

## Highland Creek Village Transportation Master Plan

**Date:** April 14, 2021

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** Ward 25 - Scarborough-Rouge Park

### SUMMARY

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Highland Creek Village is located in south-east Scarborough. The Village was one of the first neighbourhoods established in Scarborough. Today there is a mix of commercial, residential and institutional uses in the Village. There are a number of active development applications in the area, primarily along Old Kingston/Kingston Road and Military Trail presenting opportunities to secure some transportation improvements in the area through the development review process.

The area's transportation network consists of highway, arterial, collector and local roads, bounded on the south and north by Highway 2A and Kingston Road/ Old Kingston Road, and between Military Trail in the west and Meadowvale Road in the east. Key issues with the transportation network include:

- poor active transportation options;
- angled and minimal on-street parking; and
- unconventional road network connections to support future development.

In 2012, City Council directed Transportation Services to undertake an Environmental Assessment (EA) in the area as part of its decision on the Highland Creek Village Area Study (Area Study) - Final Report to review the feasibility of changes to the area's road network.

This report summarizes the outcomes of the Transportation Master Plan (TMP) process undertaken under the Municipal Class EA (MCEA) process to consider transportation and servicing infrastructure needs in the Highland Creek Village area to support current and longer-term redevelopment of the area. Additional objectives for the TMP are to attract investment to the community and improve the area's various streetscapes, consistent with the vision for the area.

The recommended preferred solution would provide a continuous, multi-modal transportation network that accommodates all roadway users and will support

reinvestment of City-owned land for public objectives once the Highland Creek Overpass is removed.

The proposed road network, streetscape and sidewalk improvements associated with the preferred solution, would provide a positive environment for pedestrians, support the city's cycling network, and provide new routing opportunities for the TTC.

The preferred solution includes a number of improvements to the road network in the area including new signalized intersections, the widening of the Military Trail right-of-way, as well as the implementation of larger infrastructure projects, such as the removal of the Highland Creek Overpass and the conversion of Highway 2A between Lawson Road and Highland Creek to an arterial road. The more complex projects would require completion of additional phases of the MCEA process, before confirming if they should proceed to detailed design and construction.

The TMP is a long-term plan. The majority of the improvements identified in the preferred solution are proposed to be achieved in coordination with area development at little or no cost to the City.

The primary capital costs for the City would include improvements to Military Trail, including potential signalization at Highway 2A and the potential dismantling of the Highland Creek Overpass. As the Highland Creek Overpass was last reconstructed in 2000, and its service life is expected to continue to at least 2028 and beyond, it is not proposed for the City to make changes to this structure over the short-term, but rather to plan for its potential removal in the long-term.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council endorse the preferred road, pedestrian, and cycling network solutions associated with the Highland Creek Village Transportation Master Plan Study as generally shown in Attachments 1, 2 and 3.
2. City Council authorize the General Manager, Transportation Services to prepare the Highland Creek Village Transportation Master Plan based on the preferred road, cycling and pedestrian network solutions, issue the Notice of Completion and put the Transportation Master Plan in the public record in accordance with the requirements of the Municipal Class Environmental Assessment.
3. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way widths and new road connections associated with the Transportation Master Plan (TMP) for a Statutory Public Meeting of the Scarborough Community Council once the TMP is finalized.

## **FINANCIAL IMPACT**

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The capital costs for the dismantling of the Highland Creek Overpass and the signalization of Military Trail (including improvements to Military Trail) at Highway 2A are \$7.5 and \$4.2 million respectively based on preliminary estimates (2015 estimates adjusted to 2021 costs), for a total estimated capital cost of \$11.7 million.

No provision has been made for these projects in the Transportation Services' 2021-2030 Capital Plan. Funding for these projects will be considered as part of a future year Budget process.

The City Planning Division is currently working towards including the signalization of Military Trail at Highway 2A and securing some additional improvements on Military Trail as part of development related improvements for the site at 1625 Military Trail and would reduce the estimated capital cost required by the City.

Subject to Council's approval of this report, staff will develop a funding strategy to identify various City and non-City sources of funding. Any decision regarding funding requirements would be considered as part of a future year Capital Budget process.

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

## **DECISION HISTORY**

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At its meeting of November 27, 28 and 29, 2012, Toronto City Council directed the General Manager, Transportation Services Division, in collaboration with the Chief Planner and Executive Director, City Planning Division, and in consultation with the Ward Councillor, to undertake a Transportation Environmental Assessment for the purpose of determining the feasibility of transportation network changes to the Highland Creek Village area and to review angled on-street parking.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.SC20.35>

## **COMMENTS**

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### **Municipal Class EA Process**

The Highland Creek Village TMP Study has been completed in accordance with the requirements for a Master Plan project (Approach #2) under the MCEA and completes Phase 1 (identification of the problem or opportunity) and Phase 2 (identification and evaluation of alternative solutions) of the MCEA process.

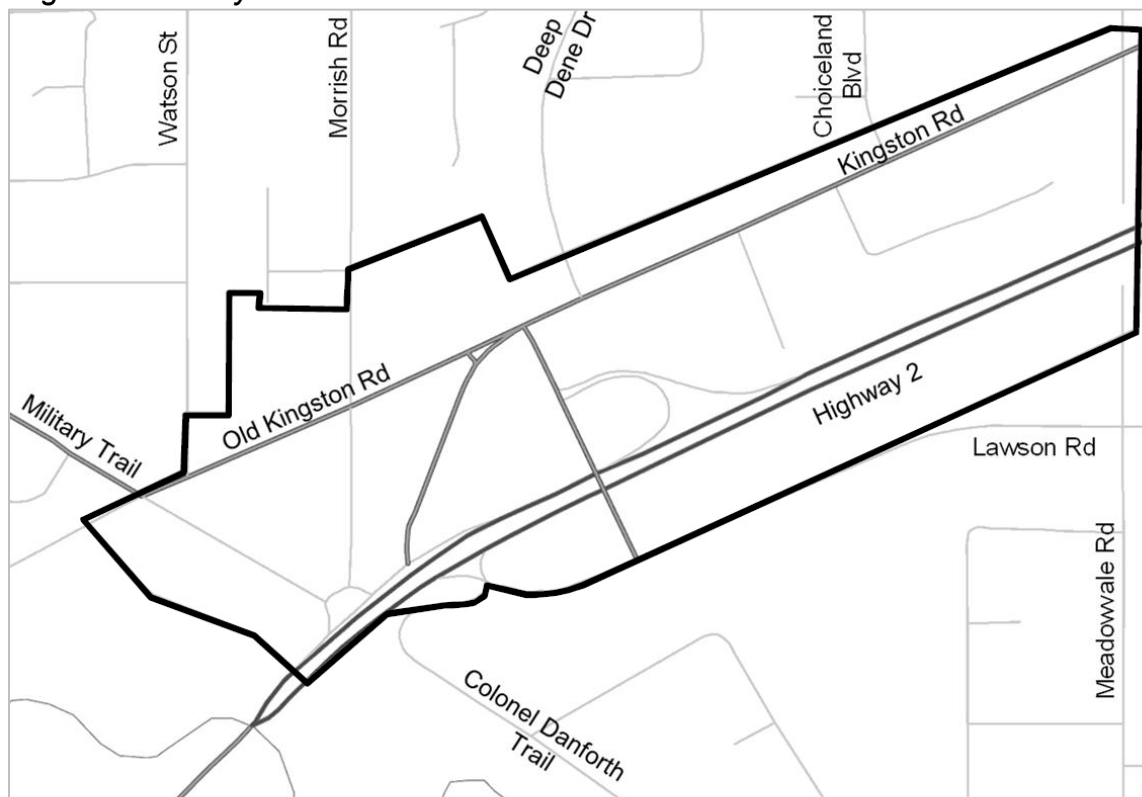
The Master Plan will identify the project that would comprise the preferred solution, including the identification of any projects that would require an MCEA Schedule C

process, and provide the basis for future investigations for the different projects. Schedule C projects have to fulfil Phase 3 (identification and evaluation of alternative design concepts) solutions and Phase 4 (completion of an Environmental Study Report (ESR)) of the MCEA process prior to filing an ESR for public review.

## Study Area Overview

The Highland Creek Village TMP study area is located within the south-east portion of Scarborough, between Highway 401 and Highway 2A, east of Morningside Avenue and to the west of Meadowvale Road. A map showing the study area is included in Figure 1.

Figure 1 – Study Area



## Existing Conditions

Highland Creek was transformed in the 1950's from a rural farming community to its current form of development, which contains mostly one and two-storey commercial uses and a large number of automotive uses, such as paint and body shops, and automobile sales businesses. Lands to the north, east, and south of the study area consist of existing stable neighbourhoods composed predominantly of large-lot single detached dwellings. Lots within the study area span a broad range of sizes and configurations.

### Road Network:

The current road network comprises a mix of different types of roads that include City expressway (Highway 2A), minor arterial (Kingston Road, Old Kingston Road and

Lawson Road), and collector roads (Military Trail and Morrish Road). The minor arterial and collector roads are generally two lane cross-sections with some on-street parking.

Existing right-of-way (ROW) widths for the majority of the roads within the study area measure 20 metres (m) in width. Kingston Road ROW is 26m in width, the Highland Creek Overpass is 30 to 33m in width, and Highway 2A is 46 to 54m in width.

Meadowvale Road primarily serves low density residential uses and does not connect to Highway 2A. The existing Military Road connection to Hwy 2A is restricted to southbound right and westbound right-turns only.

The Highland Creek Overpass is the only legal crossing of Highway 2A in the vicinity of the Village. The crossing is 300-400m away from the centre of the Village and the intersection of Highway 2A and Military Trail.

### **Pedestrian and Cycling Network:**

The current pedestrian network in the study area is discontinuous with many gaps where sidewalks do not exist on one or both sides of the street. The streetscape offers little pedestrian amenity to promote pedestrian activity. Some mature street trees line the western part of the study area, but the majority of the area lacks landscaping within the public realm.

There are no dedicated cycling facilities. As identified in the City's Cycling Network Plan, cycling improvements are necessary to connect the Village to the larger surrounding cycling network, as well provide safe cycling opportunities through the Village.

### **Parking:**

Parking in the study area consists of a mixture of public on-street parallel (47 spaces), angled (21 spaces), and perpendicular parking (28 spaces). There are also a number of off-street parking lots managed by private property owners.

### **Natural Heritage:**

A review of the natural heritage features in the study area was carried out in consultation with the Ministry of Natural Resources and Forestry (MNR) and the Toronto Region Conservation Authority (TRCA). The study area is highly urbanized and natural features are limited to manicured lawns and gardens with planted trees. Wooded areas adjacent to Highway 2A are represented by a mix of mature native and non-native trees species, with high understory and ground cover that may provide some value for wildlife. In addition, some mature trees were noted along the study area roadways.

### **Cultural Heritage:**

The City maintains an inventory of 'listed' and 'designated' properties that are to be protected as part of the City's historic resources. There are five properties within the study area that are listed on the City's heritage inventory, including one building designated under Part V of the *Ontario Heritage Act*. Impacts will have to be mitigated as development and infrastructure improvements advance within the Village.

### **Archaeological Resources:**

A Stage 1 Archaeological Assessment (AA) was completed for the study area to determine areas that may have the potential to contain archaeological resources. A desktop review of available geography, history, previous archaeological fieldwork, and the City of Toronto's Interim Archaeological Potential dataset was carried out. Based on the findings of the Stage 1 AA, three parcels of land were identified as having the potential to contain archaeological resources. Stage 2 AA investigations will be required for these areas. In addition, the Stage 1 AA identified historic churches and cemeteries within the study area. These areas would require further investigation should ground disturbance activities be planned in close proximity.

### **Study Drivers**

Two previous studies completed in the area identified the need for transportation improvements to address various deficiencies which led to the need for the TMP. Recommendations from these studies informed the development of the TMP alternative solutions, and the TMP Study benefitted from the extensive analysis and consultation undertaken as part of the Highland Creek Village Area Study.

### **Highland Creek Village Area Functional Study (1995):**

The Highland Creek Village Area Functional Study was completed in 1995. This study included the assessment of the existing and future role of the Highland Creek Overpass. The study identified growing traffic demands in the Village area at the time and concluded that the existing road network would be unable to accommodate this growth. In particular, it was noted that there would be increased pressure to provide additional north-south traffic capacity in the study area in the long-term.

The study included recommendations for retaining the Overpass, providing a new westbound on-ramp at the Overpass, a new signalized intersection at Military Trail and Highway 2A, and a new at-grade intersection at Meadowvale Road and Highway 2A to provide additional north-south traffic capacity.

### **Highland Creek Village Area Study (2012):**

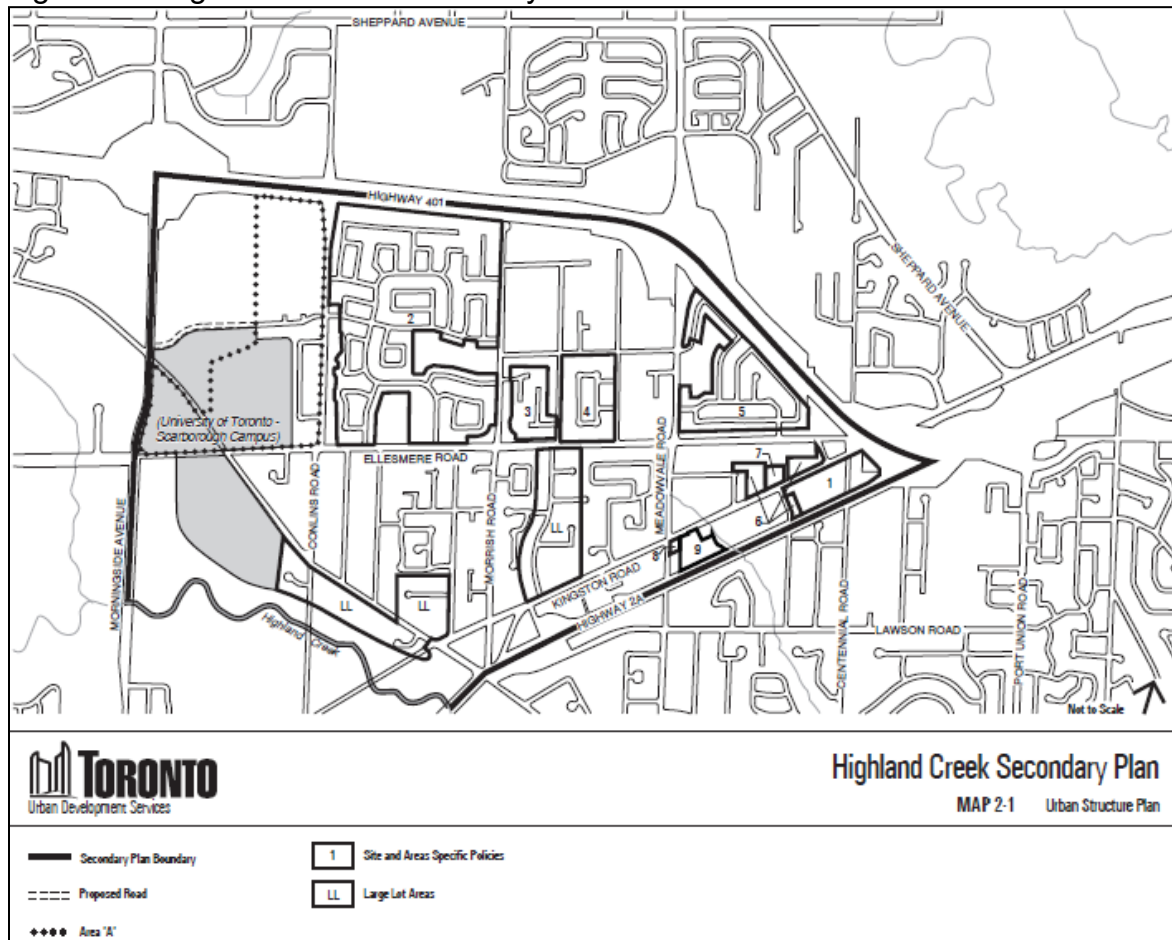
The 2012 Highland Creek Village Area Study presented a long-term land use planning vision that supports opportunities for redevelopment and reinvestment in the Village while respecting the area's heritage and character. The Urban Design Guidelines that were developed together with the Area Study included co-ordinated streetscape improvements that reflect the Village's history (e.g., signage, street trees, street furniture, and lighting), and improved road infrastructure to support pedestrian and cycling activity. Additionally, the final report on the Highland Creek Village Area Study included a Proposed Concept Road Changes plan.

## Policy Framework

### Official Plan Policy Directions:

The study area is situated within the broader Highland Creek Secondary Plan area, which is outlined in Figure 2. Maintaining the existing character of the community is one of the guiding principles of the Highland Creek Secondary Plan.

Figure 2 – Highland Creek Secondary Plan



The general transportation policies in the Highland Creek Community Secondary Plan provided guidance for the TMP and are summarized as follows:

- opportunities for on-street parking will be provided wherever appropriate to provide a buffer between vehicular traffic and pedestrian activity;
- the pedestrian environment will be further enhanced by locating parking, vehicular access and loading areas in rear or side yards where possible;
- consolidation of lands will be encouraged to facilitate more comprehensive developments on larger parcels; and
- built form and design of new development, green spaces, and pedestrian connections will occur generally in accordance with the Highland Creek Village Urban Design Guidelines.

The planned right-of-widths for roads within the Study Area on Map 3 of the Official Plan and Schedule 1 are:

- Old Kingston Road – 20m;
- Kingston Road – 27m;
- Highland Creek Overpass – 20m;
- Meadowvale Road north of Highway 2A – 30m;
- Meadowvale Road south of Highway 2A – 27 m;
- Military Trail – 27m;
- Moorish Road – 23m; and
- Highway 2A – 45m or greater.

## **Public Consultation**

Public involvement was an integral and ongoing part of the study process for the Highland Creek Village TMP Study. Throughout the completion of the study, the public consultation requirements of the MCEA were met and exceeded. Attachment 4 provides a summary of the consultation activities and feedback received.

The TMP Study included an introductory public walkshop, two Public Information Centres (PICs), two stakeholder workshops, a project website, and numerous meetings with key stakeholders such as property owners, the University of Toronto Scarborough Campus and Cycle Toronto. In addition, there is a project [webpage](#) that includes all pertinent information related to the Study.

Notices (7,307) were distributed via standard mail delivery to agencies, residents, businesses and property owners situated within and surrounding the study area for both public meetings. The limits of distribution generally included properties located within the boundaries of Centennial Road to the east, Lawrence Avenue East to the south, Morningside Avenue to the west, and Highway 401 to the north.

A mailing list was also created based on interaction with interested parties during the course of the study. Attendance at meetings and workshops as follows:

- Stakeholder Meeting #1 - Walkshop (June 5, 2014): 15 people
- Stakeholder Meeting #2 - Parking Session (November 19, 2014): 10 businesses represented
- Stakeholder Meeting #3 - pre-PIC#2 (May 28, 2015), 12 people
- People in Public Spaces (PiPS) (June 13, 2015) during the Highland Creek Festival: 170 people
- PIC#1 (June 25, 2014): 119 people signed in, some people did not sign in
- PIC#2 (June 24, 2015): 129 people signed in, some people did not sign in

The public has also been engaged through development related meetings, with 1625 Military Trail being the most recent venue to discuss HCV TMP.

Future consultation will take place through the notice of completion stage (which is required to complete this TMP study), as part of future development approval process, and as part of Phase 3 & 4 of MCEA process for major infrastructure projects like the future dismantling of the Highland Creek bridge.



## **What We Heard**

Feedback from stakeholders and members of the public from the consultation provided the following key insights and priorities:

- Agreement on existing lack of network connectivity;
- Support for a continuous and connected sidewalk system within the Village;
- Suggestion to consider a one-way loop road for the Morrish Road / Kingston Road loop;
- Questions about how new development would attract young people/students to the area, both positive and negative;
- Different opinions about angled parking on Old Kingston Road. Local businesses would like to maintain existing angled parking compliment, whereas other stakeholders are in favour of converting the angled parking to parallel parking to improve and widen the public realm;
- Recognition of lack of connectivity in the Village right now and support for new connections to/from Highway 2A;
- Concerns expressed from Colonel Danforth Trail residents regarding connecting directly to Military Trail;
- Support for improvements to the streetscape to make the area attractive for pedestrians and recognition that these improvements have the potential to benefit the area and build on the existing Village character.

## **Problems and Opportunities Identified**

Phase 1 of the TMP process included background review and the development of a problem and opportunity statement. The problem and opportunity statement recognizes the vision for the long-term revitalization of the Highland Creek Village into a vibrant, pedestrian friendly and mixed use community developed through the 2012 Area Study. It also reflected the need to improve the public realm and pedestrian environment and to encourage the use of transit, cycling, and walking as viable modes of transportation.

In order to support the vision of the Area Study and accommodate all roadway users, changes are required to the transportation network that promote redevelopment opportunities and reinvestment in the Village.

## **Alternative Solutions**

Following the identification of problems and opportunities in the initial phase of the EA process, alternative solutions and evaluation criteria to assess the alternatives were developed. The process also considered a Do Nothing base case alternative for comparison purposes. The Do Nothing alternative proposed no changes or interventions to the capacity or configuration of the existing transportation system.

The transportation alternatives were refined over the course of the study based on feedback received at various public consultation events. The transportation alternatives consisted of a spectrum of improvements that addressed the varying feedback received throughout the consultation process. Given the area has both residential and commercial uses, there was conflicting feedback. The local business community

focused on maintaining the existing parking compliment, while some residents focused on wanting to improve the public realm by converting the angled parking to parallel to accommodate a wider sidewalk and improve the attractiveness of the area to support future development.

The different alternatives incorporated aspects of the varying feedback received and balanced the trade-offs between streetscape improvements, travel lanes, on-street parking, and associated urban design enhancements. Urban design enhancements refers to widened sidewalks for more open walkable areas, constructing sidewalks where none exist now and the inclusion of street furniture and trees. A total of four alternative solutions were developed and evaluated. The key differences between the four alternatives are described below. Each of the transportation alternatives incorporated enhancements to the public realm / pedestrian environment and supports the vision outlined in the 2012 Highland Creek Village Area Study.

### **Alternative 1 – Overpass Removal and New At-Grade Intersection**

Alternative 1 (Attachment 5) was developed from conceptual improvements identified in the Highland Creek Village Area Study (2012). It proposes the long-term removal of the Highland Creek Overpass and closure of associated Highway 2A ramps. Two new intersections are proposed along Highway 2A at the Highland Creek Overpass (at grade) and at Military Trail. This alternative also proposes to remove the angled parking located on Morrish Road and Kingston Road and replace it with parallel parking.

### **Alternative 2 – Meadowvale Traffic Signals and Westbound Overpass Ramp**

Alternative 2 (Attachment 6) used the road network that was recommended as part of the Highland Creek Functional Study (1995). It proposes to maintain the Overpass in-place, while removing existing ramps and introducing two new intersections along Highway 2A at Meadowvale Road and Military Trail. A new westbound access ramp to Highway 2A is also proposed at the Highland Creek Overpass.

### **Alternative 3 – Kingston Road Connection**

Alternative 3 (Attachment 7) was developed by the study team as part of the TMP. It proposes to maintain the Overpass in place, while removing existing ramps and introducing a new signalized intersection along Highway 2A at Kingston Road (to the north) / Lawson Road (to the south). A new westbound access to Highway 2A is also proposed at Meadowvale Road.

### **Alternative 4 – Military Trail Intersection with Overpass In-Place**

Alternative 4 (Attachment 8) was developed by the study team as part of the TMP after Public Information Centre (PIC) #1. It is similar to Alternative 1, including the new Military Trail intersection, with the only difference being the continued presence of the Overpass and removal of the existing ramps.

## **Evaluation Criteria**

The evaluation criteria used to identify the preferred alternative was based on the key objectives and principles of the Environmental Assessment Act, the Problem and Opportunity Statement, and the City of Toronto Official Plan (including the City of Toronto's Feeling Congested Initiative). The evaluation criteria addressed:

- Motor-vehicle traffic;
- Multi-modal transportation planning;
- Sanitary, watermain and storm sewer servicing;
- City building and social environment;
- Cultural environment;
- Natural environment;
- Property and infrastructure costs; and,
- Economic development.

Attachment 9 summarizes the evaluation of the alternatives.

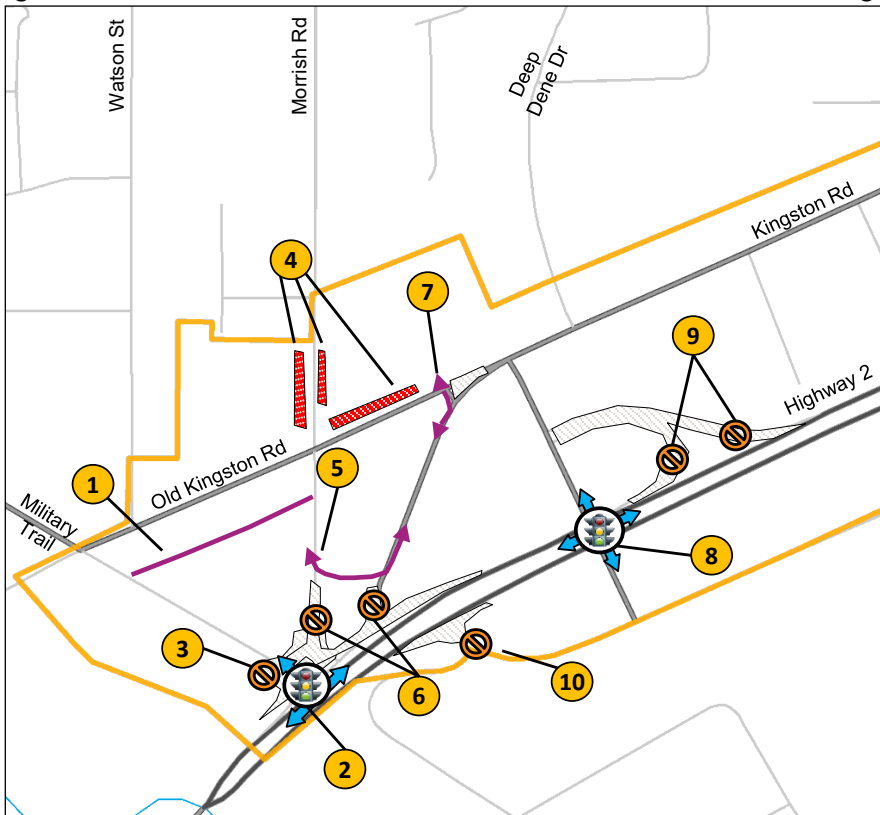
## **Preferred Solution**

The recommended preferred solution for the Highland Creek Village TMP is Alternative 1. This alternative responds to concerns with the area road network, establishes the transportation network improvement needs to support growth using an evidence-based assessment approach, and supports the vision for the area from the Highland Creek Area Study.

The selected preferred solution best meets the evaluation criteria as well as public input and feedback received from local residents and businesses. This alternative provides a continuous multi-modal transportation network that accommodates all roadway users and supports reinvestment by releasing significant amounts of surplus Highway 2A highway and ramp lands for development.

The preferred solution consists of a number of different projects that are summarized below. Pedestrian and cycling network improvements are discussed in more detail below and included in Attachments 2 and 3 respectively.

Figure 3 – Recommended Road Network Elements and Changes



1. New laneway between Military Trail and Morrish Road
2. New signalized "T" intersection at Hwy 2A and Military Trail
3. Closure of accesses between Hwy 2A and Military Trail
4. Conversion of angled and perpendicular parking to parallel parking
5. New road connection between Kingston Road and Morrish Road
6. Closure of accesses between Hwy 2A and Morrish Road and Kingston Road
7. Reconfiguration of the Old Kingston Road and Kingston Road intersection
8. New signalized intersection at Hwy 2A and Highland Creek Overpass
9. Removal of Hwy 2A on and off ramps at Highland Creek Overpass
10. Closure of accesses between Hwy 2A and Lawson Road

**Road Network:**

The major roadway elements in the recommended Road Network are illustrated in Figure 3 above. The refined network and proposed streetscape and sidewalk improvements would provide a positive environment for pedestrians, support the city's cycling network, and provide new routing opportunities for the TTC. Based on a review of future traffic volumes using traffic modelling, the road network for the preferred solution would provide adequate capacity to accommodate future year traffic volumes in the 2031 morning and afternoon peak hours.

The conversion of Highway 2A to an arterial road would cause an increase in traffic delay in comparison to the existing freeway-based network. These delays would primarily impact vehicle traffic passing through the area (which currently travels along Highway 2A under generally free-flowing conditions). The two new traffic signals would

add less than one minute of additional travel time to through traffic on Highway 2A during the peak hours. The new traffic signals would provide a key, local benefit for the area as they would provide new access opportunities to and from Highway 2A for local traffic.

The preferred solution results in an efficient network that would provide adequate capacity for motor vehicles, while also balancing the needs of people walking and cycling and supporting the redevelopment of surplus highway lands.

#### **Military Trail:**

The recommended design alternative includes a newly signalized intersection at Hwy 2A creating a full-moves "T" intersection (Figure 3 – improvement #2 and 3). This new intersection would provide new routing options for all road users by allowing all turns to/from eastbound and westbound Highway 2A, as well as pedestrian and cycling crossing opportunities. The signalization of the road is projected as a short-term improvement (5 to 10 years) and is dependent on the reconfiguration of Morrish Road and Kingston Road through redevelopment. Morrish Road and Kingston Road currently connect to Highway 2A allowing access to and from westbound Highway 2A traffic. A reconfigured Morrish Road and Kingston Road would entail closing access to both roads from Highway 2A and connecting them south of Old Kingston Road. It is anticipated that this improvement will be achieved through the development review process, pursuant to The Planning Act.

#### **Highland Creek Overpass:**

Based on future traffic analysis, vehicles accessing Highway 2A from Lawson Road will encounter queuing delays during peak periods. The short distance between Highway 2A and Lawson Road does not allow for the provision of significant storage on the approach to the Highway 2A and Highland Creek Overpass intersection, and consequently queues are expected to extend upstream along Lawson Road.

It is recommended that the Highland Creek Overpass be removed and that the Highway 2A ramps be closed as a longer-term solution (Figure 3 – improvement #8 and 9). This would allow for a transformation of Highway 2A between Highland Creek Overpass and Military Trail into an arterial road that would better serve people walking and cycling. The Overpass was reconstructed in the year 2000 and was last inspected in 2018. The bridge received a good rating. Its service life is expected to continue for at least another 10+ years. There is no immediate need to improve this structure or the approaches over the short term, but the TMP proposes that the City plans for its potential removal and reconfiguration in the longer-term.

#### **Meadowvale Road:**

A number of the alternatives considered connecting Meadowvale Road to Highway 2A with a signalized intersection.

A Meadowvale Road connection would provide new routing opportunities for both local residents and for longer distance through traffic, connecting Highway 401 to Lawrence Avenue East. It would also provide an additional pedestrian and cycling crossing opportunity in the eastern part of the study area. However, in providing this north-south

connection, there is the potential for increased traffic infiltration (mostly cut-through traffic), which would require a potential cross-section widening with property impacts. Ultimately, this connection was not included in the preferred solution and is not proposed to be considered further within the planning horizon of this TMP.

### **Parking:**

As noted above, the study area includes a mixture of public on-street parallel, angled, and perpendicular parking, and off-street lots that are managed by private property owners. Existing angled and perpendicular parking on Old Kingston Road and Morrish Road is recommended to be converted to parallel parking in order to provide additional space for streetscape improvements, improve pedestrian clearway, and to address vehicle maneuvering safety concerns (Figure 3 – improvement #4).

During the public consultation process, some stakeholders expressed support for maintaining and/or increasing the on-street parking supply where possible. There was some opposition to the TMP's proposed conversion to parallel parking since the conversion would result in fewer available parking spaces located directly in front of businesses. As such, the on-street parallel parking plan was further revised based on discussions with local businesses and property owners resulting in a concerted effort to provide more areas for on-street parallel parking along Old Kingston Road, Kingston Road, Morrish Road, and on Military Trail. These revisions result in a larger number of spaces in the final parking plan in comparison to the plan that was originally presented to the public at the PICs.

The final parking plan shows an overall decrease of 7 on-street parking spaces relative to existing conditions (94 spaces proposed vs. 101 spaces existing) for the areas along Old Kingston Road between Morrish Road and the Highland Creek Overpass. This reduction is due to the conversion of the existing angled parking to parallel parking on the north side of Old Kingston Road in front of the Morrish Plaza (215-223 Morrish Road and 358-384 Old Kingston Road). Even though additional parking was created as a result of public input following the second PIC meeting, it was not enough to completely offset the losses in this area. Considering a slightly broader area along Old Kingston Road between Military Trail and the Highland Creek Overpass, enabled other opportunities to increase on-street parking. Additional parking will be realized on private property as development occurs in the Village. The long term parking plan is found in Attachment 10.

It is recognized that the existing angled and perpendicular parking areas adjacent to the Morrish Plaza provide convenient parking for some motorists, and overall, provides more total on-street spaces (per unit length of curb) than can be provided by parallel parking alone. However, parallel parking improves safety and visibility during parking manoeuvres and provides more room for streetscape and sidewalk improvements.

In light of the above considerations, an ultimate conversion of existing angled and perpendicular parking to parallel parking is recommended to improve safety, consistency with City standards, and resulting opportunity to improve the public realm. The conversion of angled parking to parallel parking is proposed to occur over the long term as redevelopment occurs.

### **Pedestrian Network:**

The proposed Pedestrian Network (Attachment 2) addresses a number of gaps in the area to provide well-connected and complete sidewalks, reduce barriers, and improve neighbourhood / off-road connections. It is proposed that a high-quality pedestrian network will be delivered through the redevelopment process over time.

Key aspects of the Pedestrian Network include:

- Improvements to pedestrian street lighting;
- Automated pedestrian detection;
- Pavement marking improvements;
- Pedestrian head-start signals; and
- Protected intersection design.

### **Cycling Network:**

The proposed cycling network within the study area has been designed to realize the key connections proposed in the City's Cycling Network Plan.

The following two cycling routes are proposed as part of the TMP preferred solution:

- On-street cycling facility on Military Trail between Kingston Road/Highway 2A and Old Kingston Road; and
- Off-road trail connecting the future facility on Military Trail to the future facility on Lawson Road.

In the broader area, on-street cycling routes are proposed for Military Trail (to the north of Old Kingston Road), Lawson Road (to the east of the Highland Creek Overpass), and Kingston Road (to the east of Highland Creek Overpass), subject to further analysis and consultation.

The TMP proposed cycling network associated with the preferred solution and the proposed broader cycling network connections are illustrated in Attachment 3. Once these cycling facilities are fully realized, these routes will provide connections to the University of Toronto Scarborough campus (via Military Trail), the Rouge Hill GO Station and the existing Waterfront Trail along Lake Ontario (via Lawson Road and Port Union Road), and to future cycling facilities on Ellesmere Road extending from the recently completed boulevard trail and access point into the Highland Creek Trail, as well as The Meadoway Trail.

### **Servicing Infrastructure:**

Servicing infrastructure (water, sanitary sewer, and stormwater) options were reviewed and a high level servicing plan was developed for the preferred transportation alternative and land use scenarios provided by City Planning staff.

### **Recommended Right-of-Way Changes:**

Many of the proposed right-of-way changes accommodate improved streetscape and pedestrian and cycling infrastructure. The right-of-way changes in comparison to the existing right-of-way widths are illustrated in Attachment 11.

To reflect the final recommended planned right-of-way widths and new road links, an amendment to the Official Plan will be required, including Map 3 (Right-of-Way Widths Associated with Existing Major Streets), Schedule 1 (Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres), Schedule 2 (The Designation of Planned but Unbuilt Roads) as well as the Highland Creek Community Secondary Plan.

### **Property Acquisition:**

Some property acquisition will be necessary to support the TMP's recommendations. However, most of the property requirements are expected to be realized through right-of-way widenings secured through the development approvals process, and will occur over an extended period of time (5-20+ years).

An initial property assessment was conducted to identify potential property needs to enable the implementation of the TMP improvements. These include:

- The widening of the east and west sides of Military Trail between Old Kingston Road and Highway 2A;
- The widening of Old Kingston Road along the south side between Military Trail and Morrish Road;
- A new laneway servicing the properties along the south side of Old Kingston Road between Military Trail and Morrish; and
- A new loop road connecting Kingston Road and Morrish Road.

The Military Trail property impacts are expected to be delivered through the development review process. If this does not occur, they will be further identified and delivered through Phases 3 and 4 of the MCEA process.

Potentially affected property owners were notified of potential impacts and the potential of future property acquisition via targeted letters that were mailed in 2015 during an earlier of this study. Meetings were held with potentially affected property owners upon request. Final property requirements will be confirmed during the detailed design activities that will follow this study.

### **Implementation Schedule, Related Projects and Next Steps:**

This report recommends Alternative 1 as the preferred solution for the TMP. Should this item be adopted by Council, and subject to available funding, the implementation schedule is anticipated as follows:

- Complete the Highland Creek Village TMP document and issue the Notice of Completion for 30 day Public Review Period: Q4 2021;
- Prepare Official Planning Amendment and report to Scarborough Community Council: Q1 2022;
- Complete Phases 3 and 4 of the MCEA for any Schedule C projects to determine 30% design for the preferred solutions (to be advanced prior to undertaking any road works).



There may be an opportunity to advance the Military Trail signal and associated road works through area development. It is anticipated that the remaining Highland Creek TMP recommendations would be delivered through development.

The need to undertake future phases of the MCEA and detailed design activities will play a role in the timing of some of the noted projects. The implementation schedule will need to be coordinated with other infrastructure works, planned developments in the area, or other considerations beyond the scope of this project.

The TMP is a long-term plan. The majority of the improvements identified in the preferred solution are proposed to be achieved over the long-term in coordination with area development at little or no cost to the City.

Subject to Council's approval of this report, staff will develop a funding strategy to identify various City and non-City sources of funding. Any decision regarding funding requirements would be considered as part of a future year Capital Budget process.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

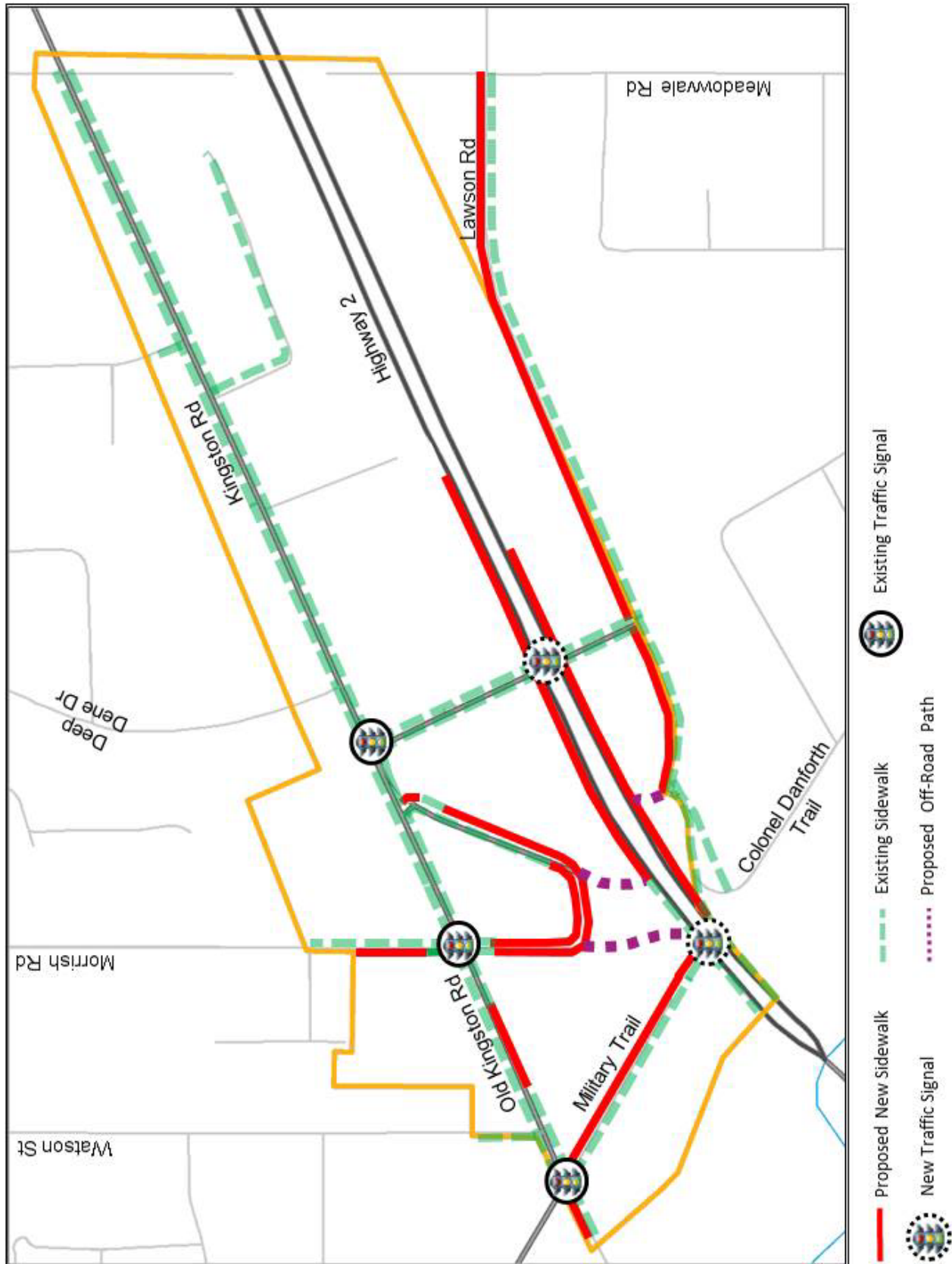
## **ATTACHMENTS**

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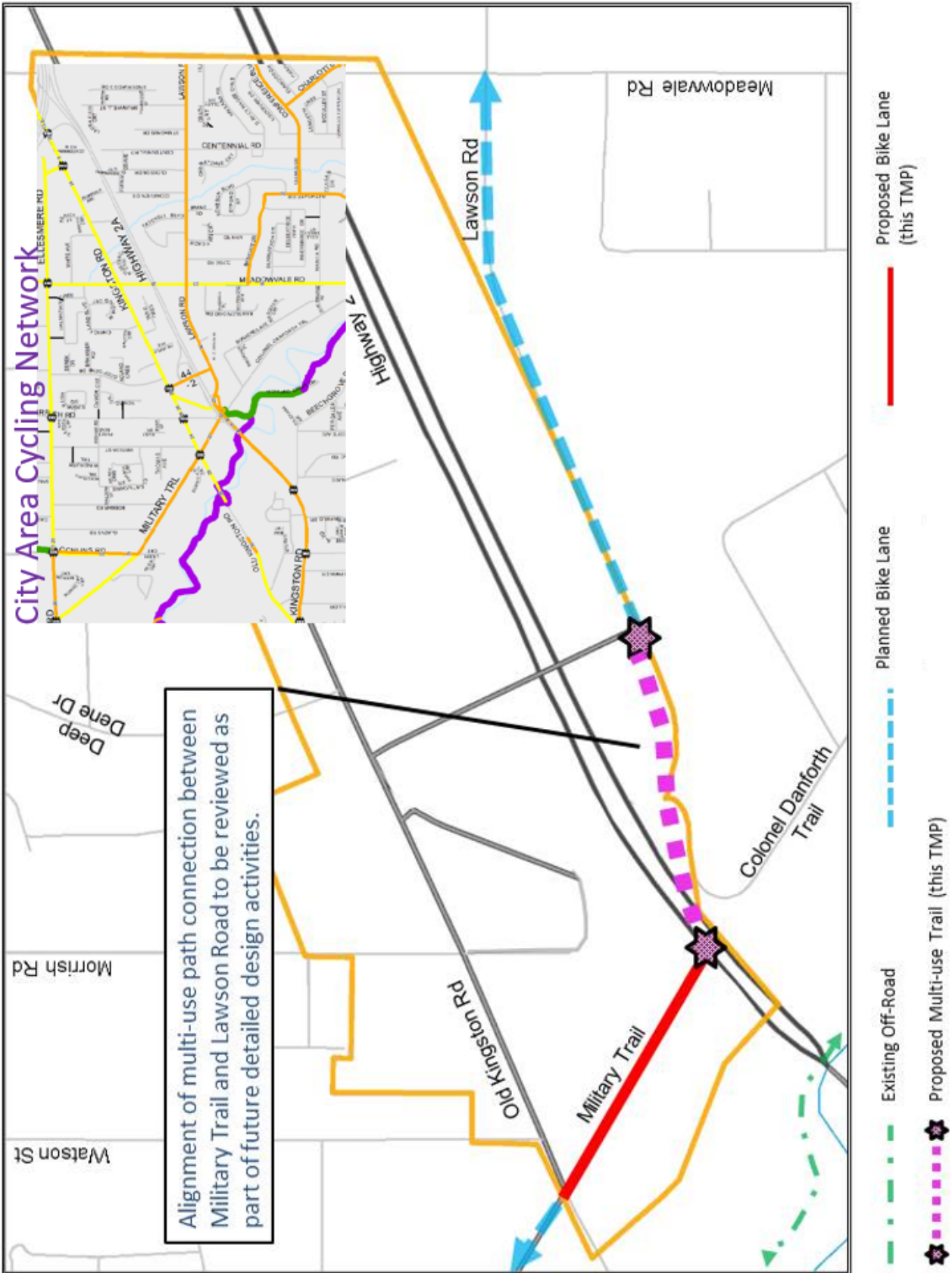
Attachment 1: Preferred Road Network Solution  
Attachment 2: TMP Pedestrian Network  
Attachment 3: Cycling Network Plan  
Attachment 4: Public Consultation Summary  
Attachment 5: Alternative 1 – Overpass Removal and New At-Grade Intersection  
Attachment 6: Alternative 2 – Meadowvale Traffic Signals and Westbound Ramp  
Attachment 7: Alternative 3 – Kingston Road Connection  
Attachment 8: Alternative 4 – Military Trail Intersection with Overpass In-Place  
Attachment 9: Evaluation Criteria and Evaluation of Alternatives  
Attachment 10: Parking Plan  
Attachment 11: Right-of-way Changes



# ATTACHMENT 2: TMP Pedestrian Network



# ATTACHMENT 3: Cycling Network Plan



## **ATTACHMENT 4: Public Consultation Summary**

Consultation with affected members of the public is an essential part of the planning process and provides a mechanism to define and respond to issues before key decisions are made. Recognizing that consultation is integral to the Municipal Class EA process, an extensive public consultation program was carried out as part of this TMP to provide information to stakeholders on all components of the study and facilitate a full spectrum of community and agency input. As such, the following activities were carried out to achieve these objectives:

- Establishment and maintenance of a study mailing list, including agencies, stakeholders and members of the public who had expressed an interest in the study;
- Direct mailing of notices and project updates to those indicated on the study mailing list;
- Posting project milestones on the City of Toronto's project website; and
- Publication of notices of study milestones within the Scarborough Mirror East newspaper;

### **Conducted Stakeholder Workshops:**

June 5 2014 - WalkShop throughout the Village with key representatives of the community;

November 19, 2014 - Parking session to discuss parking availability in the community;

May 28, 2015 - pre-public information centre feedback session to discuss preliminary recommendations;

Holding and/or attending meetings with key stakeholders; and

Hosting two Public Information Centres (PICs) to engage and obtain input from the public, review agencies and stakeholders.

The first public meeting was held on June 25, 2014 to introduce the study and receive public input on the preliminary alternative solutions. The second public meeting was held on June 24, 2015 to gather feedback on the preliminary recommended solutions.

Details of the public consultation can be found in the Environmental Study Report. In addition, a City project webpage includes all pertinent information related to the Study as well as contact information.

### **Aboriginal Community Engagement:**

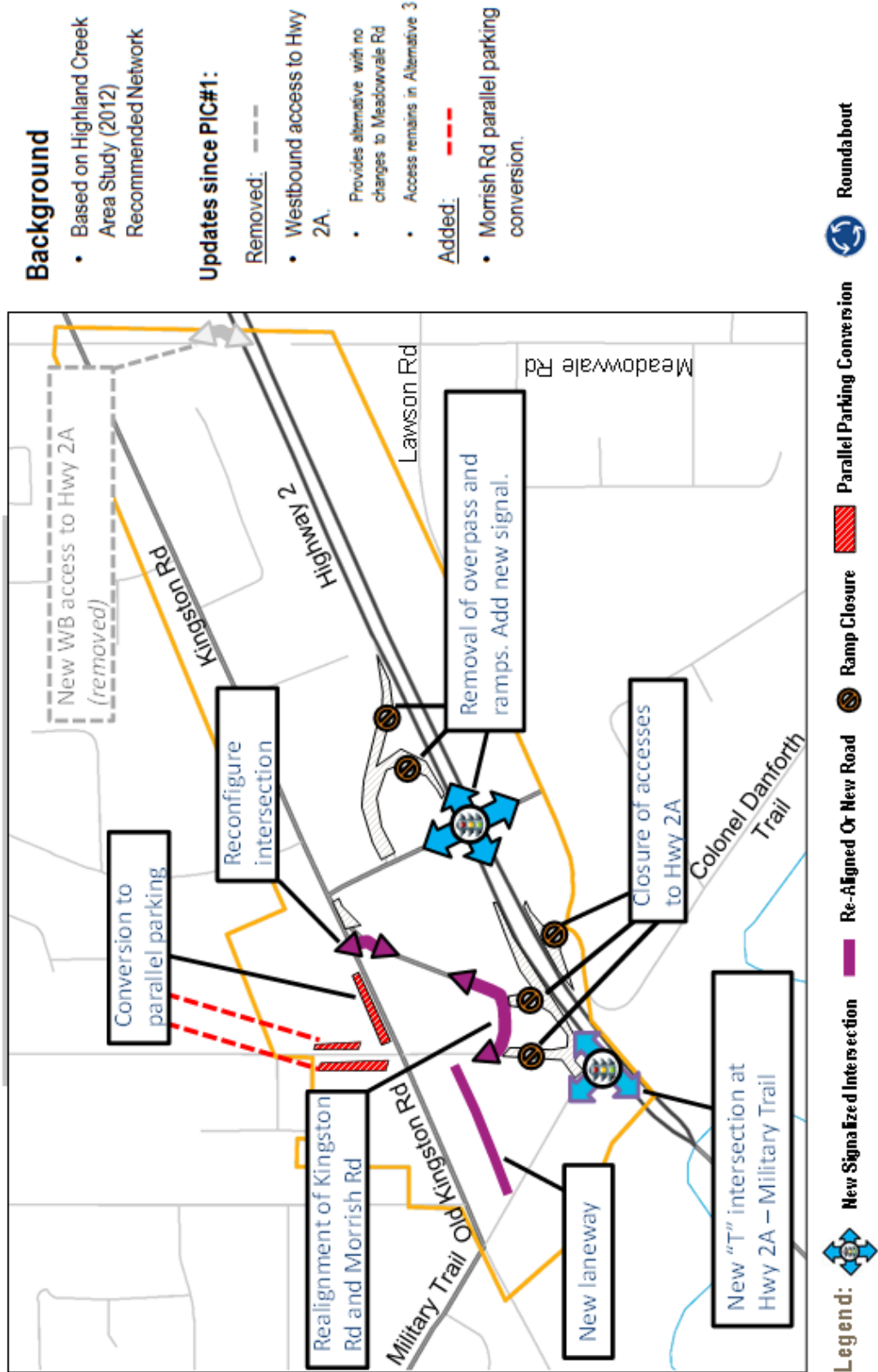
To date, the following Nations were notified regarding the Notice of Commencement and Public Information Centre 1 (June 19, 2014); and PIC 2 (June 12, 2015):

- Alderville First Nation
- Curve Lake First Nation

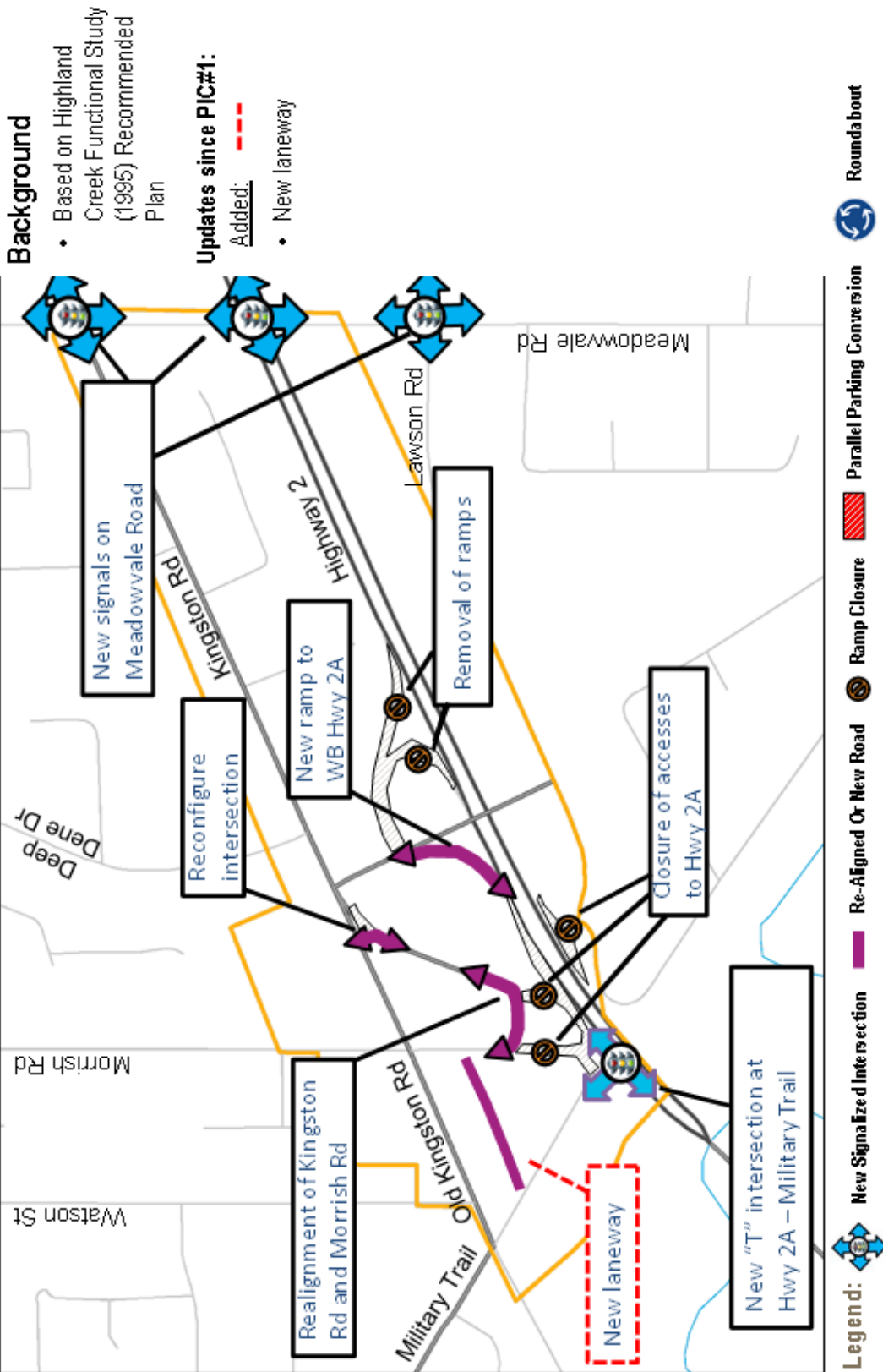
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the New Credit First Nation
- Mississaugas of Scugog Island First Nation
- Williams Treaties First Nations

We received letters expressing interest in the project and request to be kept informed by the Hiawatha First Nation (July 12, 2015) and Alderville First Nation (June 30, 2014 & June 24, 2015). Hiawatha First Nation requested and was sent a copy of the Stage 1 AA electronically (July 2, 2015). A notice of completion (which is required to complete this TMP study) will be sent once this report has been passed by City Council.

# ATTACHMENT 5: Alternative 1 - Overpass Removal and New At-Grade Intersection



# ATTACHMENT 6: Alternative 2 - Meadowvale Signals and Westbound Overpass Ramp





# ATTACHMENT 7: Alternative 3 – Kingston Road Connection

## Background

- New alternative developed for the TMP

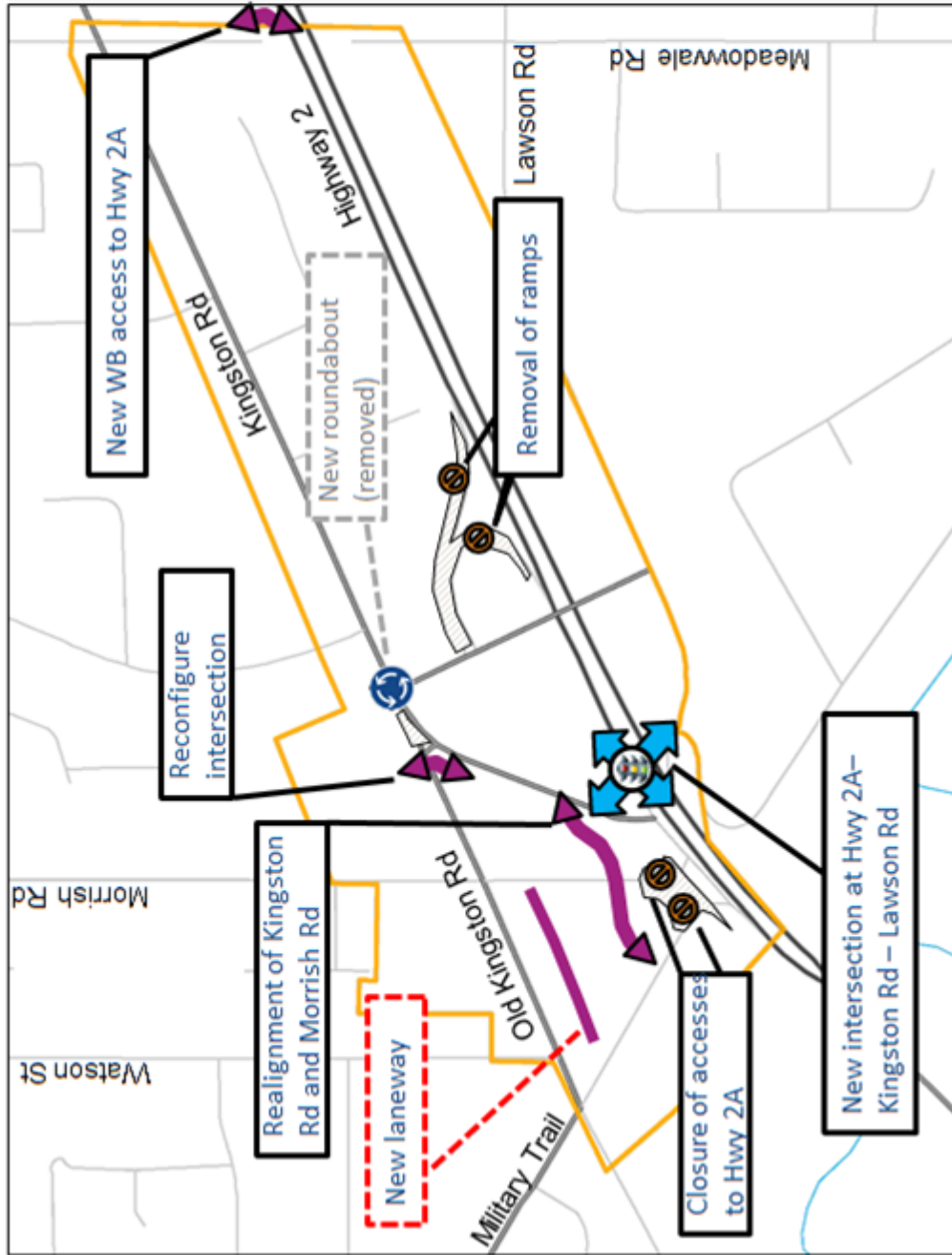
## Updates since PIC#1:

### Removed: - - -

- Roundabout Kingston Rd and Lawson Rd:
  - Inconsistent with pedestrian and cycling friendly Millage issues with sizing
  - Concerns expressed by public

### Added: - - -

- New laneway



**Legend:**

- New Signalized Intersection
- Re-Aligned Or New Road
- Ramp Closure
- Roundabout
- Parallel Parking Conversion

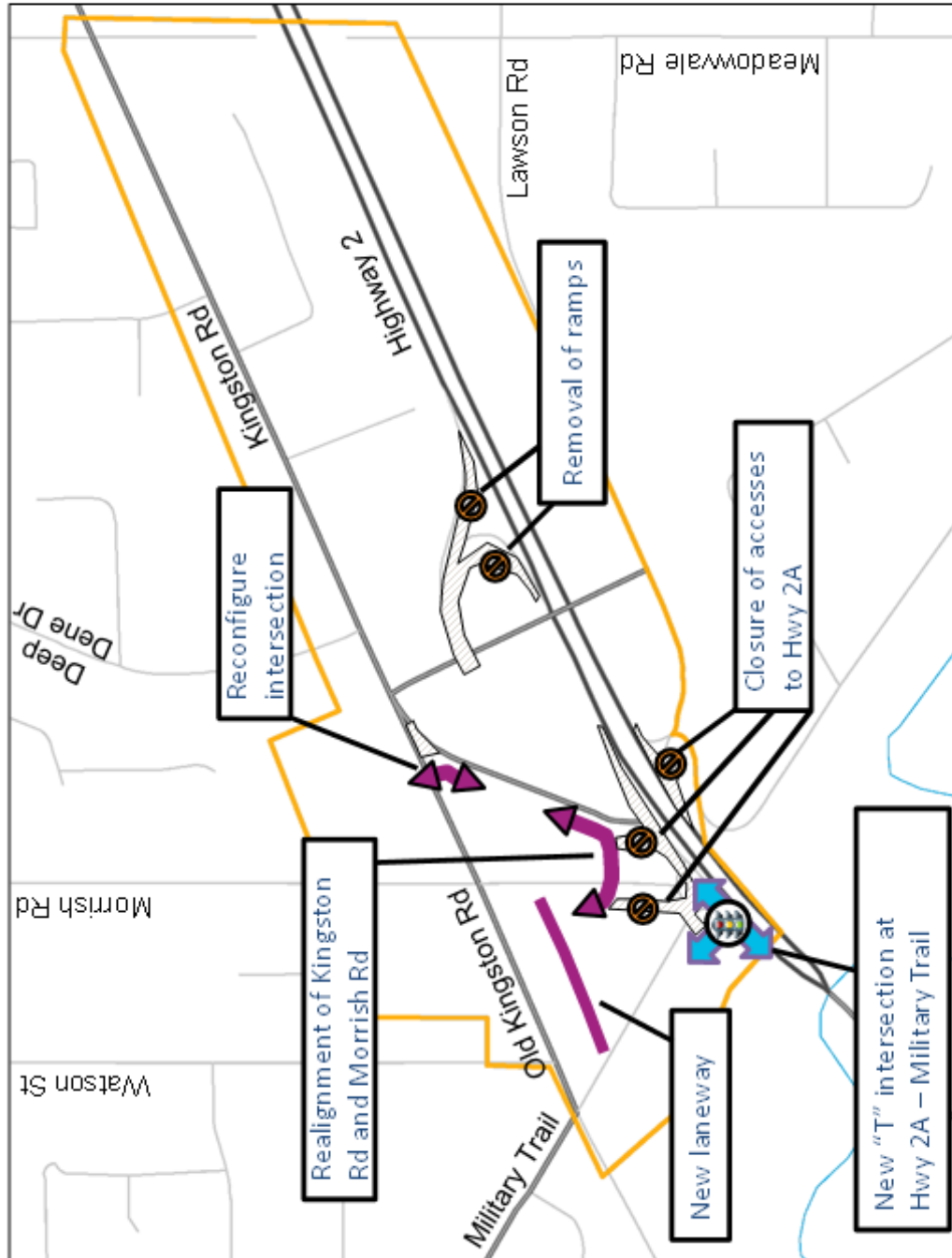
# ATTACHMENT 8: Alternative 4 – Military Trail Intersection with Overpass In-Place

## Background

- New alternative developed for the TMP
- Same as Alternative 1 but with Overpass in place

## Updates since PIC#1:

- New alternative (not previously shown at PIC #1)



**Legend:**

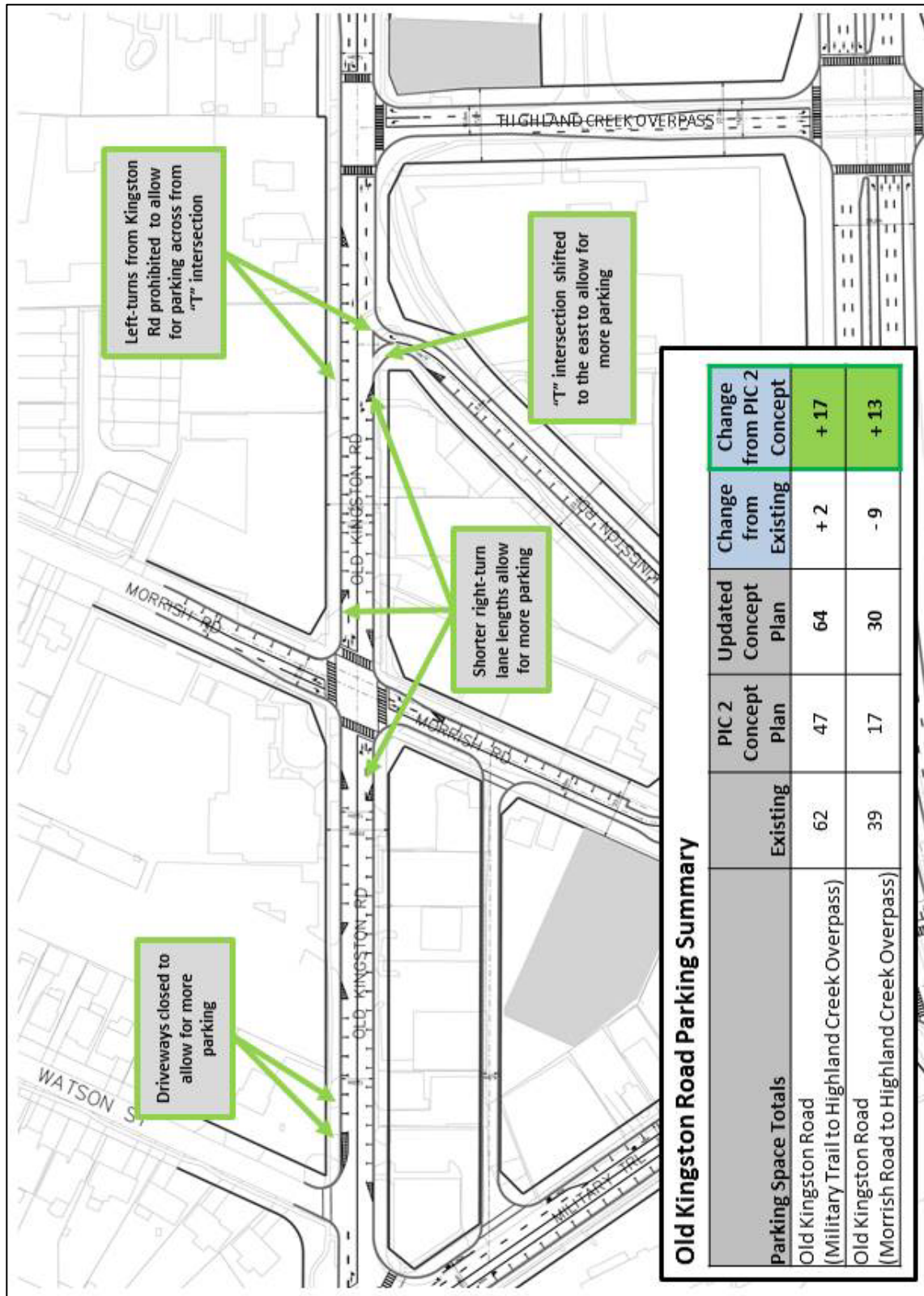
- New Signalized Intersection
- Re-Aligned Or New Road
- Ramp Closure
- Parallel Parking Conversion
- Roundabout

# ATTACHMENT 9: Evaluation Criteria and Evaluation of Alternatives

Evaluation Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Traffic	●●●●	○●●●	○●●●	○●●●	○●●●
Multimodal Transportation Planning	○●●●	●●●●	○●●●	○●●●	○●●●
Servicing	○●●●	●●●●	○●●●	○●●●	○●●●
City Building and Social Environment	○●●●	●●●●	○●●●	○●●●	○●●●
Cultural Environment	●●●●	○●●●	○●●●	○●●●	○●●●
Natural Environment	●●●●	○●●●	○●●●	○●●●	○●●●
Costs	●●●●	○●●●	○●●●	○●●●	○●●●
Economic Development	○●●●	●●●●	○●●●	○●●●	○●●●
Overall Evaluation	Least Preferred ○●●●	Most Preferred ●●●●	Less Moderately Preferred ○●●●	Moderately Preferred ○●●●	Moderately Preferred ○●●●
LEGEND (meaning of dot ranking)	Most Preferred ●●●●	Moderately Preferred ○●●●	Less Moderately Preferred ○●●●	Less Preferred ○●●●	Least Preferred ○●●●

# ATTACHMENT 10: Parking Plan

(These are approximate numbers of parking spaces and will be refined through detailed design and analysis of future conditions)



## ATTACHMENT 11: Right-of-way Changes

Roadway	Segment	ROW Width		Classification	
		Existing	Proposed	Existing	Proposed
<b>Old Kingston Road</b>	Military Trail to Kingston Road	20 m	23 m	Minor Arterial	Minor Arterial
<b>Military Trail</b>	Old Kingston Road to Highway 2A	20 m	27 m	Collector	Minor Arterial
<b>Morrish Road</b>	Bush Gate to Old Kingston Road	Varies (20-26m)	23 m	Collector	Collector
	Old Kingston Road to Highway 2A	20 m	n/a <sup>11</sup>	Collector	n/a <sup>18</sup>
<b>Kingston Road</b>	Old Kingston Road to Highway 2A	26 m	n/a <sup>18</sup>	Minor Arterial	n/a <sup>18</sup>
<b>Highway 2A</b>	East of Highland Creek Overpass to Kingston Road	Varies	Varies (46-54m)	Toronto Expressway	Major Arterial
<b>Highland Creek Overpass</b>	Kingston Road to Lawson Road	Varies (30-33 m)	27 m	Minor Arterial	Minor Arterial
<b>“Loop” Road (NEW)</b>	Old Kingston Road (at Morrish) to Old Kingston Road (west of Overpass)	n/a	23 m	n/a	Local

18. “Existing” ROW and Classification refers to the existing classifications as identified at the following link:  
<http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward44.pdf>

19. Replaced by new “loop” road