

Highland Creek Village Transportation Master Plan – Official Plan Amendment: Decision Report - Approval

Date: September 3, 2024

To: Scarborough Community Council

From: Director, Transportation Planning, City Planning; Director, Community Planning Scarborough District, Development Review

Wards: Ward 25 - Scarborough-Rouge Park

SUMMARY

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 highways/expressways as well as arterial, collector and local roads, bounded on the south and north by Highway 2A and Kingston Road/ Old Kingston Road respectively, and between Military Trail in the west and Meadowvale Road in the east. Key issues with the transportation network include:

- poor active transportation options, including a lack of safe and dedicated active transportation infrastructure;
- angled and minimal on-street parking; and
- current street network geometry that does not easily support future development.

In 2012, City Council directed Transportation Services to undertake an Environmental Assessment (EA) / Transportation Master Plan (TMP) 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 transportation network.

At its May 5 and 6, 2021 meeting, City Council endorsed the preferred street, pedestrian, and cycling network solutions associated with the Highland Creek Village Transportation Master Plan study and authorized the General Manager, Transportation Services to prepare the Highland Creek Village Transportation Master Plan based on the preferred street, cycling and pedestrian network solutions and issue the Notice of Completion.

City Council also directed the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way widths and new

street connections associated with the Transportation Master Plan (TMP).

This report outlines the necessary amendments to the Official Plan that result from the recently completed and approved Highland Creek Village Transportation Master Plan (HCV TMP) study. The associated transportation improvements will be vital in helping achieve the overall planning objectives for the area. The attached draft Official Plan Amendment, which includes changes to Official Plan Map 3 (Right-of-Way Widths Associated with Existing Major Streets), Schedules 1 (Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres) and 2 (The Designation of Planned but Unbuilt Roads), as well as to the Highland Creek Community Secondary Plan, implement the findings of the HCV TMP.

This report also includes a summary of the outcomes of the recently completed and approved HCV TMP undertaken under the Municipal Class Environmental Assessment (MCEA) process to consider transportation and servicing infrastructure needs in the Highland Creek Village area to support its current and longer-term redevelopment. Additional objectives included creating a balanced multi-modal transportation network, attracting investment to the community and improving the area's various streetscapes, consistent with the vision for the area.

The HCV TMP's preferred solution provides a continuous, multi-modal transportation network that accommodates all users and will support reinvestment of City-owned land for public objectives once the Highland Creek Overpass is removed.

The transportation network, streetscape and sidewalk improvements associated with the preferred solution provide a positive environment for pedestrians, support the City's cycling network, and provide new bus routing opportunities for the Toronto Transit Commission (TTC). The preferred solution includes a number of improvements to the street network in the area including new signalized intersections, the widening of the Military Trail right-of-way to accommodate dedicated active transportation infrastructure, 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 primary capital costs for the City could include improvements to Military Trail (\$4.2 million), including potential signalization at Highway 2A and the potential dismantling of the Highland Creek Overpass (\$7.5 million). 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. Regarding the improvements to the intersection of Military Trail and Highway 2A, it is important to note that the City is working to secure them through area development.

This report recommends the approval of an Official Plan amendment that is consistent with the Provincial Policy Statement and conforms with the Growth Plan. Approval of the Official Plan Amendment will enable the improvements identified in the preferred solution to be implemented and advance the TMP's preferred solution of a multi-modal transportation network in Highland Creek Village.

RECOMMENDATIONS

The Director, Transportation Planning, City Planning and the Director, Community Planning Scarborough District, Development Review recommend that:

1. City Council amend the Official Plan and Highland Creek Community Secondary Plan substantially in accordance with the draft Official Plan Amendment included as Attachment 1.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendments as may be required.

FINANCIAL IMPACT

City Planning confirms that there are no financial implications resulting from the recommendations.

Approval of the Official Plan Amendment will enable the improvements identified in the preferred solution to be implemented, the majority of which are proposed to be achieved in coordination with area development at little or no cost to the City. Potential capital costs estimated in 2021 total \$11.7 million. This includes \$4.2 million for the improvements to Military Trail, and \$7.5 million for potential signalization at Highway 2A and the potential dismantling of the Highland Creek Overpass.

Staff will continue to review the cost estimates for the project subject to the development of the scope of work for consideration through future budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

At its November 27, 28 and 29, 2012 meeting, City Council directed the General Manager, Transportation Services Division, in collaboration with the Chief Planner and Executive Director, City Planning, 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. City Council's decision can be found at the following link:

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

At its May 5 and 6, 2021 meeting, City Council endorsed the preferred street, pedestrian, and cycling network solutions associated with the Highland Creek Village

Transportation Master Plan study and authorized the General Manager, Transportation Services to prepare the Highland Creek Village Transportation Master Plan based on the preferred street, cycling and pedestrian network solutions and issue the Notice of Completion. City Council also directed the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way widths and new street connections associated with the Transportation Master Plan (TMP) for a Statutory Public Meeting of the Scarborough Community Council once the Transportation Master Plan is finalized.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE21.10>

BACKGROUND

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 street 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 (i.e. signage, street trees, street furniture, and lighting), and improved street 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 Context

Provincial and municipal plans provide the framework for comprehensive long-term planning. These plans support and integrate the principles of strong communities, a clean and healthy environment, economic growth and prosperity.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. These land use patterns promote a mix of housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The PPS outlines policies that encourage the safe and efficient movement of people and goods, facilitated via a multi-modal transportation system that aims to increase the use of active transportation and transit over other transportation modes.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Plan addresses specific

issues faced by the region through policy directions that encourage the intensification of existing and future urban development, the promotion of transit supportive growth, and the development of a balanced, multi-modal transportation system.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas.

Toronto Official Plan

The Official Plan through its growth strategy and land use designations, supports and complements the PPS and the Growth Plan. The Official Plan provides a comprehensive policy framework to direct and manage physical, social and economic change. The Official Plan also encourages population and employment growth, recognizing that directing growth to appropriate areas is critical to Toronto's future.

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/official-plan/>.

Chapter Two of the Official Plan sets out a growth management strategy and directs major employment and population growth to 'growth areas' including Centres and Avenues. The 'growth areas' are knitted together by the City's transportation network, which is crucial to supporting the growing travel needs of residents and workers over the next 30 years.

The Official Plan is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice and greater connectivity allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of the Official Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility and connectivity.

In February 2020, Council approved Official Plan Amendment (OPA) 456 aimed at comprehensively updating and enhancing the City's transportation policies in the areas of transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies; and water, wastewater and stormwater infrastructure. Also included in this amendment were updates to Official Plan maps and schedules. On June 9, 2021, OPA 456 was approved (with one modification intended to reflect Metrolinx's updated mandate) by the Minister of Municipal Affairs and Housing.

OPA 456 followed an initial set of transportation policy amendments, which were approved by the Minister of Municipal Affairs and Housing in December 2014 (OPA No. 274) and related to: Integration with Land Use; "Complete Streets"; Active Transportation; Auto, Transportation Demand Management (TDM) and Parking; and Goods Movement. The Toronto Complete Streets Guidelines assist in resolving and balancing the competing demands placed upon the use of street right-of-ways and will be applied when streets are constructed, reconstructed or otherwise improved. OPA 456 builds upon these earlier policy amendments and completes the transportation component of the Official Plan Review process which began in 2013.

Highland Creek Community Secondary Plan

The Highland Creek Village Transportation Master Plan study area is located within the Highland Creek Community Secondary Plan area. The text and maps of the Secondary Plan can be found at the following link:

<https://www.toronto.ca/wp-content/uploads/2017/11/9793-cp-official-plan-SP-2-HighlandCreek.pdf>

The Secondary Plan area is bounded by Morningside Avenue on the west, Highway 401 to the north, and Lawson Road and Highway 2A to the south. The Highland Creek Community includes the University of Toronto Scarborough campus, residential areas characterized by detached dwellings on spacious, treed lots, and the mixed-use Highland Creek Village, which forms the core of the Highland Creek Community. The Secondary Plan envisions that the Village will become a "vibrant, mixed-use, community-focused, pedestrian friendly area, where attractive building design references the area's heritage, respects the Village character and that of the surrounding established neighbourhoods, and a range of building types will be encouraged to attract new businesses and residents to live and work in the community."

COMMENTS

Following the Council's approval of the Highland Creek Village Transportation Master Plan (HCV TMP), staff are now bringing forward an amendment to the Official Plan to reflect the planned right-of-way widths and new street connections recommended in the TMP. The recommended amendments will allow the City to protect the required right-of-way widths as part of new development applications.

This amendment will facilitate the transportation and servicing infrastructure needs in the Highland Creek Village area to support long-term development. The associated transportation improvements will be vital in helping to achieve the overall planning objectives for the area, by creating a balanced multi-modal transportation network,

attracting investment to the community, and improving the area's various streetscapes.

Municipal Class EA Process

The proposed amendments to the Official Plan are a result of the recently completed Highland Creek Village Transportation Master Plan (HCV TMP) study, which was approved by City Council in May 2021.

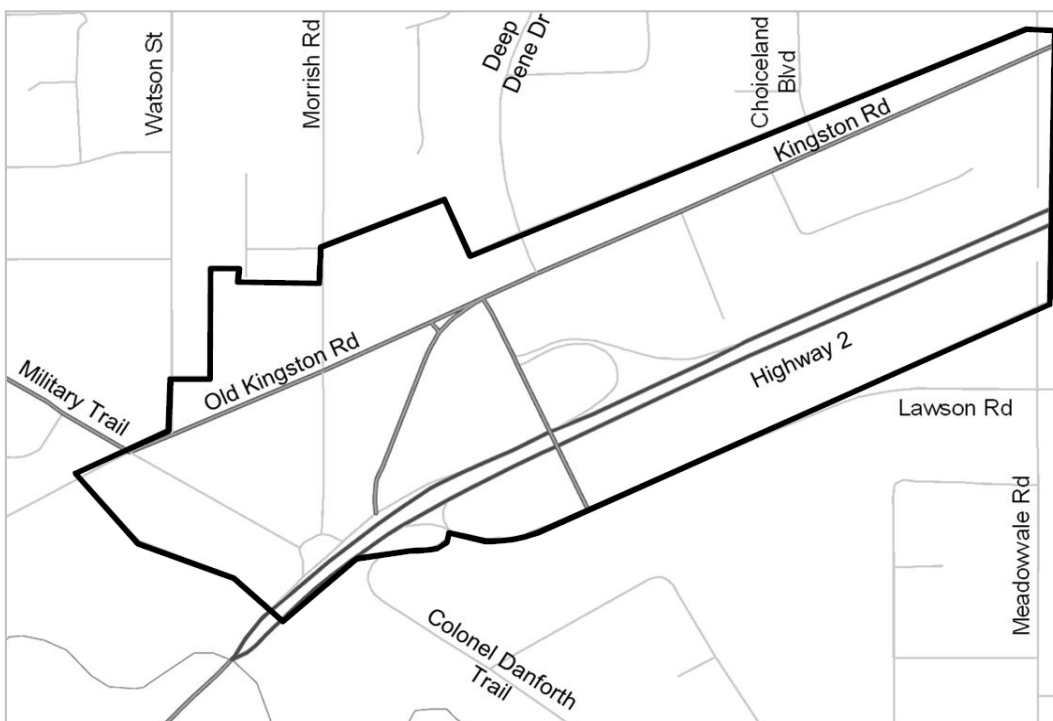
The HCV TMP study was completed in accordance with the requirements for a Master Plan project under the MCEA and completes Phase 1 (identification of the problem or opportunity) and Phase 2 (identification and evaluation of alternative solutions) of the MCEA process.

The TMP identified projects 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 for preferred solution) 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 HCV TMP study area is located within the south-east portion of Scarborough, bounded on the south and north by Highway 2A and Kingston Road/ Old Kingston Road respectively, and between Military Trail in the west and Meadowvale Road in the east. A map showing the study area is included in Figure 1.

Figure 1 – Study Area



Existing Conditions

Highland Creek Village 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.

Street Network:

The current street 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 streets 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 Trail 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.

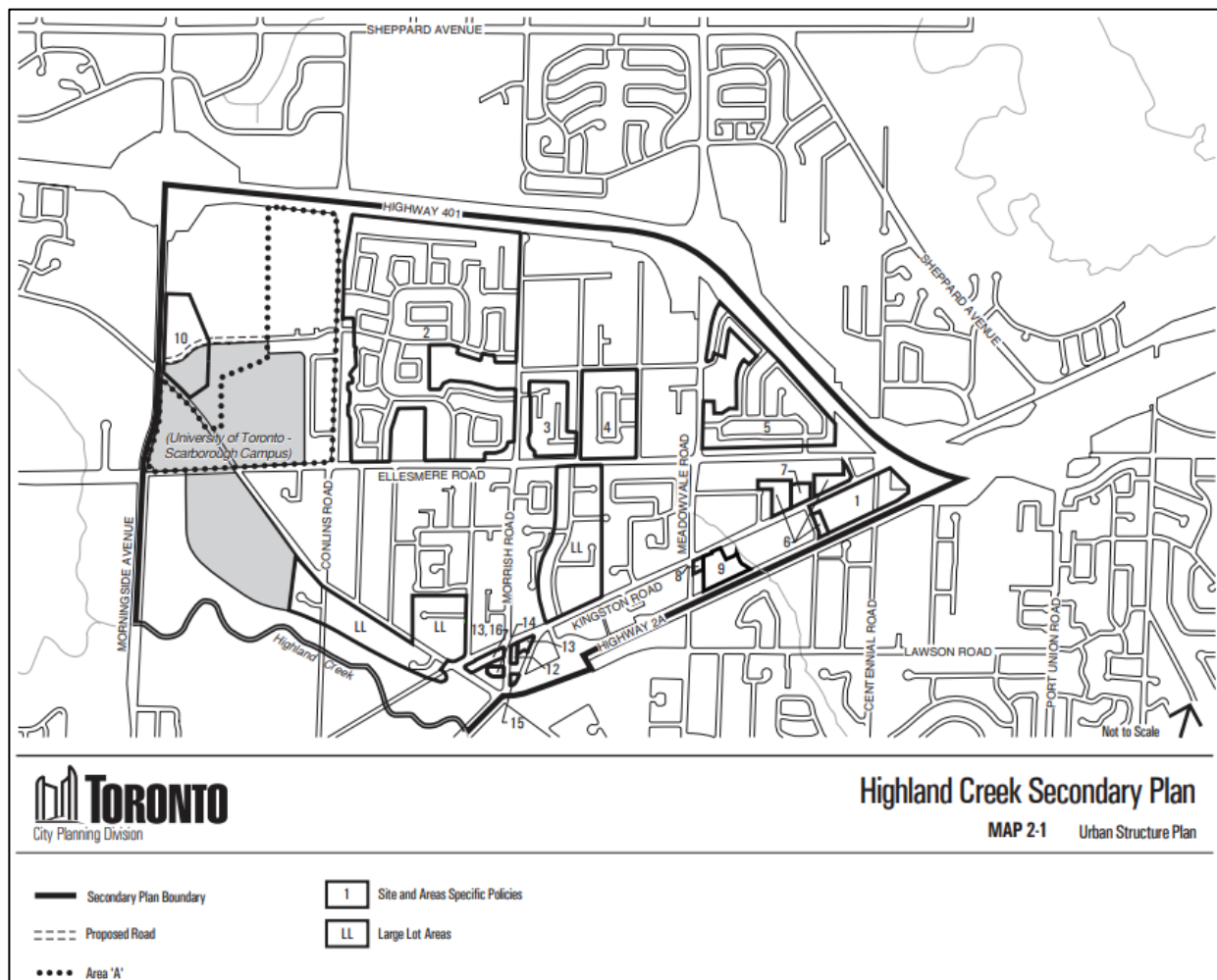
Parking:

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.

Official Plan Policy Directions:

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

Figure 2 – Highland Creek Community 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-way widths for roads within the Study Area (as currently presented on Map 3 and Schedule 1 of the Official Plan), are as follows:

- Old Kingston Road – 20m;
- Kingston Road – 27m;
- Highland Creek Overpass – 20m;
- Meadowvale Road north of Highway 2A – 30m;

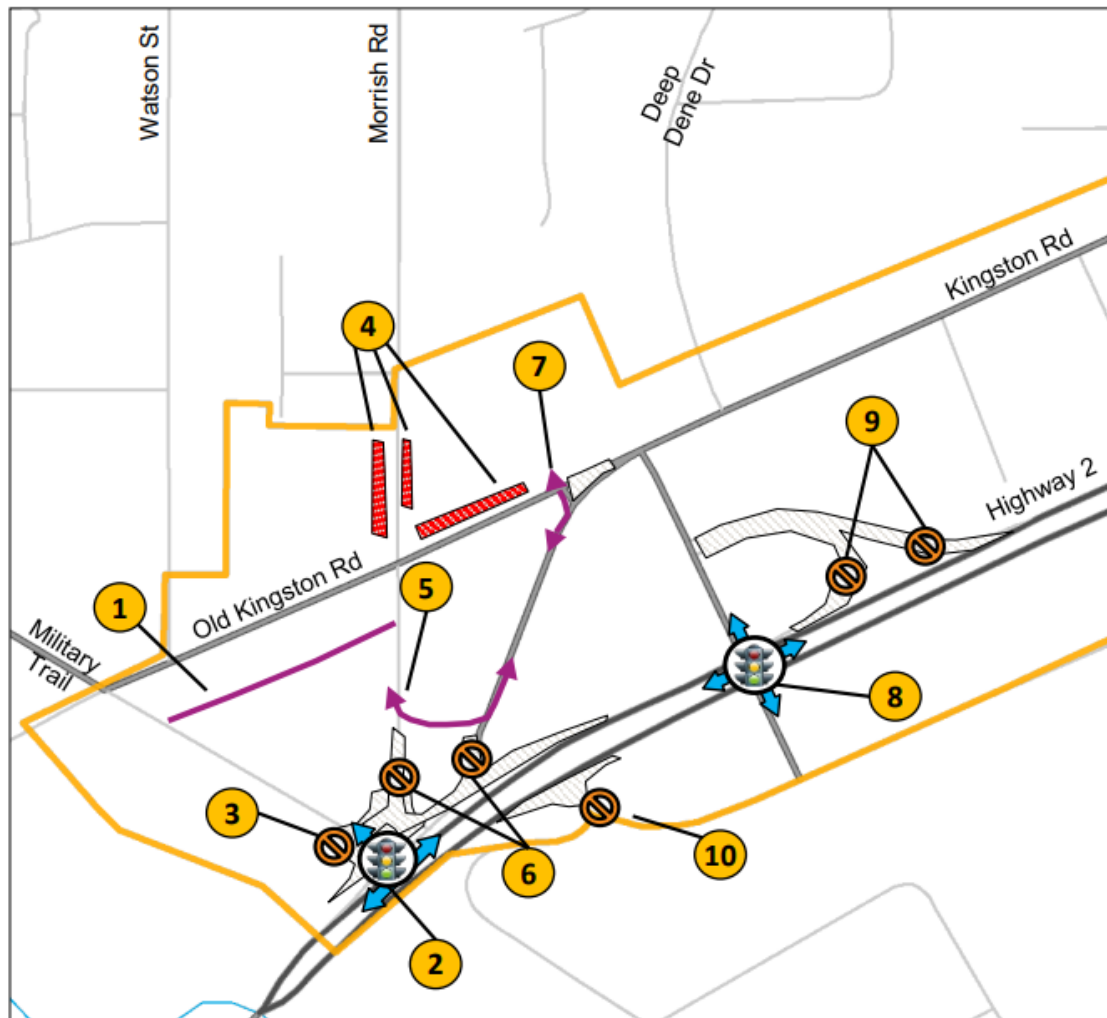
- Meadowvale Road south of Highway 2A – 27 m;
- Military Trail (from Morningside Avenue to Old Kingston Road) – 27m;
- Morrish Road – 23m; and
- Highway 2A – 45m or greater.

Preferred Solution

The recommended preferred solution for the Highland Creek Village TMP is outlined below in Figure 3. This alternative responded to concerns with the area street network, establishes the transportation network improvement needed to support growth using an evidence-based assessment approach, and supports the vision for the area from the Highland Creek Village Area Study (2012).

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 users and supports reinvestment by releasing significant amounts of surplus Highway 2A highway and ramp lands for development.

Figure 3 – Recommended Street 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 street 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

Street Network:

The major elements in the Recommended Street Network are illustrated in Figure 3 above. The refined network and proposed streetscape and sidewalk improvements provide a positive environment for pedestrians, support the City's cycling network, and provide new bus routing opportunities for the TTC. Based on a review of future traffic volumes using traffic modelling, the street 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 travel 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 crossing opportunities for active and sustainable modes of transportation, as well as access opportunities to and from Highway 2A for local traffic.

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

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 12.

To implement the final recommended planned right-of-way widths and new street links, amendments to the Official Plan are required and further detailed in Attachment 1, 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.

Public Consultation

Consistent with public engagement policies 5.5.1 of the Official Plan, a Virtual Community Consultation meeting (VCCM) was held on June 12, 2024. Approximately 15 residents attended the virtual open house. As part of this consultation, staff presented the proposed changes to Official Plan Map 3 (Right-of-Way Widths Associated with Existing Major Streets), Schedules 1 (Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres) and 2 (The Designation of Planned but Unbuilt Roads), as well as to the Highland Creek Community Secondary Plan.

Notice for this VCCM was distributed via standard mail to all properties within 120 metres of the Highland Creek Village area. Notice of the meeting was also posted on the City of Toronto's City Planning Consultations webpage. During the VCCM, the discussion with interested residents primarily revolved around the timing of implementation, network connectivity resulting from the proposed improvements, and the impact of proposed development in the area.

This most recent consultation followed an extensive public engagement that was completed as part of the Highland Creek Village Transportation Master Plan study process. Throughout the study, the public consultation requirements of the MCEA process were met and exceeded. Attachment 5 provides a summary of the consultation activities and feedback received as part of the MCEA.

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.

Property Acquisition:

Some property acquisition will be necessary to support the TMP's recommendations. The recommended OPA will protect for required widenings and will support the acquisition of lands through the development application process. 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 possible impacts and the potential of future property acquisition via targeted letters that were mailed in 2015 during an earlier phase of the HCV TMP. Meetings were held with potentially affected property owners upon request. Final property requirements will be confirmed during the detailed design activities that would follow the TMP study.

Conclusions:

The HCV TMP and associated community input have been considered in the development of the proposed draft Official Plan Amendment (OPA).

Generally, the policy updates are intended to:

- support the future vision and evolution of Highland Creek Village into a walkable and connected place with a vibrant public realm that provides mobility options for all users regardless of mode, age, ability;
- support development and reinvestment in Highland Creek Village by releasing significant amounts of surplus Highway 2A highway and ramp lands for development.

The proposed draft Official Plan Amendment No. 336 (Attachment 1) represents a comprehensive package that includes amendments to:

- 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;
- Highland Creek Community Secondary Plan, including the addition of Site and Area Specific Policy (SASP) 2.18.

These amendments are focused on improving the street and block pattern and establishing a balanced, multi-modal transportation network that improves connections for pedestrians, cyclists, transit riders and drivers.

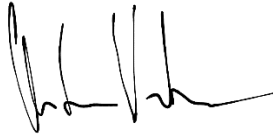
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SIGNATURE



James Perttula, Director, Transit and Transportation Planning, City Planning



Christian Ventresca, MSc PI MCIP RPP, Director, Community Planning, Scarborough District, City Planning

ATTACHMENTS

Attachment 1: Draft Official Plan Amendment No. 336
Attachment 2: Preferred Street Network Solution
Attachment 3: TMP Pedestrian Network
Attachment 4: TMP Cycling Network/Cycling Network Plan
Attachment 5: TMP Public Consultation Summary
Attachment 6: TMP Alternative 1 – Overpass Removal and New At-Grade Intersection
Attachment 7: TMP Alternative 2 – Meadowvale Traffic Signals and Westbound Ramp
Attachment 8: TMP Alternative 3 – Kingston Road Connection
Attachment 9: TMP Alternative 4 – Military Trail Intersection with Overpass In-Place
Attachment 10: TMP Evaluation Criteria and Evaluation of Alternatives
Attachment 11: Parking Plan
Attachment 12: Right-of-way Changes

ATTACHMENT 1: Draft Official Plan Amendment No.336

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment 336 to the Official Plan for the City of Toronto, resulting from the Highland Creek Village Transportation Master Plan, respecting the lands known municipally as 255 Old Kingston Road, 1624 Military Trail, 1625 Military Trail, 600, 6115, 6143-6147, 6149, 6096 and 6098 Kingston Road, all lands on the north side of Old Kingston Road and Kingston Road (between Lawson Road and Watson Street), all lands south of Old Kingston Road and north of Kingston Road and Highway 2A (between Lawson Road and Military Trail), and all lands comprising the Highway 2A right-of-way bordered by Lawson Road to the south, Military Trail to the west and Franklin Avenue and 56 Lawson Road to the east.

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment 336 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

OLIVIA CHOW,
Mayor

John D. Elvidge,
City Clerk

(Corporate Seal)

**AMENDMENT 336 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and maps constitute Amendment 336 to the Official Plan of the City of Toronto:

1. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by increasing the Old Kingston Road Right-of-Way width (between Military Trail and Kingston Road) from 20 metres to 23 metres, as shown on the attached Schedule A.
2. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by adding Military Trail (between Old Kingston Road and Highway 2A) as a 27 metre Right-of-Way, as shown on the attached Schedule A.
3. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by deleting Kingston Road (between Old Kingston Road and Highway 2A), as shown on the attached Schedule A.
4. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by increasing the Highland Creek Overpass Right-of-Way width (between Kingston Road/Old Kingston Road and Lawson Road) from 20 metres to 27 metres, as shown on the attached Schedule A.
5. SCHEDULE 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by deleting the following:

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Morrish Rd	Canmore Blvd	Old Kingston Rd	27
Morrish Rd	Old Kingston Rd	Highway 2A	23
Military Trl	Old Kingston Rd	Highway 2A	27

6. SCHEDULE 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by adding the following:

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Morrish Rd	Ellesmere Rd	Old Kingston Rd	23
New Morrish Rd\ Kingston Rd Loop	Old Kingston Rd	Kingston Rd	23

7. SCHEDULE 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amended by adding the following:

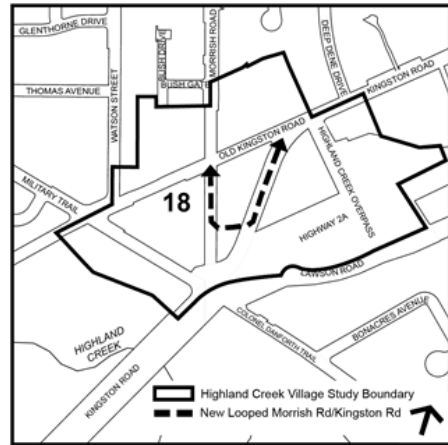
STREET NAME	FROM	TO
New Morrish Rd/ Kingston Rd Loop	Old Kingston Rd	Kingston Rd

8. CHAPTER 6, Highland Creek Community Secondary Plan, is amended by adding the following subsection to Section 2, Site and Area Specific Policies:

- 2.18. 255 Old Kingston Road, 1624 Military Trail, 1625 Military Trail, 600, 6115, 6143-6147, 6149, 6096 and 6098 Kingston Road, all lands on the north side of Old Kingston Road and Kingston Road (between Lawson Road and Watson Street), all lands south of Old Kingston Road and north of Kingston Road and Highway 2A (between Lawson Road and Military Trail), and all lands comprising the Highway 2A right-of-way bordered by Lawson Road to the south, Military Trail to the west and Franklin Avenue and 56 Lawson Road to the east**

For the lands shown as 18 on Map 2-1:

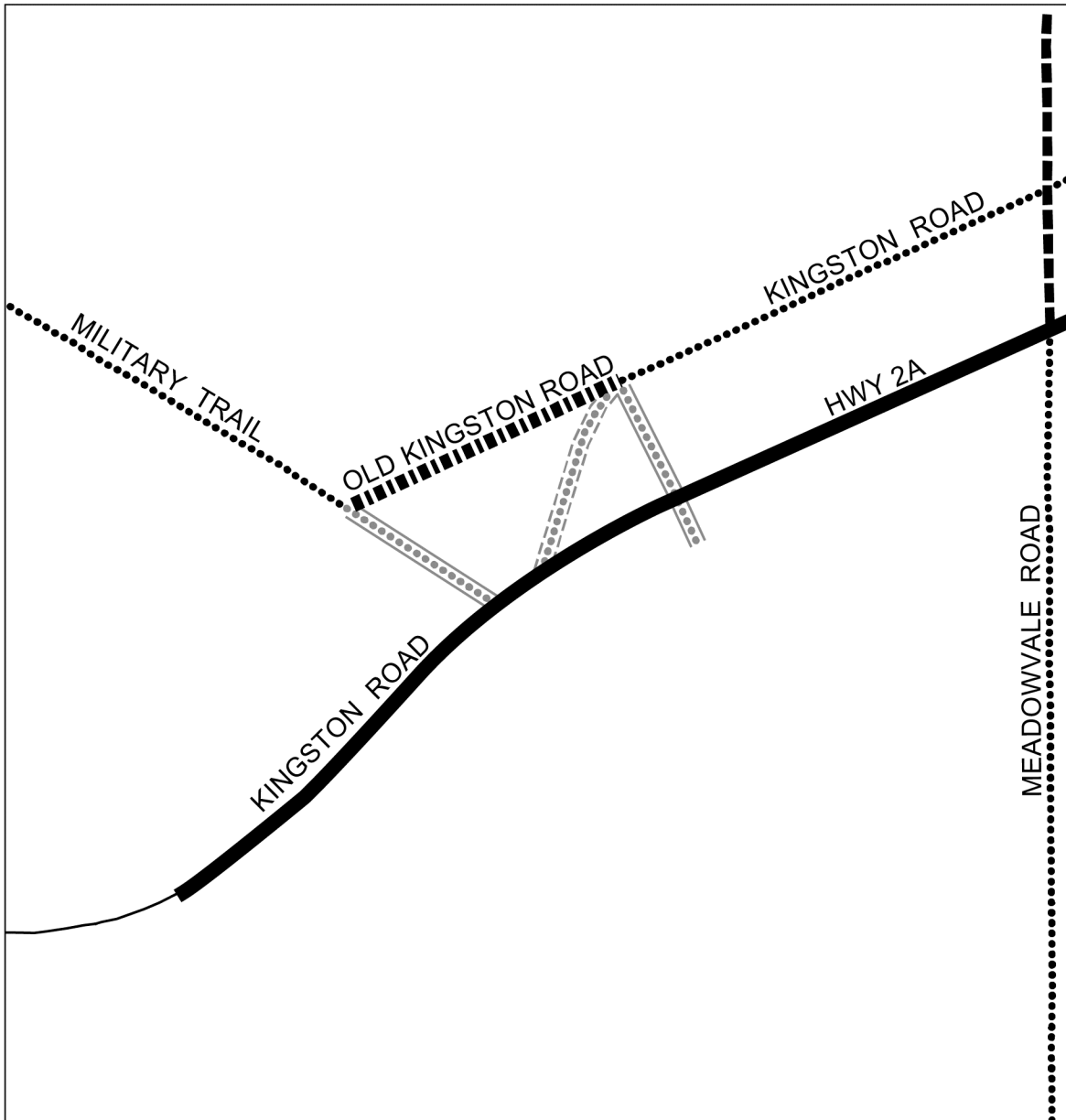
(a) To facilitate the orderly redevelopment of Highland Creek Village, property owners, upon redevelopment of the lands, will be required to dedicate to the City, lands for the reconfiguration of public streets Morrish Road and Kingston Road to form a new looped Morrish Road/Kingston Road, as generally shown on the policy map.



9. CHAPTER 6, HIGHLAND CREEK COMMUNITY SECONDARY PLAN, is amended by adding Policy 2.18 to Map 2-1: Urban Structure Plan.

10. CHAPTER 6, HIGHLAND CREEK COMMUNITY SECONDARY PLAN, is amended, to show the lands known municipally as 255 Old Kingston Road, 1624 Military Trail, 1625 Military Trail, 600, 6115, 6143-6147, 6149, 6096 and 6098 Kingston Road, all lands on the north side of Old Kingston Road and Kingston Road (between Lawson Road and Watson Street), all lands south of Old Kingston Road and north of Kingston Road and Highway 2A (between Lawson Road and Military Trail), and all lands comprising the Highway 2A right-of-way bordered by Lawson Road to the south, Military Trail to the west and Franklin Avenue and 56 Lawson Road to the east, to Map 2-2: Highland Creek Village Plan, as Site and Area Specific Policy 18.

Schedule A



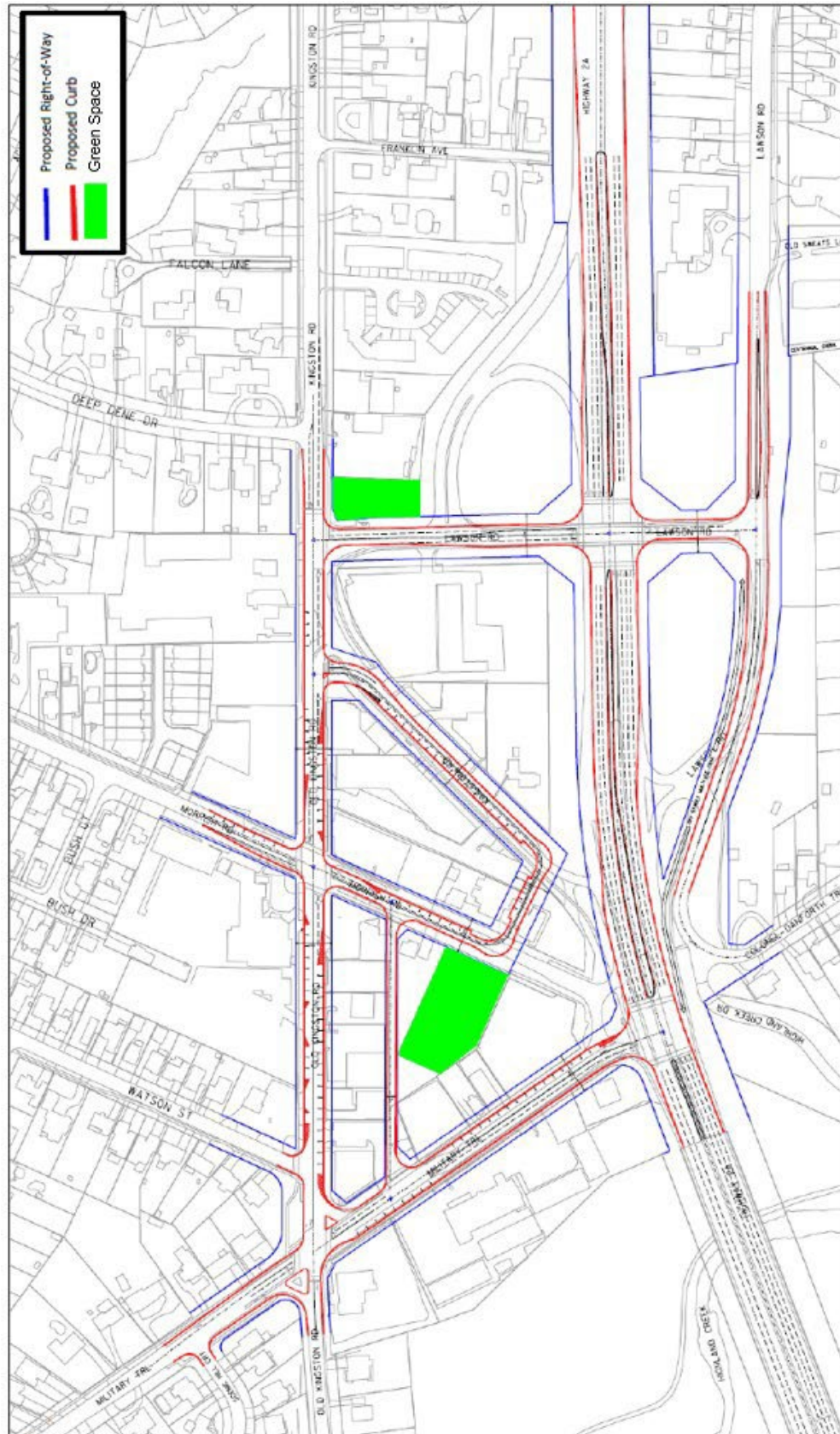
Official Plan Amendment # 336

Right-of-Way Widths Associated with Existing Major Streets Map 3

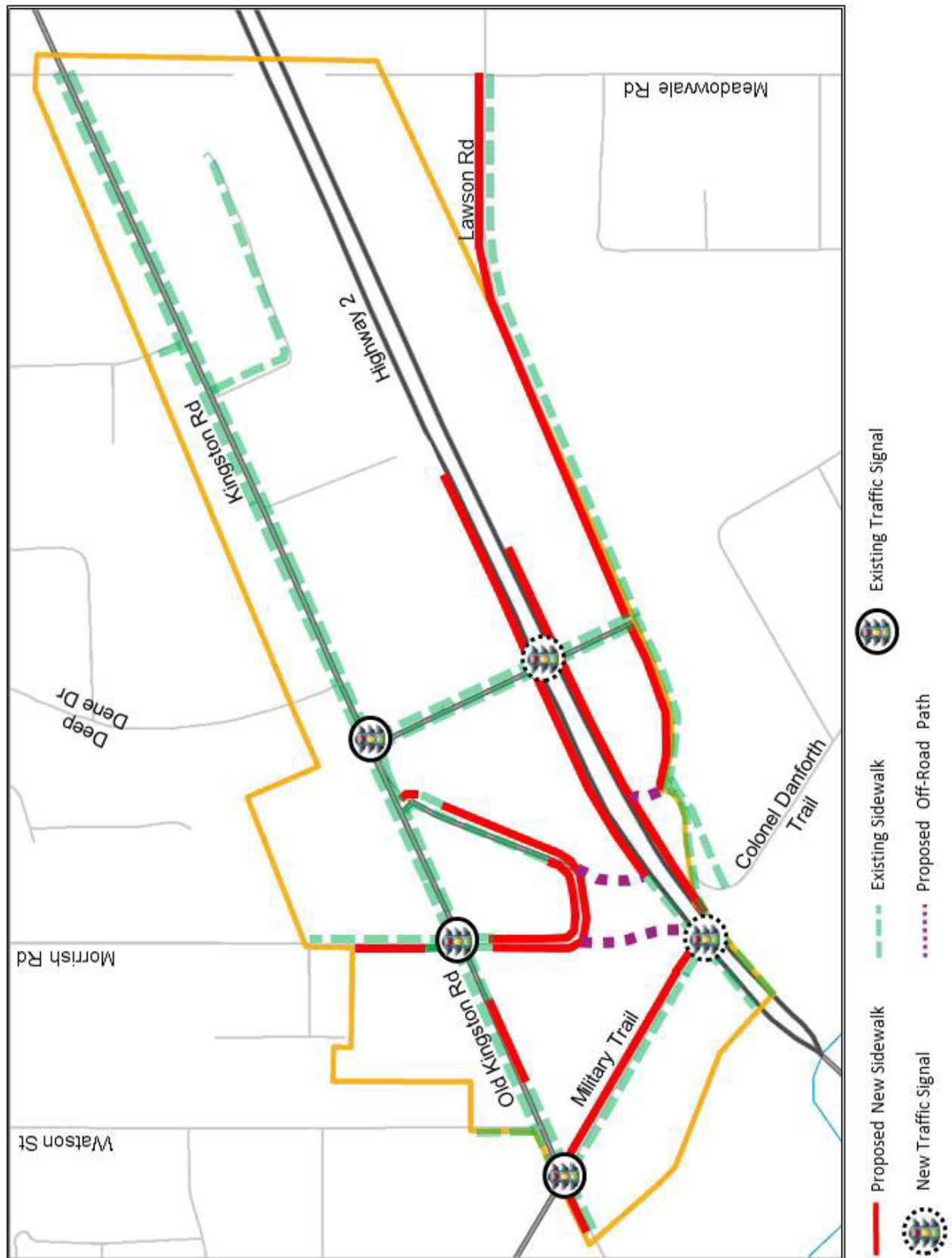
Existing	Proposed Changes	Proposed Deletions
45 metres and over	27 metres	27 metres
36 metres	20 metres	
30 metres	Non-uniform width, to be retained as existing at the time of Plan adoption.	
	27 metres	
	23 metres	



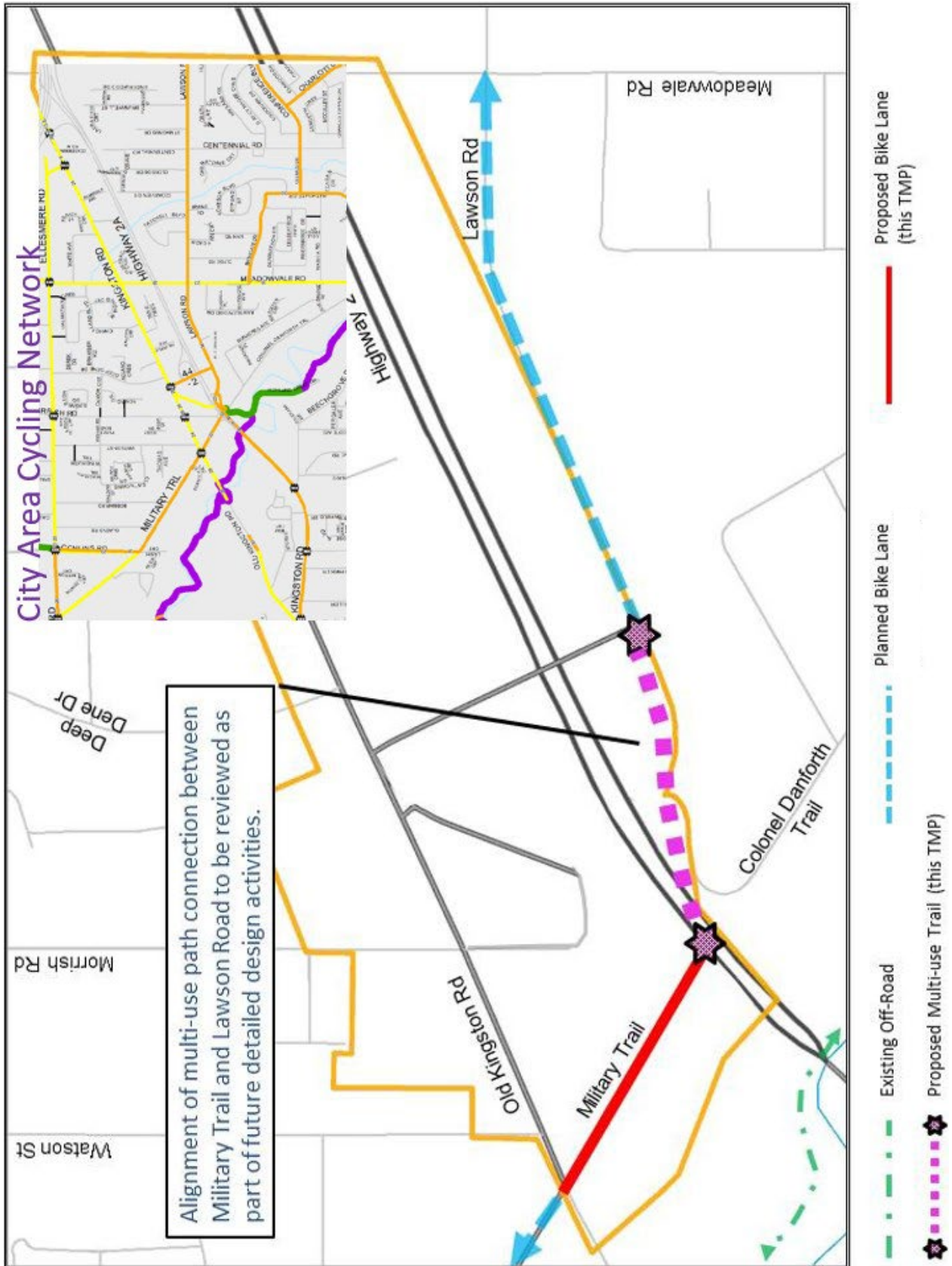
ATTACHMENT 2: Preferred Street Network Solution



ATTACHMENT 3: TMP Pedestrian Network



ATTACHMENT 4: TMP Cycling Network/Cycling Network Plan



ATTACHMENT 5: TMP 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.

Indigenous Community Engagement:

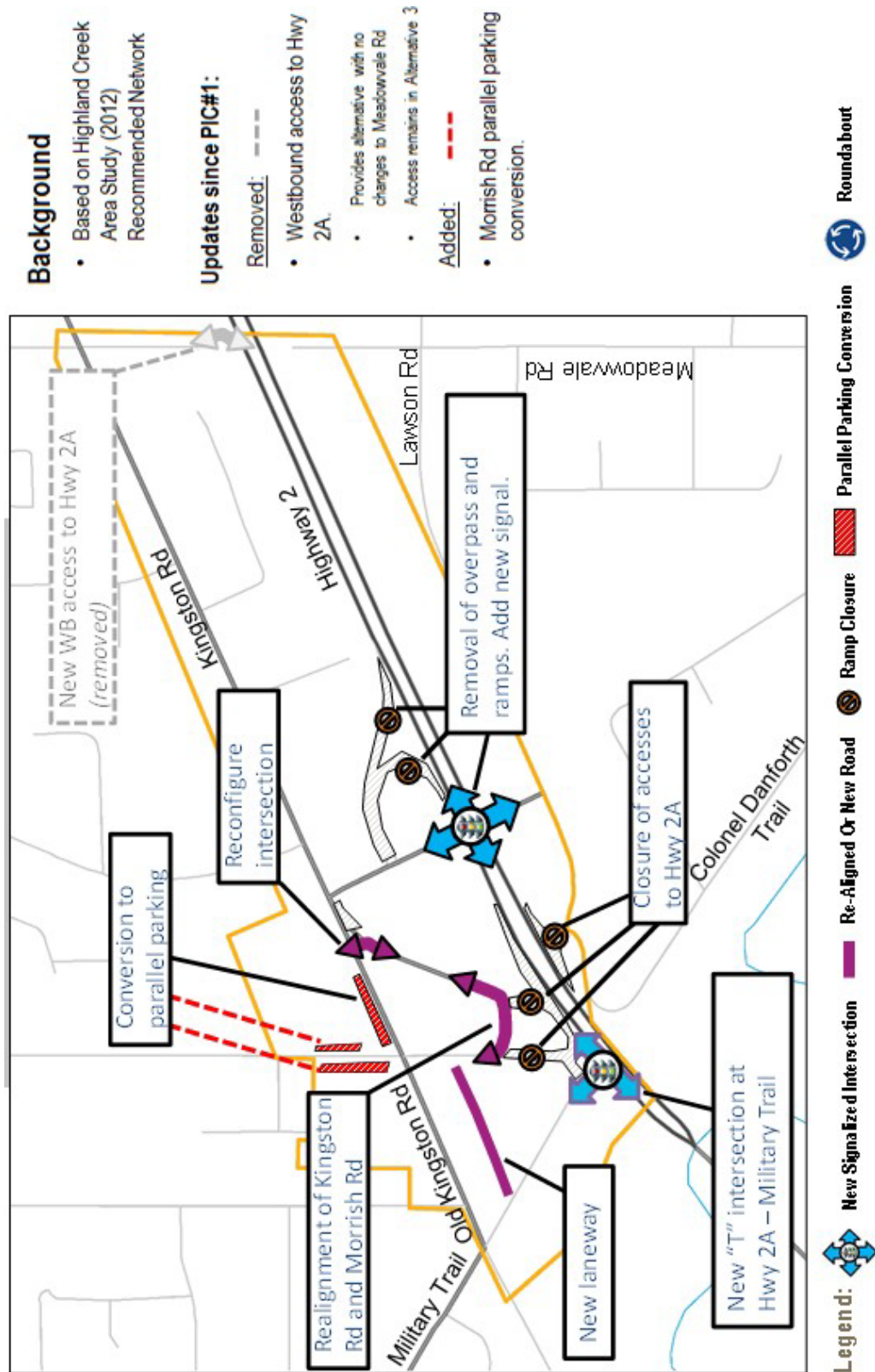
To date, the following Nations were notified regarding the Notice of Commencement and Public Information Centre 1 (June 19, 2014); and PIC 2 (June 12, 2015):

- Alderville First Nation
- Curve Lake First Nation

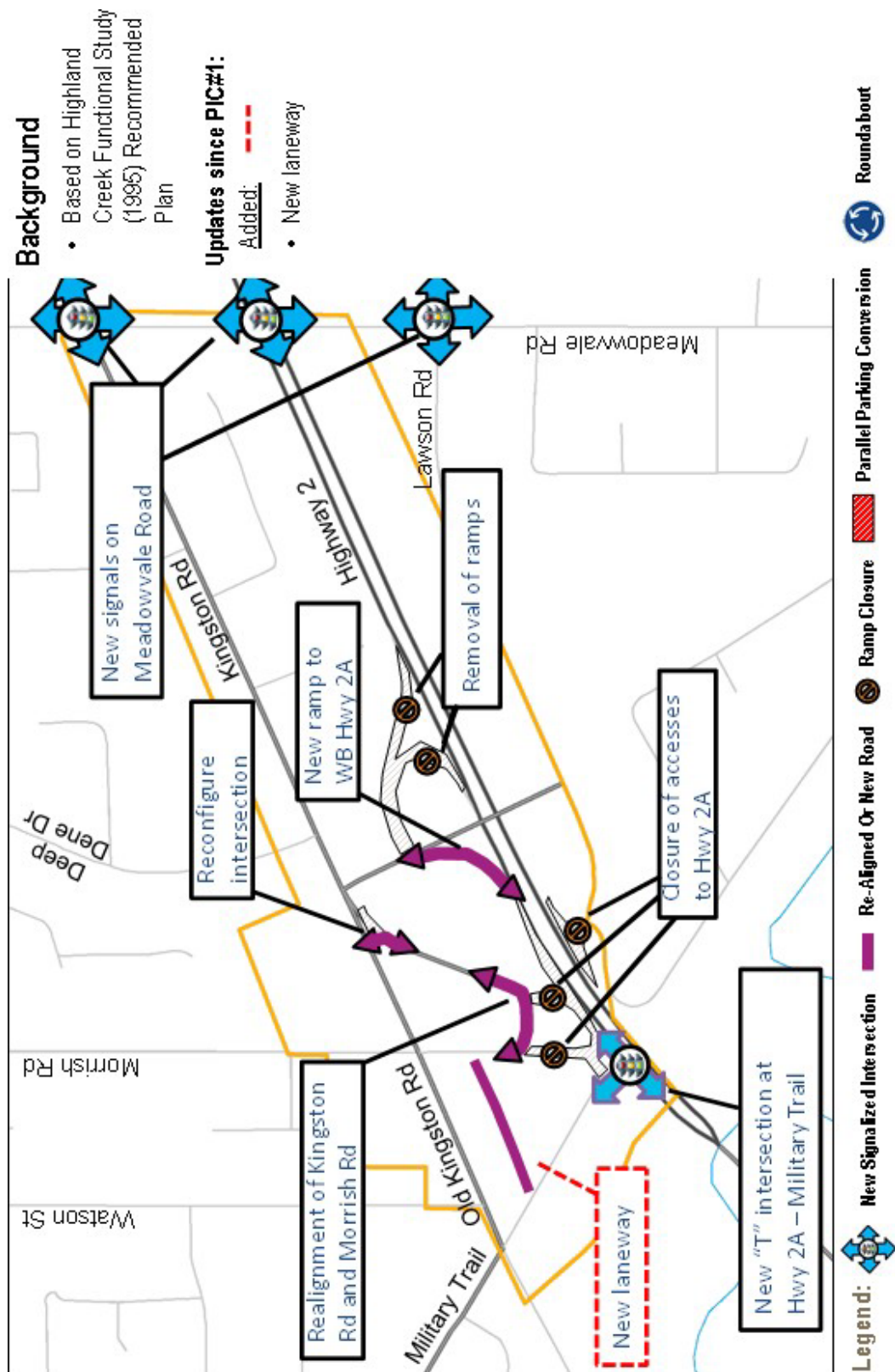
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the New Credit First Nation
- Mississaugas of Scugog Island First Nation
- Williams Treaties First Nations

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 6: TMP Alternative 1 - Overpass Removal and New At-Grade Intersection



ATTACHMENT 7: TMP Alternative 2 - Meadowvale Signals and Westbound Overpass Ramp



ATTACHMENT 8: TMP Alternative 3 – Kingston Road Connection

Background

- New alternative developed for the TMP

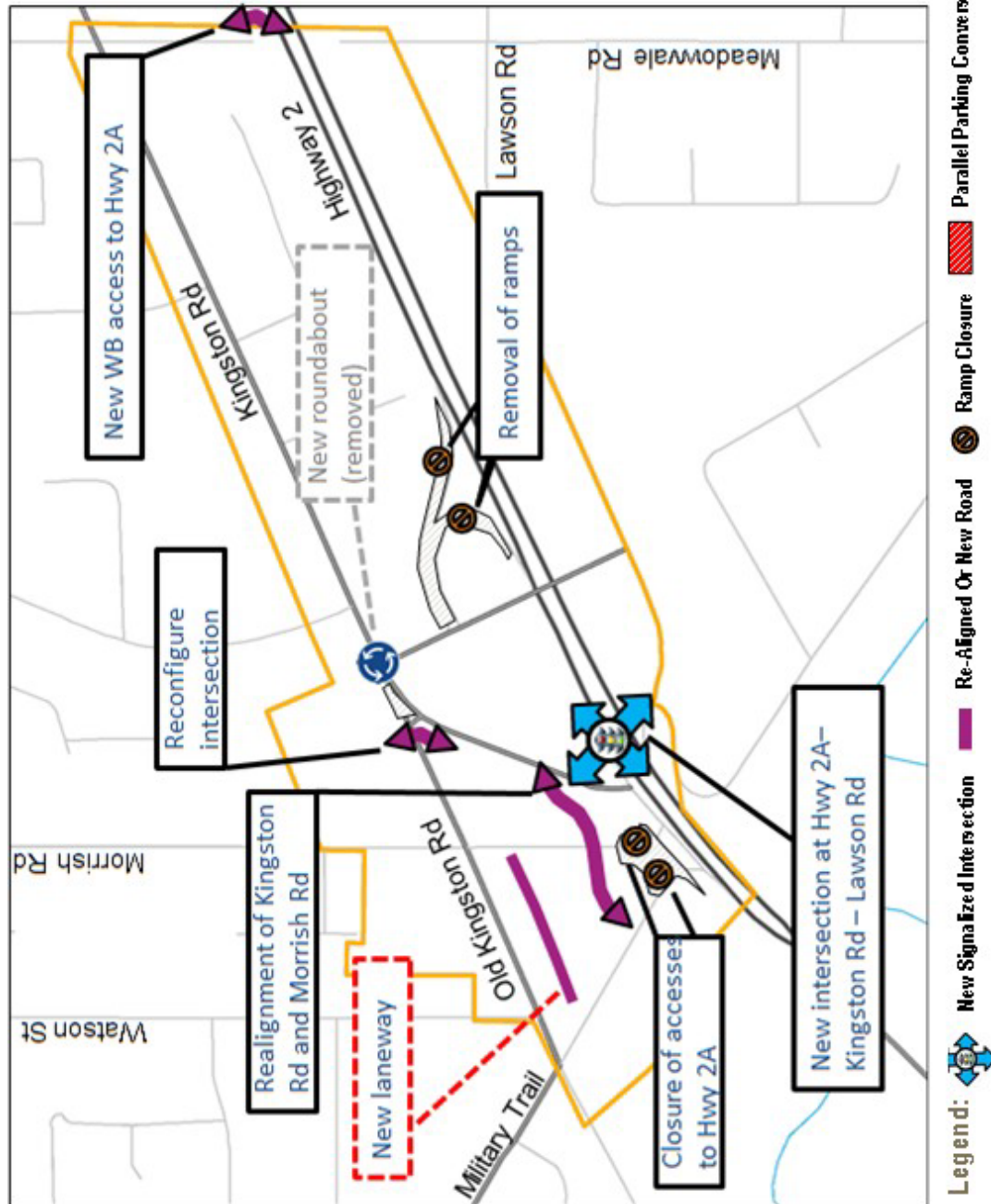
Updates since PIC#1:

Removed: ---

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

Added: ---

- New laneway



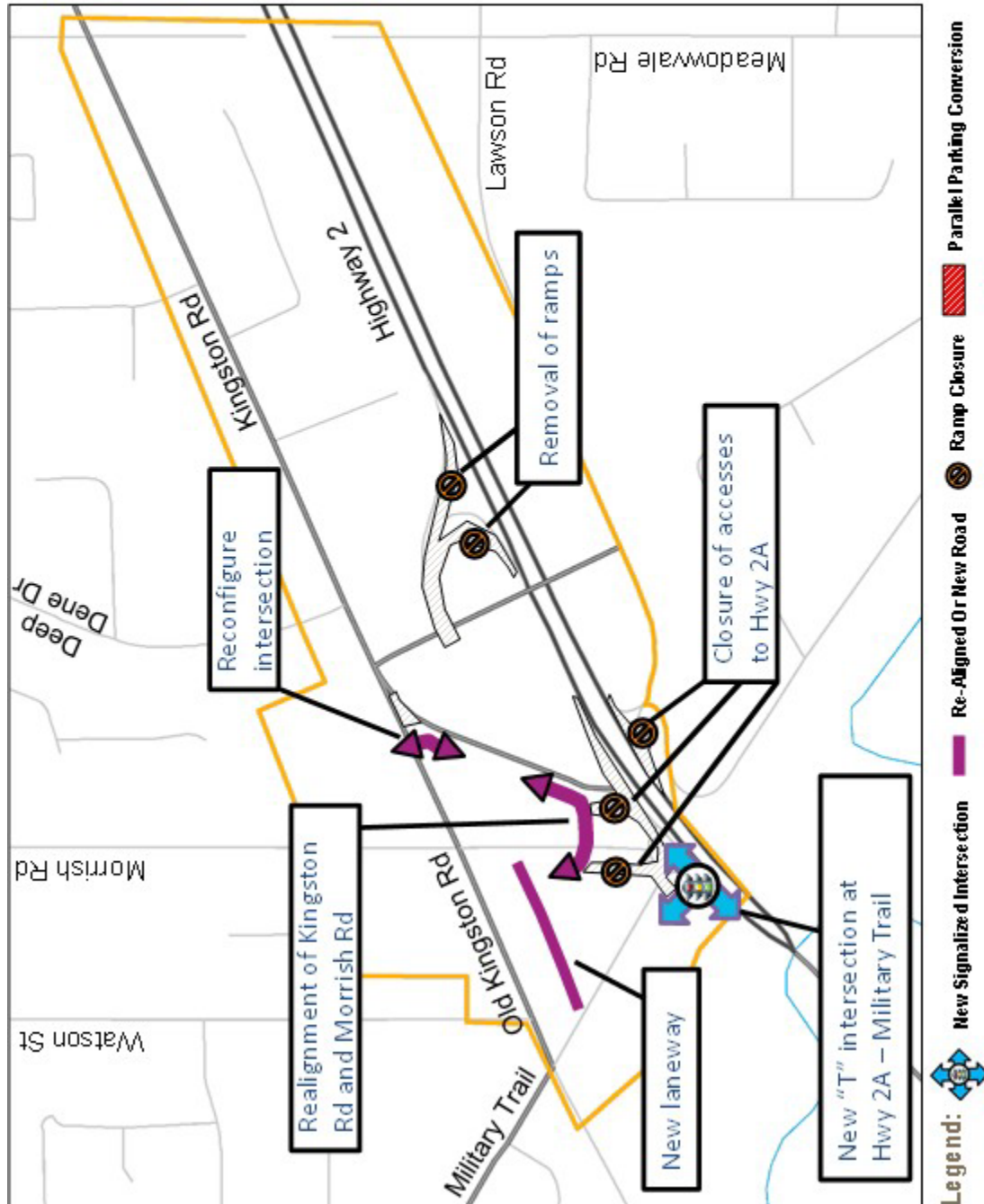
ATTACHMENT 9: TMP Alternative 4 – Military Trail Intersection with Overpass In-Place

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)

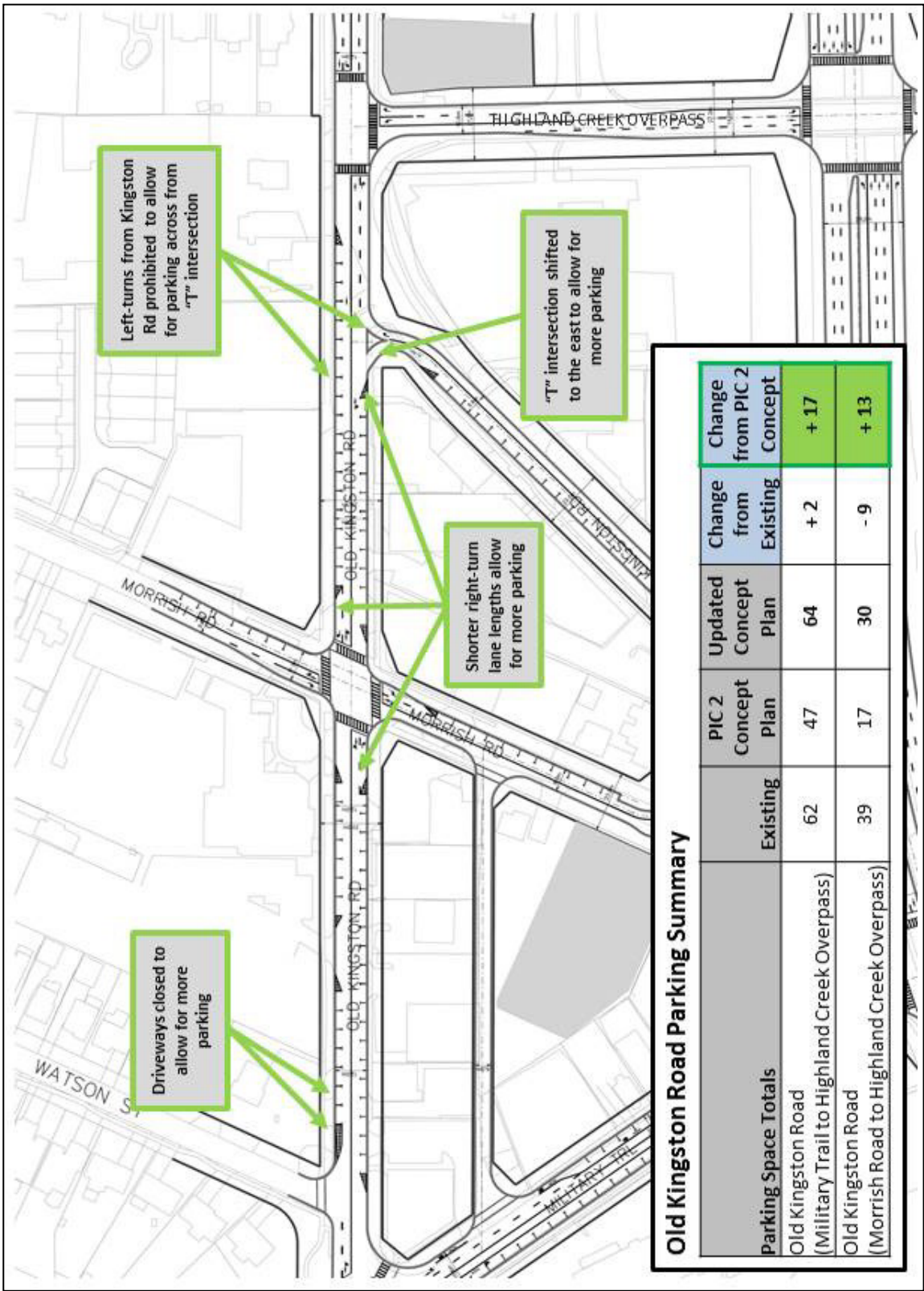


ATTACHMENT 10: TMP Evaluation Criteria and Evaluation of Alternatives

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 11: Parking Plan

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



ATTACHMENT 12: Right-of-way Changes

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