

Chesswood and Dufferin Link



DUKE HEIGHTS BIA

April 2017

Executive Summary:

The Dufferin Woodlot is a part of the Don River and contains natural greenspace located within the Duke Heights BIA. With the City of Toronto expanding its cycling network on Chesswood Drive and Finch Ave West, The Duke Heights BIA is looking forward to expand this network to create better access for cyclists and pedestrians.

Recommendations:

1. Create a bike path and pedestrian walkway through the Dufferin Woodlot, West of Dufferin, to connect to Vanley Crescent and to future Chesswood Drive bike lanes;
2. Build the path in such a way, near Vanley Crescent to protect cyclists and pedestrians from heavy trucks using the Dufferin Transfer Station;
3. Set back fencing where required which surrounds the Dufferin Transfer Station to accommodate the bike and pedestrian path and greenspace; and
4. As redevelopment occurs, create a top of bank north edge bike and pedestrian path linking from 4400 Dufferin Street traffic signal to Chesswood Drive bike lanes.

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Introduction



Legend

- Proposed major corridor study, to build a City-wide network
- Proposed route on fast, busy street
- Proposed route on quiet street
- Approved multi-use trail
- Existing cycling network

Study Area

The Dufferin Woodlot is located within the DUKE Heights BIA and is zoned as open space within the BIA. It contains a branch of the Don River within it. In conjunction with improving connectivity to the surrounding residential neighbourhoods, this study proposes a bike path and pedestrian path through the woodlot to better connect businesses within the BIA to the residential.

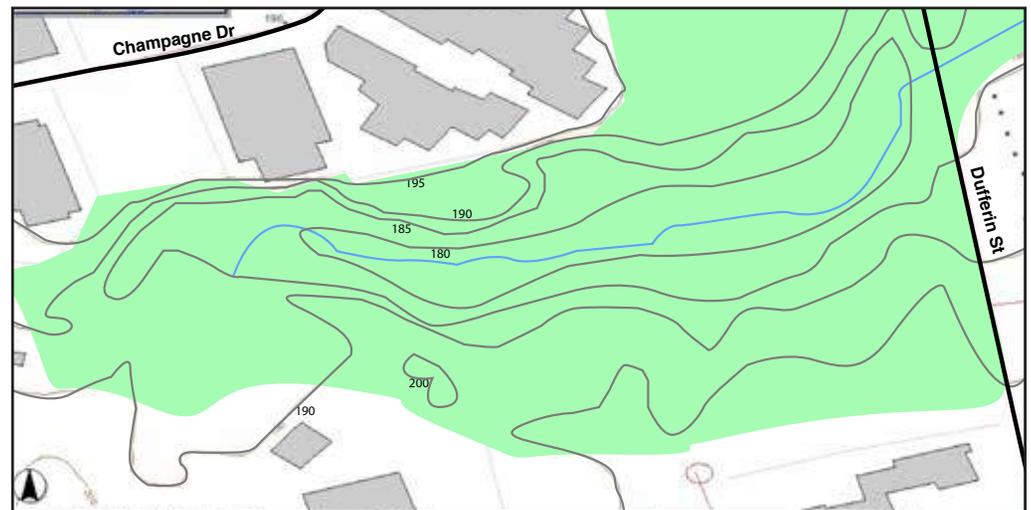
In a previous study for the BIA called "Creating Connectivity" recommended creating safer cycling infrastructure and walking amenities along W.R. Allen and Dufferin.

According to the Toronto Cycling Network (pictured left) Chesswood Drive and Champagne Drive are both proposed to have bike lanes in future. Therefore, it is important to create a connection to a major road: Dufferin Street.

Overview & Challenges



There are several challenges on this lot, heavily forested areas, steep grading (See Appendix: Figure 1.3), and thorny bushes. In addition to this, the woodlot backs onto City of Toronto owned Dufferin Transfer Station, which is surrounded by a fence and barbed wire, this poses a barrier as the bike and pedestrian access is to go around this station. The path of least resistance should be chosen to mitigate the steep grading with minimal damage to natural elements in accordance with the City of Toronto Official Plan.

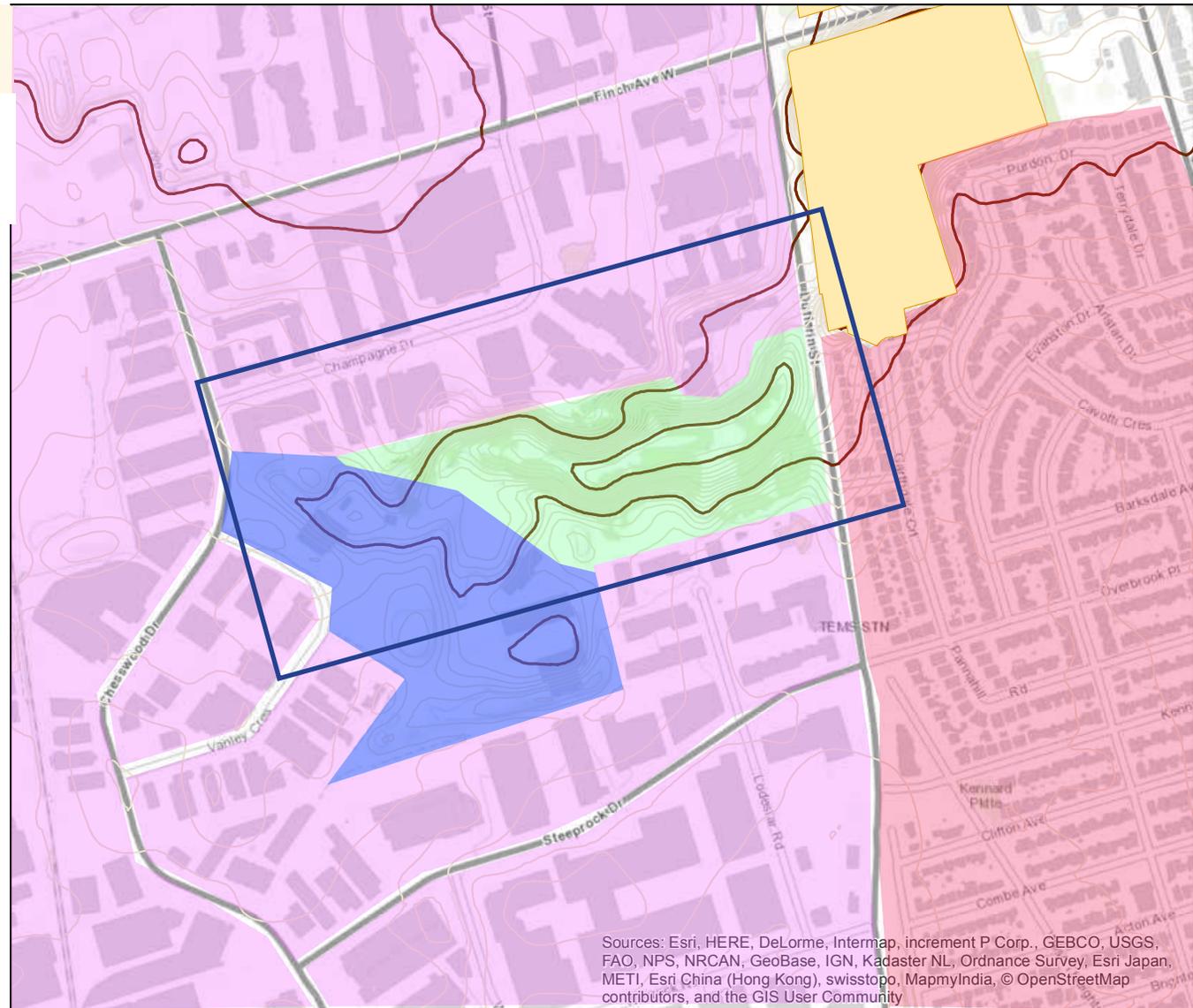


Contour Map of Ravine Area

Source: Open Data Toronto

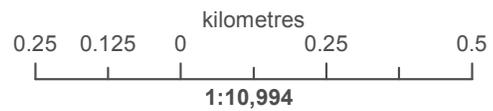
Ownership of Affected Lands

- TRCA property 2007-2008
- Contour - 10m interval 2013
- Contour - 1m interval 2013
- Study Area
- City of Toronto Property
- Open Space
- Residential
- Private Property



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Data provided by: OGDE, 2012. OCUL, 2014.
Basemap: ESRI Topographic Map



Created on: 3/4/2017
Created by: Patrycja

Current Desire Line



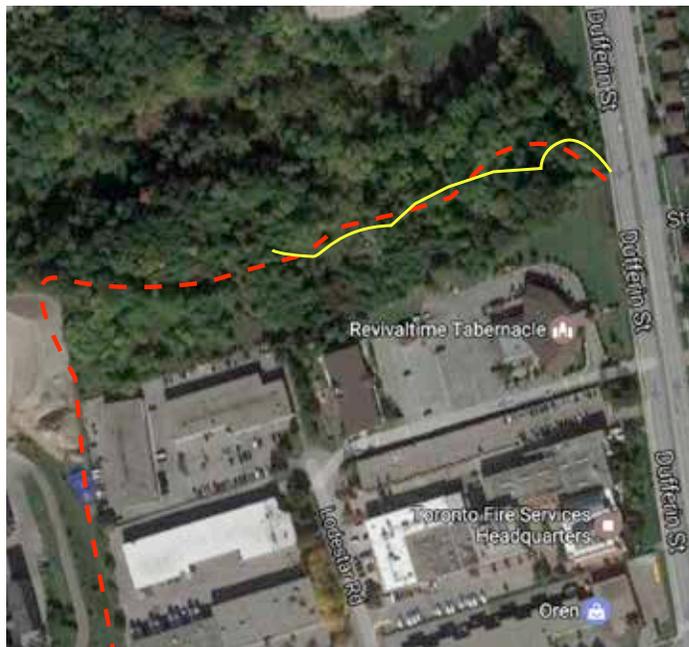
Overview of Study Area in relation to surrounding area.

Source: Open Data Toronto

Currently there is an informal path or a "desire line" from Dufferin Street into the Dufferin Woodlot from Dufferin Street wide enough for pedestrian access. This desire line leads into the Dufferin Woodlot and deadends. It indicates there is potential to formalize a path.

Using the desire line as a guide, the proposed bike path and pedestrian walkway would formally connect Dufferin Street to Vanley Crescent and Chesswood Drive within the BIA.

This portion of the proposed path is within the Natural Heritage System according to the City of Toronto.



Enlargement and proposed bike path.

Proposed Alignment 1



Full View

Source: Google Maps

This proposed alignment follows the desire line created by pedestrians within the Dufferin Woodlot. The property is currently owned by the City of Toronto at the margins of the Dufferin Transfer Station. This map shows the full view of the proposed bike and pedestrian path, the following pages will explore challenges and solutions of this site.



Source: Google Maps

The proposed bike path would require the City of Toronto to adjust the fencing around the property of the Dufferin Transfer Station, to better accommodate the proper width for a bike lane and pedestrian walkway.

The total width required would be approximately 6.5 metres. To accommodate for a bike path, pedestrian path, and appropriate set backs, as illustrated. This property is currently under review as proposed in the site plan in the Appendix (Figure 1.1). The addition of a new road (Spur Road) (1) could provide a unique opportunity to build a bike lane alongside this road (Figure 1.2). The bike path must also be adequately signed to warn cyclists and pedestrians to be aware and to cross the entrances to the Dufferin Transfer Station safely.

In this enlargement, this study also proposes that the bike path cross through the green space (2) rather than adjacent to Vanley Crescent. The fence of the Dufferin Transfer Station will have to be set back to adjust for this. The bike path will connect to the future Chesswood Drive bike lanes.



Potential Streetscape: Total width 6.5 m

Proposed Alignment 2



An additional alignment would be a top of bank bicycle and pedestrian walkway. As private redevelopment occurs, it presents an opportunity to create better connectivity within the DUKE Heights BIA. Many of these properties are on large sized lots and contain excessively large parking lots. Some of this land can be reclaimed from private land owners and used to connect pedestrians and cyclists along an East-West route to Dufferin Street. This path would connect from the traffic signal at 4400 Dufferin Street to the Chesswood bike lanes proposed by the City of Toronto. The path would also be able to connect to Champagne Drive in future as shown with a red arrow on the above figure.

Appendix

Site Plan with Proposed Path

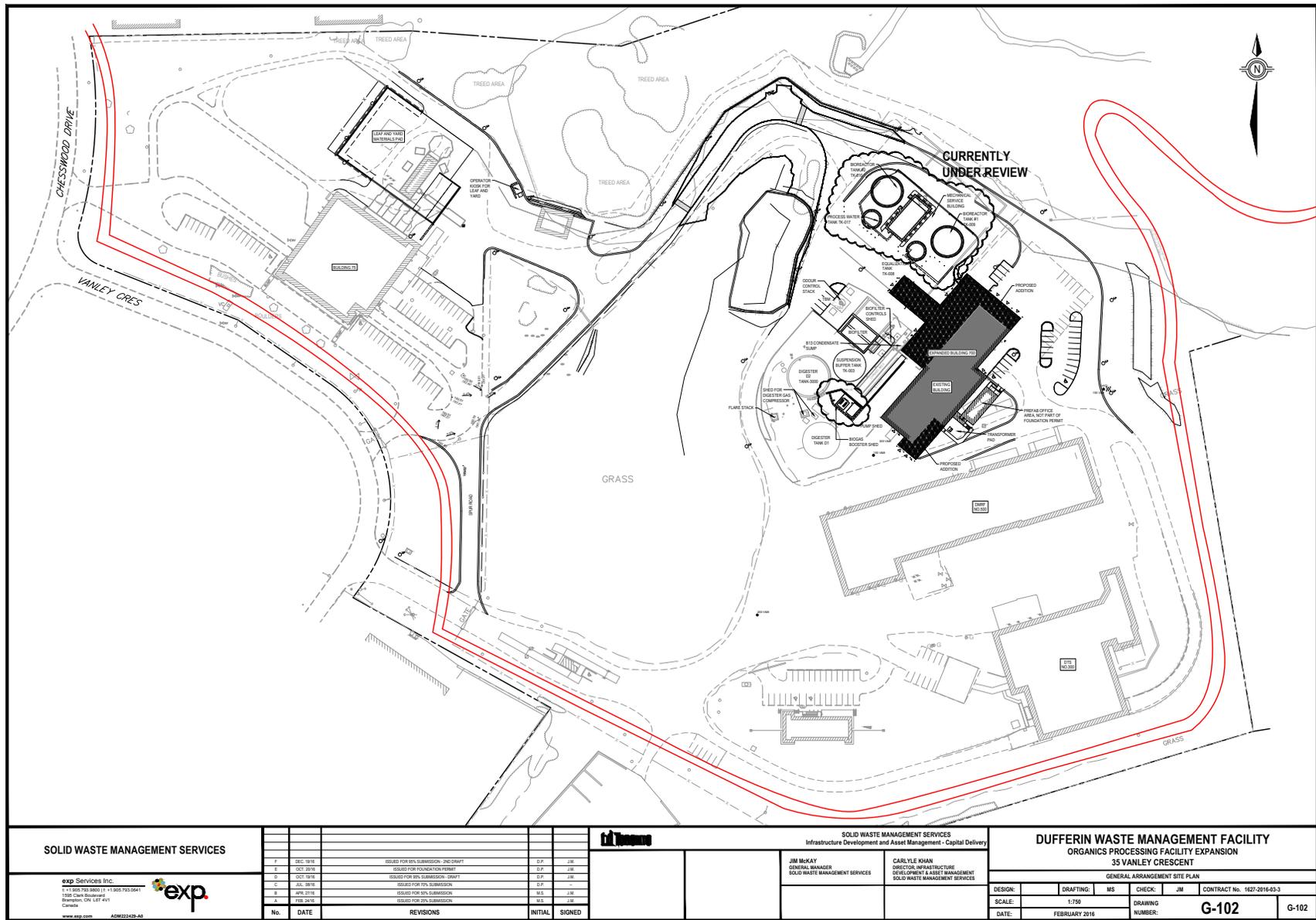


Figure 1.2 - Proposed Site Plan with future path drawn in. Site Plan Source City of Toronto.



Figure 1.3 - Topographical Map of Study Area.