project Site plus a 300 m buffer (the Study Area). The Study Area is represented by the red boundary in **Figure 1-1**.

This Socio-Economic and Land Use Characteristics Study describes the socio-economic environment relevant to the Project through review of municipal policies, community characteristics, and existing land uses. This Study also determines the potential effects on the socio-economic environment during construction and operation phases of the Project, and provides a mitigation strategy for any issues identified. Monitoring requirements will also be identified, should any be required.



Legend

- Project Site
- Study Area
- Metrolinx-owned rail corridor
- Watercourse
- Property Boundary
- Municipal Boundary

Highway 27-Woodbine Station EA

Socio-Economic and Land Use Characteristics Study Area

0 50 100 200 300 400 500 600
Metres
DATUM: NAD 1983 UTM Zone 17N

Aug, 2019	1:8,000	Data Sources: MNRF, City of Toronto
P#:60606819	Rev:00	
AECOM		Figure 1-1

Map location: \\CAHAM1FP001\Projects\60606819_Woodbine_Transit_Station_EA\900-CAD_GIS\920-929 (GIS-Graphics)\Design\01_Reports\SocioEconomicLandUseReport\MXD\MAP-2019-08-19-SocioEconomicandLandUseChars-60606819.mxd
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2. Methods

The purpose of the Socio-Economic and Land Use Characteristics Study is to identify the current socio-economic and land use conditions within the Study Area and assess any potential effects the Project may have on those features. For the purpose of this Study, the Study Area (as shown in **Figure 1-1**) is described as the Project Site plus a 300 m buffer offset to sufficiently assess the potential effects to surrounding land uses and socio-economic features.

The existing conditions and potential effects of the following socio-economic features were reviewed and assessed, where applicable:

- Community features
  - Neighbourhoods
- Land use
  - Residential
  - Commercial
  - Industrial
  - Employment areas
  - Institutional
  - Recreational
  - Parks and open space
- Visual character
- Property
- Utilities
- Transportation
  - Road traffic volumes and operations
  - Public transit service
  - Active transportation

2.1 Data Collection

A desktop review was conducted using applicable municipal documents (i.e., Official Plans, Transportation Master Plans, Transit System Maps) and online data sources (e.g., current development applications, neighbourhood profiles, 2016 Census), including their associated maps/mapping tools, to identify the current land use designations and existing socio-economic conditions within the Study Area. This background research was supplemented with field reconnaissance conducted on June 24, 2019 to verify the data collected during the initial desktop review and document additional socio-economic features within the Study Area. A summary of the applicable planning policies and land use designations is provided in **Section 3**, with a description of the existing socio-economic conditions provided in **Section 4**.

2.2 Assessment of Potential Effects

An assessment of the identified socio-economic features and land use characteristics within the Study Area was conducted to evaluate any potential effects which may result from Project-related activities during construction and operations. Where effects were predicted during the construction and/or operational phases of the Project,

mitigation measures were identified to reduce or avoid adverse effects. Monitoring requirements were also identified, where required. This assessment of potential effects and proposed mitigation is provided in **Section 5**.

3. Development Applications and Planning Policy

3.1 Provincial Policy Statement (April 2014)

The Provincial Policy Statement (PPS) is the statement of the Ontario government's policies on land use planning. Key policy directives include the efficient use of land and infrastructure, the protection of the environment and its resources, and ensuring that there are opportunities for employment and residential development.

This Project is consistent with the objectives of the PPS that call for transportation, transit and infrastructure facilities to be planned to meet current and projected needs, providing for an efficient, cost-effective and reliable multi-modal transportation system that supports long-term economic prosperity.

The PPS also indicates that:

- Public transit and other alternative modes of transportation are to be supported to improve energy efficiency and air quality (Government of Ontario, 2014).
- Investments in transit infrastructure must support a range of planning, transportation and economic development objectives. While improvements to the GO Transit network will help reinforce the function of infrastructure corridors, these transit investments must simultaneously support multiple modes of travel, foster improved connectivity, and allow for the development of compact, vibrant, and mixed-use communities (Government of Ontario, 2014).

The Project is considered a transit improvement, and therefore supports the objectives of the PPS.

3.2 Toronto Official Plan (February 2019 Office Consolidation)

3.2.1 Land Use Designations

The majority of the Study Area is designated as a *Core Employment Areas* in the Official Plan, with some small areas designated as *General Employment Areas* and *Utility Corridors*. The land use designations within the Study Area are illustrated in **Figure 3-1**.

The Study Area is currently not subject to any Secondary Plans.

3.2.1.1 Employment Areas

The *Core Employment Areas* and *General Employment Areas* designations are covered under the general *Employment Areas* designation and policies.

The Official Plan identifies *Employment Areas* as lands that are slated for growing enterprises and jobs. This designation is designed to provide flexibility in order to support increased business activity in the immediate area with a broad and inclusive approach to employment uses for the City's economic future (City of Toronto, 2019a). Aside from industrial and manufacturing districts and office parks, uses that support prime economic function of

Employment Areas are also permitted (City of Toronto, 2019a). As the proposed transit station will yield a significant increase in visitors to the Woodbine Districts and surrounding employers, the Project supports the objective of the *Employment Areas* designation per the Official Plan.

The Official Plan explains that *Employment Areas* are intended to generate substantial employment growth in Toronto and are protected from the encroachment of non-economic functions. The Official Plan also acknowledges that *Employment Areas* infrastructure investment may be necessary to become competitive in the regional economy (City of Toronto, 2019a). To take advantage of new and expanding opportunities for important economic assets, the Official Plan notes that new approaches, such as public-private partnerships, may be taken to improve the foundation for growth where key infrastructure is outdated, or lacking altogether (City of Toronto, 2019a).

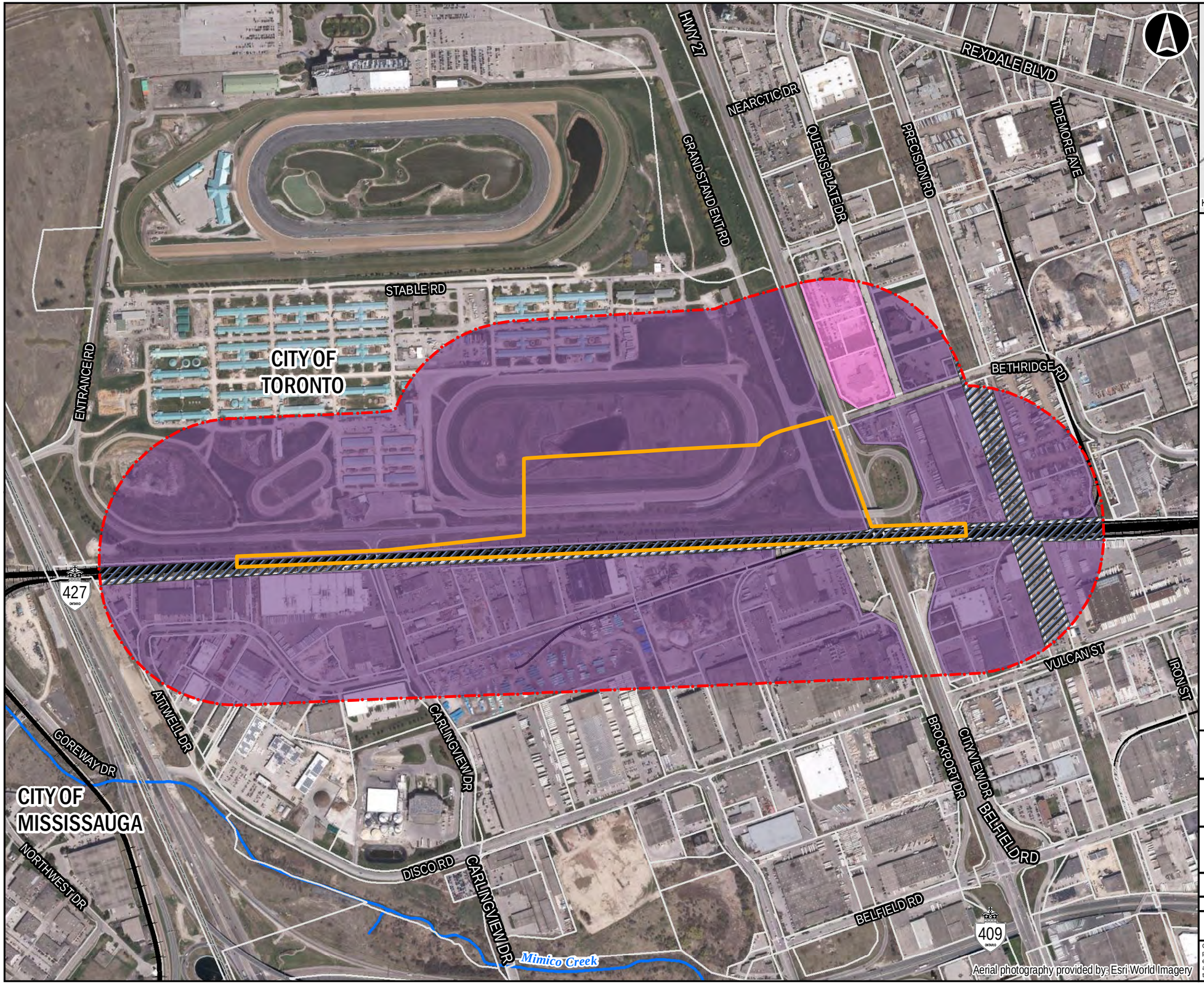
The Official Plan notes that good transit service to *Employment Areas* is necessary for Toronto and regional residents to take advantage of the economic opportunity they offer and to give workers an alternative to the automobile for their daily commute (City of Toronto, 2019a). Transit use is encouraged in *Employment Areas* through investing in improved levels of service by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures (City of Toronto, 2019a). Consistent with the Metrolinx Regional Transportation Plan, the Official Plan supports a system of Mobility Hubs in the regional rapid transit network that provides travellers with enhanced mobility choices and creates focal points for higher density development (City of Toronto, 2019a).

Core Employment Areas are described as places for businesses and economic activities with a focus on industrial uses. *Core Employment Areas* are usually geographically located within the interior of *Employment Areas.* Uses permitted in *Core Employment Areas* are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture (City of Toronto, 2019a). The following additional uses are permitted provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located: parks, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted (City of Toronto, 2019a).

General Employment Areas are intended to benefit from visibility and transit access to draw the broader public. *General Employment Areas* permits retail uses and all of the uses permitted in *Core Employment Areas* (City of Toronto, 2019a).

3.2.1.2 Utility Corridors

A small portion of the Study Area is designated under the *Utility Corridors* land use designation. The Official Plan notes that *Utility Corridors* mainly consist of rail and hydro rights-of-way (City of Toronto, 2019a). Currently occupying the *Utility Corridors* lands within the Study Area are hydro towers on both sides of the rail tracks, which are surrounded by a parking lot and a trucking yard.



Legend

- Project Site
- Study Area
- Metrolinx-owned rail corridor
- Watercourse
- Property Boundary
- Municipal Boundary

Map 13 - Land Use Plan - February 2019

- Core Employment Areas
- General Employment Areas
- Utility Corridors

Highway 27-Woodbine Station EA

Land Use Designations within the Study Area

0 50 100 200 300 400 500 600

Metres

DATUM: NAD 1983 UTM Zone 17N

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Figure 3-1

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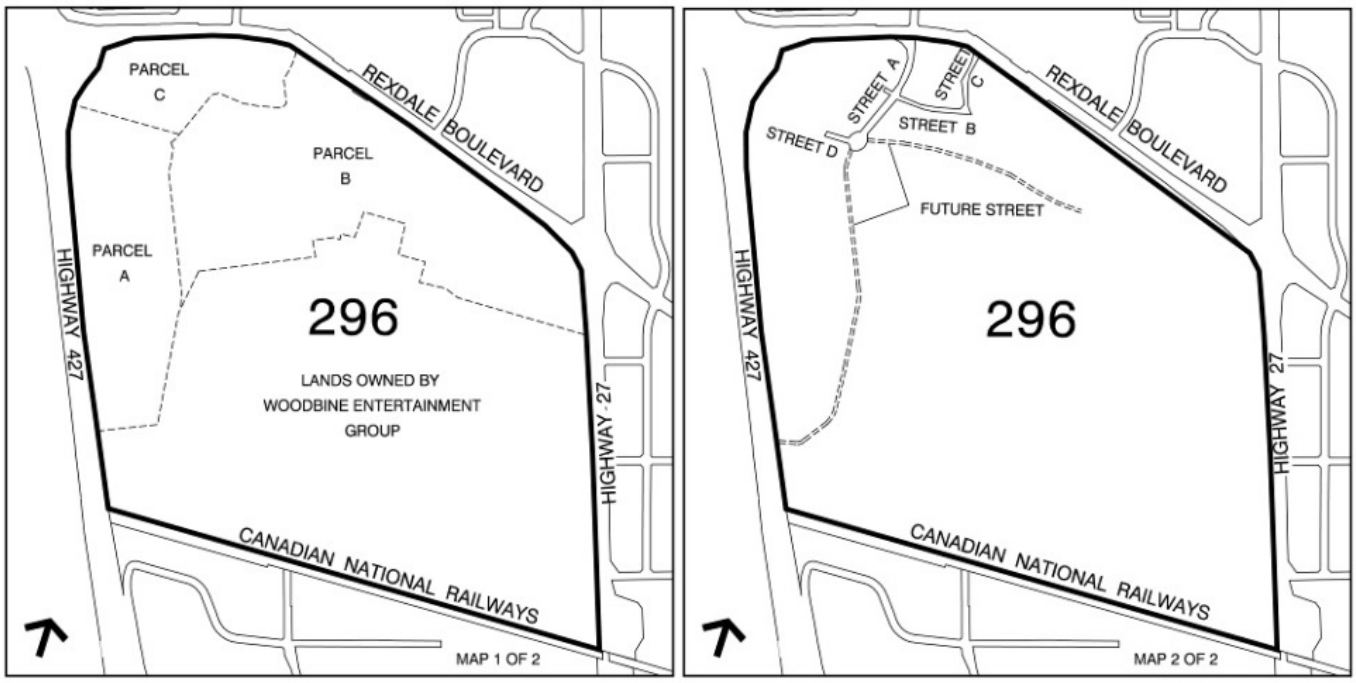
3.2.2 Site and Area Specific Policy

The Study Area is subject to Site and Area Specific Policy No. 296 – Woodbine Racetrack in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to the entire Woodbine Districts block, bound by Rexdale Boulevard to the north, Highway 27 to the west, rail tracks to the south, and Highway 427 to the west. Site and Area Specific Policy No. 296 is illustrated in **Figure 3-2**.

The objective of this Site and Area Specific Policy is to ensure that future development complements the existing horse racetrack and associated entertainment. The Site and Area Specific Policy also states that future development of the lands will create a prominent, active, pedestrian-friendly commercial retail and entertainment centre and residential neighbourhood; for residents, workers and visitors in Toronto and surrounding areas (City of Toronto, 2019a). The Site and Area Specific Policy specifically states that development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the rail line abutting the south limit of the lands (City of Toronto, 2019a).

Figure 3-2: Site and Area Specific Policy No. 296 – Woodbine Racetrack



Site and Area Specific Policy No. 29 – Lester B. Pearson International Airport Operating Area affects a large portion of the Woodbine Districts block; however, the Study Area is outside of the Site and Area Specific Policy boundaries.

3.2.3 Future Development

According to the City's online database for Development Applications, there are 6 active development applications within the Study Area (City of Toronto, 2019b).

There are 4 active development applications for the Woodbine Districts property at 555 Rexdale Boulevard, summarized below in **Table 3-1**.

Table 3-1: Active Development Applications at the Woodbine Districts

Application Type	Reference Number	Application Details
Site Plan Control	18 117779 WET 02 SA	This application is currently under review for the portion of the property known as Woodbine Square, consisting of Block 9 on the proposed draft plan of subdivision for the lands north of the grandstand building, along with the lands beyond the boundary of the block to complete access and servicing requirements. The limits of the area subject to this application will be more particularly described in a draft reference plan, or in some other fashion acceptable to the City.
Site Plan Control	18 119828 WET 02 SA	This application is currently under review and is related specifically to Block 10 in the proposed draft plan of subdivision. The proposal is for the development of a casino and performance venue, 2 hotels and a parking structure. Retail uses are proposed within the casino area and fronting Lexie Lou Loop. A building permit application has been applied for.
Zoning By-law Amendment	17 158704 WET 02 OZ	This application proposes an amendment to the site-specific zoning to allow for the addition of live gaming as a permitted use in the existing grandstand building. This application was approved by Council in July 2018.
Plan of Subdivision	17 158705 WET 02 SB	This draft plan of subdivision application is to establish a framework for public roads and services, and for the development of the “gaming district” and associated uses, an integrated entertainment complex and uses such as commercial, institutional, agricultural and stormwater management facilities. This application was approved by Council in June 2018. The application was appealed to the Ontario Municipal Board (OMB) and was dismissed by the Local Planning Appeal Tribunal (LPAT) in March 2019.

Aside from the applications pertaining to the Woodbine Districts, there are 2 other active development applications within the Study Area, below in **Table 3-2**.

Table 3-2: Active Development Applications within the Study Area

Application Type	Reference Numbers	Application Details
Site Plan Control	16 204453 WET 02 SA	This application pertains to 40 Queens Plate Drive, east of Highway 27. The application is to construct a one-storey City of Toronto Fire Station #414.
Part Lot Control Exemption	19 144029 WET 01 PL	This application pertains to 221 Bethridge Road, east of Highway 27. This application is to construct a telecommunications tower.

4. Existing Conditions

4.1 Community Features

The Study Area is located within Ward 1 (Etobicoke North) in the City of Toronto. According to 2016 Census Data (City of Toronto, 2018), Ward 1 has a total population of 60,745 with an approximate 1% decrease in population from 2011 to 2016.

The Study Area is located just east of the Rexdale-Kipling neighbourhood in Toronto. As shown in **Figure 4-1**, Rexdale-Kipling is roughly bounded the Humber River to the north, Islington Avenue to the east, Rexdale Boulevard to the south, and Kipling Avenue to the west. The neighbourhood is primarily residential with some parkland and residential commercial uses. According to 2016 Census Data (City of Toronto, 2018), Rexdale-Kipling has a total population of 10,529 with approximately 0.4% growth from 2011 to 2016.

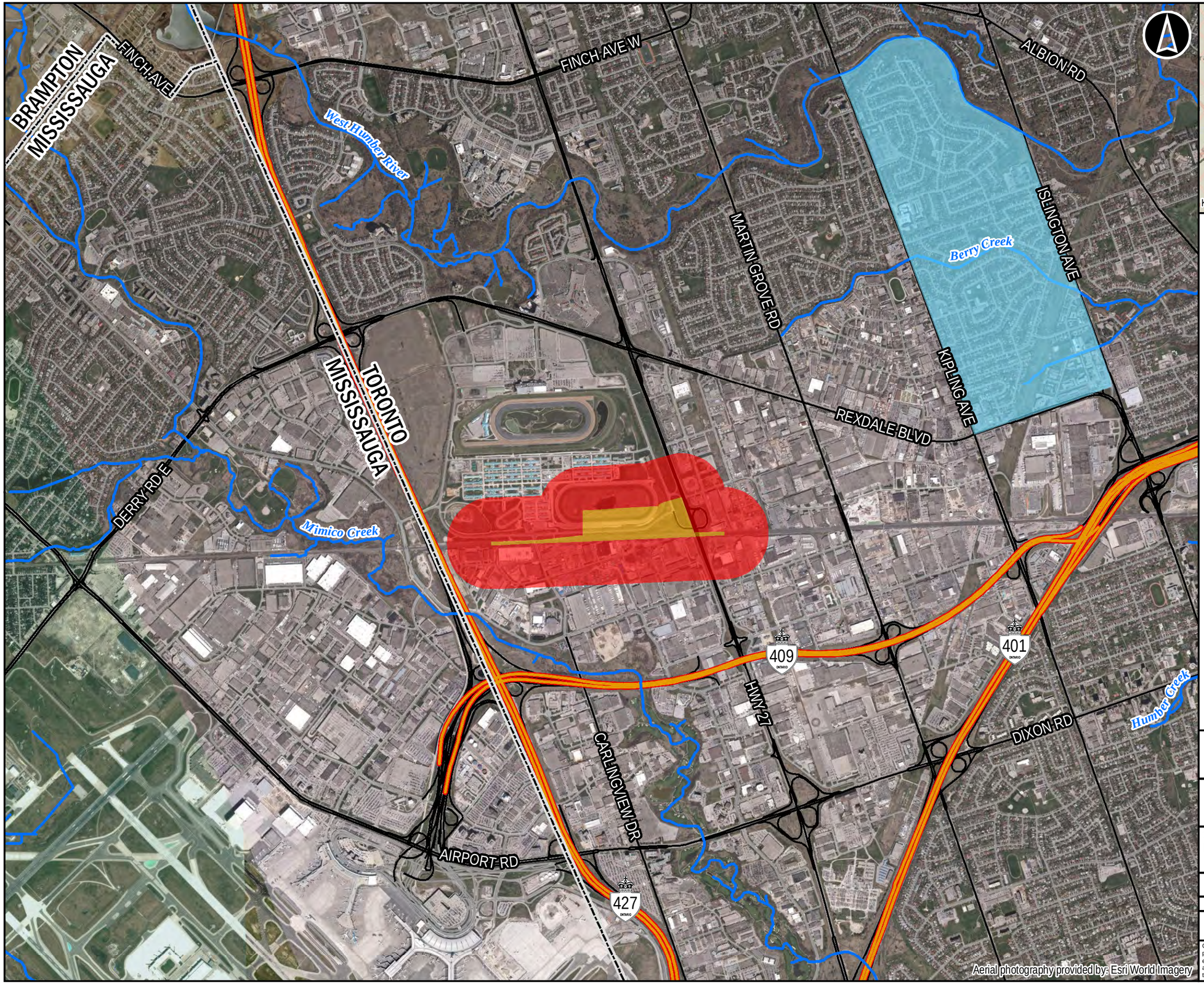
The Rexdale-Kipling neighbourhood is “buffered by the picturesque West Humber River Valley to the north while an industrial corridor forms the southern boundary” (Toronto Neighbourhood Guide, n.d.). The housing stock is diverse, with owner occupied single-family houses located on the interior of the neighbourhood and subsidized rental housing located on the periphery.

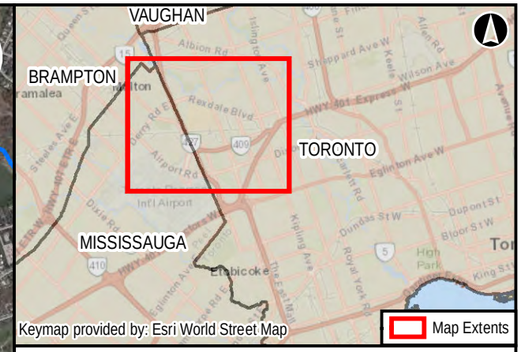
Some of the notable local landmarks within the Rexdale-Kipling neighbourhood include:

- West Humber River Valley;
- Berry Creek;
- Toronto Public Library – Rexdale Branch;
- Thistletown Collegiate Institute;
- Rivercrest Junior Public School;
- Rexdale Presbyterian Church;
- Rexdale Park;
- Rexlington Park;
- Frost Park;
- YWCA of Greater Toronto; and
- Kipling Acres long-term care home.

While the Study Area is located west of the Rexdale-Kipling neighbourhood, it is important to consider that this is the closest defined neighbourhood in proximity to the Project.

There are other notable landmarks and amenities outside of the Rexdale-Kipling neighbourhood, north of the Study Area. The northwest quadrant of the Rexdale Boulevard and Highway 27 intersection is Woodbine Mall & Fantasy Fair and further north, on the north side of the Humber River, is the Humber College North Campus. Construction of the Finch West Light Rail Transit (LRT) is underway and is anticipated to be completed in 2022. The west terminus of the LRT will be at Humber College and Highway 27 (roughly 2 km north of the Study Area) and will service Finch Avenue West to Keele Street.





Legend

- Project Site
- Study Area
- Rexdale-Kipling Neighbourhood
- Freeway
- Major Road
- Local Road
- Alleyway
- Watercourse
- Municipal Boundary

Highway 27-Woodbine Station EA

Rexdale-Kipling Neighbourhood Map

0 0.5 1 2

Kilometers
DATUM: NAD 1983 UTM Zone 17N

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P#:60606819	Rev:00	
AECOM		Figure 4-1

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4.2 Land Use

The existing land use within the Study Area is mainly characterized as employment areas with heavy industrial land uses. There are also some commercial and institutional uses within the Study Area. There were no parks and open spaces observed within the Study Area. A visual representation of existing land use within the Study Area is provided in **Figure 4-2**. Under the following sub-headings, each feature listed is assigned a number that corresponds with its location in **Figure 4-2**.

4.2.1 Residential

There were no residences identified within the Study Area.

4.2.2 Commercial

The following commercial uses are located within the Study Area:

- Empire Banquet Halls (**14**);
- Decibel House (**16**);
- Naka Herbs & Vitamins (**19**);
- Fastenal (**20**);
- Can East Pipeline Equipment Co. (**21**);
- Sparkleen Services Inc. (**22**);
- FACE Lounge Bar Pool Eventhall (**23**);
- Galaxy Bedding (**24**);
- Spec Furniture (**25**);
- Can-Clean Pressure Washers (**27**);
- Nissan Woodbine (**36**); and
- Yung's Auto Service (**38**).

Woodbine Hotel & Suites (**60**), located at 30 Vice Regent Boulevard, is located outside of the Study Area (see **Figure 1-1**).

4.2.3 Industrial

The following industrial uses were identified within the Study Area:

- Gazzola Paving (**2**);
- TransForce Integrated Solutions (**6**);
- Pure Metal Galvanizing (**7**);
- Gatsteel Service Centre (**9**);
- Saand Rexdale (**10**);
- Gazzola Paving Ltd. Asphalt and Aggregates Plant (**11**);
- Daytech Ltd. (**12**);
- Venture Steel (**13**);
- MSB Plastics Manufacturing Ltd. (**17**);
- CanMar Contracting Ltd. (**26**);
- Roy Turk Industrial Sales Inc. (**28**);
- MSO Construction Ltd. (**30**);
- Aero Yard (**31**);
- Sandy X Inc. Trucking Company (**32**); and

- Drapeau Transport (**35**).

4.2.4 Employment Areas

The following employment areas were identified within the Study Area:

- DNA Mechanical Inc. (**4**);
- Lofranco Art Ltd. (**3**);
- IPEX Inc. (**5**);
- Tower Scaffold Services (**8**);
- Converter Man Ltd. (**15**);
- Saand Head Office (**18**); and
- Purolator (**29**).

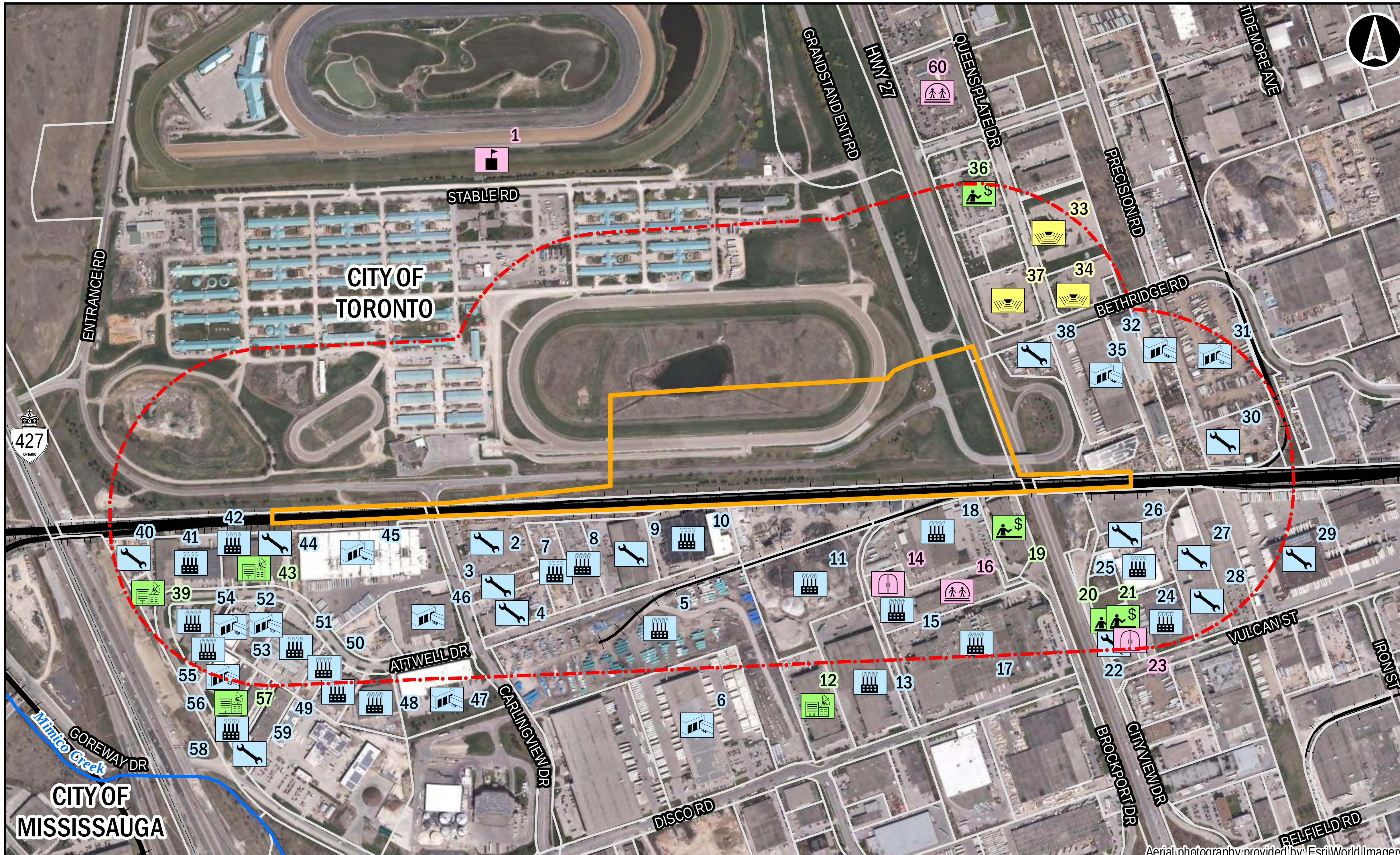
4.2.5 Institutional

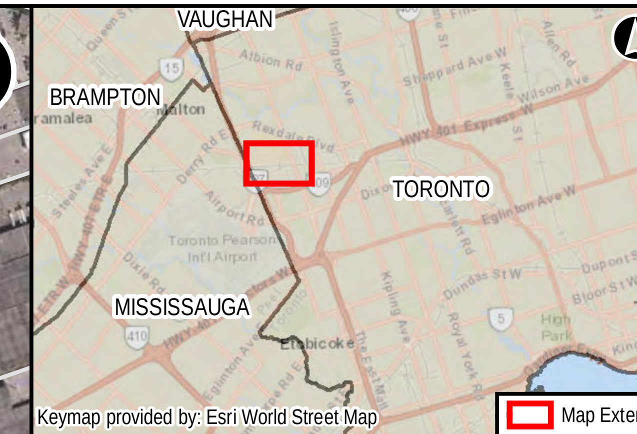
The following places of worship were identified within the Study Area:

- Islington Evangel Centre (**33**);
- Kingdom Hall of Jehovah's Witnesses (**34**); and
- Toronto Perth Seventh-Day Adventist Church (**37**).

4.2.6 Recreational

Woodbine Racetrack (**1**) is a prominent private entertainment and recreational site with a horse racetrack, casino, and restaurants. The Project Site is located in the southeast portion of Woodbine Districts.





Legend

- Project Site
- Study Area
- Metrolinx owned Railway
- Watercourse
- Property Boundary
- Municipal Boundary

Socio-Economic Features by Category

- Place of Worship
- Office
- Storefront
- Manufacturing
- Service
- Shipping
- Entertainment
- Studio
- Event Hall
- Hotel

Socio-Economic Features Key

1) Woodbine Racetrack
2) Gazzola Paving
3) Lofraco Art Ltd.
4) DNA Mechanical Inc.
5) IPEX Inc.
6) TransForce Integrated Solutions
7) Pure Metal Galvanizing
8) Tower Scaffold Services
9) Gatsteel Service Centre
10) Saand Rexdale
11) Gazzola Paving Ltd. Asphalt and Aggregates Plant
12) Daytech Ltd.
13) Venture Steel
14) Empire Banquet Halls
15) Converter Man Ltd.
16) Decibel House
17) MSB Plastics Manufacturing Ltd.
18) Saand
19) Naka Herbs & Vitamins
20) Fastenal
21) Can East Pipeline Equipment Co.
22) Sparkleen Services Inc.
23) FACE Lounge Bar Pool Eventhall
24) Galaxy Bedding
25) Spec Furniture
26) CanMar Contracting Ltd.
27) Can-Clean Pressure Washers
28) Roy Turk Industrial Sales Inc.
29) Purolator
30) MSO Construction Ltd.
31) Aero Yard
32) Sandy X Inc. Trucking Company
33) Islington Evangel Centre
34) Kingdom Hall of Jehovah's Witnesses
35) Drapeau Transport
36) Nissan Woodbine
37) Toronto Perth Seventh-day Adventist Church
38) Yung's Auto Service
39) NEWCOM Media
40) IL Duca Construction Inc.
41) R&R Rivet & Fastener Products
42) Attwell Plastics Corporation
43) Envoy Networks Inc.
44) Pave-Tar Construction Ltd.
45) Weston Foods
46) NAFA Toronto Distribution Centre
47) Filebank Records Centre
48) DCM Metal Corp
49) Anti-Friction Enterprises Ltd.
50) Berry Polymer Technology Ltd
51) Nam Polymers Inc.
52) Multiline Transport Ltd.
53) Humpty Dumpty Snack Foods Inc.
54) FlexMaster Canada Ltd.
55) KC Structural Ltd.
56) Blue Oak Transport Ltd.
57) West York Sales and Leasing Inc.
58) Lisi Mechanical Contractors
59) Lascape Transfer & Recovery
60) Woodbine Hotel & Suites

Highway 27-Woodbine Station EA

Socio-economic Features within the Study Area

0 50 100 200 300 400 500 600
Metres
DATUM: NAD 1983 UTM Zone 17N

Sep, 2019	1:8,000	Data Sources: MNRF, City of Toronto
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Figure 4-2

4.3 Visual Character

The Study Area is generally surrounded by industrial and commercial uses and the northern portion of Woodbine Districts. As the Project Site is located within an employment area, bound by Highway 27 to the east and the rail tracks to the south, the visual character of the Study Area is not notable.

4.4 Property

Located at 555 Rexdale Boulevard, the Project Site is an approximate 17 acre parcel of land owned by WEG. The property is currently occupied by a portion of the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure

4.5 Utilities

There is an existing utility corridor east of the Project Site within the Study Area, as shown in **Figure 3-1**.

4.6 Transportation

4.6.1 Road Traffic Volumes and Operations

The following intersections make up the existing street network within the Study Area:

- Highway 27 at Belfield Road – Signalized
- Highway 27 at Bethridge Road – Unsignalized
- Highway 27 at Vice Regent Boulevard – Unsignalized
- Highway 27 at Nearctic Drive – Unsignalized
- Highway 27 at Rexdale Boulevard - Signalized
- Rexdale Boulevard at Queens Plate Drive (East) – Signalized
- Rexdale Boulevard at Queens Plate Drive (West) – Signalized
- Rexdale Boulevard at Humberwood Boulevard – Signalized
- Goreway Drive at Club House Road (Woodbine Entrance) – Unsignalized
- Entrance Road at Carlingview Drive – Unsignalized

All the Study Area intersections operate at acceptable LOS ‘D‘ or better and within capacity with overall V/C Ratio of 0.84 or lower in the AM peak hour. However, motorists experience relatively long average delays in making the following movements. The following movements operate at LOS ‘E’ or worse.

- Eastbound through, westbound left-turn, westbound through, northbound left-turn, and southbound left-turn movements at the intersection of Highway 27 and Belfield Road;
- Westbound left-turn movement at the intersection of Highway 27 and Vice Regent Boulevard;
- Westbound left-turn, northbound left-turn, and southbound left-turn movements at the intersection of Highway 27 and Rexdale Boulevard; and
- Southbound left-turn at the intersection of Rexdale Boulevard and Queens Plate Drive (East).

More details are provided in the Highway 27-Woodbine Station – Traffic Impact Study (AECOM, 2020d).

4.6.2 Public Transit Service

The Project Site and the surrounding area are connected to downtown Toronto, Etobicoke, and the rest of the City of Toronto, as well as Mississauga and Vaughan, through surface transit routes operated by Toronto Transit Commission (TTC), Mississauga Transit (MiWay), and York Region Transit (YRT/Viva).

A brief description of the existing transit routes is provided below.

- 37A Islington is operated by TTC. This bus route operates between Islington Station on Subway Line 2 (Bloor-Danforth), the Islington Avenue and Steeles Avenue West area, and the Woodbine Racetrack and Humberwood Boulevard area, generally in a north-south direction. There is a bus stop within the Woodbine Districts approximately 300 m south of the intersection of Rexdale Boulevard and Queens Plate Drive.
- 927 Highway 27 Express is operated by TTC. This bus route operates between Kipling Station on Subway Line 2 (Bloor-Danforth), the Attwell Drive Employment Area[1], Humber College North Campus, and the Steeles Avenue West and Martin Grove Road area, generally in a north-south direction. In proximity to the Project Site, the nearest bus stop is located at the Highway 27 and Queens Plate Drive intersection.
- 11 Westwood is operated by MiWay. This bus service links Islington Station on Subway Line 2 (Bloor-Danforth) and Kipling GO Station in the south to the Westwood Mall Bus Terminal in the. This route generally runs north-south on Highway 27 and east-west on Rexdale Boulevard. In proximity to the Project Site, there are three (3) bus stops located along Rexdale Boulevard at the Humberwood Boulevard, Queens Plate Drive and Highway 27 intersections.
- 30 Woodbine is operated by MiWay. This bus service generally runs on Rexdale Boulevard and links the Woodbine Mall to the Westwood Mall Terminal. In proximity to the site, the nearest bus stop is located at the Rexdale Boulevard and Humberwood Boulevard intersection.
- 7 Martin Grove is operated by YRT and runs in the north-south direction from the Rutherford Road and Highway 27 area to Humber College North Campus and Woodbine Mall. The nearest bus stop to the Project Site is located on Queens Plate Drive West, approximately 125 m north of the Rexdale Boulevard at Queens Plate Drive West intersection.

4.6.3 Active Transportation

The existing pedestrian connections to the Project Site are provided from the southwestern corner of the site through the sidewalks along Carlingview Drive and from the northern side through the sidewalks along Rexdale Boulevard and Queens Plate Drive West and across the Woodbine Districts.

The Study Area lacks any existing dedicated cycling facilities with the closest cycling facility being the West Humber Trail which is approximately 3 km to the north of the Project Site. The City of Toronto's Cycling Network Plan does not propose any new facilities within the Study Area in the short-term, according to the 2019-2021 Implementation Program for Etobicoke York (City of Toronto, 2019c).

A multi-use path (MUP) currently runs in the north-south direction along the east side of Highway 27, terminating at Bethridge Road and providing connection to the MUP on the north and south sides of Rexdale Boulevard. This MUP along Highway 27 does not currently provide access to the Project Site.

[1] *The area bounded by Atwell Drive to the east, Carlingview Drive to the west, Dixon Road to the south, and Disco Road to the north*

5. Effects Assessment, Mitigation and Monitoring

This section assesses the potential socio-economic and land use effects associated with the construction and operational phases of the Project. Where significant negative effects are predicted, appropriate mitigation measures and/or monitoring is proposed for the appropriate Project phase with the aim of reducing or eliminating adverse effects.

Full details of noise and vibration, air quality and traffic effects and mitigation/monitoring measures are outlined in other technical reports completed as part of the TPAP and included as appendices to the EPR.

5.1 Community Features

5.1.1 Potential Effects

5.1.1.1 Construction

It is not anticipated that the construction impacts will reach the closest defined neighbourhood (i.e., Rexdale-Kipling), located 2 km from the Project Site. Refer to **Section 4.1** and **Figure 4-1** for a description of the Rexdale-Kipling Neighbourhood.

5.1.1.2 Operations

From a community and neighbourhood perspective, the Project will not have any negative effect on population demographics or existing landmarks, considering that Woodbine Districts is one of the most prominent assets within the Study Area.

The Project is anticipated to have a positive impact on the residents and workers in the community, as well as visitors, as the new transit station will provide transit service and accessibility in the community and will provide connections to the GO network.

5.1.2 Mitigation and Monitoring

5.1.2.1 Construction

Mitigation and monitoring is not required for community features during construction, as no negative effects are predicted.

5.1.2.2 Operations

Mitigation and monitoring is not required for community features during operation of the Project, as no negative effects are predicted.

5.2 Land Use

5.2.1 Residential

5.2.1.1 Potential Effects

Construction

As there were no residences identified within the Study Area, there are no negative impacts anticipated to residential land uses.

Operations

No negative effects to residents are anticipated during operations. The Project is anticipated to have a positive impact on the surrounding community, as the proposed transit station will provide new opportunities for getting around.

5.2.1.2 Mitigation and Monitoring

Construction

Mitigation and monitoring are not required for residential land uses during construction, as no negative effects are predicted.

Operations

Mitigation and monitoring is not required for residential land uses during operation of the Project, as no negative effects are predicted.

5.2.2 Commercial

5.2.2.1 Potential Effects

Construction

The Highway 27-Woodbine Station – Air Quality Assessment Report (AECOM, 2020a) assessed air quality impacts using Woodbine Hotel & Suites as a representative sensitive receptor. It was determined that emissions from construction activity will be temporary and unlikely to have long-lasting effects on the surrounding area (AECOM, 2020a). Compared with emissions from other motor vehicle sources in the Air Quality Assessment Area, emissions from construction equipment and trucks are generally insignificant with respect to compliance with the Provincial and Federal ambient Air Quality standards (AECOM, 2020a).

The Highway 27-Woodbine Station – Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (AECOM, 2020b) identified Woodbine Hotel & Suites as a sensitive receptor within approximately 550 m of the Project Site. Noise levels due to construction activities are not expected to exceed ambient noise levels at Woodbine Hotel & Suites (AECOM, 2020b). Noise levels may be perceived as non-existing to minor during all times of the day (AECOM, 2020b). Vibration levels during construction will not exceed regulatory vibration limits (AECOM, 2020b). Vibration levels during construction are not expected to exceed the assessment criteria for perceptible vibration or building damage (AECOM, 2020b).

Operations

The impact on local air quality as a result of the parking lot, PPUDO, and bus loop source emissions are in most cases comparatively low to the ambient background air quality levels measured within the region and are seen to dissipate dramatically with distance from the emission source (AECOM, 2020a).

The proposed transit station is expected to comply with regulatory sound level limits during worse-case hour of operation. The report also found that operational vibration from the Project Site will be negligible (AECOM, 2020b).

5.2.2.2 Mitigation and Monitoring

Construction

According to the Highway 27-Woodbine Station – Air Quality Assessment Report (AECOM, 2020a), all equipment and vehicles should be kept properly maintained and repaired to minimize exhaust emissions, including odours. Excessive idling of vehicles and equipment (greater than five minutes) should be minimized. Other potential mitigation measures may include the use of alternative-fuelled or electric equipment where feasible (AECOM, 2020a).

Implementing good practices including wetting exposed earth areas; covering dust-producing materials during transport; and limiting construction activities during high wind conditions will minimize the impacts of fugitive dust. Potential mitigation measures that may be employed by the construction contractor to reduce fugitive dust issues include:

- Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces;
- Minimizing storage and unnecessary transfers of spoils and debris on-site;
- Using wind screens or fences;
- Covering all truckloads of dust-producing material;
- Removing all loose or unsecured debris or materials from empty trucks prior to leaving the site;
- Reducing traffic speeds on any unpaved surfaces;
- Vacuum sweeping or watering of all paved surfaces and roadways on which equipment and truck traffic enter and leave the construction areas;
- Using wheel washes and truck washes at site egresses; and
- Modifying work schedules when weather conditions could lead to adverse impacts (e.g., very dry soil and high winds) (AECOM, 2020a).

Exposure to construction-related emissions can be mitigated by the following:

- Ensuring all mobile equipment is in good condition, properly and regularly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines;
- Ensuring all machinery is maintained and operated in accordance with manufacturer’s specification;
- Locating stationary equipment (generators, compressors, etc.) as far away from sensitive receptors as practical;
- Minimizing idling time and posting signage to this effect around the construction site;
- Ensuring stationary and mobile equipment are not operated during early morning (before 6 AM, or sunrise) or evening periods (after 8 PM, or sunset) as often as practical;
- Implementing a Dust Management Plan (DMP) for the duration of the construction phase, which includes practices to minimize fine particulate release from mobile equipment, materials handling, and wind erosion; and

- Ensuring that the areas most impacted by particulate levels are vegetated (i.e., tree planting) to reduce the cumulative particulate impacts (AECOM, 2020a).

Site supervisors during the construction phase should monitor the site for wind direction and weather conditions to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby sensitive receptors. The site supervisor should also monitor for visible fugitive dust and take action to determine the root-cause in order to counteract this (AECOM, 2020a).

According to the Highway 27-Woodbine Station – Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (AECOM, 2020b), the following measures are recommended throughout construction to reduce noise impacts to sensitive receptors (i.e., Woodbine Hotel & Suites):

- Adhere to City of Toronto By-law requirements and the terms of any By-Law exemptions granted by the City of Toronto;
- Maintain equipment in a condition that prevents unnecessary noise while operating, including but not limited to, effective muffler systems, properly secured components, and the lubrication of moving parts;
- Restrict idling of equipment to the minimum necessary to perform the specified work;
- Ensure vehicles employed continuously on site for extended periods of time (two days or more) are fitted with sound reducing back-up (reversing) alarms;
- Avoid unnecessary revving of engines and switch off equipment when not required (do not idle);
- If construction needs to be undertaken outside of the normal daytime hours, inform local residents beforehand of the type of construction planned and the expected duration;
- Use construction equipment compliant with noise level specifications in MECP guidelines NPC-115 and NPC-118;
- Minimize drop heights of materials; and
- In consultation with the City of Toronto, route haulage/dump trucks on main roads where possible, rather than quieter residential roads (AECOM, 2020b).

If it is determined that there is a need to further reduce noise effects during construction work, the following additional mitigation measures may be considered and implemented, where appropriate:

- Offset usage of active heavy equipment (schedule non-concurrent use);
- Implement noise compliance checks to ensure equipment levels are in compliance with MECP guidelines NPC-115 and NPC-118;
- Reroute construction and truck traffic, when possible;
- Co-ordinate ‘noisy’ operations such that they will not occur simultaneously, where possible;
- Where possible, investigate and implement the use of alternative construction equipment or methods to reduce noise emissions from construction. Utilize alternative equipment that generates lower noise levels or optimize silencer/muffler/enclosure performance;
- Use rubber linings in chutes and dumpers to reduce impact noise;
- Install acoustic enclosures, noise shrouds or noise curtains around noisy equipment; and
- Install temporary noise barriers/solid construction hoarding on site boundary to screen affected locations (AECOM, 2020b).

The following general measures are recommended during construction to manage potential vibration impacts at sensitive receptors:

- Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible;

- For piling operations, consider piling methods with reduced impact/energy input;
- Route heavily-loaded trucks away from residential streets, if possible. Select streets with fewest homes if no alternatives are available; and
- Phase any demolition, earth-moving and ground-impacting operations so as not to occur in the same time period (AECOM, 2020b).

Operations

Potential mitigation of emission impacts may be achieved by implementing an anti-idling or restricted idling policy within the PPUDO area and parking lots which would limit the number of minutes a vehicle is allowed to remain in idle during a passenger pick-up or drop-off. Electric vehicles and fuel-efficient vehicle implementation into an existing vehicle fleet will also provide significant criteria air contaminant and greenhouse gas reduction in the short to medium term. The introduction and increasing popularity and affordability of hybrid and full electric vehicles, as well as transit authority led initiatives to increase the percentage of fuel efficient and hybrid busses within their vehicle fleet will continue to reduce emission impacts from vehicles within the future of the Project (AECOM, 2020a).

Areas affected by airborne particulates may be benefited by introducing vegetation (e.g., trees, shrubbery, etc.) to help reduce cumulative particulate impacts during the operational phase (AECOM, 2020a).

Operational noise and vibration effects will be negligible as a result of the station (AECOM, 2020b). As a result, mitigation and monitoring are not required for commercial land uses during operation of the Project.

5.2.3 Industrial

5.2.3.1 Potential Effects

Construction

According to the Highway 27-Woodbine Station – Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report (AECOM, 2020b), Saand Rexdale is located within the Zone of Influence (ZOI) for track modification construction and is considered to be the closest vibration-sensitive building with respect to potential vibration-induced building damage (AECOM, 2020b); however, the building is not considered high-sensitivity, residential, or institutional under the Federal Transit Administration (FTA) land use categories and was not assessed against perceptible vibration criteria (AECOM, 2020b). Vibration levels during construction will not exceed regulatory vibration limits (AECOM, 2020b). Vibration levels during construction are not expected to exceed the assessment criteria for perceptible vibration or building damage (AECOM, 2020b).

Operations

No negative effects to industrial uses are anticipated during operations.

5.2.3.2 Mitigation and Monitoring

Construction

A pre-construction condition inspection and vibration monitoring during corridor construction work is currently recommended for the Saand Building as potential vibratory roller activities may be used within the zone of influence of the building. This requirement will be re-evaluated when detailed construction drawings are available. (AECOM, 2020b).

Operations

Mitigation and monitoring is not required for industrial land uses during operation of the Project, as no negative effects are predicted.

5.2.4 Employment Areas

5.2.4.1 Potential Effects

Construction

Employment areas within the Study Area may experience temporary nuisance effects resulting from potential increases in noise and vibration levels due to construction equipment and activities; however, these effects are considered negligible, given their low and temporary nature.

Operations

No negative effects to employment areas are anticipated during operations. The Project is anticipated to have a positive impact on surrounding employment areas, as the proposed transit station will provide new opportunities for getting to work.

5.2.4.2 Mitigation and Monitoring

Construction

Mitigation measures outlined in **Section 5.2.2.2** may be employed, if required.

Operations

Mitigation and monitoring is not required for employment areas during operation of the Project, as no negative effects are predicted.

5.2.5 Recreational

5.2.5.1 Potential Effects

Construction

The Highway 27-Woodbine Station – Cultural Heritage Assessment Report (AECOM, 2020a) identified the Woodbine Racetrack as a cultural heritage resource with potential indirect impacts during construction; however, it was determined that the potential heritage attributes associated with the property are located further north and construction activities are not anticipated to result in direct impacts to the potential heritage attributes and potential cultural heritage value of the property (AECOM, 2020a).

Operations

The Project is expected to have a positive impact on entertainment facilities within the Woodbine Districts, with the new transit option expected to yield an increase in visitors and relieve car traffic in the area.

5.2.5.2 Mitigation and Monitoring

Construction

The Highway 27-Woodbine Station – Cultural Heritage Assessment Report (AECOM, 2020a) recommends avoidance of potential heritage attributes located at the Woodbine Racetrack, including the grandstand structure, various stable facilities, and multiple tracks located on the property (AECOM, 2020a).

Operations

Negative effects on recreational uses as a result of the Project are anticipated; therefore, no mitigation is required.

5.3 Visual Character

5.3.1 Potential Effects

5.3.1.1 Construction

Construction activities, including the use of construction equipment, staging areas, and temporary fencing, may result in temporary aesthetic effects for passersby. The Project Site is not anticipated to be visible from many features, with potential views from Highway 27 and the industrial uses south of the rail tracks.

5.3.1.2 Operations

Due to the lack of visual character within the Study Area, it is not expected that the proposed transit station will a negative impact on the largely industrial area.

5.3.2 Mitigation and Monitoring

5.3.2.1 Construction

The presence of construction equipment will result in temporary and intermittent effects; therefore, mitigation measures are not required.

5.3.2.2 Operations

It is expected that the new transit station will have a net positive visual effect on the surrounding area. WEG will work with the City of Toronto during the site plan application process to integrate design and public realm features to enhance the visual aesthetics of the station.

5.4 Property

5.4.1 Potential Effects

5.4.1.1 Construction

Temporary property requirements outside of the Project Site at 555 Rexdale Boulevard are not anticipated; therefore, there will not be any potential effects to property during construction.

5.4.1.2 Operations

There are no permanent property requirements as a result of the Project and no potential effects to property during operations.

5.4.2 Mitigation and Monitoring

5.4.2.1 Construction

For safety purposes, the Project Site will maintain secure fencing and will not be accessible to the public during construction.

5.4.2.2 Operations

Property impacts are not anticipated during operation; therefore, no mitigation is required.

5.5 Utilities

5.5.1 Potential Effects

5.5.1.1 Construction

There will be modification to existing site servicing (i.e., watermain, storm sewer, sanitary sewer) in order to construct the new transit station (AECOM, 2020c). The routing approach will be confirmed during detailed design. Potential impacts and appropriate mitigation for public utilities will be determined in consultation with the City of Toronto at that time and any required permits will be obtained prior to construction.

Once private utilities are confirmed, potential effects will be determined as design progresses.

5.5.1.2 Operations

There will be modification to existing site servicing (i.e., watermain, storm sewer, sanitary sewer) in order to construct the new transit station (AECOM, 2020c).

Once private utilities are confirmed, potential effects will be determined as design progresses.

5.5.2 Mitigation and Monitoring

5.5.2.1 Construction

Consultation with the City of Toronto will be completed to address modifications to public site servicing.

Existing and proposed future utilities plans will be reviewed once confirmed. Subsurface Utility Engineering (SUE) investigations may be conducted to confirm existing utilities. Any potential conflicts and associated mitigation measures will be identified as design progresses. If required, co-ordination with affected utility companies will be completed during detailed design.

5.5.2.2 Operations

Once utility conflicts have been specifically identified and resolved, no further mitigation measures related to utilities are expected during operations. Potential access requirements as a result of maintenance within the Project Site will be determined in consultation with relevant utility companies.

5.6 Transportation

The potential effects described in the following sections are a summary of the worst-case impacts, and a complete list of potential effects can be found in the Highway 27-Woodbine Station – Traffic Impact Study (AECOM, 2020d).

5.6.1 Road Traffic Volumes and Operations

5.6.1.1 Potential Effects

Traffic movements are expected to be impacted at the following intersections as a result of the Project:

- The westbound left-turn movement at the signalized intersection of Highway 27 and Rexdale Boulevard;
- The shared northbound left-turn and through movement at the unsignalized intersection of Club House Road and Entrance Road; and
- The eastbound left-turn movement at the unsignalized intersection of Entrance Road and Grandstand Entrance Road.

5.6.1.2 Mitigation and Monitoring

In following good practice, the following mitigation will be considered to manage construction impacts:

- Avoid closure and construction on adjacent crossings;
- Install and provide advance advisory signage, such as:
    - Installation of roadway closing information signs at least two weeks in advance of the closing; and
    - Distribution of notices to affected residents and business establishments to advise of the upcoming road closure(s) in their area.
- Prepare and implement emergency response and incident management plans during construction to assist emergency service providers (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction);
- Conduct pre-construction planning meetings with representatives of the City of Toronto Fire, Police, and Ambulance providers, other relevant City of Toronto divisions (e.g., Engineering and Construction Services, Transportation Services, Toronto Water), and affected local transit authorities (e.g., TTC); and
- Provide Traffic and Transit Management Plans (TTMPs) and Traffic Control Plans (TCPs) to the City of Toronto for review.

The following will be done once a Contractor has been selected and a construction schedule developed:

- Coordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts;

- Conduct a haul route analysis to confirm haul routes via public roads and obtain the associated permissions from the City of Toronto;
- Maintain pedestrian/cyclist access through the work zone;
- Maintain existing residential and commercial access through the work zone to the extent practical; and
- Strive to accommodate local events and festivals by being prepared to postpone or reschedule certain construction tasks, if necessary.

Consultation with the City of Toronto will be completed to address any potential temporary lane diversions or temporary closures during construction, if required. Prior to construction, the City of Toronto will be consulted to coordinate with their Capital Works Program.

It is recommended that permanent modifications be made to the signal timing and lane configurations of some intersections within the Study Area (see **Section 5.6.1.1**) to improve level of service once the station is constructed (AECOM, 2020d). To improve intersection operations and reduce vehicle delay, the following intersection modifications are recommended:

- Highway 27 and Rexdale Boulevard: Adjust the westbound left-turn signal phase by granting it two additional seconds of green time and by adjusting the intersection offset time to 32 seconds. The noted adjustments in the signal timing plan would improve the overall traffic operations of the intersection by reducing the average vehicle delay from 63.0 seconds to 56.3 seconds and the V/C ratio from 1.04 to 0.99.
- Club House Road and Entrance Road: Provide an additional lane in the northbound direction, in which the northbound approach lane configuration becomes a northbound through lane and a shared northbound through and left lane, would improve traffic operations on the northbound approach by reducing the average vehicle delay from 49.2 seconds to 16.5 seconds.
- Grandstand Entrance Road and Entrance Road: Change the lane configuration at the eastbound approach from the current dedicated eastbound left-turn lane and dedicated eastbound right-turn lane to a dedicated left-turn lane and a shared left- and right-turn lane would improve traffic operations of the eastbound left-turn movement by reducing the average vehicle delay from 157.8 seconds to 47.6 seconds.

Based on the signal warrant analysis (AECOM, 2020d), it was determined that surrounding intersections would not generate enough traffic volumes to warrant installation of traffic signals.

Any further traffic and signal studies will be provided to the City of Toronto in order to address the modifications to signal timing and lane configurations, where required.

5.6.2 Public Transit Service

5.6.2.1 Potential Effects

The Finch West LRT project which is currently under construction will run along Finch Avenue West between the Humber College North Campus and the planned Finch West Subway Station to be located at the intersection of Keele Street and Finch Avenue West. The design of the terminal station at Humber College North Campus permits the potential extension of the Finch West LRT south along Highway 27, which could include a potential connection to the Project Site in the future[2].

[2] The Finch West LRT was not considered in any of the technical assessments prepared for the Project. This section is intended to identify the Finch West LRT as new nearby transit infrastructure and the opportunity for a future connection to potentially strengthen regional transit. Feasibility regarding a potential future connection would be a separate undertaking.

The Union Pearson (UP) Express operates on the Kitchener Rail Corridor between Union Station and the Wice control location (i.e., a series of switches and signals that allow for crossover movements between tracks) where it diverges onto a separate spur track to Toronto Pearson International Airport. The Project Site is located immediately east of the Wice control location and, while the currently proposed and assessed project does not include an Airport Service stop, the design could accommodate an Airport Service stop should that be added to the Project Site in the future.

Once implemented, the Project is anticipated to trigger a set of modifications to the existing transit services provided by other transit agencies serving the Study Area. Metrolinx and WEG are engaging with the following regional transit operators regarding the Project and future commitment opportunities: TTC, Mississauga Transit (MiWay), Brampton Transit, and York Region Transit (YRT/Viva). It is anticipated that these discussions will be ongoing during detailed design through to station operations to determine servicing agreements[3].

5.6.2.2 Mitigation and Monitoring

The report assesses four bus bays with provisions for a total of eight bus bays and space for Wheel-Trans. The increase in the number of bus bays (i.e., from four to eight plus Wheel-Trans) is would have a minor impact with no need for mitigation measures. During detailed design and prior to permitting, the number of bus bays will be confirmed. At that time, potential impacts will be reviewed and mitigation measures may be proposed, if needed.

The Project design will not preclude a future connection to the Finch West LRT. Metrolinx and WEG will continue discussions with transit operators as needed to confirm connections.

5.6.3 Active Transportation

5.6.3.1 Potential Effects

Pedestrian and cycling facilities will develop over time with the approved subdivisions of the Woodbine Districts and their planned active transportation connections. Once the Project is constructed, it is anticipated that the surrounding lands will be redeveloped, improving the active transportation network as part of their respective planning approval process. Therefore, the active transportation network focuses on establishing connection to the existing infrastructure with the anticipation that the existing deficiency in the active transportation infrastructure would be addressed through the forthcoming development approval process and/or City's capital infrastructure improvement program.

To provide a connection to the existing nearby infrastructure, a MUP is proposed to run along the north side of the rail platform connecting with Grandstand Entrance Road. The proposed MUP would continue along the south side of Grandstand Entrance Road, prior to connecting to the existing MUP that runs along the east side of Highway 27 through the Grandstand Entrance Road off-ramp. In addition, walkway connections are proposed along the perimeters of the proposed Transit Station and parking lots so that pedestrian connections to/from the Transit Station can be established as the surrounding lands develop over time.

The proposed MUP and walkway connections along with potential future improvements to the existing active transportation network would make the proposed Transit Station easily accessible by active transportation modes and possibly trigger a shift in mode choices to/from Project Site from auto-dependent modes to active transportation modes.

[3] Transit operators may decide to adjust their routes to take advantage of potential new ridership generated by a new GO Station. Note that transit connections are subject to evolve as the site develops.

5.6.3.2 Mitigation and Monitoring

Currently, Casino Woodbine provides complimentary parking lot shuttle service to the Grandstand Building. The shuttle service operates 7 days a week (weekdays from 7:00AM to 11:30PM, with Fridays and weekends having 24-hour service). It is anticipated that this shuttle service will be expanded to include riders as an interim connectivity solution as the sidewalk networks at the Woodbine Districts are being developed.

The Project Site and the surrounding street network should provide for a well-connected, safe and comfortable walking and cycling facilities. WEG will coordinate with the City during detailed design to ensure that the roads connecting the station to nearby public roads are accessible by active transportation modes and meet the City design requirements and GO Design Requirements Manual (DRM) and GO Rail Station Access Plan guidelines for station access roads.

Traffic strategies will be developed and implemented during construction and operations to ensure safe access for pedestrians and cyclists.

6. Conclusion

After reviewing the applicable provincial and municipal planning documents and assessing the potential effects to surrounding features, it was determined that the nature of the Project aligns with the objectives of existing planning policies and supports existing assets and future growth.

The applicable PPS and Official Plan policies support investment in transit infrastructure to provide increase mobility options and relieve the surrounding road network from car traffic. In addition, the applicable Site and Area Specific Policy No. 296 provides a planning framework for future residential and commercial development at the Woodbine Districts. As the Official Plan has identified Woodbine Districts for potential growth, the Project will be an integral support in providing transit to residents, workers, and visitors.

Considering the proximity and nature of surrounding land uses, the Project is not anticipated to generate negative effects on adjacent properties. Overall, potential effects to socio-economic features within the Study Area have been deemed negligible. Mitigation measures have been identified to address potential temporary noise, vibration, and air quality (dust) effects during construction. Consultation with the City of Toronto will be completed to implement diversions and lane closures during construction, if required, and to address anticipated increase turning movements at the identified intersections within the Study Area during operations. WEG will continue consultation with the City of Toronto during detailed design and prior to construction to meet the City's permitting requirements.

The Project is anticipated to be a positive addition to the community, as it will provide new opportunities for nearby residents and commuters and will strengthen connections to other parts of Toronto and surrounding communities.

7. References

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Highway 27-Woodbine Station – Air Quality Assessment Report. January 2020.

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