



**STAFF REPORT
ACTION REQUIRED**

**Castlefield-Caledonia Design Décor District
Class Environmental Assessment Study**

Date:	May 9, 2011
To:	Public Works and Infrastructure Committee
From:	Acting General Manager, Transportation Services
Wards:	12 (York South-Weston) and 15 (Eglinton-Lawrence)
Reference Number:	P:\2011\ClusterB\TRA\TIM\pw11002tim

SUMMARY

The Castlefield-Caledonia Design and Décor District (CCDDD) is a unique and diverse employment area that forms an important hub for Toronto's design and décor industry.

City Council, at its meeting of October 22-23, 2007, in considering a report titled "Castlefield-Caledonia Design and Décor District – Final Report" (PG9.4) directed Transportation Services to undertake a Class Environmental Assessment (EA) study on possible new road connections as identified in the district structure plan contained in the Castlefield-Caledonia Design and Décor District Urban Design Guidelines.

The EA study has concluded that the City's objectives would be best achieved by extending Ingram Drive easterly under the Metrolinx (GO) rail line to connect with Raitherm Road, then continue easterly to connect with both Wingold Avenue and an extension of Ronald Avenue. Additional improvements have also been identified through the EA process related to cycling, pedestrian use, streetscaping, and urban design.

The EA study was carried out in full consultation with the community and stakeholders, and there is widespread support for the recommended plan. Several directly affected property owners, however, remain concerned about the impacts of these road extensions on their lands and business operations and any related mitigation and compensation. Staff will continue to consult with these affected property owners and will report back on the outcome of these discussions in conjunction with any future report on the funding and implementation of this infrastructure.

Upon Council endorsement of the recommended plan, a Notice of Study Completion will be issued and the Environmental Study Report (ESR) filed in the public record for a minimum 30-day review period in accordance with the Municipal Class EA.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that City Council:

1. Grant authority to the Acting General Manager, Transportation Services to issue a Notice of Completion and to file the Environmental Study Report for the Castlefield-Caledonia Design Décor District Class Environmental Assessment Study in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

Implementation Points

The ability to implement the CCDDD EA study recommendations will depend largely on the acquisition of private lands. Property acquisition is required from eleven different owners. Given that the affected lands are located in an active commercial / industrial area and that some private owners have plans in various stages of planning for the modification or redevelopment of their lands or buildings, it is important that property acquisition proceed as soon as funding is made available for these acquisitions (i.e. not waiting for a redevelopment application). This will not only provide the City with the lands needed to implement the recommended transportation improvements but will also provide property owners and CCDDD businesses with certainty on which to base their future investment and planning decisions.

If, for financial or property reasons, the entire new road system cannot be implemented as a single project, it is possible to implement it in three stages (listed in order of priority):

- a. Ingram Drive from Kincort Road to Caledonia Road
- b. Ingram Drive extension from Caledonia Road to Wingold Avenue
- c. Ronald Avenue extension to Wingold Avenue

In the specific case of the position of the Multimedia Nova property at 105 Wingold Avenue that is required for the Ronald Avenue extension, it would be appropriate to acquire this property only at such time as the current owner sells or vacates the property.

Financial Impact

There is no immediate financial impact resulting from the recommendations contained in this report.

The estimated cost of constructing the recommended improvements outlined in the CCDDD EA study is in the range of \$28 million - \$31 million, broken down as follows:

- a. Property acquisition \$11.5 million - \$14.5 million (preliminary estimate).
- b. Road construction (including sidewalks, cycling facilities, intersections, streetscaping): \$15.8 million.

It should be noted these figures are based on current (2011) dollars and relate only to the basic improvements addressed in the EA study; further investment would be required to achieve a quality design in accordance with the Council-approved urban design guidelines for the CCDDD. Furthermore, road construction costs do not include the cost for new municipal utilities other than storm drainage, based on the assumption that all properties in the area are already fully serviced.

These cost estimates will be refined and finalized during the course of subsequent preliminary and detailed design, and as part of the tender, property negotiations, and expropriation processes.

Currently no funds are provided for these works in the Transportation Services 2011 Capital Budget and 2012-2020 Capital Plan. Funding requirements and schedules for implementation will be included as part of future year Capital Budgets and 10-Year Capital Plans for Transportation Services within its debt affordability target. The construction could be implemented in a staged manner to reflect funding and/or property acquisition constraints.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of October 22-23, 2007, in considering a report entitled "Castlefield-Caledonia Design and Décor District – Final Report" (PG9.4) directed Transportation Services to undertake a Class Environmental Assessment Study on the possible road connections which are identified in the district structure plan contained in the Castlefield-Caledonia Design and Décor District Urban Design Guidelines. This included examining the possible extension of Ingram Drive across the Metrolinx (GO) rail line, as previously directed by Council at its meeting of July 16-19, 2007 in considering a report on the Ingram Transfer Station (PW7.15).

Relevant documents are available at:

<http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-7170.pdf>

<http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-10-22-cc13-dd.pdf> (p. 42)

ISSUE BACKGROUND

The Castlefield Caledonia Design and Décor District is an industrial area that developed in the 1950s to 1970s on large blocks of undeveloped land served by Caledonia Road and spur lines off the CN rail Newmarket Subdivision. Some heavy industry was attracted to the area (York Steel mill, the City of Toronto's Ingram Transfer Station) along with some manufacturers and large distribution warehouses, and numerous smaller commercial / warehouse ventures. Over time, the area became a hub of design and décor businesses, while in recent years some large-scale retailers (Home Depot, Lowe's) have taken advantage of the large land plots to establish themselves in the District. It is expected that redevelopment aspirations and pressures will continue to influence land use. The current trend is towards higher-value development and adaptive re-use of warehouse properties.

The CCDDD is surrounded by established residential areas and is served by a fragmented road network (see Figure 1 – Study Area). Caledonia Road is the only continuous north-south road serving the area; Castlefield Avenue is the only east-west route across the rail line (via a level crossing). Both Caledonia Road and Castlefield Avenue serve non-CCDDD-oriented through traffic as well, acting as alternative routes to parallel major arterial roads (Keele Street and Dufferin Street north-south; Lawrence Avenue and Eglinton Avenue east-west).

Within the CCDDD, streets such as Wingold Avenue, Ronald Avenue, and Raitherm Road come to dead ends. The use of rail to serve CCDDD enterprises has disappeared and the spur lines have been removed; the rail line, previously owned by CN Rail, was acquired by Metrolinx (GO Transit) in 2009 and is used by its Barrie – Toronto commuter service. All goods movement to/from the area is now by truck. As a consequence, movement in to, out of, and within the area by goods movement vehicles, motorists, and visitors is indirect and often along residential streets.

The CCDDD design charrette in 2006 highlighted the fact that the area is a major vehicular traffic generator that is not adequately served by its current road network. It was perceived that improving the transportation system – by connecting the fragmentary road network and creating a new rail crossing, not just by widening the two existing main arteries – could relieve congestion, reduce out-of-way travel, shift traffic to commercial streets from residential streets, attract greater (and safer) cycling and walking use, provide a platform for enhanced streetscaping, and contribute to the overall attractiveness and vitality of the District.

It is recognized, however, that there are no undeveloped or continuous rights-of-way suitable for road uses in the CCDDD, and that any new road links will necessarily involve acquisition of private lands and potentially the displacement of buildings and businesses. The intent of the EA study was to identify transportation improvements that would achieve the City's objectives while minimizing or avoiding negative impact on existing properties, land uses, and businesses.

COMMENTS

Study Process

A Class Environmental Assessment (EA) Study was initiated to identify improvements to the transportation network within the Castlefield-Caledonia Design Décor District. The EA study has been completed in accordance with the requirements for a Schedule “C” project under the Municipal Class Environmental Assessment (the Class EA). The Class EA process requires that the City confirm the need (i.e. define the problem/opportunity), identify feasible solutions, evaluate the impact of the alternative solutions on the natural, social and economic environments, and select an alternative for construction.

As a requirement of Schedule “C” projects, if City Council endorses the recommendations of this Study, the Environmental Study Report (ESR) will be filed in the public record for a minimum 30-day review period. The ESR describes in detail the first three phases of the five-phase environmental planning process set out by the Class EA:

Phase 1 – identification of the problem or opportunity;

Phase 2 – identification and evaluation of alternative solutions; and

Phase 3 – identification and evaluation of alternative design concepts for the preferred solution.

The preparation of the ESR itself and the filing of the document in the public record constitute Phase 4 of the environmental planning process. Phase 5 is the construction and operation or implementation of the project, and monitoring of impacts, in accordance with the terms of the EA approval. The Castlefield-Caledonia Design Décor District Class Environmental Assessment Study is currently at Phase 4 of the process.

The Class EA Study was carried out with the assistance of technical consultants and supported by a Technical Advisory Committee comprised of staff from Transportation Services, City Planning, Technical Services, Economic Development, and GO Transit.

Public Consultation

Public involvement is an integral and ongoing part of the EA Study process. The public consultation requirements of the Class EA were met and exceeded in this study. The public consultation program included two pairs of Public Information Centres (PICs), held at key decision points during the study, and numerous meetings with individual property owners and affected agencies. Details of the public consultation are included in Appendix A. In addition, the City of Toronto’s website provided a link to all pertinent information related to the Study as well as contact information.

(see http://www.toronto.ca/involved/projects/castlefield_caledonia/index.htm)

Need and Justification

The Need and Justification for the recommended improvements to the transportation system serving the Castlefield-Caledonia Design Décor District are based on the following key points:

- There is a lack of roadway, sidewalk and path connections within the CCDDD for the movement of all road users (pedestrians, cyclists, transit vehicles, cars and trucks). The rail corridor in particular poses a significant barrier to east-west movement.
- The lack of connectivity and alternative routes in the road network serving the CCDDD forces motorists to relatively few signalized intersections, which consequently operate at or near capacity during peak periods. Future redevelopment will exacerbate this situation. A disconnected, congested road system could affect the growth and economic vitality of the district.

- Various *Official Plan* policies promote the redevelopment of Employment Districts in an urban form. In the case of the CCDDD this would include the development of new public streets to promote a connected network of streets, as well as a vibrant and active pedestrian-friendly streetscape to encourage walking and cycling within the district, and to meet other City building objectives.

The provision of new multi-modal links within the CCDDD is needed to support the growth of the district, improve connectivity and circulation, facilitate the movement of all road users, and create a more robust public street network. These statements are consistent with, and supportive of, the policies of the City of Toronto, particularly those put forth in the Official Plan with respect to Employment Districts.

Alternatives Considered

In accordance with the EA process, six "Alternatives To" the undertaking were first considered:

- A: Do Nothing
- B: Widen Existing Roads
- C: Build New Road Connections
- D: Build New Pedestrian / Cycling Connections
- E: Transit Improvements
- F: Land Use Controls

A description of the alternatives is included in Appendix B. Based on a review of these alternatives, Alternative C (Build New Road Connections) was carried forward for further consideration. New pedestrian/cycling connections (Alternative D) would be considered in conjunction with these new road connections.

New Road Alignment Alternatives

Alternative design solutions were developed for the new road connections based on the following key objectives:

1. To provide connections between the CCDDD and the boundary major arterial road network;
2. To provide connections within the CCDDD; and
3. To minimize property impacts.

Exhibits 1.1 - 1.7 in the ESR illustrate the seven developed Alternative Road Design Solutions and their associated key features. The preliminary review of the alternative road design solutions are summarized in **Table 2** of the ESR.

Evaluation

The alternative design solutions were evaluated using the following criteria:

- **City Building:** Urban design and form measured against the degree of compliance with policy.
- **Transportation** criteria were subject to rigorous qualitative and quantitative assessment for existing and future conditions. Impacts were considered in terms of physical impacts, as well as qualitative potential for increased pedestrians / cyclists. Qualitative measures addressing overall safety and service, and transit impacts were also considered, as were compliance with pedestrian / cycling design principles.
- **Socio-Economic Environment** criteria were evaluated in terms of quantitative and qualitative metrics. For example, access changes, impacted businesses, property needs, streetscaping / urban design environment were addressed.
- **Natural Environment** criteria related to wildlife and habitat are generally not discernable as a metric for comparison of the alternatives since the lands are predominantly built-out.
- **Cultural Environment:** Heritage resources, cultural landscape and archaeological impacts were considered.
- **Engineering and Costs** were quantified in terms of number of utility relocations and construction costs. Constructability and staging were also considered.

The evaluation of alternative design solutions yielded two possible road alignments (see Figure 2) as offering the best potential to address the problems and opportunities present:

- Alternative 1: extend Ingram Road across the rail line to Raithern Road, then continue easterly along the northern and eastern edge of the Home Depot property to link with Wingold Avenue and Ronald Avenue.
- Alternative 3: extend Ingram Road across the rail line, following the former rail spur all the way to Ronald Avenue, then link to the intersection of Wingold Avenue and Lansdowne Avenue.

Other alternative links were set aside as having greater property impact, yielding fewer traffic benefits, affecting residential streets, and/or creating less City Building potential benefits.

For both alignments, three options for the proposed new road crossing of the Metrolinx (GO) rail line were considered:

- Level Crossing (At Grade): Not recommended due to conflict with rail expansion plans (two way all day GO service).
- Road over Rail: Not recommended due to steep grades (hampering public transit, cycling, and road maintenance) and property impact.
- Road under Rail: Recommended due to manageable grades and reduced property impact.

Upon closer examination of Alternatives 1 and 3, Alternative Road Design 1 (with an underpass at the rail corridor) was selected as the technically preferred Alternative. The specific rationale for selecting Alternative 1 over Alternative 3 is based on:

- Alternative 3, using an abandoned rail spur line, runs along the rear of every property and hence is less desirable than Alternative 1 in terms of public realm, urban planning policies, (re)development potential, potential economic benefit to fronting property owners, and promotion of walking.
- Alternative 1 makes maximum use of established public rights-of-way (Ingram Drive, Raitherm Road) whereas Alternative 3 is located entirely on private lands.
- Alternative 1 requires only half the new paved area of Alternative 3, which is better from a drainage perspective.
- Alternative 1 uses existing traffic signals on Caledonia Road; Alternative 3 would introduce a third signal on Caledonia Road within the study area.
- Alternative 1 is approximately 25 % less costly to construct than Alternative 3 and requires acquisition of less private property.

In addition to the New Road plan for the CCDDD, the EA study identified two locations along the Belt Line Trail where pedestrian / cycle links need to be formalized and improved, and where public right-of-way should be acquired to ensure the place of these links in the area transportation and public realm system:

- The extension of the Montcalm Avenue right-of-way, between the Belt Line and Castlefield Avenue.
- The extension of the Miranda Avenue right-of-way, between Schell Avenue and the Belt Line.

Recommended Plan

The recommended plan, illustrated in Figure 3, includes several components:

- 1) Extension of Ingram Road easterly under the Metrolinx (GO) Barrie rail line to connect with Raitherm Road.
- 2) Development of a new two-lane road easterly from the intersection of Raitherm Road and Caledonia Road, running along the northern and eastern perimeter of the Home Depot parking lot, to link with existing Ronald Street and to connect with a short westerly extension of Wingold Avenue.
- 3) Improved pedestrian / cyclist connections with the Belt Line Trail, specifically at Montcalm Avenue (north) and at Miranda Avenue (south).

The total length of new or reconstructed public roadway is approximately 1,210 m. The Ingram Road extension, existing Raitherm Road, the new road east of Caledonia Road, and Ronald Avenue north of Castlefield Avenue will be two lanes wide, with 1.5 m wide bicycle lanes, sidewalks on both sides, and provision for a centre left turn lane as appropriate. The right-of-way

of the Ingram Road extension (including Raitherm Road) will be 24.5 m wide; the right-of-way width for the extension of Ronald Avenue to Wingold Avenue will be 21.5 m. The boulevards will be 5.5 m wide on both sides of the new roadways.

At the rail crossing, the sidewalks will be 3.0 m wide clear and raised to be physically separated from vehicular traffic, and the bicycle lanes will be 2.0 m wide. The structure vertical clearance over the roadway will be a minimum of 4.8 m.

The Ingram Avenue extension will meet the project goals of improving transportation access to, from, and within the CCDDD. By linking Keele Street with Dufferin Street, it will provide an important new connection in the area road network. The recommended plan also provides relief to the congested intersection of Caledonia Road and Castlefield Avenue, and reduces the east-west travel demand on Castlefield Avenue (and to a lesser extent Lawrence Avenue and Eglinton Avenue).

The two new links to the Belt Line path, together with the bicycle lanes on the new Ingram Drive – Ronald Avenue roadway (including the rail grade separation) will add significantly to the cycling network in this part of Toronto. The Ingram Avenue extension will provide the only grade-separated cycle-friendly rail crossing between Rogers Road and the northern City boundary.

The Ingram Drive extension and rail crossing will also provide the Toronto Transit Commission with the opportunity to optimize service to the area with modifications to its 59C Lawrence West and/or 14 Glencairn routes. The grade separation is also compatible with Metrolinx's long-term plans to increase GO rail service in the corridor to two-way all-day operation.

The provision of sidewalks, bicycle lanes, full boulevards, and streetscaping along the full length of the new roadway will help promote a better relationship between the CCDDD's public and private realms and will help promote higher quality of the public (and private) realm throughout the District. This in turn will help promote economic vitality, increase property values, and support the ongoing revitalization and transformation of the District into a high-quality, attractive regional-scale destination for the design and décor industry.

All new infrastructure is to be designed in accordance with City design standards, the Ontario Building Code, and Accessibility for Ontarians with Disabilities Act.

Property Impact and Mitigation

The ability to implement the study recommendations will depend on the acquisition of just over 3 ha of property, currently under the ownership of eleven different companies. The recommended alignment reflects an effort to minimize property impact, while working within geometric and design constraints. In several cases, the City is able to fully or partially mitigate property impacts, separate from whatever financial considerations may be entailed as part of the acquisition process. The property impact and mitigation proposals are summarized in Appendix C.

Due to the shape, orientation, and access requirements of the properties to be acquired, small segments of surplus property may remain after the property acquisition process. If declared surplus to City requirements, such lands will be offered to adjacent property owners, then any remaining lands will be put on the open market.

Cost

The total construction cost of the recommended improvements is estimated at \$15.8 million. Just over half of that amount is related to the railway grade separation.

In addition, a preliminary estimate of property acquisition cost is in the order of \$8.5 million, plus related costs (contaminated soil removal, business impact losses, expropriation costs) that could range in the order of \$3 million - \$6 million. This includes some revenue from sale of surplus lands.

The total cost of implementing the new roadway and cycle links is therefore anticipated to be in the \$28 million - \$31 million range, split almost evenly between capital construction costs and property acquisition.

The construction cost estimate will be refined through the preliminary design, detail design, and tendering processes. The property costs are provided here as indicative estimates only based on typical current area property values and gross assumptions / provisions regarding business loss claims; actual costs will only be known once the site-by-site acquisition process is begun.

Implementation

The ability to implement the CCDDD EA study recommendations will depend largely on the acquisition of private lands. Property acquisition is required from eleven different owners. Given that the affected lands are located in an active commercial / industrial area and that the private owners often have plans in various stages of planning for the modification or redevelopment of their lands or buildings, it is important that property acquisition proceed as soon as funding is made available for these acquisitions (i.e. not waiting for a redevelopment application). This will not only provide the City with the lands needed to make the recommended transportation improvements but will also provide property owners and CCDDD businesses with certainty on which to base their future investment and planning decisions.

If, for financial or property reasons, the entire new road system cannot be implemented as a single project, it is possible to implement it in three phases (listed in order of priority):

- a. Ingram Drive from Kincort Road to Caledonia Road (\$19M)
- b. Ingram Drive extension from Caledonia Road to Wingold Avenue (\$8M)
- c. Ronald Avenue extension to Wingold Avenue (\$4M)

In the specific case of the position of the Multimedia Nova property at 105 Wingold Avenue that is required for the Ronald Avenue extension, it would be appropriate to acquire this property only at such time as the current owner sells or vacates the property.

The path connections at Miranda Avenue and Montcalm Avenue may be implemented independent of the roadworks outlined above.

CONTACT

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ATTACHMENTS

Figure 1: Study Area
Figure 2: Alternative Routes
Figure 3: Recommended Plan
Appendix A: Public Consultation
Appendix B: Alternatives Considered
Appendix C: Property Impact and Mitigation

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Figure 1: Study Area



Figure 2: Alternative Routes

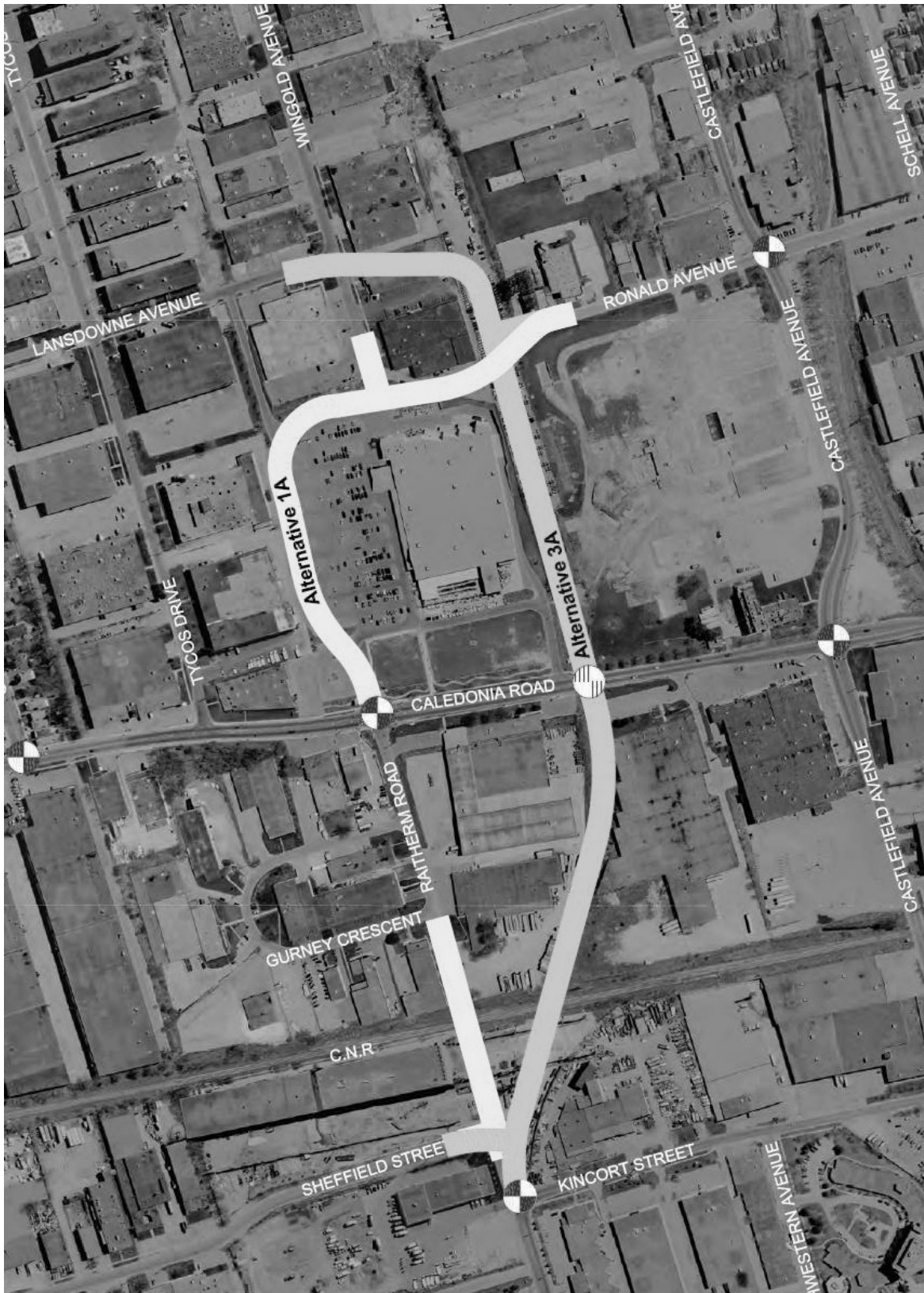
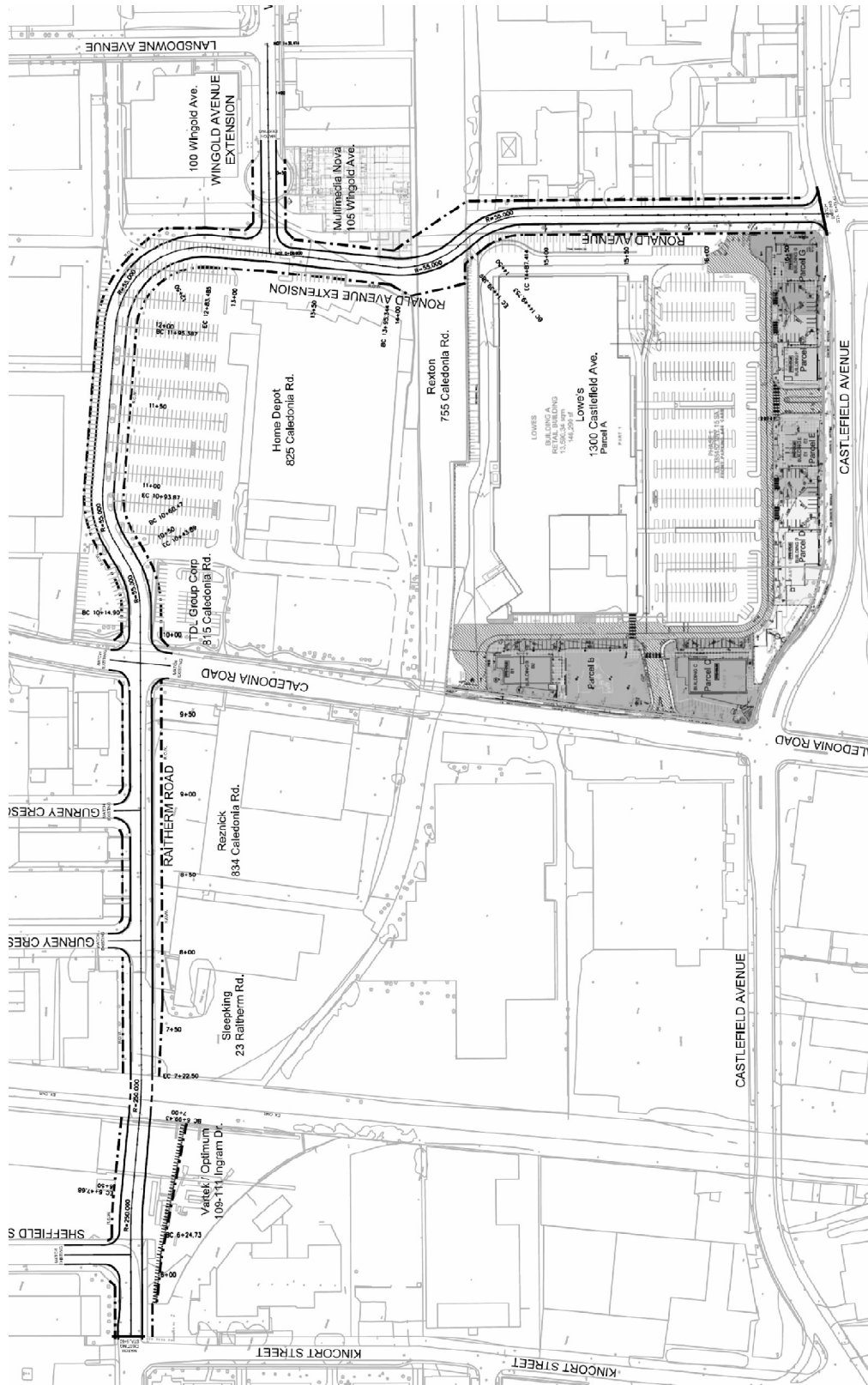


Figure 3: Recommended Plan



Appendix A Public Consultation

1. Public Information Centres

The first round of Public Consultation occurred in March, 2010. It included two separate sessions:

- 1) Wednesday, March 24, 2010:
 - Castlefield Design Centre Building; Roots Canada Ltd., 1400 Castlefield Ave.
 - Open House: 11:30 a.m. – 2:00 p.m., Presentation: noon
- 2) Thursday March 25, 2010:
 - Columbus Centre; Sala Coboto, 40 Playfair Avenue
 - Open House: 6:30 p.m. – 9:00 p.m., Presentation: 7:00 p.m.

The second round of public consultation was set up in a similar manner, 3 ½ months later:

- 1) Thursday, July 8, 2010:
 - Castlefield Design Centre Building; Roots Canada Ltd., 1400 Castlefield Ave.
 - Open House: 11:30 a.m. – 2:00 p.m., Presentation: noon
- 2) Thursday, July 8, 2010:
 - Columbus Centre; Sala Coboto, 40 Playfair Avenue
 - Open House: 6:30 p.m. – 9:00 p.m., Presentation: 7:00 p.m.

Each Open House included mounted displays, a presentation, and a public question-and-answer period. Both rounds of public consultation were advertised in the York *Guardian* and North York *Mirror* newspapers. Over 14,000 notices of the first PIC were distributed to all mailboxes in the traffic study area (see Figure 1). Notification for the second PIC was focused on the stakeholder database list, by either email or Canada Post. Invitations were also sent to over 700 area businesses through the City of Toronto's Economic Development listing for the area.

2. Property Owners

Members of the CCDDD EA study team met in person with senior representatives of the following property owners, all of whom had potential property impacts associated with one or more of the alternatives considered:

Corporate Owner	Property Location	Meeting Date(s)
Optimum Waste and Recycling	103 – 111 Ingram Drive	June 30, 2010 March 24, 2011
Home Depot of Canada, Inc.	825 Caledonia Road	June 22, 2010 March 4, 2011
Multimedia Nova	105 Wingold Avenue	June 23, 2010 July 26, 2010 October 15, 2010 March 29, 2011
Keystone Holdings / Big H Group	100 Wingold Avenue	April 5, 2011
Sleepking Sleep Products	23 Raitherm Road	June 22, 2010 March 8, 2011
Golesco Holdings Ltd.	47 Gurney Crescent	June 22, 2010
Reznick Carpets	834 Caledonia Road	June 24, 2010
North American Development Group / Lowe's	1300 Castlefield Avenue	March 21, 2011
TDL Group Corp. / Tim Horton's	815 Caledonia Road	March 7, 2011
Bell Canada (SNC Lavalin)	135 Ronald Avenue	April 5, 2011
Rexton Developments Ltd.	Former rail spur lands	March 10, 2011

In addition, written correspondence occurred with all of the above in the 2010 – 2011 period.

3. Agencies

Over the course of the study, the EA team contacted the following agencies with a potential interest in the study and/or its outcomes:

- Toronto Transit Commission
- Toronto Police Services
- Toronto Fire
- Toronto Emergency Medical Services
- Toronto Region Conservation Authority

The full EA list of Provincial and Federal departments were notified of the study and given the opportunity to participate in it.

Appendix B Alternatives Considered

The following alternatives were considered to address the transportation needs in the Study Area:

A. Do Nothing

- Does not address the existing issues.
- Does not support the growth of the district, nor improve the existing road network connectivity and east-west crossing opportunities at the Barrie Line Rail Corridor.
- Inconsistent with the policies in the City's Official Plan and the Urban Design Guidelines.

Recommendation: Carry Forward (For Comparison Only)

B. Widen Existing Roads

- Does not directly address the existing issues.
- Does not improve the existing road network connectivity and east-west crossing opportunities at the Barrie Line Rail Corridor.
- Inconsistent with the policies in the City's Official Plan and the Urban Design Guidelines.

Recommendation: Do Not Carry Forward

C. Build New Road Connections

- Addresses the existing issues.
- Provides an opportunity to enhance pedestrian/cyclist connections, transit services and facilities, economic vitality of the district, as well as to improve the physical and operational characteristics of the CCDDD.
- Although there are costs associated with constructing new road connections, the overall public realm, connectivity of the road network and accessibility of the CCDDD would be improved, with minimal impact to the cultural and natural environment given that the Study Area is considered to be highly disturbed lands.

Recommendation: Carry Forward

D. Build New Pedestrian / Cyclist Connections

- Does not directly address the existing issues.
- Improves the existing conditions for pedestrians and cyclists.
- Does not directly support the growth of the CCDDD and adjacent communities, nor does it improve the existing road network connectivity or provide new east-west crossing opportunities at the Barrie Line Rail Corridor.

Recommendation: Incorporate with Other Alternatives

E. Transit Improvements

- Does not address the existing issues.
- Indirectly improves the existing conditions for pedestrians and cyclists.
- Does not improve the existing road network connectivity or provide new east-west crossing opportunities at the Barrie Line Rail Corridor.

Recommendation: Do Not Carry Forward

F. Land Use Controls to channel or mitigate travel demand in the area

- Does not address the existing issues.
- Does not support the growth of the district, nor improve the existing road network connectivity or provide new east-west crossing opportunities at the Barrie Line Rail Corridor.
- Inconsistent with the policies in the City's *Official Plan* and the CCDDD Urban Design Guidelines.

Recommendation: Do Not Carry Forward

Appendix C Property Impact and Mitigation

Property		Area Required	Description	Other Impact	Mitigation Proposal
Owner	Address				
Optimum Waste and Recycling	103 – 111 Ingram Drive	0.752 ha (0.44 ha becomes surplus)	South portion of property; currently leased to asphalt plant	Potential soil contamination on asphalt site	Retaining wall on north side of road; retain access to rear of property
Sleepking Sleep Products	23 Raitherm Road	0.20 ha	Frontage on Raitherm Road	Loss of parking; constraint on truck access to west side of warehouse	Relocate parking area access; redesign truck access via existing shared drive; consider use of Rexton lands to provide alternate truck access to Caledonia Road
Golesco Holdings Ltd.	47 Gurney Crescent	-	-	-	Retaining wall on north side of road to eliminate impact
Reznick Carpets	834 Caledonia Road	0.05 ha	Sliver r.o.w. widening along Raitherm frontage	-	-
TDL Group Corp. / Tim Horton's	815 Caledonia Road	0.0166 ha	North edge of parking lot	Conflict with drive-through queues extending on to public road; loss of parking spaces	If warranted by Home Depot parking needs, shift southward to new site and design improved parking lot and stacking lane configuration
Home Depot of Canada, Inc.	825 Caledonia Road	1.099 ha (0.17 ha Lansdowne link becomes surplus)	North and east edges of parking area; link (closed) to Lansdowne	Loss of parking; constraint on truck access	If warranted by parking demand, shift Tim Horton's to vacant land and repurpose parking to serve Home Depot
Keystone Holdings / Big H Group	100 Wingold Avenue	0.0144 ha	Triangle of property at west end of Wingold Ave.	Visual and grading impact	Match new grade to existing; offer Lansdowne link (Home Depot)
Multimedia Nova	105 Wingold Avenue	0.1017 ha + 0.0208 ha = 0.1225 ha	West side of property	Loss of parking and compactor; conflict with current (2011) expansion plans	Acquire lands to rear (Rexton) to offset parking loss and relocate compactor; some building reconfiguration required

Property		Area Required	Description	Other Impact	Mitigation Proposal
Owner	Address				
Rexton Developments Ltd.	Former rail spur lands	0.133 ha + 0.588 ha = 0.721 ha	Ronald Ave extension, plus lands to the east as compensation (parking) for Multimedia Nova	Conflict with Rexton development plans	Regrade Ronald for improved access and side development potential
North American Development Group / Lowe's	1300 Castlefield Avenue	0.047 ha	Sliver r.o.w. widening along Ronald frontage	-	Regrade Ronald; avoid impact on Lowe's retaining wall
Bell Canada	135 Ronald Avenue	-	Ronald Avenue regrading	Close north Bell driveway	Retaining wall on east side of road to avoid property impact
ELTE	Castlefield Road	0.04 ha	Extension of Montcalm Ave for ped/cycle link with Belt Line	Splits single property	-
Westdale Construction Ltd.	Schell Avenue	0.05 ha	Extension of Miranda Ave. for ped/cycle link with Belt Line	Splits single property	-