
# Attachment 3: Final Alternative and Evaluation Summary

# Contents

# 1 Evaluation Framework

The evaluation framework for the ReNew Golden Mile Environmental Assessment (EA) consists of two sets of evaluation criteria. The first set was used to evaluate the 17 short-listed Alternative Alignments and the second set was used to evaluate the 16 Alternative Street Designs for the corridors being studied in the EA.

Initial evaluation criteria was presented at the first public consultation meeting in April 2023 and was then refined based on feedback received. The City utilized this initial criteria, with refinements, to evaluate the Alternative Alignments. The Alternative Alignment evaluation criteria included seven overarching categories with a number of criteria within each category and then a series of either qualitative or quantitative measures for each criteria to assess each Alternative Alignment.

For the Alternative Street Designs, a simplified set of criteria was developed following the first public consultation that focused on the priorities the public communicated to the City and objectives for the EA. The criteria was applied to the resulting short list of street alignment alternatives to obtain a recommendation with the least environmental impact that supports the area transportation needs. The new criteria and evaluation summaries were presented during the second consultation period for feedback.

The final Alternative Alignment Evaluation Criteria is presented below in Table 1, with the final Alternative Street Design Evaluation Criteria presented in Table 2.

**Table 1: Alternative Alignment Evaluation Criteria**

| | | |
|---|---|---|
| **Transportation** | Creation of an accessible street network for all ages and abilities (qualitative) | Does the alternative improve/provide opportunities for equitable, safe, comfortable, reliable, and continuous pedestrian and cycling facilities and connections to existing and planned pedestrian and cycling facilities? |
| | | Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)? |
| | Public transportation improvements (qualitative) | Does the alternative improve connections/access to transit facilities and Eglinton Crosstown LRT (ECLRT) or create opportunities to expand TTC service? |
| | Multimodal network capacity and efficiency (quantitative - weekday PM peak period) | Auto Corridor Travel Time |
| | | Pedestrian Travel Time |
| | | Cyclist Travel Time |

| | | |
|---|---|---|
| | | Overall Intersection Delay and Level of Service (LOS) (*during PM peak hour*) |
| | Design (quantitative) | Does the alternative meet desired design criteria and standards (e.g. Transportation Association of Canada (TAC), City engineering standards) and/or improve existing road safety and comfort? |
| | Emergency response and incident response (qualitative) | Does the alternative improve emergency service accessibility? |
| **Policy Framework** | Provides equitable transportation choices (qualitative) | Does the alternative promote transportation choice for people of all ages and abilities through the provision of well-connected, continuous and comfortable cycling and walking routes? |
| | | Does the alternative meet or exceed accessibility needs for people with disabilities? |
| | Compatibility with planning policies (qualitative) | Does the alternative support the Golden Mile Secondary Plan Vision & Principles? |
| | | Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan? |
| **Natural Environment** | Impacts to the natural environment (qualitative and quantitative) | Does the alternative result in the potential for increased runoff (quantitative based on amount of impervious surface area)? |
| | | Does the alternative have the potential to impact surface water features? |
| | | Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)? |
| | | Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development). |
| **Healthy Communities** | Noise (qualitative) | Does the alternative contribute to improved noise conditions? |
| | Air quality (qualitative) | Does the alternative contribute to improved air quality conditions? |

| Category | Criteria | Measure |
|---|---|---|
| | | Does the alternative promote reduction of greenhouse gas emissions? |
| | Creates place-making Opportunities | Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements? |
| | | Does the alternative have the potential to improve area lot fabric and/or create viable development blocks? |
| | Connects to/from Destinations (qualitative) | Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)? |
| **Cultural Heritage** | Maintains or enhances Archaeological resources and traditional uses of Indigenous people (qualitative) | Are there archaeological resources that might be affected by the alternative and what is the nature of the impact? Can the impacts be mitigated? |
| | Maintains or enhances cultural heritage resources (qualitative) | Are there cultural heritage resources that might be affected by the alternative and what is the nature of the impact? |
| **Economical** | Impacts to private property and businesses (qualitative and quantitative) | Does the alternative have a full and/or partial impact to private properties not anticipated to redevelop (quantitative – land area) and/or existing businesses (number of businesses) and nature of the impact (e.g. loss of driveway access/street frontage)? Can the impact be mitigated? |
| | Area Development (qualitative | Can segments of a street be delivered through future area development to support redevelopment? |
| | | Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact? |
| **Engineering and Cost** | Engineering feasibility and cost (quantitative) | Construction cost (based on a linear metre street construction cost) |
| | | What is required for maintaining and operating the alternative? |
| | Construction staging and phasing (qualitative) | Can the alternative be constructed through staging to minimize disruption to existing transit, pedestrian, cyclist and auto mobility |

| | | |
|---|---|---|
| | | and/or is it possible to construct in phases associated with area development? |
| | Potential sources of soil contamination (quantitative) | Does this alternative have potential to impact contaminated property? |
| | Management of contaminated soils (qualitative) | How will types and quantities of excess materials be managed (including contamination)? |
| | Existing municipal infrastructure and utilities (qualitative) | Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)? |

**Table 2: Alternative Street Design Evaluation Criteria**

| | | |
|---|---|---|
| **Pedestrian Space** | Pedestrian Clearway | Does the recommended clearway width align with ground floor uses and/or type of corridor? |
| | Accessibility | Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines? |
| **Cycling** | Cycle Track | Does the recommended cycle track meet desired width and buffer from live traffic and pedestrian clearway? |
| **Driving** | Vehicular Lanes | For O'Connor Drive Reconfiguration - is the number of vehicular lanes sufficient to support a functioning street network in a dense urban environment? Is there ability to accommodate dedicated turn lanes at key intersections?<br><br>Are minimum lane widths accommodated for? |
| | Curbside Activity | Does the design allow space for parking if adjacent land uses would benefit from it? |
| **Public Realm** | Pedestrian Experience | Does the sidewalk width support moderate to high levels of two-way pedestrian movement and consideri the type of corridor? |
| | Minimum Furnishing Zone | Does the alternative meet standards based on the City of Toronto Streetscape Manual User Guide (2019)<br><br>What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle) |
| | Planting Zone | Does the alternative support objectives for increasing the City's tree canopy, measured by rows of trees accommodated in boulevard? |
| | | How much space is allocated to planting zones? Is there space for open planters and/or grated planters? |

| Category | Criteria | Measure |
|---|---|---|
| **Utilities** | Overhead & Subsurface Utilities | Does the recommended cross-section require new utility installations or existing utility relocations? |

# 2 Final Alternatives

## 2.1 Short-Listed Alternative Alignments

A total of 17 short-listed Alternative Alignments were presented at the first public consultation. Following the public consultation, the Alternative Alignments were refined based on feedback and on-going discussions with area development interests and presented at the second public consultation. Refinements were made to:

- Alternative 4 for the Golden Mile Boulevard;
- Alternative 1 and 3 for the O'Connor Drive Reconfiguration and Extension corridor Alternatives east of Victoria Park to provide a 90 degree angle intersection at Victoria Park and Alignment 1 was also adjusted west of Victoria Park Avenue to reduce property impacts;
- Alternative 2 for the O'Connor Drive Reconfiguration and Extension corridor was modified slightly where it connects to Victoria Park Avenue to significantly reduce the existing skewed intersection; and
- Alternative 1 for the O'Connor Drive Extension east of Pharmacy Avenue was adjusted to reflect discussions with a number of landowners and development interests in the area; and
- A new Alternative Alignment (Alternative 4) was included for the O'Connor Drive Extension corridor east Pharmacy Avenue.

The final Alternative Alignments are shown in Figure 1.

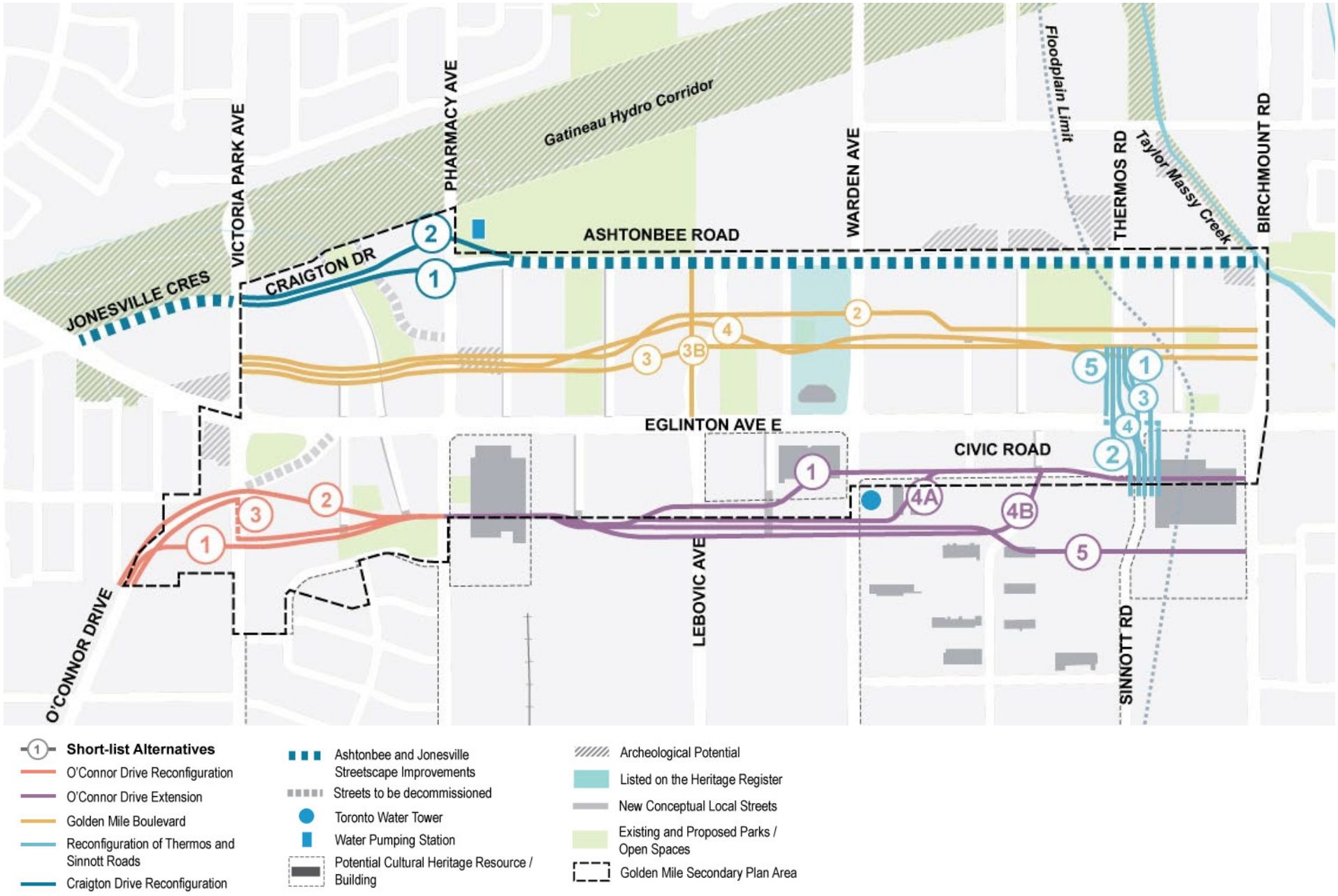


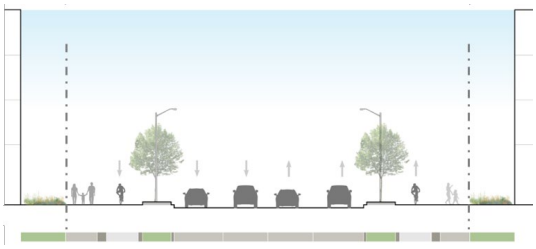

**Figure 1: Final Short-Listed Alternatives**

## 2.2 Short-Listed Alternative Street Designs

### 2.2.1 O'Connor Drive Reconfiguration Alternative Designs

A total of four short-listed Alternative Designs were presented at the first public consultation for the O'Connor Drive Reconfiguration (western limit to Pharmacy Avenue). Following the first public consultation, minor modifications to Alternative C4 were made to enable continuous sidewalks and satisfy functional requirements at intersections, without further property requirements. The updated designs were presented at the second public consultation. The final Alternative Designs are shown in Figure 2.

**Figure 2: O'Connor Drive Reconfiguration Alternative Designs**

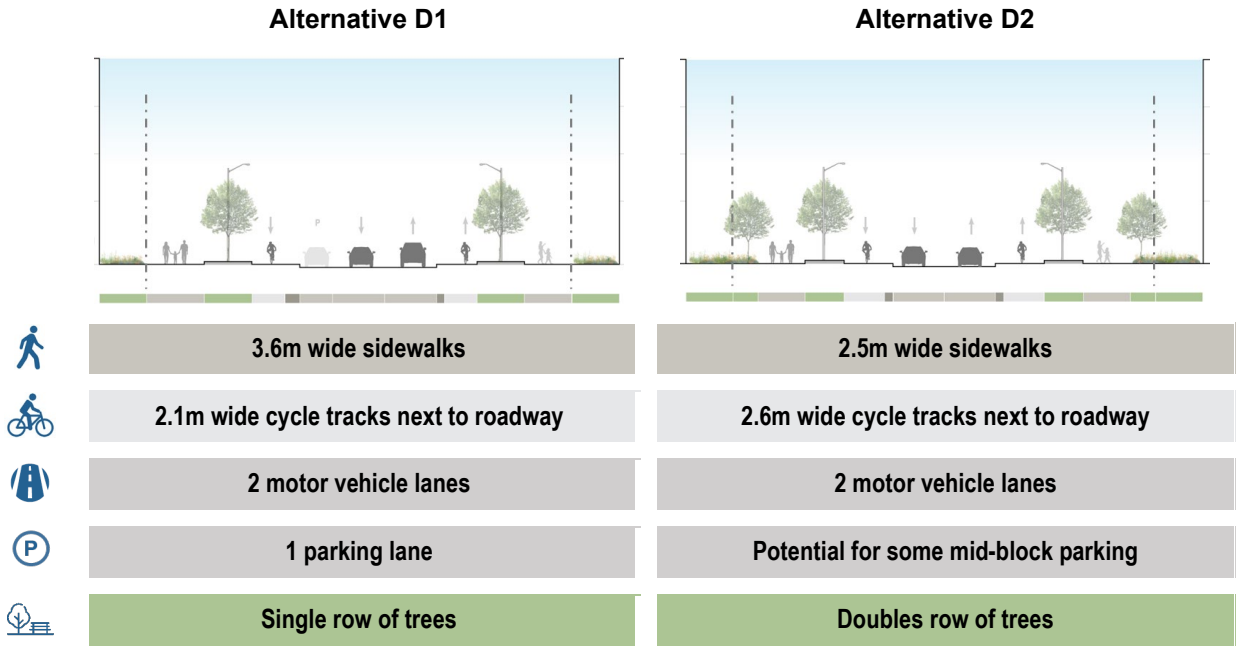
| | Alternative C1 | Alternative C2 |
|---|---|---|
| |  |  |
| | 2.1m wide sidewalks | 2.1m wide sidewalks |
| | 2.1m wide cycle tracks next to sidewalk | 2.1m wide cycle tracks next to roadway |
| | 4 motor vehicle lanes | 2 motor vehicle lanes + centre left turn lane |
| | No on-street parking | Potential for some mid-block parking |
| | Single row of trees | Doubles row of trees |

| | Alternative C3 | Alternative C4 |
|---|---|---|
| |  |  |
| | 3.6m wide sidewalks | 2.5m wide sidewalks |
| | 2.1m wide cycle tracks next to roadway | 2.6m wide cycle tracks next to roadway |
| | 2 motor vehicle lanes | 2 motor vehicle lanes |
| | 1 parking lane | Potential for some mid-block parking |
| | Single row of trees | Doubles row of trees |

### 2.2.3 O'Connor Drive Extension Alternative Designs

A total of two short-listed Alternative Designs were presented at the first public consultation for the O'Connor Drive Extension (Pharmacy Avenue to Birchmount Road). Following the first public consultation, minor modifications to some Alternative D2 was made to enable continuous sidewalks and satisfy functional requirements at intersections without further property requirements. The updated designs were presented at the second public consultation. The final Alternative Designs are shown in Figure 3.

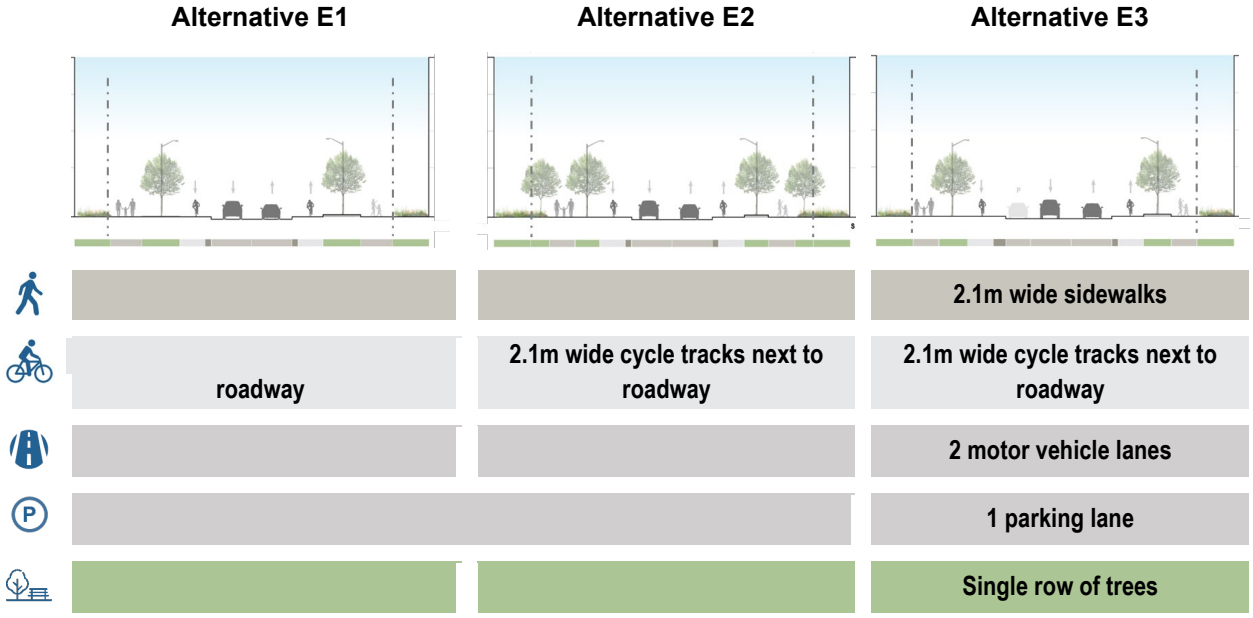
**Figure 3: O'Connor Drive Extension Alternative Designs**



### 2.2.5 Craigton Drive Reconfiguration Alternative Designs

A total of three short-listed Alternative Designs were presented at the first and second public consultations for the Craigton Drive Reconfiguration. The final Alternative Designs are shown in Figure 4.

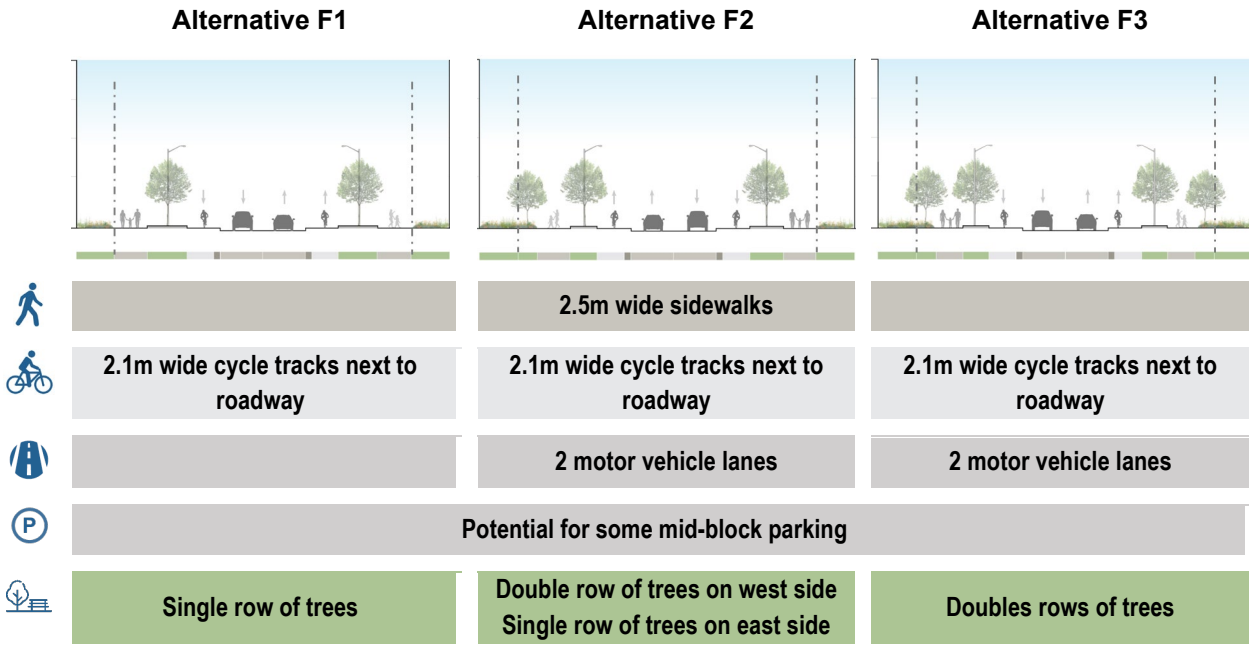
**Figure 4: Craigton Drive Reconfiguration Alternative Designs**




### 2.2.6 Thermos Road and Sinnott Road Alternative Designs

A total of three short-listed Alternative Designs were presented at the first and second public consultations for the Thermos Road and Sinnott Road potential realignment. The final Alternative Designs are shown in Figure 5.

**Figure 5: Thermos Road and Sinnott Road Alternative Designs**



## 2.2.8 Golden Mile Boulevard Alternative Designs

A total of three short-listed Alternative Designs were presented at the first and second public consultations for Golden Mile Boulevard section with a 27 metre street width. A total of two short-listed Alternative Designs were presented for the section with a 20 metre street width. The final Alternative Designs are shown in Figures 7 and 8, respectively.

**Figure 7: Golden Mile Boulevard Alternative Designs (27m)**

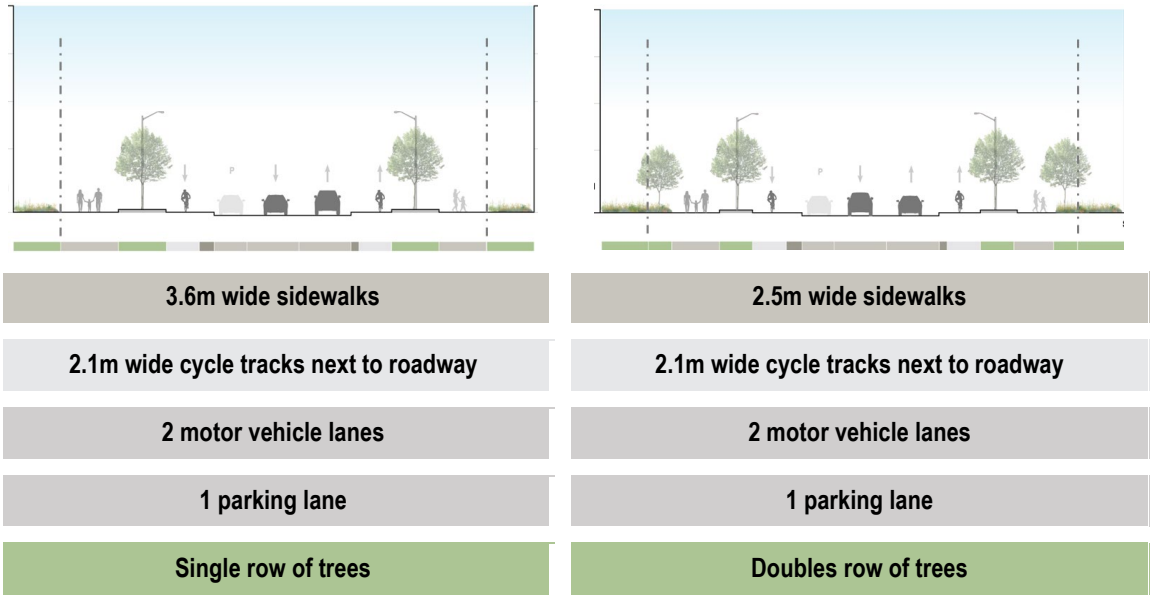
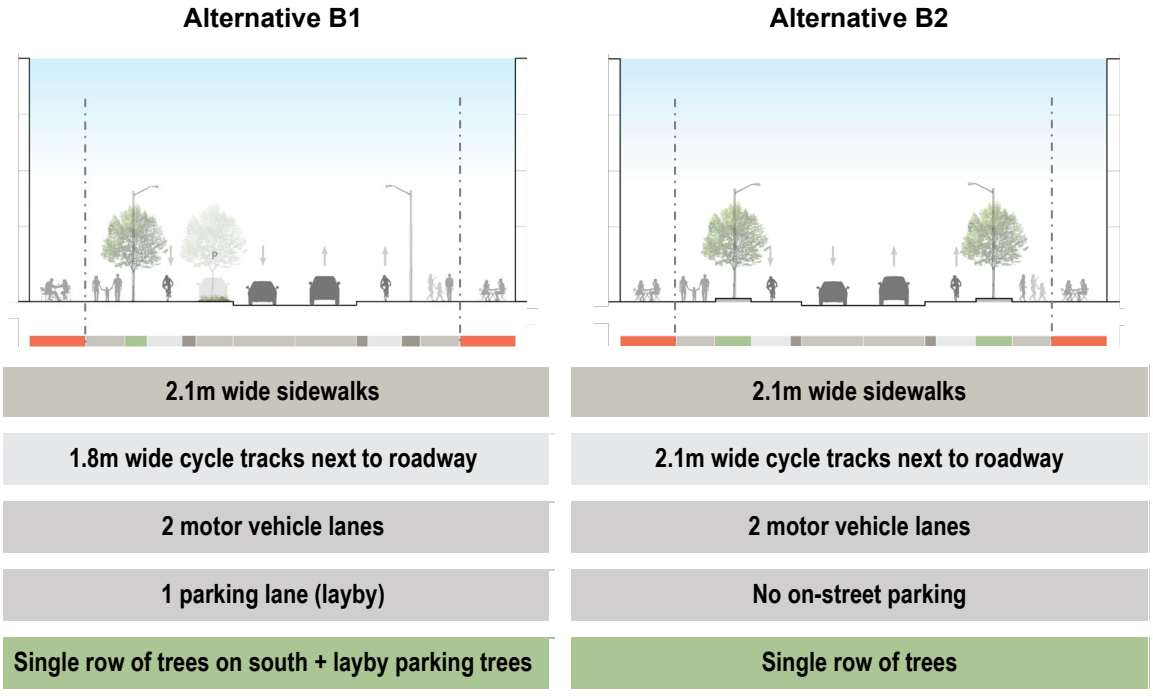



**Figure 8: Golden Mile Boulevard Alternative Designs (20m)**



# 3 Evaluation Summaries

## 3.1 O'Connor Drive Reconfiguration

### 3.1.1 Alternative Alignment Evaluation Summary

**Table 1: O'Connor Drive Reconfiguration and Extension to Pharmacy Avenue Alternatives Evaluation Table**

| Category | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|
| TRANSPORTATION | + | + | − |
| POLICY FRAMEWORK | + | + | − |
| NATURAL ENVIRONMENT | + | + | + |
| HEALTHY COMMUNITIES | + | ○ | − |
| CULTURAL HERITAGE | ○ | + | ○ |
| ECONOMICAL | ○ | − | + |
| ENGINEERING AND COST | ○ | ○ | ○ |

+ Most Preferred
○ Moderately Preferred
− Least Preferred

**Based on the Street Alignment Evaluation Framework, Alternative 1 is the recommended preferred alternative.** Alternative 1 provides a continuous connection from Victoria Park Avenue to Pharmacy Avenue. This alternative requires additional policy work to mitigate impacts on lands west of Victoria Park Avenue, along with a City-initiated re-zoning east of Victoria Park Avenue to reflect the Recommended Alignment.

**Transportation:** Alternatives 1 and 2 are preferred from a transportation perspective, as the continuous connection reduces bus travel times and provides connectivity for TTC buses and the Eglinton Crosstown LRT. Alternatives 1 and 2 meet most desired design criteria. Alternative 3 has the most closely spaced signals which will result in the poorest overall performance. Alternative 1 and Alternative 2 similarly improve active transportation connections and emergency service accessibility. Alternative 3 does not experience these same benefits.

**Policy Framework:** Alternative 1 and Alternative 2 perform similarly from a policy framework. They both meet AODA design guidelines, are consistent with City policies, guidelines and the TMP's problem and opportunity statement. They both contribute to providing a finer grid of streets and blocks. Alternative 3 provides a coarser grain of streets and does not adequately address the TMP's problem and opportunity statement.

**Natural Environment:** The alternatives are all equally preferred from a Natural Environment perspective. Natural environment impacts and mitigation opportunities are similar across all alignments.

**Healthy Communities:** Alternative 1 and Alternative 2 have similar impacts on air quality and Green House Gas (GHG) reductions. Alternatives 1 and 3 have the potential to increase noise impacts to existing residential areas, however, these are anticipated to be typical for an urban area. Alternative 3 is expected to lead to an increase in GHG emissions, as the jog in the road will lead to an increase in vehicles queuing and delays at the new intersections. Alternatives 2 and 3 create irregular lot configurations adjacent to the new street.

**Cultural Heritage:** Alignment 2 is preferred from a cultural heritage perspective as it is located further away from a Postwar subdivision classified as a Cultural Heritage Landscape and has the lowest potential for impact.

**Economical:** Alternative 3 is preferred from an economic perspective as it has the least impacts to businesses and requires the least amount of property. Alternatives 1 and 3 require the minor reconfiguration of development sites with approved development blocks/buildings. Whereas, Alternative 2 requires significant reconfiguration of approved development blocks east of Victoria Park Avenue with the required development approvals significantly advanced. Alternative 1 requires the most amount of private property and impacts the most existing businesses. These impacts can be mitigated through parallel planning work and a potential future land exchange.

**Engineering and Cost**: Alternatives 2 and 3 have mid-range implementation costs and construction complexity. While Alternative 1 has the highest implementation cost, these costs can be offset through phased implementation with development.

### 3.1.2 Alternative Street Design Evaluation Summary

**Table 2: O'Connor Drive Reconfiguration and Extension to Pharmacy Avenue Designs Evaluation Table**

| Category | Alternative C1 | Alternative C2 | AlternativeC3 | Alternative C4 |
|---|---|---|---|---|
| Pedestrian Space | Good | Good | Very Good | Very Good |
| Cycling | Good | Good | Good | Very Good |
| Driving | Good | Good | Very Good | Very Good |
| Public Realm | Good | Very Good | Good | Very Good |
| Utilities | Very Good | Good | Very Good | Good |

Very Good
Good
Poor

**Based on the Alternative Street Design Evaluation Framework, Alternative C4 is the overall recommended preferred design.** Overall, Alternative C4 is preferred as it meets and exceeds pedestrian space requirements and provides desirable cycle track widths. It provides space for two wide planting and furnishing zones on either side of the street. It provides sufficient vehicular capacity and enables dedicated right and left turn lanes at key intersections. There are also opportunities for mid-block lay-by parking.

**Pedestrian Space:** Alternative C3 provides the most space for pedestrians. Alternative C4 meets objectives for pedestrian space for the type of corridor O'Connor Drive is. All alternatives meet or exceed sidewalk widths from an accessibility perspective.

**Cycling:** Alternative C4 is preferred as it exceeds minimum requirements and provides added space for snow clearance and buffer to vehicular lanes. Alternatives C1, C2 and C3 meet minimum requirements only.

**Driving:** Alternatives C1, C3 and C4 have sufficient capacity for future traffic volumes. Alternatives C3 and C4 are able to accommodate dedicated turn lanes at key intersections which improves intersection operations. Alternative C1 can only accommodate dedicated left turn lanes. A continuous two-way left-turn turn lane in Alternative C2 is not required by adjacent land uses (existing or proposed). Lay-by parking is not able to be accommodated in Alternative C1.

**Public Realm:** Alternative C4 is preferred as it provides more rows of tree planting while still supporting a good pedestrian experience.

**Utilities:** Alternative C3 is preferred as it is anticipated to not require soil cells. All alternatives would require new or relocated utilities.

## 3.2 O'Connor Drive Extension to Birchmount Road

### 3.2.1 Alternative Alignment Evaluation Summary

**Table 3: O'Connor Drive Extension to Birchmount Road Street Alternatives Evaluation Table**

| Category | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|---|---|---|
| TRANSPORTATION | ○ | ○ | ○ | + |
| POLICY FRAMEWORK | + | + | + | + |
| NATURAL ENVIRONMENT | + | + | + | + |
| HEALTHY COMMUNITIES | + | + | + | + |
| CULTURAL HERITAGE | ○ | − | ○ | ○ |
| ECONOMICAL | + | − | − | − |
| ENGINEERING AND COST | + | ○ | ○ | − |

+ Most Preferred
○ Moderately Preferred
− Least Preferred

**Based on the Street Alignment Evaluation Framework, Alternative 1 is the overall recommended preferred alternative.** Alternative 1 connects to and extends Civic Road to Birchmount Road east of Warden Avenue. This alignment is the overall preferred alignment as it impacts the least number of properties, it can be constructed in phases, is the least costly alternativeand  has the least impacts to cultural heritage.

**Transportation:** Transportation impacts and mitigation opportunities are similar across all alignments; however, Alternative 5 provides an additional pedestrian and cycling connection at Bonniewood Road. Alternatives 1, 4A and 4B also have reduced signal spacing at intersections between Warden Avenue and Birchmount Road.

**Policy Framework:** All alternatives perform similarly from a policy framework. They meet AODA design guidelines, are consistent with City policies, guidelines and the TMP's problem and opportunity statement. They all contribute to providing a finer grid of streets and blocks.

**Natural Environment:** Natural enviroment impacts and mitigation opportunities are similar across all alternatives.

**Healthy Communities:** All alternatives have similar impacts to noise and air quality, and are anticipated to reduce GHG emissions by improving access for transit and active transportation. All alternatives result in viable development blocks.

**Cultural Heritage:** Alternatives 1, 4A and 4B have direct impacts to the potential Built Heritage Resource (BHR) at 2201 Eglinton Avenue East with the potential to mitigate impacts during

detailed design and completion of a Resource Specific Heritage Impact Assessment. Alternatives 4A and 5 have direct impacts to potential built heritage features of the General Engineering Company of Ontario (GECO) munitions plant from WWII.

**Economical:** Alternative 1 is preferred from an economical perspective, as it requires the least amount of property and does not require reconfiguration of development sites with approved development blocks/buildings. Most property impacts can be mitigated through future area development. Alternatives 4A, 4B and 5 have significant impacts to properties and businesses east of Warden Avenue.

**Engineering and Cost:** Alternative 1 is preferred from an implementation perspective as it can be constructed in phases and will have the least cost compared to the other alternatives.

### 3.2.2 Alternative Street Design Evaluation Summary

**Table 4: O'Connor Drive Extension to Birchmount Road Street Designs Evaluation Table**

| Category | Alternative D1 | Alternative D2 |
|---|---|---|
| Pedestrian Space | ✚ | ✚ |
| Cycling | ○ | ✚ |
| Driving | ✚ | ✚ |
| Public Realm | ○ | ✚ |
| Utilities | ✚ | ○ |

✚ Very Good
○ Good
▬ Poor

**Based on the Design Evaluation Framework, Alternative D2 is the overall recommended preferred design.** Overall, Alternative D2 is preferred as it meets and exceeds pedestrian space requirements and provides desirable cycle track widths. It provides space for two wide planting and furnishing zones on either side of the street. It provides sufficient vehicular capacity and enables dedicated right and left turn lanes at key intersections. There are also opportunities for mid-block lay-by parking.

**Pedestrian Space:** Alternative D1 provides the most space for pedestrians. Alternative D2 meets objectives for pedestrian space for the type of corridor O'Connor Drive is. All alternatives meet or exceed sidewalk widths from an accessibility perspective.

**Cycling:** Alternative D2 is preferred as it exceeds minimum requirements and provides added space for snow clearance and buffer to vehicular lanes. Alternative D1 meets minimum requirements only.

**Driving:** Both alternatives provide two vehicular lanes that meet guideline requirements. Both alternatives support curbside activity for adjacent land uses. Alternative D1 provides a

continuous lane of on-street parking. Alternative D2 provides opportunities for some mid-block lay-by parking.

**Public Realm:** Alternative D2 is preferred as it provides more rows of tree planting while still supporting a good pedestrian experience.

**Utilities:** Alternative D2 is preferred as it is anticipated to not require soil cells. All alternatives would require new or relocated utilities.

## 3.3 Craigton Drive Reconfiguration

### 3.3.1 Alternative Alignment Evaluation Summary

**Table 5: Craigton Drive Reconfiguration Street Alternative Alignments Evaluation Table**

| Category | Alternative 1 | Alternative 2 |
|---|---|---|
| TRANSPORTATION | + | O |
| POLICY FRAMEWORK | + | + |
| NATURAL ENVIRONMENT | + | + |
| HEALTHY COMMUNITIES | + | + |
| CULTURAL HERITAGE | + | + |
| ECONOMICAL | − | + |
| ENGINEERING AND COST | − | − |

+ Most Preferred
O Moderately Preferred
− Least Preferred

**Based on the Alternative Alignment Evaluation Framework, Alternative 2 is the recommended preferred alternative.** Alternative 2 realigns Craigton Drive north of Ashtonbee Road. This alternative is recommended as it has the least private property impacts and meets and/or exceeds the transportation design criteria.

The Craigton Drive Reconfiguration recommendation requires additional mitigation measures in order for the realignment of the street to proceed. These mitigation measures are needed to maintain and protect for existing underground infrastructure services and future operations of the Eglinton Pumping Station. Transportation Services, working with other respective Divisions, will implement these measures and complete more detailed analysis during preliminary and detailed design of the re-aligned street to:

- Reduce impacts to transmission watermains and valves that would be located under the roadway;
- Include safety measures to mitigate the potential for collisions into the Pumping Station building; and
- Ensure Toronto Water has sufficient contiguous land for long term operations, maintenance, and future expansion needs. This will include consideration for the relocation of the EMS station within the area or reducing its footprint to free up land on Toronto Water's site.

**Transportation:** Alternative 1 is preferred from a transportation perspective as it meets and exceeds the design criteria and achieves a regular (90 degree) intersection configuration. Alternative 2 meets minimum requirements for intersection geometry (greater than 70 degrees). Both alternatives improve active transportation connectivity and connections to surrounding transit facilities. They also result in improved emergency service access. Traffic operations are similar across both alternatives.

**Policy Framework:** Alternative 1 and Alternative 2 are consistent with the objectives of the Golden Mile Secondary Plan and the Golden Mile TMP. Both alternatives meet AODA guidelines and contribute to a finer grain of connected streets.

**Natural Environment:** Alternative 1 and Alternative 2 are equally preferred from a natural environment perspective. Natural environment impacts and mitigation opportunities are similar across both alternatives,such as the increased runoff potential, surface water impacts, natural heritage preservation and climate change mitigation.

**Healthy Communities:** Both alternatives have similar impacts to noise and air quality. Increased mode shift through provision of improved transit and active transportation and reducing reliance on vehicle travel promotes reduction of GHG emissions. Alternative 1 results in narrow and/or odd shaped lots north of the realigned street.

**Cultural Heritage:** Alternative 1 and Alternative 2 are equally preferred from a Cultural Heritage perspective.

**Economical:** Alternative 2 is preferred from an economical perspective as it requires the least amount of property from sites not anticipated to redevelop. Alternative 1 requires the most amount of property from sites not anticipated to redevelop. Alternative 1 requires significant reconfiguration of development sites with approved Official Plan development blocks/buildings and may require reducing the amount of planned parkland to reallocate land from Craigton Drive. Alternative 1 only impacts existing accesses to two residential buildings north of Rannock Street. This can be mitigated through design.

**Engineering and Cost:** Both alternatives have significant engineering and cost implications. Alternative 2 utilizes existing Rannock Street to the extent possible, minimizing utility relocations. Alternative 2 impacts Eglinton Pumping Station infrastructure and requires land from this site. For Alternative 2 to proceed to construction, mitigation measures are required that are to be addressed during preliminary and detailed design. These include minimizing impacts to existing transmission mains and valves, ensuring valve access within the roadway, including safety measures in the design of the street and freeing up other land on the Eglinton Pumping Station site to ensure future critical water servicing requirements are met. Alternative 1 has significant utility impacts.

### 3.3.2 Alternative Street Design Evaluation Summary

**Table 6: Craigton Drive Reconfiguration Street Alternative Designs Evaluation Table**

| Category | Alternative E1 | Alternative E2 | Alternative E3 |
|---|---|---|---|
| Pedestrian Space | ✚ | ○ | ○ |
| Cycling | ○ | ○ | ○ |
| Driving | ✚ | ✚ | ○ |
| Public Realm | ○ | ✚ | ▬ |
| Utilities | ✚ | ○ | ○ |

✚ Very Good
○ Good
▬ Poor

**Based on the Design Evaluation Framework, Alternative E1 is the overall recommended preferred design.** Overall, Alternative E1 is preferred as it will provide the best pedestrian experience while still accommodating all other modes and it includes a generous planting/furnishing zone.

**Pedestrian Space:** Alternative E1 is preferred as it provides desirable sidewalk widths.

**Cycling:** All alternatives provide cycle track widths that meet minimum requirements.

**Driving:** All alternatives provide two vehicular lanes that meet guideline requirements. Alternatives E1 and E2 are able to accommodate some mid-block lay-by parking for short-term curbside activity. The continuous lane of on-street parking in Alternative E3 is not required for the adjacent land uses.

**Public Realm:** Alternative E2 is preferred as it provides more rows of tree planting.

**Utilities:** All alternatives involve reconstruction of the existing street and will require utility relocations. Soil cells are not anticipated to be required for Alternative E1 given the width of the planting/furnishing zone and ability to accommodate soil volumes.

## 3.4 Potential Thermos Road and Sinnott Road Re-Alignment

### 3.4.1 Alternative Alignment Evaluation Summary

**Table 7: Potential Thermos Road and Sinnott Road Realignment Alternatives Evaluation Table**

| Category | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 |
|---|---|---|---|---|---|
| TRANSPORTATION | + | − | − | − | ○ |
| POLICY FRAMEWORK | + | + | + | + | + |
| NATURAL ENVIRONMENT | + | + | + | + | + |
| HEALTHY COMMUNITIES | ○ | + | + | + | + |
| CULTURAL HERITAGE | + | + | + | + | + |
| ECONOMICAL | ○ | − | − | − | + |
| ENGINEERING AND COST | ○ | − | − | − | + |

+ Most Preferred
○ Moderately Preferred
− Least Preferred

**Based on the Alternative Alignment Evaluation Framework, Alternative 5 is the recommended preferred alternative.** Alternative 5 maintains the existing alignment with the addition of active transportation improvements. It has minimal property requirements and does not impact the ECLRT right-of-way.

**Transportation:** Alternative 1 is preferred from a transportation perspective as it achieves a continuous connection from Thermos Road to Sinnott Road and avoids impacts to the ECLRT. Alternative 5 does not provide a continuous pedestrian crossing and cycling facilities, connections, or access, however, there are opportunities to improve active transportation from a safety and connectivity perspective. Alternatives 2, 3 and 4 have significant impacts to the ECLRT as they cannot utilize the existing intersection.

**Policy Framework:** All alternatives are consistent with the objectives of the Golden Mile Secondary Plan and the Golden Mile TMP and meet AODA guidelines.

**Natural Environment:** Natural enviroment impacts and mitigation opportunities are similar across all alternatives.

**Healthy Communities:** All alternatives have similar impacts to noise and air quality. Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG emissions. Alternative 1 results in irregular lot configurations.

**Cultural Heritage:** Cultural Heritage impacts and mitigation opportunities are similar across all alternatives. No direct impacts to potential BHR at 2201 Eglinton Avenue East.

**Economical:** Alternative 5 is preferred from an economical perspective, as it has the least impacts to existing properties, as well as to approved development blocks/buildings with development approvals significantly advanced. Alternatives 1, 3 and 4 require reconfiguration of approved development blocks/buildings. Alternatives 2, 3 and 4 also have significant property impacts south of Eglinton Avenue East if the realignment is not achievable through redevelopment.

**Engineering and Cost:** Alternative 5 is preferred from an engineering and cost perspective as it does not impact the ECLRT.

### 3.4.2 Alternative Street Design Evaluation Summary

**Table 8: Potential Thermos Road and Sinnott Road Realignment Designs Evaluation Table**

| Category | Alternative F1 | Alternative F2 | Alternative F3 |
|---|---|---|---|
| Pedestrian Space | ✚ | ✚ | ○ |
| Cycling | ✚ | ✚ | ✚ |
| Driving | ✚ | ✚ | ✚ |
| Public Realm | ○ | ✚ | ○ |
| Utilities | ✚ | ○ | ○ |

✚ Very Good
○ Good
— Poor

**Based on the Design Evaluation Framework, Alternative F1 is the overall recommended preferred design.** Overall, Alternative F1 is preferred as it provides the best pedestrian experience. Alternative F1 also results in a lower cost of implementation due to not requiring soil cells for tree planting.

**Pedestrian Space:** Alternative F1 and F2 are preferred as they provide desirable sidewalk widths.

**Cycling:** All alternatives provide standard cycle track widths.

**Public Realm:** Alternative F2 is preferred as it provides more rows of tree planting while still supporting a good pedestrian experience.

**Driving:** All alternatives provide two vehicular lanes.

**Utilities:** Alternative F1 is preferred as soil cells are not required for tree planting. All alternatives require reconstruction of existing roadway and utilities.

## 3.5 Golden Mile Boulevard

### 3.5.1 Alternative Alignment Evaluation Summary

**Table 9: Golden Mile Boulevard Alternative Alignments Evaluation Table**

| Category | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|---|---|---|---|---|
| TRANSPORTATION | ○ | ○ | + | ○ |
| POLICY FRAMEWORK | + | + | + | + |
| NATURAL ENVIRONMENT | + | + | + | + |
| HEALTHY COMMUNITIES | ○ | ○ | ○ | + |
| CULTURAL HERITAGE | + | + | + | + |
| ECONOMICAL | ○ | ○ | − | + |
| ENGINEERING AND COST | + | + | − | + |

+ Most Preferred
○ Moderately Preferred
− Least Preferred

**Based on the Street Alignment Evaluation Framework, Alternative 4 is the overall recommended preferred alternative.** This alternative is recommended as it is the most compatible with area development plans, and it best meets and exceeds the requirements of the design criteria.

**Transportation:** Alternative 3B provides improved intersection geometry. Alternative 4 provides acceptable geometry at Hakimi Avenue in consideration of the existing geometry of Hakimi Avenue. All alternatives have similar impacts on active transportation facilities, connections to surrounding transit facilities and result in improved emergency servicability. Traffic operations are similar across all alignments.

**Policy Framework:** All alternatives perform similarly in complementing the objectives of the Golden Mile Secondary Plan and the Golden Mile TMP. All alternatives perform similarly in promoting transportation choice and providing opportunities for landscape improvements.

**Natural Environment:** Alternative 3B is preferred as it provides more opportunities for green infrastructure. to minimize the effects of climate change. All alternatives have similar impacts on surface runoff quantities, surface water features, natural heritage and terrestrial resources.

**Healthy Communities:** All alternatives have similar impacts to noise and air quality. Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG emissions. Alternative 4 provides the best lot fabric.

**Cultural Heritage:** All alternatives have similar impacts and mitigation opportunities on archaeological resources and cultural heritage resources. No direct impacts to the potential BHR at 1940 Eglinton Avenue East.

**Economical:** Alternative 4 is preferred as it is most compatible with the area development plans and does not require the reconfiguration of approved development blocks/buildings. Alternatives 2 and 3 require minor reconfiguration and alternative 3b requires major reconfiguration of development blocks/buildings.

**Engineering and Cost:** Alternatives 2, 3, and 4 have similar impacts on maintenance, phasing, staging, contamination potential and utility conflicts. Alternative 3B is anticipated to have a higher construction cost and additional utility relocations along Hakimi Avenue.

### 3.5.2 Alternative Street Design Evaluation Summary (27m Street Width)

**Table 10: Golden Mile Boulevard (27m) Designs Evaluation Table**

| Category | Alternative A1 | Alternative A2 |
|---|---|---|
| Pedestrian Space | ✚ | ✚ |
| Cycling | ○ | ○ |
| Driving | ○ | ✚ |
| Public Realm | ○ | ✚ |
| Utilities | ✚ | ○ |

✚ Very Good
○ Good
— Poor

**Based on the Design Evaluation Framework, Alternative A2 is the overall recommended preferred design.** Overall, Alternative A2 is preferred as it will provide a better pedestrian experience and allows for greater tree canopy coverage, considering the surrounding residential land use context while accommodating opportunities for parking mid-block to support curbside activity.

**Pedestrian Space:** Alternative A1 has the widest sidewalk located adjacent to planned residential uses at street level. Alternative A2 provides a good sidewalk width for the anticipated densities away from the planned residential uses at street level.

**Cycling:** Both alternatives provide standard cycle track widths.

**Public Realm:** Alternative A2 is preferred as it provides more rows of tree planting while still supporting moderate to high levels of two-way pedestrian movement.

**Utilities:** Alternative A2 will result in higher cost to accommodate soil cells.

**Traffic:** Both alternatives provide two vehicular lanes and pickup/drop-off zones. A continuous lane of on-street parking is not required to support adjacent land uses.

### 3.5.3 Alternative Street Design Evaluation Summary (20m Street Width)

**Table 11: Golden Mile Boulevard (20m) Designs Evaluation Table**

| Category | Alternative B1 | Alternative B2 |
|---|---|---|
| Pedestrian Space | Good | Good |
| Cycling | Poor | Good |
| Driving | Very Good | Good |
| Public Realm | Good | Very Good |
| Utilities | Good | Good |

Very Good
Good
Poor

**Based on the Design Evaluation Framework, Alternative B2 is the overall recommended preferred design.** Overall, Alternative B2 is preferred as it provides standard widths for both sidewalks adjacent to the marketing zone on private property. Alternative B2 has standard width cycle tracks with two rows of trees, one on either side of the street and it has wider furnishing zones.

**Pedestrian Space:** Both alternatives provide standard sidewalk widths.

**Cycling:** Alternative B2 is preferred as it provides standard cycle track width, while Alternative B1 provides less than the standard width.

**Public Realm:** Alternative B2 is preferred as it provides a row of tree planting on both sides of the street.

**Utilities:** Both alternatives require soil cells to provide sufficient soil volume for trees.

**Traffic:** Both alternatives provide two vehicular lanes. Alternative B1 is preferred as it can accommodate some mid-block lay-by parking to support curbside activity.