TORONTO

STAFF REPORT
ACTION REQUIRED

Eglinton Connects –
Environmental Assessment Study

Date:	March 25, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 11 (York South-Weston) Ward 12 (York South-Weston) Ward 15 (Eglinton-Lawrence) Ward 16 (Eglinton-Lawrence) Ward 17 (Davenport) Ward 21 (St. Paul's) Ward 22 (St. Paul's) Ward 25 (Don Valley West) Ward 26 (Don Valley West)
Reference Number:	P:\2014\Cluster B\TRA\TIM\pw14001tim.docx

SUMMARY

Metrolinx is currently undertaking the design and construction of the Eglinton Crosstown Light Rail Transit (LRT) line, a 19-kilometre facility between Weston Road in the west and the Kennedy subway station in the east. This project includes an 11-kilometre underground portion between Black Creek Drive and Brentcliffe Road. At the same time, the City Planning Division is undertaking the "Eglinton Connects Study", a comprehensive planning study for this Eglinton corridor that is complementary to the Metrolinx project. The purpose of the Eglinton Connects Study is to evaluate land use and design options for this corridor in order to take advantage of the implementation of the new transit infrastructure.

As part of the Eglinton Connects Study, a Municipal Class Environmental Assessment (EA) Study was undertaken for the reconfiguration of Eglinton Avenue along the below-grade section of the LRT between Black Creek Drive and Brentcliffe Road. When the LRT plans were formulated (in the TTC's 2010 Eglinton Crosstown LRT Environmental Assessment), no changes had been proposed to this segment of Eglinton Avenue. By undertaking this EA now, if approved, Metrolinx could incorporate and implement

elements of the proposed reconfiguration of Eglinton Avenue as part of the LRT station construction.

With the construction of the LRT, the existing reserved bus lanes on Eglinton Avenue will no longer be required. Therefore, there is an opportunity to utilize this space as part of a new design of the road cross-section that would support the public realm objectives of the Eglinton Connects Study which reflects future traffic demand, planned mid-rise development, pedestrian and cyclist needs, as well as the new transit infrastructure and service.

The Recommended Design includes the following key features:

- Roadway:
  - Generally, a four lane road with turn lanes at selected intersections;
  - A three lane cross-section between Avenue Road and Mount Pleasant Road (which includes a centre lane functioning as a two-way left-turn lane, separate left turn lanes, or a flush median depending on location and needs);

- Parking:
  - Maintains the number of existing parking spaces;
  - Provides for on-street off-peak parking in the curb lane in the four lane segments;
  - Indented (lay-by) parking spaces in the three lane segment;

- Cyclist Infrastructure:
  - A continuous raised bicycle lane (at sidewalk level) in each direction;

- Pedestrian Features:
  - Wide sidewalk zones (per the City's mid-rise guidelines);
  - Additional controlled pedestrian crossings and reduced crossing distances;

- Public Realm:
  - More space for large trees, creating an increase in tree canopy and shade;
  - Installation of post-and-ring bicycle parking;
  - More space for street furniture and patio space through required conveyances required as part of development projects to achieve the 27.0 metre right-of-way width specified in the Official Plan.

The proposed roadway configuration will accommodate forecasted traffic volumes. Prior to construction, a traffic study focussing on managing neighbourhood traffic infiltration will be undertaken. In response to concerns that emergency vehicle response could be delayed with the new cross-section without appropriate mitigation measures, a corridor-wide signal pre-emption system will be developed, in addition to a review of opportunities to integrate fire stations in new development, operational changes to dispatch, and other measures currently under consideration.

Metrolinx is responsible for reconstructing Eglinton Avenue at the LRT station areas to City standards, and requires immediate Council endorsement to complete this work in accordance with the plan. Any enhancements or upgrades to these standards in the station areas will be funded from the Public Realm Amount – a component of the LRT construction program cost to be used by Metrolinx to price, design and construct discretionary improvements to the streetscape requested by the City, as defined in the Master Agreement.

The mid-block sections between stations will not generally be affected by the tunneling construction of the LRT and, therefore, Metrolinx is not responsible for any modifications to these sections of roadway. Consequently, the costs associated with the reconfiguration of these mid-block sections of Eglinton Avenue, in accordance with the recommended plan, would be the responsibility of the City. The implementation would have to commence following the completion of the LRT construction, which is expected in 2020, so as not to interfere or conflict with the Metrolinx construction activities.

Based on preliminary estimates, costs for the mid-block reconfiguration and streetscaping would total approximately $150 million which would include boulevard treatments (tree planting, sidewalk reconstruction, cycling facilities, etc.), road related works (curb adjustments, streetlighting, pavement markings, road rehabilitation, etc.), adjustments to traffic signals, storm sewer related works, etc. Funding for this capital work is not currently included in Transportation Services' approved 10-Year Capital Plan. However, as noted above, there is no immediate need for the funding. Funding will be identified for Council's consideration, following the completion of the Metrolinx LRT construction, as part of the future capital budget process and would include the identification of alternative funding sources available at that time, for example, Section 37 funds and other developer contributions, BIA contributions, strategic partnerships, as well as the capital budgets of various City Divisions.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council grant authority to the General Manager, Transportation Services to issue a Notice of Completion and to file the Environmental Study Report (ESR) for the Eglinton Avenue Class Environmental Assessment Study in the public record for a minimum 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

2. City Council advise Metrolinx to incorporate the recommended plans in any segments of Eglinton Avenue that Metrolinx will be reconstructing as part of the below-grade section of the Eglinton Crosstown LRT project.

3. City Council direct appropriate staff to continue to work with Metrolinx during the construction period to monitor traffic patterns and conduct the post-Environmental Assessment traffic studies described in this report.

4. City Council direct the General Manager, Transportation Services, in consultation with appropriate City staff, to develop an interim design and implementation strategy for the mid-block areas between stations, prior to the construction of the recommended ultimate configuration.

5. City Council direct the Deputy City Manager and Chief Financial Officer, following the completion of the Metrolinx Eglinton Crosstown LRT Project, to identify a recommended funding strategy for Council's consideration as part of the future capital budget process for the implementation of the recommended ultimate configuration.

Implementation Points

Following approval of this report by City Council, the ESR will be filed in the public record for a minimum 30-day public review period. If there are no conditions placed on the project by the Minister of the Environment, the City would be authorized to proceed to detail design and subsequently to implementation.

Metrolinx issued its request for proposals for LRT construction in December 2013 and will issue an addendum in May 2014 to address outstanding issues and requirements. The Metrolinx work on the Eglinton Crosstown LRT line is scheduled to be complete in 2020, with tunnelling currently underway, and station construction beginning in 2015 or 2016. Reconstruction of Eglinton Avenue at the 11 new stations within the study area will be undertaken by Metrolinx per the recommended plans at the same time as LRT construction. Under the current agreement, Metrolinx will reconstruct the station areas to City standards using the LRT project budget.

Reconstruction of the balance of the corridor (i.e. the mid-block sections) would commence following completion of the Eglinton Crosstown LRT by Metrolinx. Until the necessary financial resources are available to implement the ultimate reconfiguration, as discussed further in the following Financial Impact section, transitions from the station areas reconstructed by Metrolinx to an interim roadway condition will be necessary at each station.

Financial Impact

The preliminary cost of the recommended reconfiguration of Eglinton Avenue along the 11-kilometre section of the underground LRT from Black Creek Drive to Brentcliffe Road is approximately $250 million.

Approximately $100 million of this total cost would be for improvements within the station areas where Metrolinx has agreed to reconstruct to the specifications of the Streetscape Plan in accordance with City design standards. Funding for some of the additional streetscape enhancements will come from the Public Realm Amount (PRA) created for use on Toronto's new rapid transit corridors. A report with recommendations for the allocation and use of the PRA will be considered by the Executive Committee at

its meeting on April 23, 2014. Based on a preliminary costing exercise conducted with Metrolinx, the estimated cost of the elements above the City standard within these station areas is estimated to be between $1 million and $3.5 million (subject to further discussion with Metrolinx). Given the funding from the PRA provided by Metrolinx, there would be no cost to the City for the construction in the station areas.

The remaining $150 million is for the mid-block reconfiguration and improvements including boulevard treatments (tree planting, sidewalk reconstruction, cycling facilities, etc.), road related works (curb adjustments, streetlighting, pavement markings, road rehabilitation, etc.), adjustments to traffic signals, storm sewer related works, etc. These improvements would commence following the completion of the Eglinton Crosstown LRT in 2020 and are envisioned to occur incrementally over time. Therefore, there is no immediate need for this funding. Funding will be identified for Council's consideration as part of a future Capital Budget process and will include the identification of various City and non-City sources. The elements of a future funding strategy would include:

- The identification of opportunities to bundle these improvements with other scheduled road and water infrastructure projects on Eglinton Avenue in future years;

- The reconstruction of some block faces as part of adjacent development projects, given the considerable development that is foreseen for Eglinton Avenue over the next decades;

- The allocation of Section 37 funds collected as a condition of development approval to these streetscape improvements; and

- Contributions from Business Improvement Areas (BIA's) and other funding partners for improvements in support of the EA recommended plan.

Regarding the BIA's, of the approximately 8 kilometres not included within the station areas (nearly 80% of the EA section), approximately 3.2 kilometres or 40% are located within the boundaries of a BIA. Therefore, there might be considerable opportunities for the City to partner with the BIA's, several of which have offered strong support for the recommended plan, for the funding and implementation of these streetscape and infrastructure improvements.

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

ISSUE BACKGROUND

The TTC completed an EA for the planned Eglinton Crosstown LRT (ECLRT) line in 2010, which included a recommended cross-section of four traffic lanes (two in each direction) plus the two LRT lanes, for a total of six lanes for the entire surface LRT section from Pearson Airport to Kennedy Station. However, the ECLRT EA did not address the roadway configuration for the underground LRT section now being

constructed by Metrolinx, from Black Creek Drive to Brentcliffe Road. With the construction of the LRT, the existing reserved bus lanes are no longer required and will be eliminated – with the exception of a short section near Allen Road, where the ultimate roadway configuration is subject to the findings of the impending Allen Road EA. Combined with the forecasted increase in pedestrian volumes and cycling activity in this corridor, in part due to future redevelopment, there is an opportunity to reconfigure the roadway to support the public realm objectives developed within the Eglinton Connects Planning Study while continuing to accommodate the demands of local and regional automobile traffic, commercial deliveries and other vehicles.

COMMENTS

Existing Conditions

Eglinton Avenue is a major arterial road that handles high volumes of daily traffic. Its role as a distributor of regional traffic is largely focussed in the areas near Black Creek Drive, Allen Road, and the Don Valley Parkway. In other areas, such as the central section from Avenue Road to Mount Pleasant Road, the traffic volumes are somewhat lower and there is a higher proportion of local traffic.

Environmental Assessment Process

The Eglinton Avenue Class EA Study has been completed in accordance with the requirements for a Schedule "C" project under the Municipal Class Environmental Assessment (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 Environmental Study Report (ESR) 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.

If City Council endorses the study recommendations, the ESR will be filed in the public record for a minimum 30-day review period. During this period, any interested party may request that the Minister of the Environment issue a Part II Order under the EA Act. The City is then obliged to work with the requestor to resolve their concerns or to advise MOE of the rationale for setting aside the request. If a Part II Order is not granted or if requests or objections received during the filing period are resolved, the project may proceed to implementation.

The Class EA Study was carried out with the assistance of technical consultants and supported by a Technical Advisory Committee (TAC) comprised of approximately 75

staff from Transportation Services; City Planning; Toronto Water; Engineering & Construction Services; Parks, Forestry & Recreation; Fire Services; Emergency Medical Services; and partner agencies including the TTC, Metrolinx, Toronto Hydro and the Toronto and Region Conservation Authority.

The EA study and associated consultation was embedded within the broader Eglinton Connects planning study, which addressed built form, redevelopment opportunities, land use planning, and urban design for the entire length of the LRT project (between Weston Road and Kennedy Station).

At this time, Council is being asked to endorse the changes in the plan developed through the EA, and to allow implementation by Metrolinx within station areas, where it is expected to have no cost to the City. The implementation and funding strategy for the remainder of the corridor will be the subject of a future report.

Public Consultation

Public involvement is an integral and ongoing part of the study process for the Eglinton Avenue Class EA Study. The public consultation requirements of the Municipal Class EA were met and exceeded.

Three rounds of Public Information Centres (PICs) collectively covering all study area wards were broadly publicized and held in February, May/June, and October 2013. The EA consultation was fully integrated into the Eglinton Connects Planning Study consultation program. In addition to the PICs, there were many meetings with business owners, cyclists, and other stakeholder groups. Through Eglinton Connects, a total of approximately 238,000 flyers were distributed by Canada Post to residences and businesses in the area. Approximately 5,000 people were engaged through the events and online surveys. The consultation process also attracted considerable media coverage.

Study Findings

(1) Problems and Opportunities

The construction of the Eglinton Crosstown LRT line represents one of the largest investments in transit infrastructure in Canada. The impact of this infrastructure on Eglinton Avenue and the City as a whole will be significant. It will shift demand for different modes of transportation and provide the opportunity to turn Eglinton Avenue into a more complete street: one that better meets the needs of pedestrians, cyclists, drivers, transit riders, deliveries, servicing, business owners, visitors, and residents.

As the LRT will replace much of the current bus service along Eglinton, there is an opportunity to reallocate the space that is dedicated to buses today. Ensuring that the street works well for all users will help to accommodate a growing population along Eglinton and a more balanced mobility mix into the future. The objective is to create a street that provides a high quality public realm for growing numbers of residents, visitors,

shoppers and workers on Eglinton, and provides a safe space that allows all forms of transportation to move efficiently. The design of the street must also strike a balance between the diverse conditions found along the corridor, while at the same time introducing consistent street elements.

The Public Realm objectives supported by the EA are to:

- Create a vibrant, generous, accessible and safe pedestrian space
- Allow for safe cycling
- Efficiently move vehicles
- Maintain access and parking
- Support social and economic vitality
- Introduce 'green' elements where appropriate

A full discussion of the existing conditions can be found in Chapters 2 and 3 of the ESR. Additional Planning Study documentation can be found in the draft Volume 2 report posted on the project website at www.toronto.ca/eglinton.

(2) Evaluation of Alternative Solutions

A series of workshops involving multiple City divisions and the TTC in 2012 developed 10 preliminary cross-section alternatives for the redesign of Eglinton Avenue. These options were refined and considered in greater detail in the Eglinton Avenue EA study, through extensive traffic analysis, internal and external stakeholder consultation, and consideration of multiple evaluation criteria developed through the TAC. Alternative solutions were screened on their ability to fit within the available right-of-way, to accommodate expected traffic volumes and to meet minimum requirements for pedestrian space, and then matched to individual segments before being developed into a preferred design based on block-by-block analyses.

The alternatives considered are described in Attachment 3. Both four-lane and three-lane configurations were reviewed, with various layouts and widths of sidewalk, street furniture / tree space, bicycle lane, and parking options. All options are contained within the existing right-of-way so as to avoid the impact and cost of acquiring private property. Provision is made, however, for future expansion of the right-of-way to the full planned width of Eglinton Avenue as specified in the Official Plan.

The evaluation included consideration of the public and agency comments that were provided throughout the study process, with key comments documented in Attachment 4.

Detailed traffic modelling and analysis provided an understanding of the ways motorists use Eglinton Avenue. The street handles a combination of local and regional trips; the latter are mainly vehicles which use Eglinton to get to and from Black Creek Drive (Highway 400), Allen Road, and the Don Valley Parkway. Those longer trips disperse among the north-south roads and there are few trips that cover Eglinton from east to west. Thus, in the middle of the corridor where longer trips have little influence (i.e. between

Avenue Road and Mount Pleasant Road), traffic volumes diminish to the point where only one through lane in each direction is required to accommodate the forecasted traffic demands. Coincidentally, this is where the pedestrian and transit passenger demands are highest, leading to the desire to maximize sidewalk space.

(3) Recommended Plan

The EA recommendations include elimination of most bus/taxi lanes, given the significantly reduced future bus traffic once the Eglinton Crosstown line is operational, as well as a reconfiguration of the roadway in the central Segment D to three lanes – one lane in each direction plus a left-turn lane/flush median. The two general traffic lanes are expected to accommodate the majority of traffic demand, while the centre lane will accommodate left turns, movement around temporary traffic obstructions, and emergency vehicles. The area around Yonge Street also experiences the highest pedestrian volumes in the corridor, and thus would benefit from a more substantial pedestrian realm. A similar reduced roadway cross-section was initially proposed for Segment B, from approximately Caledonia Road to Oakwood Avenue, but was rejected since no space is gained from the removal of bus lanes and due to heavily used on-street parking, a lack of parallel routes in the area and other network considerations.

It is assumed that there will be some diversion of traffic from Eglinton Avenue to other arterials, as well as to collector roads, resulting in an increase in their traffic levels of approximately 10 per cent. While this increase is roughly within the day-to-day variation in traffic levels, it does warrant further study of neighbourhood traffic patterns and restrictions. The study recommendations include corridor-wide traffic study (focussed on the central segment) following the EA, to determine at a greater level of detail if there are additional measures, such as turn restrictions, that could be used to further reduce the level of neighbourhood traffic infiltration on each local street.

There were concerns from Toronto Fire Services about the reduced roadway width, particularly in the central section (with one lane in each direction), and potential negative impact on emergency response times. Without appropriate mitigation measures, response times could increase. As a result of discussions, it has been agreed that during the course of implementation, a system of traffic signal pre-emption for emergency vehicles will be developed corridor-wide for Eglinton Avenue; additionally, emergency vehicles will be able to use the continuous centre lane when all other traffic has pulled over to the right, as required by the Highway Traffic Act. Transportation Services will continue discussions with Fire Services to identify additional measures to mitigate any potential impacts to response times.

The recommended plan has also been developed in consultation with the TTC, and reflects new bus stop and bay locations, as well as transit priority measures, as deemed appropriate within the context of the study objectives.
Because of the extended period of LRT construction (tunnelling for the LRT line started in mid-2013, station and line construction will go from 2015 to 2020), there will be an opportunity to monitor operations with the interim condition – between station areas,

temporary cross-sections (created through measures such as line painting and bollards) can be used to test and demonstrate the viability of new traffic patterns prior to full implementation. There will also be an opportunity to monitor for the concerns expressed (related to capacity, diversion, and infiltration), and to develop additional mitigation measures if necessary, particularly in the form of turn restrictions in Segment D and minor adjustments to the lane configurations between Avenue Road and Oriole Parkway.

The Recommended Plan, illustrated in the Streetscape Plan (Attachment 2), is based on Options 1, 4, 7, and 9, and includes the following key elements within the study segment (Black Creek Drive to Brentcliffe Road):

- **Roadway**:
  - West of Avenue Road and east of Mount Pleasant Road:
    - Two general traffic lanes in each direction, with exclusive turn lanes retained or added to select intersections;
  - Between Avenue Road and Mount Pleasant Road:
    - One general traffic lane in each direction, plus a centre lane functioning as a two-way left-turn lane, left turn lane, or flush median depending on location;
  - Reserved Bus Lane on the western approach to Allen Road

- **Parking and Loading**:
  - Retain current parking capacity in the corridor
    - On-street parking during off-peak periods where the road is four lanes wide
    - Indented (lay-by) permanent parking spaces between Avenue Road and Mount Pleasant Road
  - Extend rear laneway network where possible (through property redevelopment) to accommodate loading and deliveries

- **Cycling**:
  - A bicycle lane in each direction (raised above the pavement, at sidewalk level)
  - Connections to north-south bicycle routes, lanes, and paths

- **Pedestrian**:
  - Sidewalk zones of at least 4.8 metres on each side of the street, with pedestrian clearway of at least 2.1 metres;
  - Significantly wider sidewalks in the central section between Avenue Road and Mount Pleasant Road, to accommodate substantial existing and higher expected future volumes of pedestrians;
  - Additional shorter and protected crosswalks

- **Public Realm**:
  - More space for large trees, providing an increase in tree canopy and shade;
  - Introduction of post-and-ring bicycle parking;
  - More space for street furniture, and patio space through required setbacks;
  - Curbside buffer zone for snow storage (winter) and bike use (summer).

Project Cost and Implementation

As noted previously, the cost of the entire project is estimated to be $250 million. The station areas represent approximately 20% of the total length of the approximately 11-kilometre corridor (2.2 kilometres) but approximately 40% of the estimated total cost ($100 million). The remaining $150 million would be for improvements and modifications within the 8 kilometres making up the mid-block areas. The cost to the City for the implementation of the recommended configuration within the Metrolinx LRT station areas will be zero, with contributions for streetscape improvements above the City standard coming from the Public Realm Amount made available by Metrolinx.

The $150 million for mid-block improvements will be the responsibility of the City, although there will be opportunities to reduce the net cost of the project as outlined in the Financial Impact section of this report. Plan implementation over the mid-block sections of the corridor will require an interim configuration of revised line markings (to provide bike lanes and parking), with construction to permanent standards done over time (post-2020) in accordance with opportunities and funding. Therefore, there is no immediate for funding of these mid-block improvements. Transitions between the reconstructed sections at each station and the existing, remarked sections between the stations will be required at each end of each station box and will be provided by Metrolinx at no cost to the City.

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SIGNATURE

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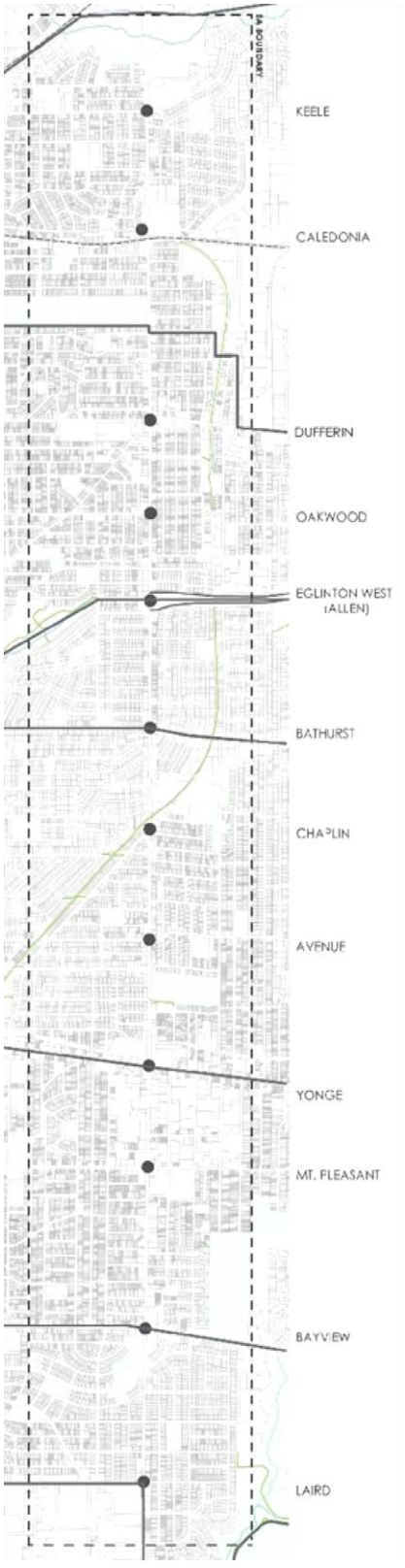
Stephen Buckley
General Manager, Transportation Services

ATTACHMENTS

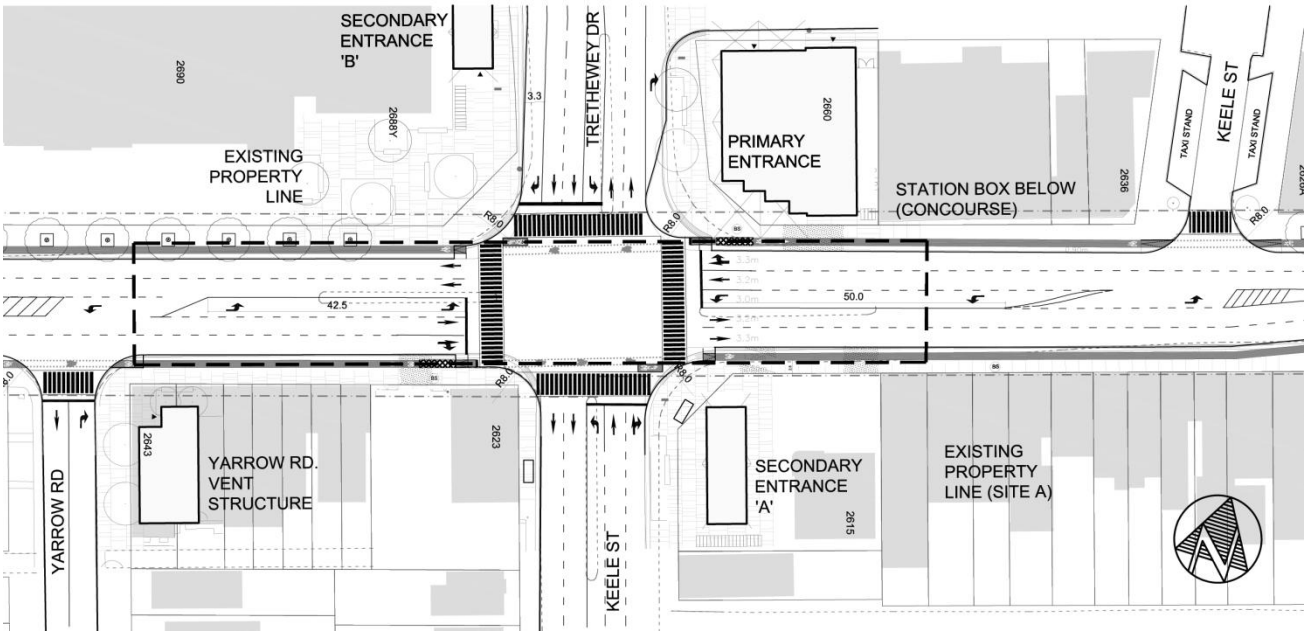
Attachment 1: Study Area
Attachment 2: Recommended Plan
Attachment 3: Evaluation of Alternatives
Attachment 4: Public Consultation and Public/Agency Comments

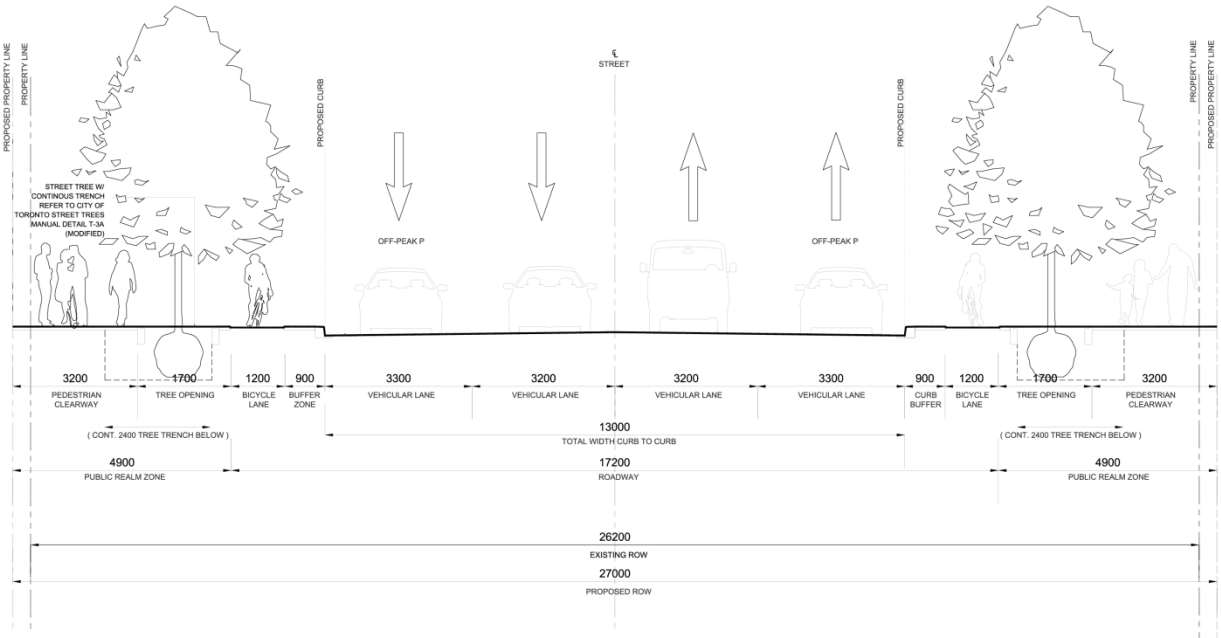
ATTACHMENT 1
Study Area

EGLINTONconnects Planning Study
Environmental Assessment Study Area

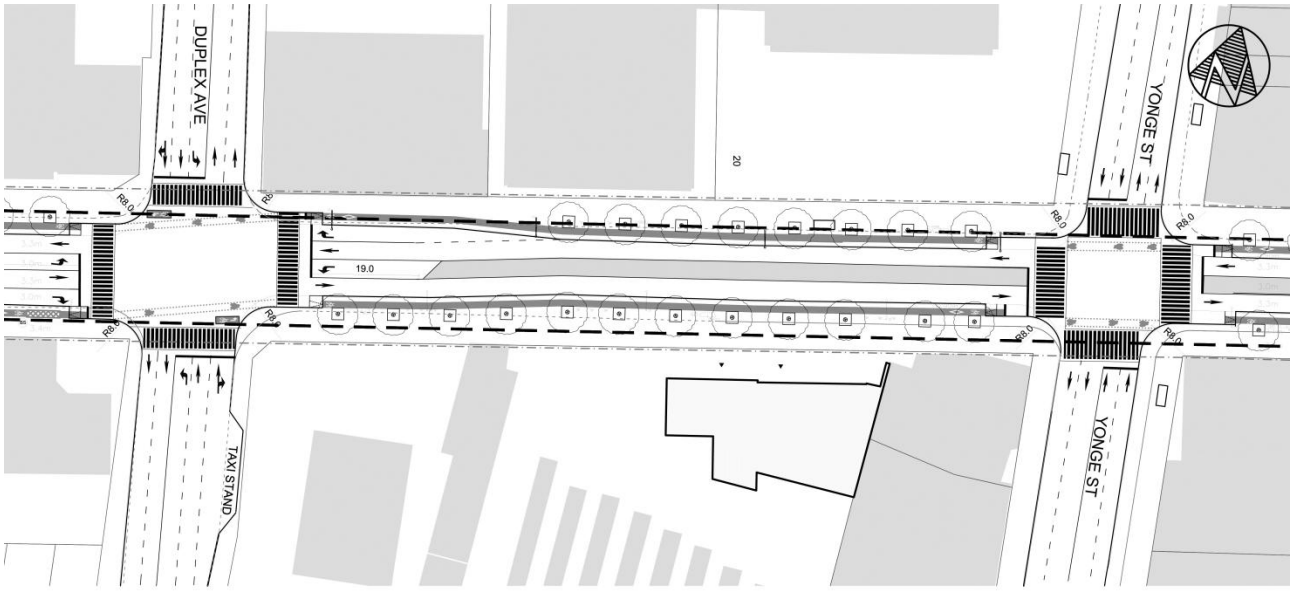


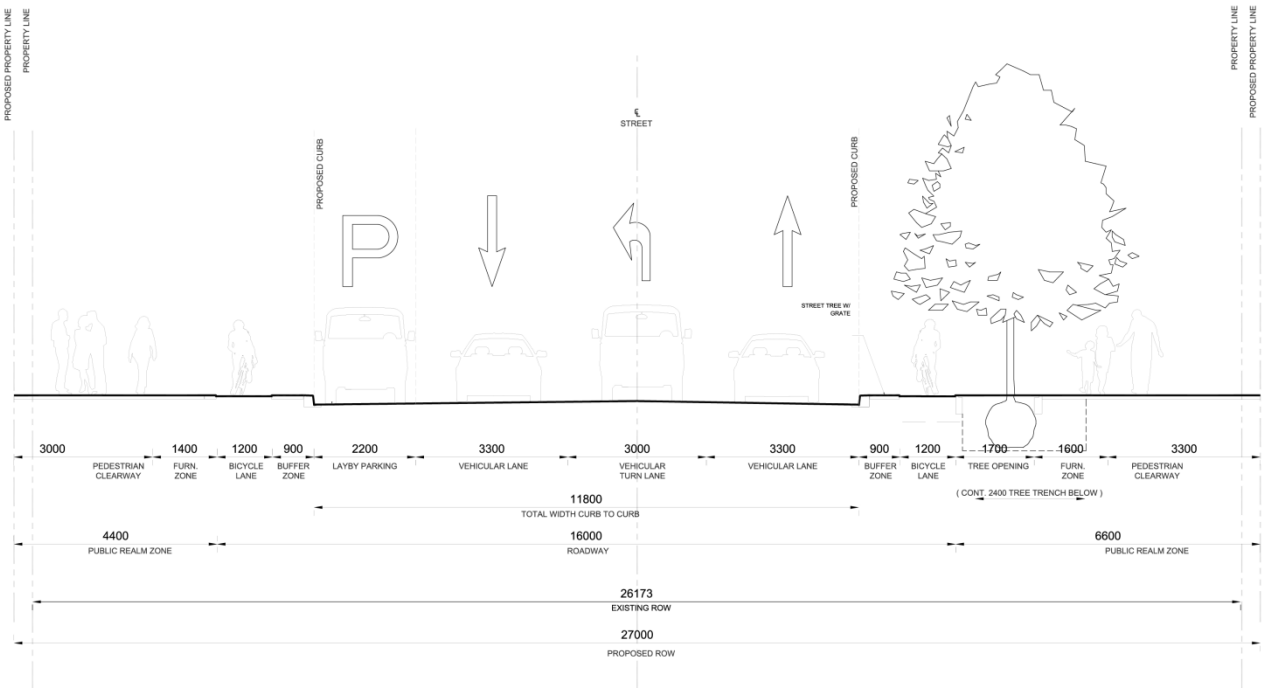
ATTACHMENT 2
Recommended Plan – Representative Sections



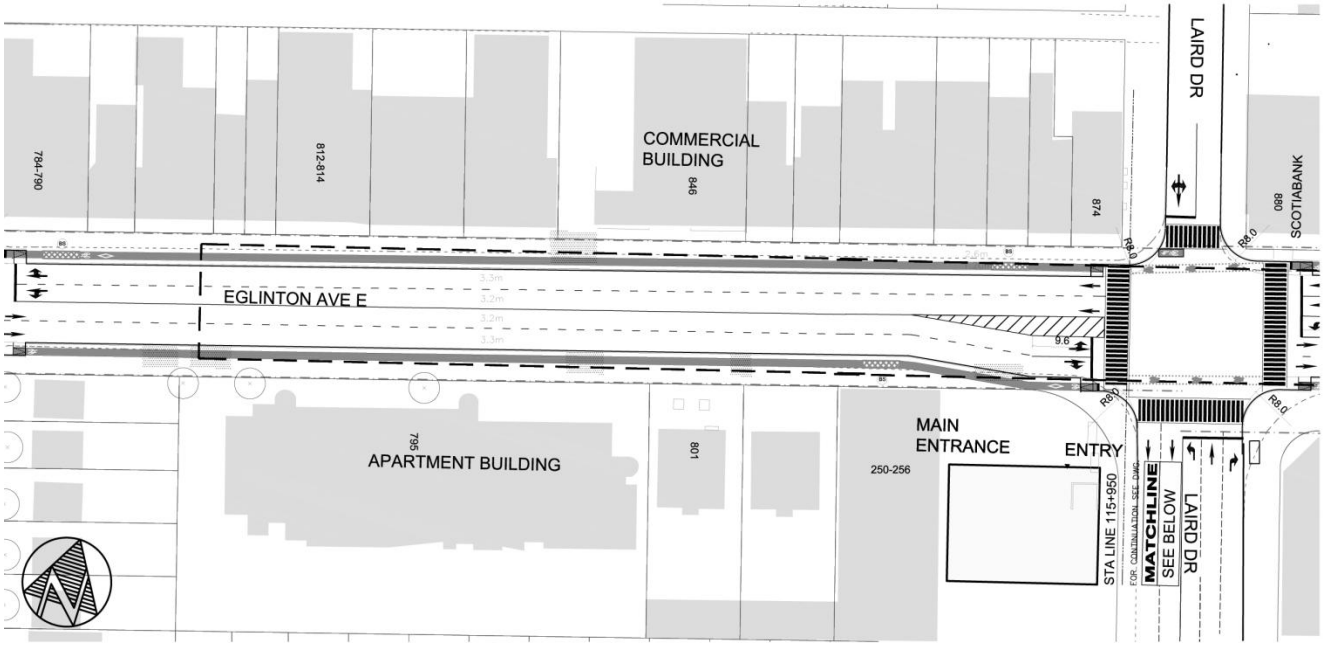


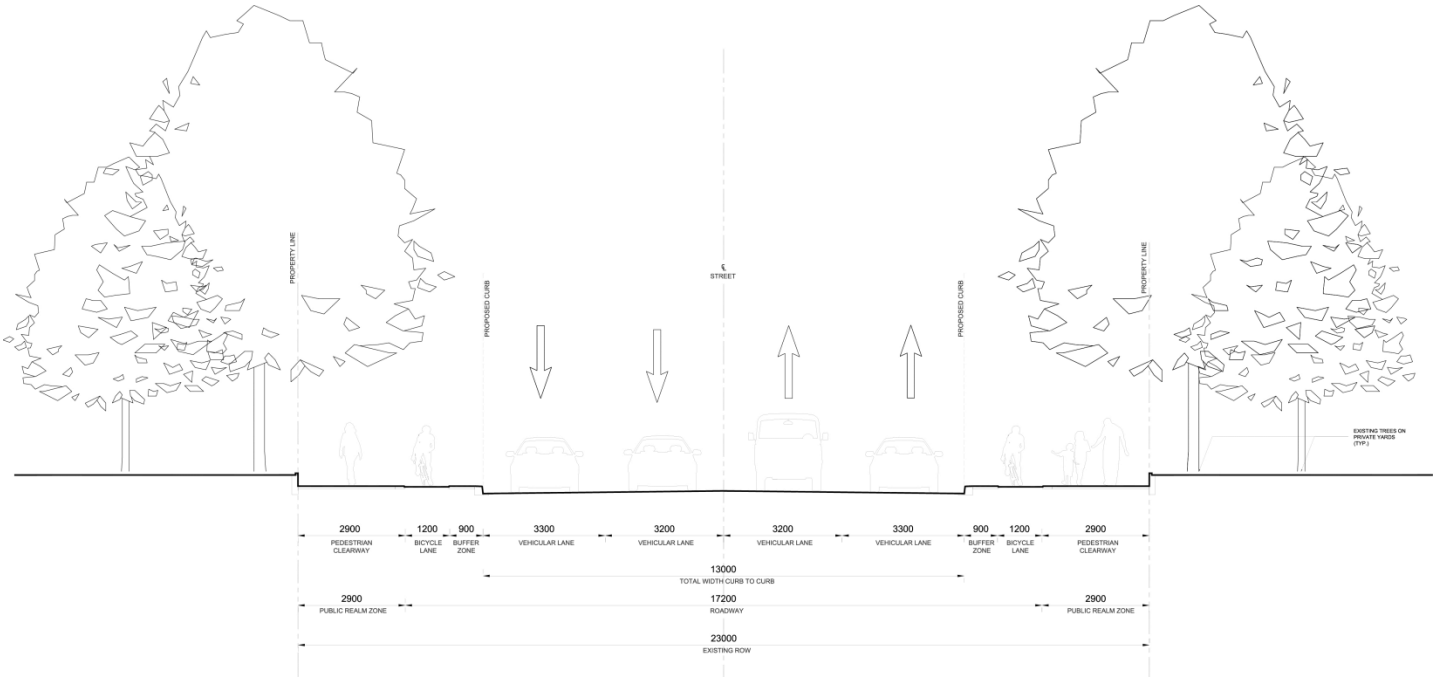
TYPICAL CROSS-SECTION 1





TYPICAL CROSS-SECTION 2





TYPICAL CROSS-SECTION 3

ATTACHMENT 3

Results of the Evaluation of Alternative Solutions and Alternative Designs for the Preferred Solution

Identification and Evaluation of Alternative Solutions

Ten preliminary alternatives identified in the City's 2012 Cross-Section Workshops were supplemented with six additional alternatives to form the EA's long list of alternative solutions. 'Long list' solutions were screened to a shorter list of alternative solutions that generally satisfied all criteria and were feasible given the available right-of-way width and expected traffic volumes.

Option 1

- Proposed 27.0m right-of way
- Four general purpose travel lanes; two in each direction (3.2m with 3.3m curb lanes)
- 3.3m on-street, off-peak parking lanes to support adjacent retail
- 1.2m protected bicycle lanes on both sides of the street
- 2.1m tree and furniture zone; on either side
- 2.8m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

Option 1b

- Proposed 27.0m right-of way
- Four general purpose travel lanes; two in each direction (3.2m with 3.3m curb lanes)
- 3.3m on-street, off-peak parking lanes to support adjacent retail, one in each direction
- 1.6m protected bicycle lane in-board of tree/ furniture zone, one in each direction
- 2.1m tree and furniture zone, on either side
- 2.84m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out, on either side

Option 2

- Proposed 27.0m right-of way
- Four general purpose travel lanes; two in each direction (3.2m with 4.1m curb lanes)
- 4.1m on-street, off-peak parking lanes to support adjacent retail, one in each direction
- Bicycle lanes in sharrows, on roadway in each direction
- 2.1m tree and furniture zone, on either side
- 3.64m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out, on either side

Option 3

- Proposed 27m right-of-way
- Two 3.3m travel lanes, one in each direction
- 1.8m bicycle lanes on both sides of the street, on roadway
- Twenty-four hour parking within south side lay-bys to support adjacent retail
- 2.2m wide tree and furniture zone on either side
- 5.74m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out on either side

Option 4

- Proposed 27m right-of-way
- Three travel lanes, including a 3.0m center left-turn lane and two 3.3m lanes
- Twenty-four hour parking within lay-bys to support adjacent retail
- Protected 1.8m bicycle lanes on both sides of the street
- 2.2m wide tree and furniture zone on either side
- 3.8m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out on either side

Option 5

- Proposed 27m right-of-way
- Four general purpose travel lanes; two in each direction (3.2m with 3.3m curb lanes)
- 3.3m on-street, off-peak parking lane to support adjacent retail on either side
- No bicycle lanes on Eglinton; explore parallel bike routes off-Eglinton
- 2.1m tree and furniture zone, on either side
- 4.44m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out on either side

Option 6

- Proposed 27m right-of-way
- Four general purpose travel lanes; two in each direction (3.2m with 3.3m curb lanes)
- 3.3m on-street, off-peak parking lane to support adjacent retail on either side
- 3.0m bi-directional, protected bicycle lane on one side of the street
- 2.1m tree and furniture zone on either side
- 2.94m wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

Option 7

- Proposed 23m right-of-way
- Four general purpose travel lanes; two in each direction (3.2m with 3.3m curb lanes)
- 1.2m protected bicycle lanes on both sides of the street
- 2.9m wide sidewalk to accommodate the pedestrian clearway and street furniture
- Trees located outside of right-of-way, on private property

Option 8

- Proposed 23m right-of-way
- Four general purpose travel lanes; two in each direction (3.3m with 4.1m curb lanes)
- Bicycle lanes in sharrows, on roadway
- 3.64m wide sidewalk to accommodate the pedestrian clearway and street furniture on either side
- Trees located outside of right-of-way, on private property

Option 9

- Proposed 30m right-of-way
- Four travel lanes, two in each direction (3.2m with 3.3m curb lanes) including a centre left-turn lane
- 2.2m twenty-four hour parking within lay-bys to support existing and proposed retail on the south side of the street
- 3.3m on-street, off-peak parking to support adjacent retail on the north side of the street
- 2.1m tree and furniture zone between lay-bys on the south side of the street
- Trees located outside of the right-of-way on the north side of the street
- 1.2m protected bicycle lanes on both sides of the street
- 4.8m wide sidewalk to accommodate the pedestrian clearway and street furniture

Identification and Evaluation of Alternative Design Concepts for the Preferred Solution

The alternative design options were developed with consideration for intersection operations, parking requirements, turning lanes, bicycle facilities, and street furniture. In selecting the preferred components, each option was evaluated by how it relates to future conditions, as well as the overall goal of supporting a variety of new development (primarily in the mid-rise form) along Eglinton Avenue.

The evaluation was based on the project objectives and screening criteria derived from the project team, the Technical Advisory Committee and stakeholder input.

Project objectives for evaluation included:

- Provide improved pedestrian facilities;
- Maintain transportation functionality for all modes;
- Provide a high level of design quality;
- Provide necessary loading areas (taxi, buses, PPUDO); and,
- Minimize impacts, including necessary utility relocations.

Each alternative design was evaluated based on the above project objectives.

Results

Based upon the results of the analysis and evaluation, four general traffic lanes and bicycle lanes are to be provided for the majority of the corridor. Option 1 (now Typical Cross-Section 1) is the preferred alternative in Segments A, B, C, and E, while Option 4 (Typical Cross-Section 2) is preferred in Segment D, Option 7 (Typical Cross-Section 3) in Segment F from Bayview Avenue to Laird Drive, and Option 9 (Typical Cross-Section 4) in Segment G from Laird Drive to Brentcliffe Road. The preferred design includes design details at intersections (such as dedicated turn lanes and bus bays), as well as treatments at specific locations (parking lay-bys, trees, bicycle lanes and street furniture placement, etc.). The short list of alternatives appears below.

Option 1
Best four lane option for a 27 m ROW

- Four travel lanes
- On-street, off-peak parking to support adjacent retail
- Protected bicycle lanes on both sides of the street
- Tree and furniture zone
- Wide sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

Option 2
Best two lane option for a 27 m ROW

- Three travel lanes, including a centre left-turn lane
- Twenty-four hour parking within lay-bys to support adjacent retail
- Protected bicycle lanes on both sides of the street
- Wider tree and furniture zone
- Wider sidewalk to accommodate the pedestrian clearway and patios/ retail spill-out

Option 3
Best 23 m ROW option

- Four travel lanes
- Protected bicycle lanes on both sides of the street
- Wider sidewalk to accommodate the pedestrian clearway and street furniture
- Trees located outside of right-of-way, within private property

Option 4
Alternate 30 m ROW option

- Five travel lanes, including a centre left-turn lane
- Twenty-four hour parking within lay-bys to support existing and proposed retail on the south side of the street
- Tree and furniture zone between lay-bys on the south side of the street
- Trees located outside of the right-of-way on the north side of the street, on private property
- Protected bicycle lanes on both sides of the street
- Wide sidewalk to accommodate the pedestrian clearway and street furniture

A full description of the evaluation of the alternative solutions can be found in Chapter 5 and Tables 5-16, 5-17, 5-18, and 5-19 of the draft ESR.

Conclusions

The result of these various options is that the recommended design for the reconfiguration of Eglinton Avenue includes:

- General traffic lanes: Four (two in each direction) from Black Creek Drive to Avenue Road and Mount Pleasant Road to Brentcliffe Road; three (one in each direction, plus a continuous two-way centre turn lane/left-turn lane/flush median) from Avenue Road to Mount Pleasant Road
    - Consistent with the principles and dimensions established in the 2012 Cross-Section Workshops, through travel lanes are 3.2 metres wide (3.3 metres if used by TTC buses), and turn lanes are 3.0 metres wide.
- Bicycle lanes: separated from roadway (at sidewalk level) and 1.2 metres wide (plus a 0.9 metre buffer that will accommodate door swings from parked cars and winter snow storage).
- Allen Road: A wide range of alternatives will be considered for changes to Allen Road through the future Allen Road EA. These may have significant impacts on the functioning of Eglinton Avenue. Therefore, no changes to the existing configuration near Allen Road are shown. Intersection designs: see attachment 1 for details of typical intersection configuration, including turn lanes, bus bays, and boulevard transitions from the mid-block condition.
- Parking: Curb lanes in most sections will continue to accommodate off-peak parking, while 24-hour lay-by parking will be provided between Avenue Road and Mount Pleasant Road. Over time, the City will work with the Toronto Parking Authority to establish new off-street parking, incorporated into new development wherever possible.
- Trees and street furniture: The City's tree canopy will be increased with dedicated space for large trees within the boulevard (subject to utility locations and parking requirements).
- Sidewalks: Sidewalk zones, typically at least 4.8 metres wide, will include trees, street furniture, and the pedestrian clearway (at least 2.1 metres wide).

Some elements, such as exact tree location and placement of and separation between bicycle lanes and the pedestrian clearway, will depend on a more detailed utility analysis (Subsurface Utility Engineering), as well as future land use characteristics expected in areas such as Apartment Neighbourhoods east of Mount Pleasant Road. In addition, Engineering & Construction Services will be undertaking preliminary investigation and design activities prior to detailed design. Final details will be discussed with Metrolinx and their constructor after they develop a comprehensive utility strategy and performance specifications.

ATTACHMENT 4

Public Consultation and Public/Agency Comments

Public and Stakeholder Consultation Process

In accordance with the Municipal Class EA process, three mandatory points of contact with the public and review agencies are required for the EA study:

1. Review the project and selection of the preferred solution towards the end of Phase 2 and obtain comment and input;
2. Review alternatives to assist in the selection of the preferred design for the chosen solution and obtain comment and input; and
3. Announce the completion of the Environmental Study Report and placement of the ESR on public record for a minimum 30-day review period.

For this EA study, a comprehensive public consultation program was conducted as part of the larger public and stakeholder consultation program undertaken for the Eglinton Connects Planning Study. The four stages of the Eglinton Connects public and stakeholder consultation process are described as follows. The EA study consultation occurred during Stages 2, 3 and 4 of the Eglinton Connects planning study consultation program:

- **Stage 1** - Occurred prior to the commencement of the EA in May and November 2012, and is not part of the EA consultation process. Feedback was sought on the overall vision and principles for the Eglinton Connects Planning Study.
- **Stage 2** - Aligned with Phases 1 & 2 of the EA process in February 2013 and with the beginning of public consultation on the 'Transportation Study' Environmental Assessment. Feedback was sought on the problem statement, EA objective, preliminary ideas and also evaluation criteria for Travelling, Greening and Building Eglinton.
- **Stage 3** - Conducted during Phase 2 of the EA process from April to June 2013. Feedback was sought on more specific technically supported options and ideas for Travelling, Greening and Building Eglinton, including feedback on alternative solutions.
- **Stage 4** - Conducted during Phase 3 of the EA process in October 2013. Feedback was sought on the draft recommendations of the alternative design concepts for the preferred solutions.

For additional documentation please see the appendices from the ***Consultation Process Summary Report,*** December 2013, in **Appendix E** of the draft ESR as well as **Section 3: Summary of Public Consultation** and **Appendix A** of the draft ***Eglinton Connects*** **Volume 2 Report at www.toronto.ca/eglinton**.

Consultation Activities

The Eglinton Connects planning study included a number of different consultation mechanisms in each stage of the consultation program. This was done in an effort to hear from as many interested individuals and groups, allowing for as wide a range of perspectives as possible. These mechanisms include:

- 13 Public Workshops and Open Houses
- 4 Surveys (online and offline)
- 8 Business Improvement Area and Cycling Organization Meetings
- 2 City-Wide Stakeholder Meetings
- 3 Local Business Meetings
- 11 'Pop-Up' Consultations, such as at community festivals
- 7 Technical Advisory Committee Meetings
- 7 Youth Consultation Events
- 13 Focused Stakeholder Meetings

Project Website via the following link: www.toronto.ca/eglinton

Public Consultation

The study area was divided into three consultation areas (West – Jane Street to Allen Road, Central – Allen Road to Don Mills Road, East – Don Mills Road to Kennedy Road). During each stage of consultation, a public open house or workshop was held in each of the three consultation areas, and a meeting was held in each ward within the study area. This was to ensure that residents and other interested individuals from across Eglinton had the opportunity to attend a meeting close to their place of residence or area of interest. Approximately 5,000 people were engaged in the process through more than 60 public and stakeholder consultation meetings and events, and 4 public surveys.

Summary of Public and Stakeholder Engagement

Stage 2 Consultation (February 2013)

Stage 2 public workshops and open houses occurred during Phase 1 & 2 of the EA, and were purposed to present and seek feedback on preliminary ideas for the future of Eglinton Avenue, including the EA objectives, the EA evaluation criteria, and different configurations of the elements of a street. These events included:

- Notice of Study Commencement and Public Workshop
- February 19th , 2013 West Public Workshop at York Memorial Collegiate Institute
- February 26th, 2013 Central Public Workshop at Forest Hill Collegiate Institute
- February 28th, 2013 East Public Workshop at Noor Cultural Centre
- February 19th , 2013 West Local Business Meeting at Maria Schuka Library
- February 26th, 2013 East Local Business Meeting at Latvian Centre
- February 28th, 2013 Central Local Business Meeting at North Toronto Memorial Community Centre

- February 25th, 2013 Citywide Stakeholder Meeting at North Toronto Memorial Community Centre
- Survey #2 available from February 19th to March 14th, 2013 on website, and at stakeholder and public meetings.

Over 500 people participated in the February 2013 Public Workshops, Local Business Meetings and Citywide Stakeholder Meetings. In each round of consultation, a two-page flyer advertising the meeting was delivered to all properties within a 500 m radius of Eglinton from Jane Street to Kennedy Road by unaddressed ad mail – in total 76,795 flyers were sent by this method. Over 2,500 addressed letters were sent to all residents and business fronting Eglinton and non-resident property owners in this stretch. The flyer was also dropped off in public locations (e.g. high schools, libraries, community centres) along Eglinton and emailed directly to those who had signed up for the Eglinton Connects E-Update via the project website (toronto.ca/Eglinton). Notice of the Public Workshops was also provided through an ad that was published twice in the Metro newspaper, a banner ad on the City of Toronto website home page, and through the City of Toronto's @TorontoComms and @TorontoCiviEng twitter accounts.

Invitations to the Local Business Meetings were mailed to every business property fronting Eglinton between Jane Street and Kennedy Road. An electronic copy of the invitation was also sent to each of the BIAs along Eglinton with a request for it to be passed on to all members. Invitations to the City-wide Stakeholder Meeting were sent directly to a list of over 80 stakeholder organizations identified by the City of Toronto's City Planning and Transportation Services Divisions, and the Public Consultation Unit. Invitations to the BIA and Cycling meetings were sent by email to representatives of the six BIAs and 10 cycling organizations active within the Study area.

Public workshop participants were invited to provide feedback on the different configurations. Based on the 32 street configurations that participants developed for the EA segment of the Eglinton corridor, the following was noted:

General Traffic Lanes	▪ 44% included 4 general traffic lanes, 2 in each direction ▪ 40% included 2 general traffic lanes, 1 in each direction ▪ 16% included 3 general traffic lanes, 2 in one direction, one in the other direction
Bicycle Lanes	▪ 94% included bike lanes, of which 72% either had the bike lane protected by raising it above the general traffic lane, or separated by trees or parking
Pedestrian Space	▪ 69% provided the minimum 2.1m standard pedestrian space ▪ 5.7m was the average sidewalk width including pedestrian space, patio space, street furniture and trees
Parking	▪ 47% included dedicated on-street parking space

- 22% included on-street parking space during off-peak periods

Survey #2 was developed based on the preliminary ideas for Travelling, Greening and Building as presented during the in-person consultation events for Stage 2. Survey #2 had 477 respondents.

- 67% lived within 3 km of Eglinton (83% within 5 km of Eglinton)
- Transportation mode used most often on Eglinton:
    - Automobile 41%, transit 30%, walking 18%, and cycling 11%.

A high-level summary of the feedback received during this consultation stage is provided:

- High level of support (91%) for the EA Objective (Achieve a mobility "mix" that safely accommodates all users –while also supporting Eglinton's businesses, greening the street and setting the stage for new mid-rise development)
- Suggestion from survey respondents and stakeholder workshop participants to include an explicit prioritization of the different users of Eglinton.
- Highest-ranked EA criteria:
    - 'Safe and Vibrant Pedestrian Space' (33%)
    - 'Green Space and Natural Environment' and 'Safe Cycling' (20% each)
    - 'Moving Vehicles' (18%) – almost equal proportion ranked sixth

Stage 3 Consultation (April to June 2013)

Stage 3 public workshops and open houses occurred during Phase 2 of the EA process, and were purposed to present and seek feedback on specific options and ideas for the future of Eglinton Avenue, including the EA alternatives, the preliminary evaluation of these alternatives, and the preferred alternatives for the right-of-way, referred to as 'Emerging Solutions'. These events included:

- Notice of Public Workshop
- Ipsos Reid Survey available from April 16th to April 24th, 2013
- May 27th, 2013 East Public Workshop at Forest Hill Collegiate Institute
- May 28th, 2013 Central Public Workshop at Noor Cultural Centre
- June 4th, 2013 West Public Workshop at York Memorial Collegiate Institute.
- June 6th, 2013 Citywide Stakeholder Meeting at North Toronto Memorial Community Centre
- Survey #3 available from May 28th to June 14th, 2013 on website, and at public events

An Ipsos Reid poll was commissioned by EGLINTONconnects to conduct a representative survey of Torontonians who live on or near Eglinton Avenue between Jane Street and Kennedy Road, and between St. Clair Avenue and Lawrence Avenue, to gather feedback on important planning issues. A total of 753 residents were surveyed online

between April 16 and 24, 2013. A summary of the key findings as it relates to the EA Study are provided:

- 68% of respondents supported widening the sidewalks along Eglinton, particularly around transit stations
- 34% supported reducing the amount of street parking
- Three in ten respondents are most likely to prefer increasing the amount of street parking, the same proportion prefer widening the sidewalks along Eglinton, while two in ten each opt for reducing the amount of street parking or adding bicycle lanes along Eglinton
- Respondents place the most importance on **expanding or improving existing parks and open spaces or improving trail and path connections to parks and ravines** (60%, and 53%, respectively, say these are very important changes), and place the least importance on planting a few but bigger trees (33%)

A total of 400 people attended at least one of the Public Workshops or the City-wide Stakeholder Meeting in this round. At the Public Workshops and City-wide Stakeholder Meeting, participants were asked to provide feedback on each of the emerging solutions in terms of what they liked, what concerns they had, and any suggested refinements to overcome these concerns.

Survey #3 was developed to request feedback on all of the Emerging Solutions. Of 806 respondents:

- 73% lived within 3 km of Eglinton (88% within 5 km)
- Transportation mode used most often:
    - Automobile 40%, transit 27%, walking 16%, and cycling 16%
- Two thirds (66%) of respondents did *not* attend an in-person May/June consultation event.

A high-level summary of the feedback received during this stage of consultation is as follows:

- Emerging Solutions proposed for Segment A (Black Creek to Caledonia) and Segment B (Caledonia to Oakwood) received 55% and 50% survey support
- Emerging Solutions proposed for Segments C (Oakwood to Spadina), D (Spadina to Mt Pleasant), E (Mt Pleasant to Bayview), F (Bayview to Laird) and G (Laird to Brentcliffe) each received at least two-thirds survey support.
- Majority of survey participants found Safe Cycling and Pedestrian Space excellently addressed by each Emerging Solution.
- None of Emerging Solutions found to poorly serve any Transportation criteria by plurality of survey participants.
- Concern by some about the Emerging Solution proposed for Segments B and D (inability to accommodate future traffic, blockages by parking cars, bottleneck at transition).

- Concerns by many about ongoing maintenance and snow removal from bike lanes.
- Many participants suggested that **hydro wires should be buried** along Eglinton.
- Interest in making sure that solutions chosen are able to accommodate all types of users for the longest period of time possible in order to maximize the investment.

Stage 4 Consultation (October 2013)

Stage 4 public workshops and open houses occurred during Phase 3 of the EA process, and were purposed to present and seek feedback on the draft recommendations for the future of Eglinton Avenue, including the preferred EA design. These events included:

- Notice of Public Workshop
- September 30, 2013 Business Improvement Area and Cycling Meeting at Fairbank Community Centre
- October 7, 2013 West Public Workshop at George Harvey Collegiate Institute
- October 8, 2013 Central Public Workshop at Forest Hill Collegiate Institute
- October 9, 2013 East Public Workshop at Jean Vanier Secondary School
- Survey #4 available from October 2, 2013 to October 28th, 2013

A total of approximately 400 people attended at least one of the Public Open Houses or the BIA and Cycling Meeting. At the Public Workshops, participants were asked to provide feedback on the draft recommendations for Travelling, Greening, and Building Eglinton.

Survey #4 was developed to solicit feedback on the recommendations for travelling, greening and building in the corridor. Of 698 respondents:

- 65% lived within 3 km of Eglinton (81% within 5 km)
- Transportation mode used most often along Eglinton:
    - Automobile 44%, transit 27%, walking 15%, and cycling 13%.
- 61% of respondents had *not* attended an in-person consultation event or completed a previous survey.

A high-level summary of the feedback during this stage of consultation is as follows:

- At the public open houses participants were strongly in favour of creating **dedicated space** for a variety of users
- These participants were happy to see that transit, walking and cycling were being prioritized, and felt that the proposed plan could help alleviate traffic by providing for alternative modes of transportation.
- Support for making Eglinton a ‘complete street,’ where space for non-motor vehicle users should be prioritized in order to derive full value from the LRT and bring vitality back to Eglinton.

- At central public open house, some doubt about the appropriateness of the three lane cross-section, due to already existing congestion, and space for pedestrians and cyclists seen as coming at expense of drivers.
- Also participants strongly in favour of the three lane cross-section, echoed in the survey with 69% support.
- Some questioned the traffic model, believing LRT ridership projections were too high or motor vehicle traffic projections too low.
- Some support for wide sidewalks to encourage shopping and street vitality; others believed sidewalks already wide enough; others believe they should be even wider, especially in areas of new development.
- Eight in ten survey respondents supported protected cycling lanes, 65% strongly agreeing, many believing separation should be greater than on Sherbourne Street.
- High level of support for separation between bike lane and pedestrian space.
- Some concern about proposed laneways, due to cut-through traffic, noise, and loss of homes. Suggestions to restrict turns into/out of lanes or install speed bumps.
- Participants suggested wayfinding signage and safe pedestrian/bicycle crossings at connections to trails and ravines.

Agency Consultation

Agencies on the Environmental Assessment contact list held by Infrastructure Planning were contacted and notified of the study. Meetings were held with Toronto Hydro and the Toronto and Region Conservation Authority to discuss their concerns and interests, and both agencies subsequently joined the Technical Advisory Committee. Their comments have thus been incorporated into the internal stakeholder consultation process.

Additional Stakeholder Meeting Dates and Locations

Name	Date	Location	Ward
Toronto Taxicab Industry Association	April 3, 2013	City Hall	27
Mt Pleasant BIA General Meeting	April 8, 2013	Mt Pleasant BIA Office	22
Canadian Automobile Association	April 12, 2013	City Hall	27
Toronto Region Conservation Authority	April 18, 2013	TRCA Headquarters	8
Ontario Architecture Association	May 10, 2013	Metro Toronto Convention Centre	20
South Eglinton Resident and Ratepayer's Association	May 15, 2013	Glebe Rd United Church	22
Urban Land Institute: The Changing Yonge & Eglinton	June 5, 2013	Toronto Region Board of Trade	28
Taxicab Advisory Committee	June 6, 2013	Metro Hall	20
Cycle Toronto	October 2, 2013	Northern District Library	16
Walk Toronto	October 15, 2013	Centre for Social Innovation	19
Mt Pleasant BIA Annual General Meeting	November 4, 2013	Mt Pleasant and Eglinton	22
Oriole Park Residents Association	November 7, 2013	North Toronto Community Centre	22
Fairbank Village BIA Annual General Meeting	November 18, 2013	North Toronto Community Centre	22