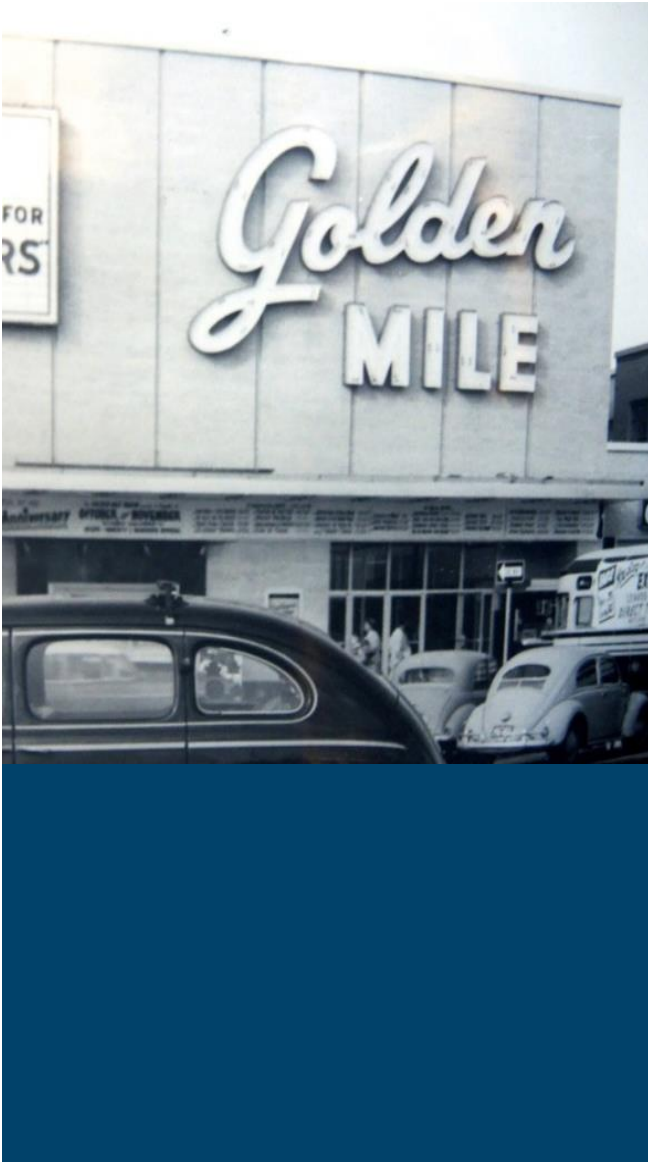




Final Report Executive Summary

Golden Mile Transportation Master Plan

City of Toronto
November 12, 2019





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A. Introduction and Study Purpose

The Golden Mile area (along Eglinton Avenue between Victoria Park Avenue and Birchmount Road) is expected to change significantly through construction of the Eglinton Crosstown LRT. The Golden Mile Transportation Master Plan (TMP) study will examine and recommend policies, programs, and infrastructure required to meet existing and future mobility needs. The recommended TMP will guide these changes in the study area and establish a transportation network supportive of all users.

The Golden Mile TMP will assist in the development of the planning framework of the Golden Mile Secondary Plan (GMSP) to support continued employment investment and intensification along the Eglinton Avenue corridor, as well as residential uses, community facilities, a revised street and block plan, and public realm improvements to serve local resident and working populations.

B. Study Approach and Consultation

A Transportation Master Plan (TMP) is a study defined in the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007, 2011, and 2015) which identifies the long-term transportation objectives of a defined area and specific solutions requiring further study. TMPs build on the policies of the Official Plan and are developed through a consultation process involving the public, technical agencies, First Nations and Aboriginal Peoples, and other stakeholders including affected property owners.

The TMP process follows Phase 1 and Phase 2 of the five-phase EA process by first defining a problem and/or opportunity statement followed by identifying and evaluating a range of alternative solutions to select one or more preferred solutions. Upon completion of the TMP, the preferred solutions can be studied further to meet the requirements of Phases 3, 4, and 5 as required.

Throughout the study, the general public, key stakeholders, agencies, first nations and aboriginal peoples were contacted and consulted with to ensure that those who may be affected by the study had sufficient opportunity to review materials and provide input.

An extensive public engagement process identified for this study goes beyond Municipal Class EA (MCEA) requirements, including four (4) Community Consultation Meetings (CCMs), five (5) Technical Advisory Committee (TAC) meetings, five (5) Local Advisory Committee (LAC) meetings, Stakeholders Meetings, Planners in Public Spaces (PiPS), and Pop-Up events throughout the length of the project. It is noted that an additional community consultation meeting was held on June 3, 2019 to notify the public of a change in the study boundary due to the proposed realignment of O'Connor Drive at Victoria Park Avenue.

C. Problem and Opportunity Statement

The Golden Mile was planned and built for cars and is characterized by large blocks and low-rise buildings set-back and separated from streets by surface parking. Streets are wide with a lack of connectivity and no formal cycling facilities within the Secondary Plan Area. The six (6) traffic lanes on Eglinton Avenue creates a divide between the northern and southern areas of the GMSP study area and act as a physical barrier for pedestrians and cyclists. As such the majority of people choose to drive short distances despite delays.

With the introduction of the ECLRT and redevelopment along Eglinton Avenue, there is an opportunity to renew the Golden Mile where:

- A finer grained street network will enhance connectivity within the study area;
- A variety of mobility options are available and possible;
- An active community and lifestyle are encouraged;
- Streets are comfortable and accessible for users of all ages and abilities;
- Convenient and safe connections to the future ECLRT stops are provided; and
- The economic vitality of existing and future businesses is protected.

D. Vision and Guiding Principles

As part of the larger Secondary Plan study, the vision for the Golden Mile is to create:

- A connected, accessible and diverse mixed-use community;
- A balance of residential, commercial and employment uses anchored by community services;
- An improved network of streets, parks, and open spaces; and
- A distinct place that is both a community and a destination.

Together with the vision, four (4) guiding principles were developed for the Golden Mile Secondary Plan:



Additional details on the guiding principles are provided in the Golden Mile TMP Report and the GMSP Final Report.

E. Development Alternatives

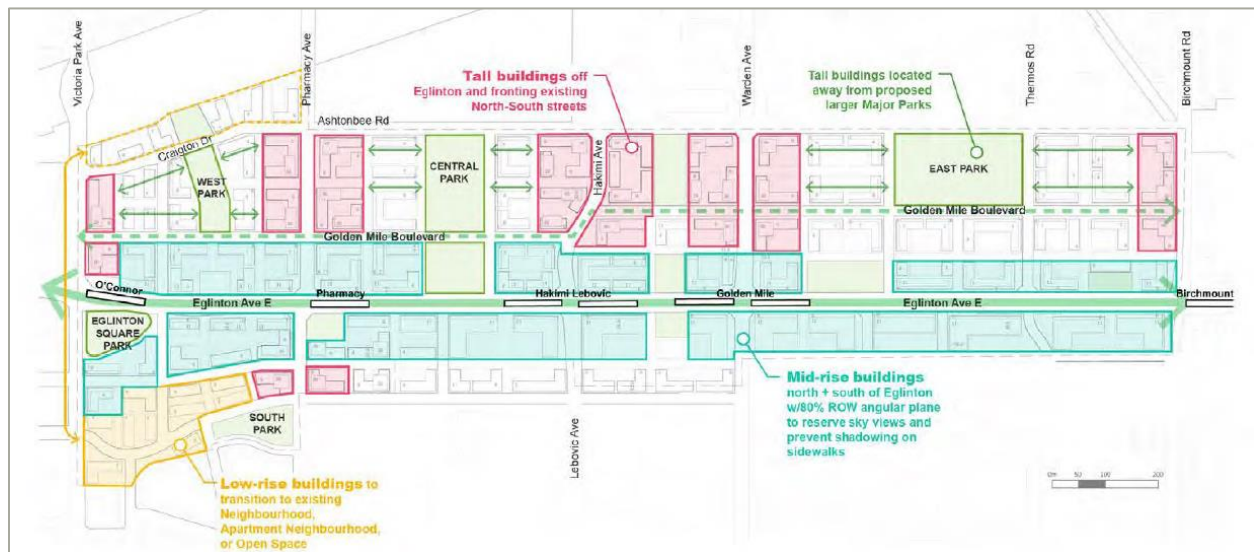
Three (3) land use alternatives are being considered in this evaluation, which were presented at CCM#3 on June 26, 2018:

Alternative 1: A Mid-Rise Eglinton

The first development alternative for the GMSP reflects the vision of the Eglinton Connects study, with a focus on mid-rises along Eglinton Avenue and with taller buildings fronting north-south streets north of Eglinton Avenue. Tall buildings would also be located away from major parks. **Figure 1** displays some land use and the built form for Alternative 1.

Alternative 1 has a total of 17,480 residential dwelling units, over 5.9 million square feet of office space, and over 2.2 million square feet of retail space.

Figure 1: Alternative 1 Land Use and Built Form



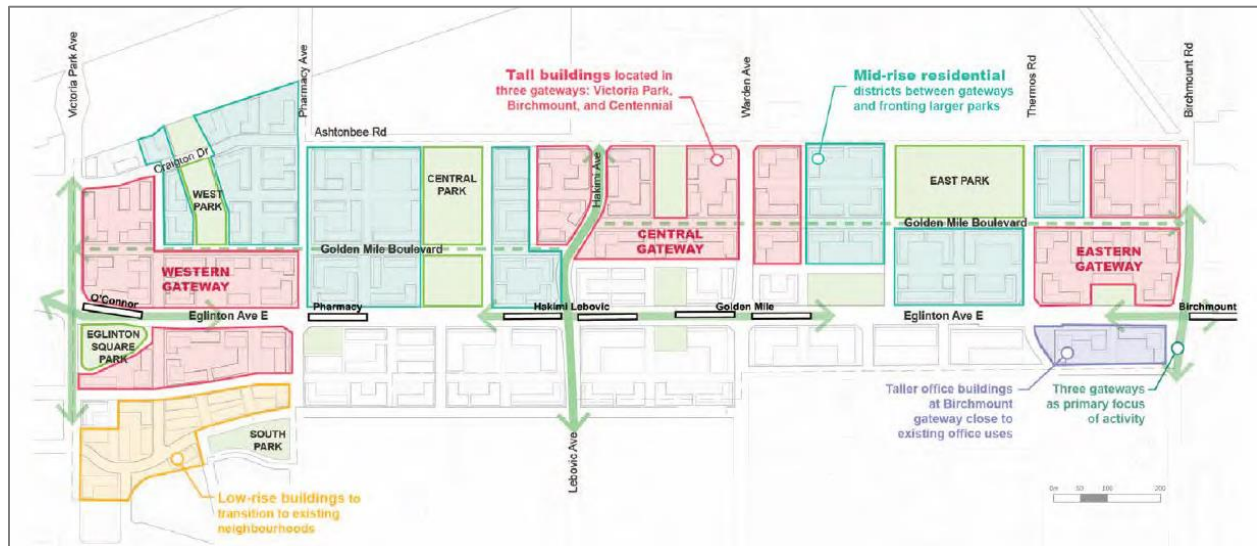
Source: SvN

Alternative 2: Three Gateways and Park Districts

Alternative 2 concentrates development around three (3) nodes in the study area, as illustrated in pink in **Figure 2**. These three (3) nodes would act as the primary focus of activity within the Golden Mile. Mid-rise development would be located around the parks in the study area.

Alternative 2 includes a total of 14,774 residential dwelling units, over 5.7 million square feet of office space, and over 2 million square feet of retail space.

Figure 2: Alternative 2 Land Use and Built Form



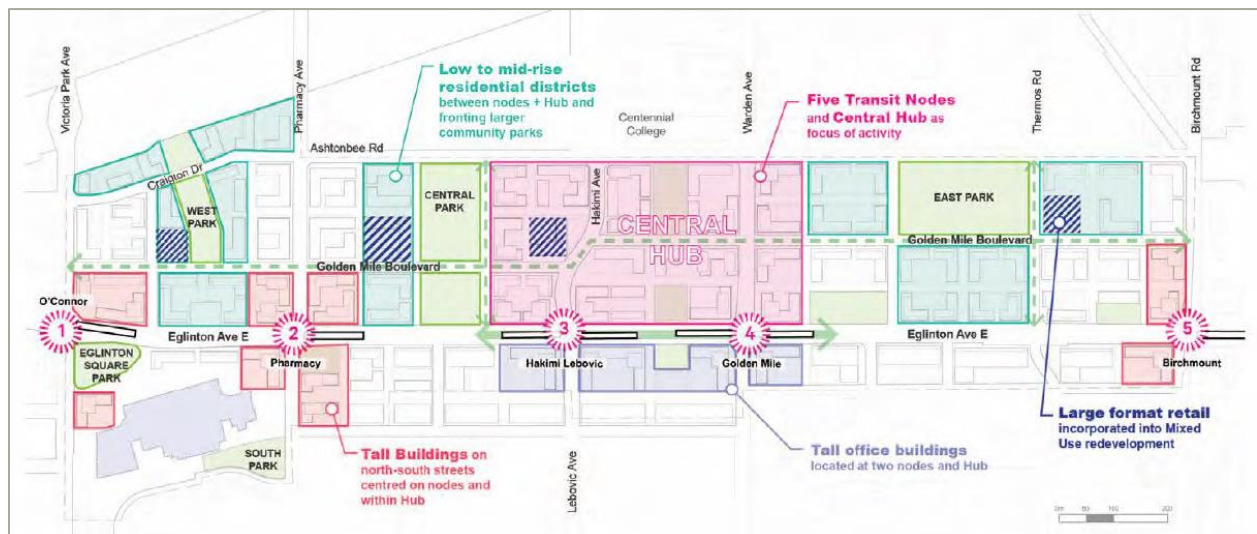
Source: SvN

Alternative 3: Five Transit Nodes and a Central Hub

Alternative 3 centers around the ECLRT corridor. There are five (5) stops in the GMSP study area and development in this alternative centers around these nodes, as illustrated in **Figure 3**. Tall buildings are centered on the five (5) transit nodes and a central hub which would connect Centennial College to Eglinton Avenue.

Alternative 3 comprises of 14,873 residential dwelling units, over 5.2 million square feet of office space, and over 2.8 million square feet of retail space.

Figure 3: Alternative 3 Land Use and Built Form



Source: SvN

The evaluation of land use / development alternatives is based upon performance measures which align with the four Guiding Principles identified at the outset of the

Secondary Plan. Measurable objectives were in turn developed for each principle. Using input from the preceding transportation analysis, a full evaluation of the land use alternatives was conducted by the GMSP team which incorporates land use planning, built-form, urban design, community facilities, water servicing, and open space objectives. Furthermore, detailed evaluation tables focused on performance measures for each of the four guiding principles of Complete, Connected, Responsive and Prosperous, were completed with relevant performance measures for each. Additional details on the evaluation can be found in the Golden Mile TMP Report and the GMSP Final Report.

The evaluation of the land use alternatives followed a scoring system where the most favourable alternative score is 3 and the least favourable score is 1. Scores of zero are assigned to each alternatives where there is no difference between them.

Combining the results across all four Guiding Principles and without any weighting criteria, Alternative 3 received the highest total score as follows:

- Alternative 1: 33
- Alternative 2: 38
- Alternative 3: 41

While Alternative 3 scored the highest, particularly in Guiding Principles #1 and #4, Alternative 2 actually scored better in Principles #2 and #3 especially from a transportation perspective. Thus, with both Alternative 2 and 3 having advantages and disadvantages from multiple perspectives, it was determined that a combination of Alternatives 2 and 3 be brought forward as the Emerging Preferred Alternative to be refined into a Preferred Alternative, and this process is described in the following section.

Following the evaluation, refinements to the Preferred Land Use Alternative were made based on the preliminary analyses conducted as well as through consultation with key stakeholders.

Building upon the analysis and evaluation of the land use alternative and subsequent refinements, consultation with the TAC and LAC members, and the public through CCMs, the Preferred Land Use Alternative was developed by the GMSP team.

The Preferred Land Use Concept (**Figure 4**) forms the basis of identifying infrastructure improvements and requirements for the TMP study which follows Phases 1 and 2 of the Municipal Class Environmental Assessment process.

Figure 4: Preferred Land Use Concept





Source: SvN

F. Transportation Master Plan Alternatives

Three (3) Transportation Master Plan (TMP) alternative solutions were considered to address the Problem and Opportunity Statement and to support the preferred land use alternative. This chapter identifies the three (3) TMP solutions and provides an analysis of each to identify the preferred TMP solution. The three (3) TMP solutions considered are outlined in **Table 1**.

Table 1: TMP Solutions

ID	TMP Solution	Built Form	Key Improvements
Ex	Existing Conditions		Existing transportation network
1	ECLRT and Planned Improvements		ECLRT and planned bike network improvements
2	Build a Grid Street Network		Grid street network (i.e. O'Connor Drive Extension and other improvements in Section 7.5)
3	Enhanced Transit Priority Network		Enhanced transit network and first/last mile solutions

The proposed road and active transportation improvements in TMP Solution #2 are illustrated in **Figure 5** and **Figure 6**. TMP Solution #3 builds upon the street and active transportation network improvements in TMP Solution #2 with further improvements to transit services as well as first and last mile mobility solutions. Transit are illustrated in **Figure 7** and first-last mile solutions through a conceptual plan for EcoMobility Hubs¹ is illustrated in **Figure 8**.

¹ 1. Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11~13, 2015.

2. Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.

Figure 5: Street Network Improvements (TMP Solution #2)

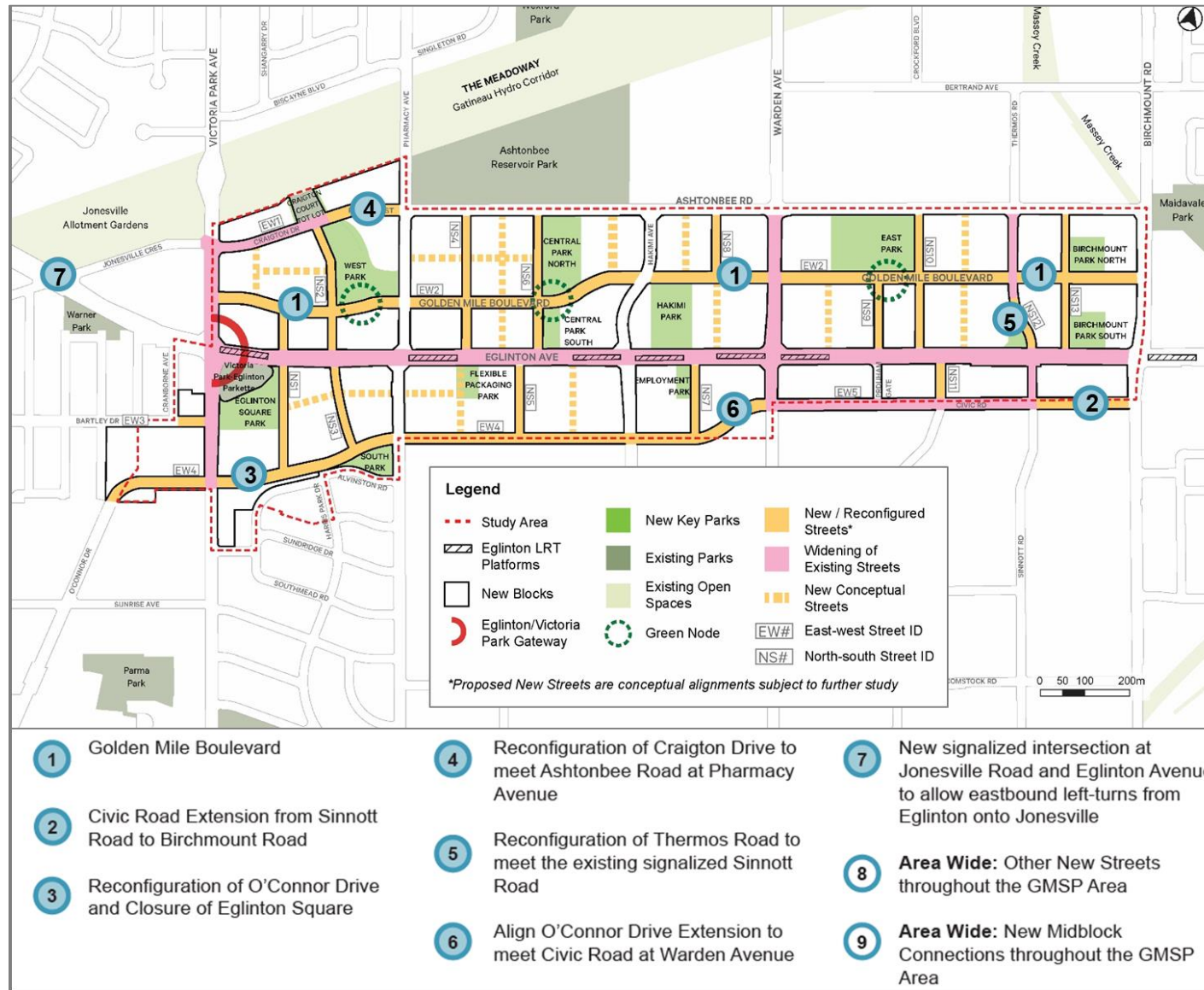


Figure 6: Active Transportation Network Improvements (TMP Solution #2)

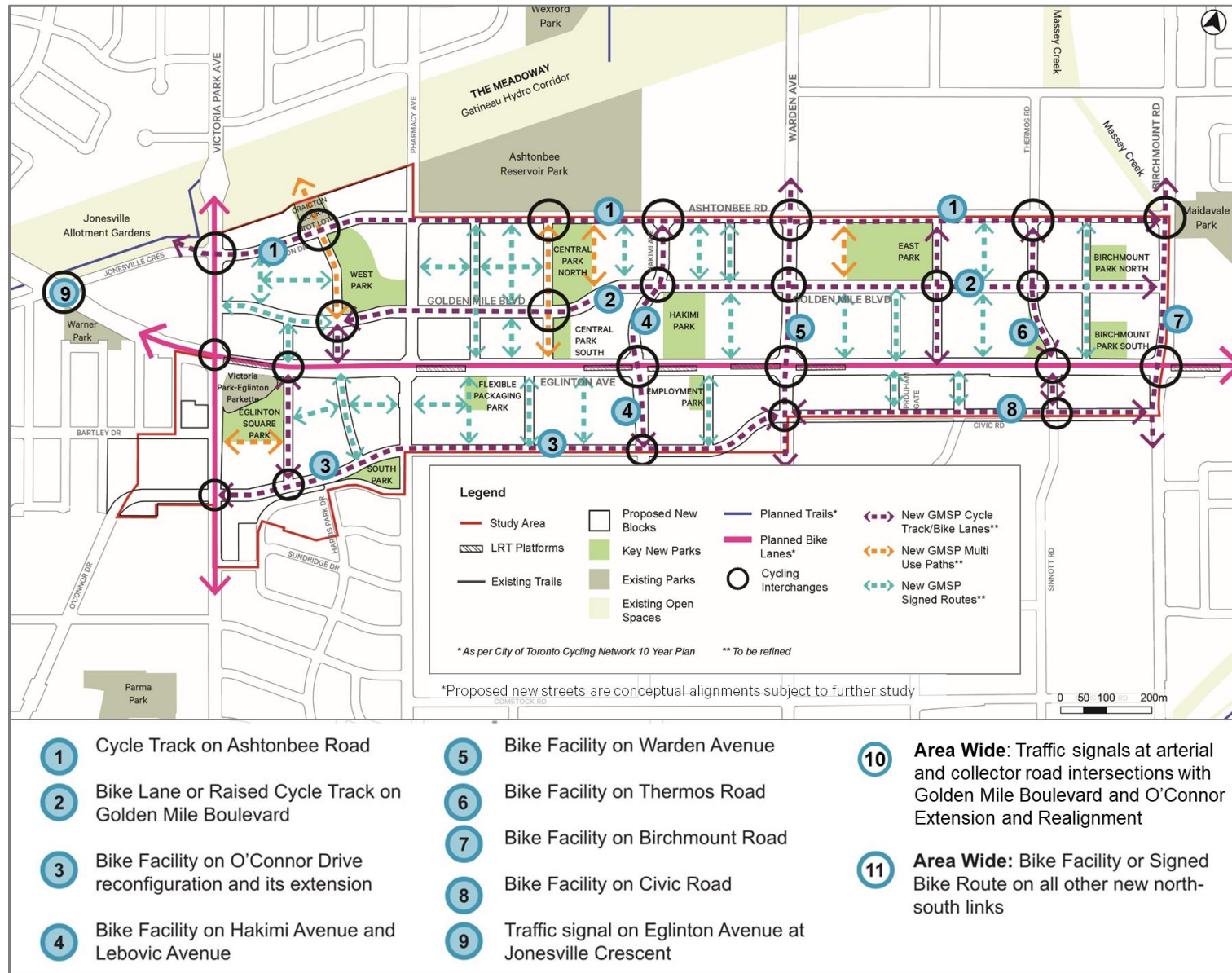


Figure 7: Transit Priority Improvements (TMP Solution #3)

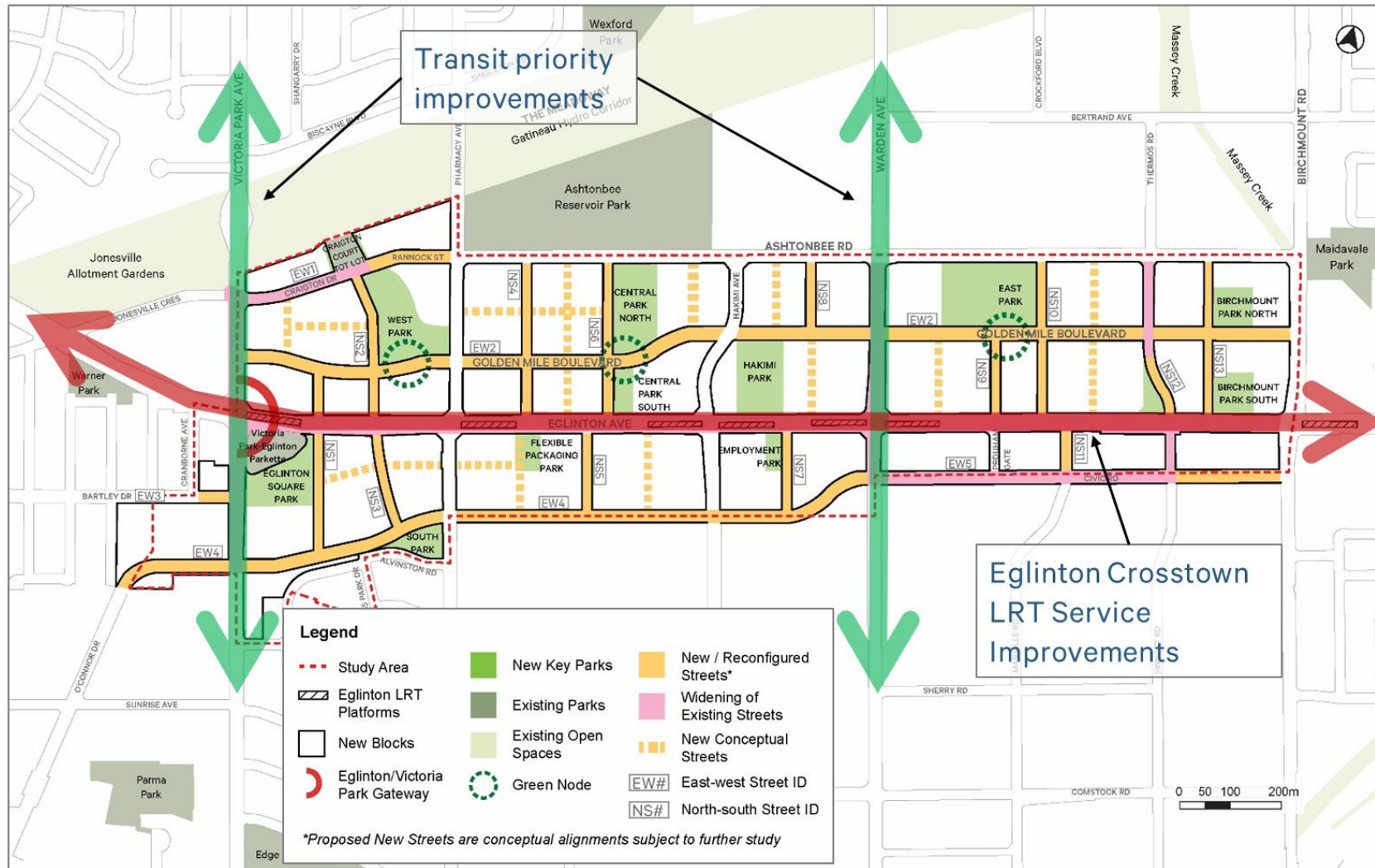
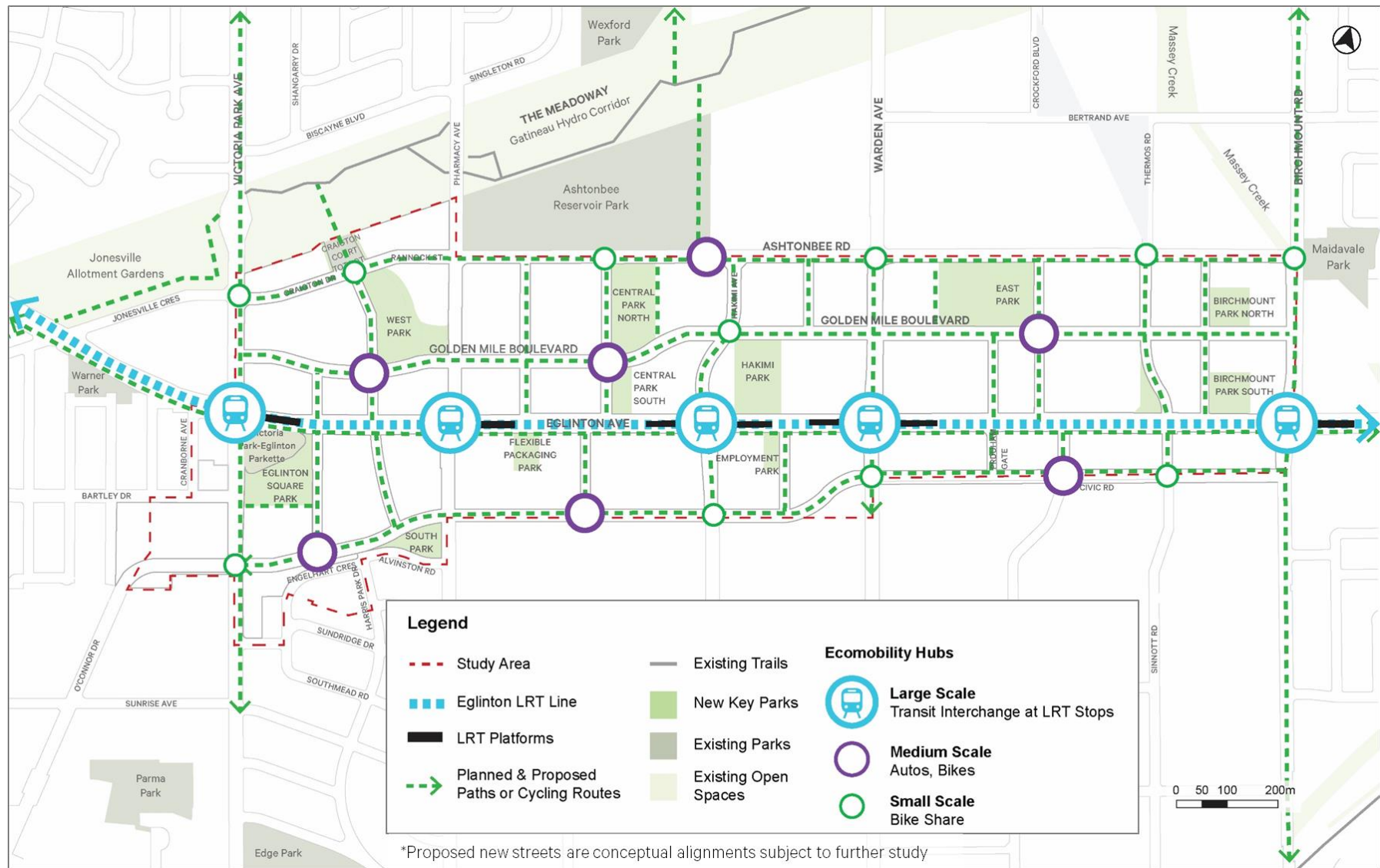


Figure 8: EcoMobility Hub Plan (TMP Solution #3)



Each of the three (3) TMP Solutions were assessed against key performance indicators to provide an overall picture of how each performs. The results of the evaluation are summarized in **Table 2**, where the three (3) TMP Solutions are evaluated comparatively on a three (3) point scale from least supportive (○), somewhat supportive (◐), and most supportive (●).

Table 2: Evaluation of TMP Solutions

Category	TMP Solution #1	TMP Solution #2	TMP Solution #3
Policy Framework Does it deliver existing policies and guidelines?	○	●	●
Healthy Communities Does it optimize the community's health and safety?	○	◐	●
Shaping the City Does it support the preferred land-use option?	○	●	●
Innovations in Shared Mobility Does it integrate innovative infrastructure and technologies to support shared mobility?	○	◐	●
Social Equity in Mobility Does it promote an active lifestyle for all ages and abilities?	○	◐	●
Supporting Employment Does it support existing and future employment?	○	◐	●
Implementation and Affordability Is it feasible to implement?	●	◐	◐
Promoting Choice and Experience Does it promote a diversity of travel choices? Does it encourage an active lifestyle?	○	◐	●
Resilience Does it contribute to a resilient transportation network and community?	○	◐	●
Overall	Least Preferred	Less Preferred	Preferred

Based on the evaluation framework, TMP Alternative 3 “Enhanced Transit Priority Network” is the preferred TMP Alternative. The solution provides the components consistent with the policy framework, helps to support the preferred development alternative, provides the best potential to promote an active lifestyle for all ages and users, and contributes to a resilient network.

Further refinement of the Preferred Solution is provided within the TMP report and addresses the following:

- Key Street Network Improvements
- Street Right-of-Ways and Typical Cross-Sections
- Preferred Solution Traffic Operations
- Transit Recommendations
- Travel Demand Management

G. Implementation Plan

A robust plan was developed to guide implementation of the plan. The implementation plan addresses the following areas:

- Policy directions for Official Plan, Cycling Network Plan and Zoning By-Law
- Transportation requirements for block development;
- Development capacity / phasing;
- Travel Demand Management (TDM);
- Additional studies and recommendations; and
- Funding tools and programs.

Key recommendations are summarized in the following sections while additional details are provided in the Golden Mile TMP Report.

Zoning By-Law

As the City of Toronto Zoning By-Law 569-2013 governs the provision of parking by development, the potential for an amendment to the Zoning By-Law as it affects the Study Area should be considered to support the Preferred TMP Solution.

It is recommended that the policy be amended such that the Golden Mile Secondary Plan Study Area falls under Policy Area 4 at a minimum. Furthermore, site specific reductions in parking space rates may also require a Zoning By-law Amendment (ZBA) to reduce the amount of parking on-site.

New Street Network Schedule

The recommended new street network for the Study Area is broken down into unique segments, classified and assigned a recommended right-of-way width, and a roadway length is estimated. The streets are identified in **Table 3** and illustrated with Street ID's in **Figure 9**.

Table 3: Schedule of Proposed Streets

Street ID	Location Flexibility	Street Name	Proposed Classification	Basic Right-of-Way (m)	Approx. Length (m)
EW1	Fixed: subject to EA Study	Craigton Drive Widening and Realignment	Collector	23	440
EW2	Fixed: subject to EA Study	Golden Mile Boulevard	Collector	27	2100
EW3	Fixed: subject to EA Study	Bartley Drive Extension	Local	20	100
EW4	Fixed: subject to EA Study	O'Connor Drive Reconfiguration and Extension	Collector	27	1500
EW5	Fixed: subject to EA Study	Civic Road Widening and Extension	Collector	27	810
NS1	Fixed	North-south Street 1 (Eglinton Square)	Local	23	370
NS2	Flexible	North-south Street 2	Local	23	300
NS3	Flexible	North-south Street 3	Local	20	210
NS4	Flexible	North-south Street 4	Local	20	330
NS5	Flexible	North-south Street 5	Local	20	180
NS6	Flexible	North-south Street 6	Local	23	330
NS7	Flexible	North-south Street 7	Local	20	180
NS8	Flexible	North-south Street 8	Local	20	150
NS9	Flexible	North-south Street 9	Local	20	180
NS10	Flexible	North-south Street 10	Local	23	330
NS11	Flexible	North-south Street 11	Local	20	100
NS12	Fixed	Thermos Road Realignment	Local	23	130
NS13	Flexible	North-south Street 13	Local	20	330

Implementation of Solution Components

The components of the preferred TMP strategy have been evaluated to determine the next steps for implementation. This includes determination of the potential Municipal Class EA requirements which are identified based on the following Schedules (MCEA Project Schedules, December 2015). The following tables identify next steps for implementation, anticipated EA schedule, and responsibility. Implementation steps for new streets are identified in **Table 4** with reference to Street ID's in **Figure 9**. Implementation steps for transit and active transportation

improvements are summarized in **Table 5**, with reference to the projects noted in **Figure 10**.

Table 4: New Street Project Implementation*

Street ID	Street Name	Next Steps	Anticipated EA Schedule	Responsibility
EW1	Craigton Drive Widening and Realignment	EA Study	C	City/ Landowner
EW2	Golden Mile Boulevard	EA Study	C	City/ Landowner
EW3	Bartley Drive Extension	Implement through Planning Act	N/A	City / Landowner
EW4	O'Connor Drive Reconfiguration and Extension	EA Study	C	City/ Landowner
EW5	Civic Road Widening and Extension	EA Study	C	City/ Landowner
NS1 to NS13	North-south Street 1 to north-south street 13	Implement through Planning Act	N/A	City / Landowner

*Note: New Streets to incorporate recommended cycling facilities. Recommended intersection controls to be implemented through future EA study of associated new streets.

Table 5: Transit and Active Transportation Project Implementation

Project ID	Project Name	Next Steps	Anticipated EA Schedule	Responsibility
T1	Victoria Park Avenue Multimodal Transit Priority Corridor	EA / Transit Feasibility Study	C (if implemented as an EA)	City
T2	Warden Avenue Multimodal Transit Priority Corridor	EA / Transit Feasibility Study	C (if implemented as an EA)	City
B1	Meadoway Connection from Craigton Drive	Design and Implementation	A+	City/ Landowner
B2	Meadoway Connection at Hakimi Avenue	Design and Implementation	A+	City/ Landowner
B3	Thermos Road to Crockford Boulevard Cycling Facility	Design and Implementation	A+	City/ Landowner
B4	Birchmount Road Cycling Facility	EA Study to determine property impacts	B or C	City/ Landowner

*Note: Cycling facilities along streets or within sites within Secondary Plan Area to be implemented through EA study or site plan approval.

Figure 9: Recommended Street Network and Signalized Intersections

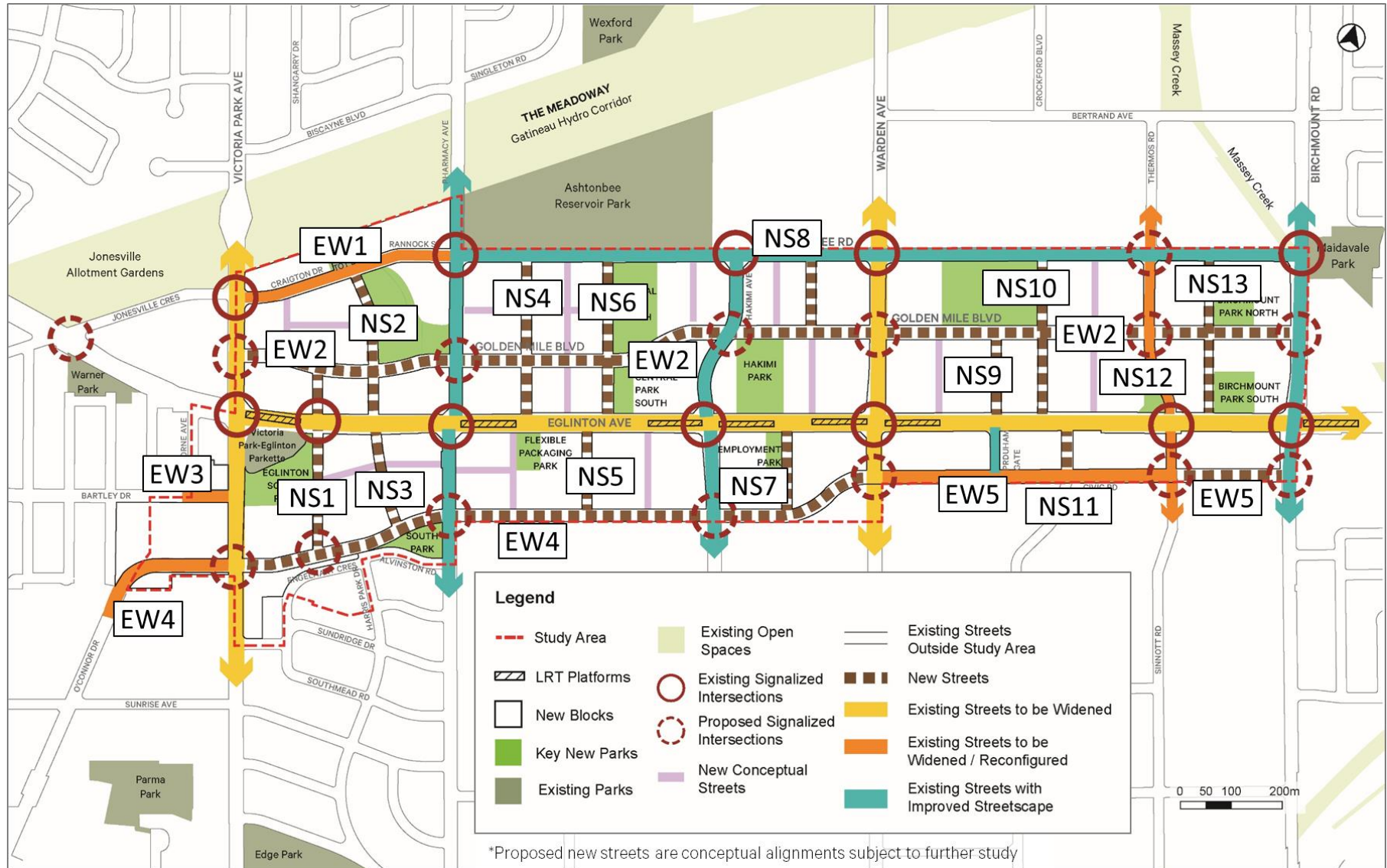
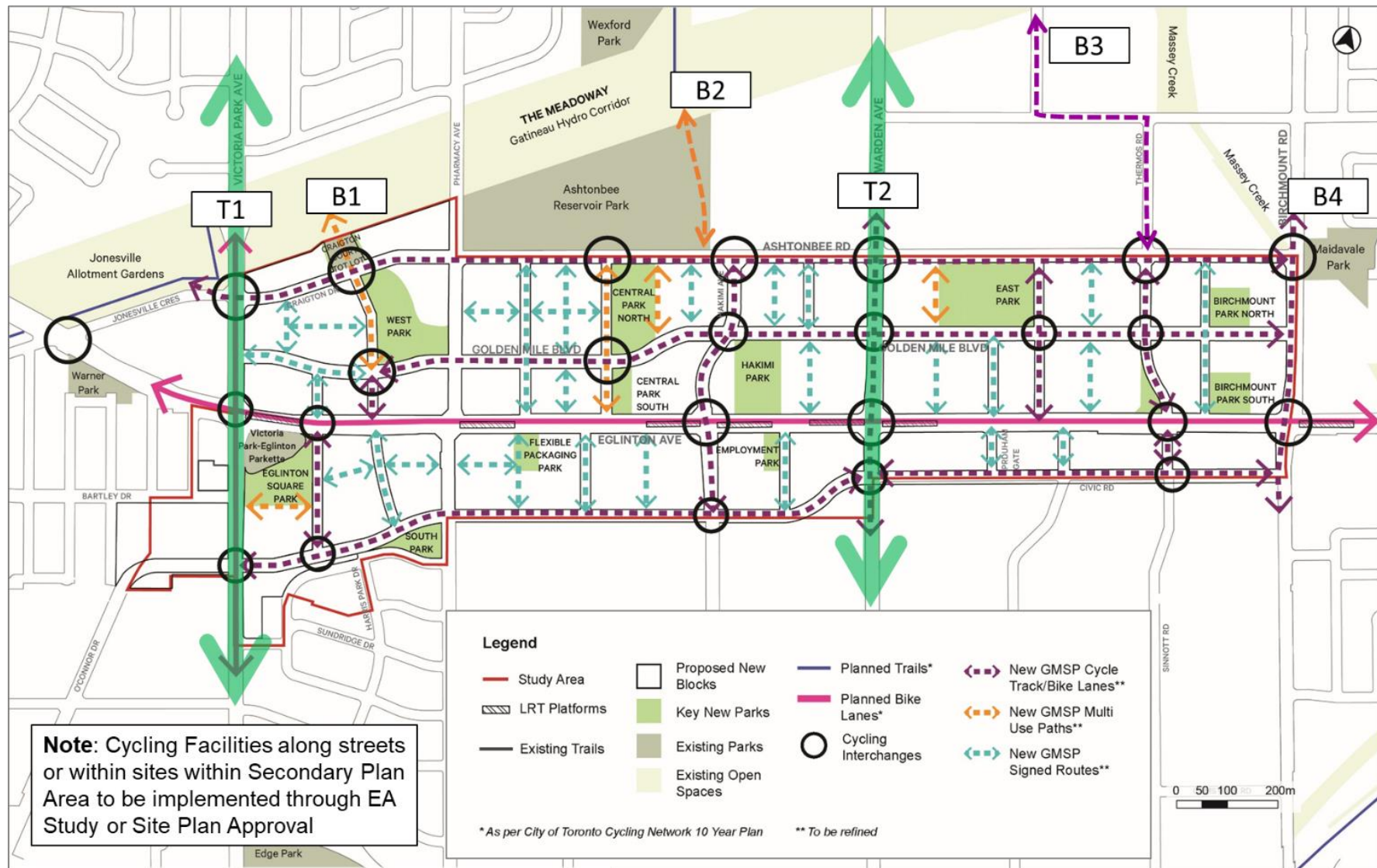


Figure 10: Transit and Active Transportation Projects

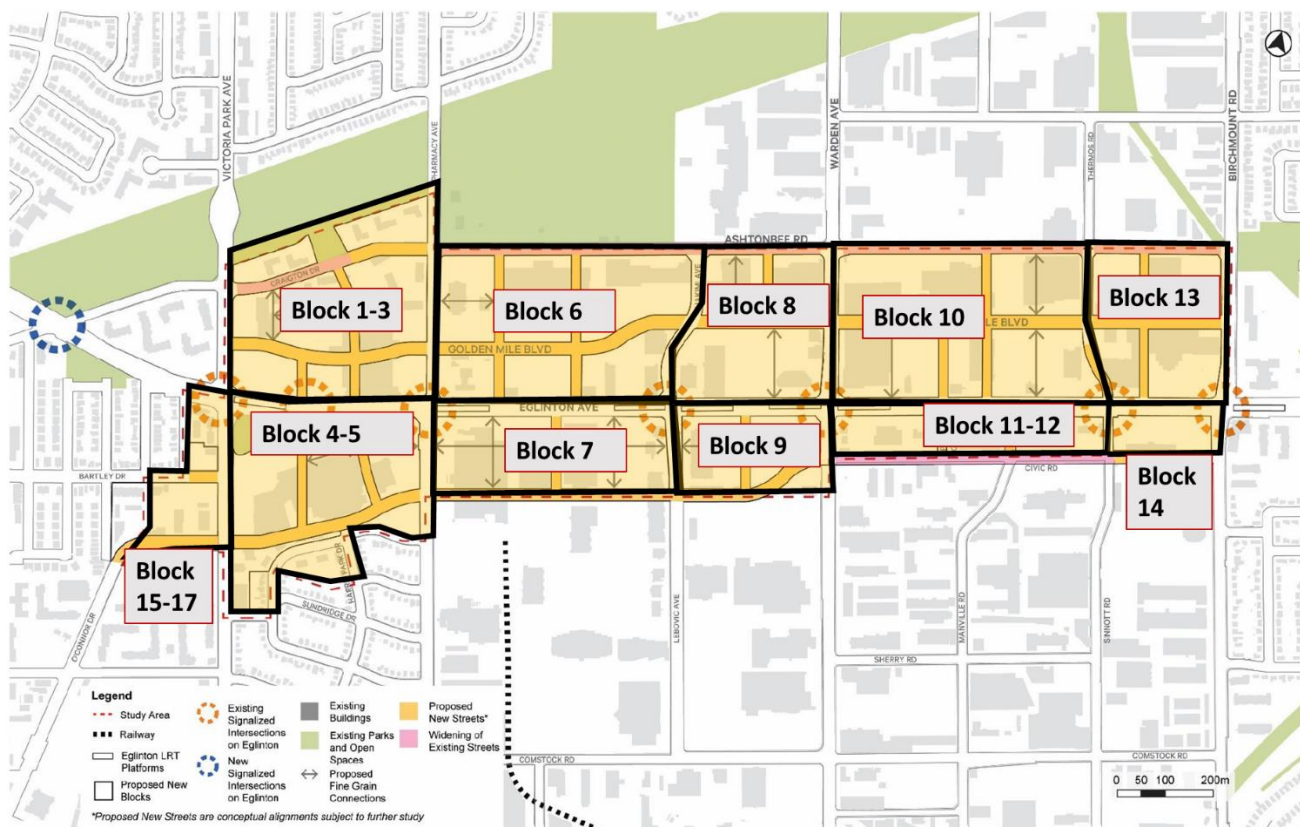


*Proposed new streets are conceptual alignments subject to further study

Transportation Requirements for Block Development

Implementation or contribution to the implementation of the Preferred TMP Solution Components is a requirement for development to proceed. A plan for implementation block-by-block within the Secondary Plan is identified in this section based on the block system shown in **Figure 11** and Project ID's identified in the TMP Final Report.

Figure 11: Development Blocks for Implementation



The following tables identify required contribution by development block for new street projects in **Table 6**, and for transit and active transportation projects in **Table 7**.

Table 6: New Street Project Implementation*

Street ID	Street Name	Next Steps	Development Block Required Contribution
EW1	Craigton Drive Reconfiguration	EA Study	All
EW2	Golden Mile Boulevard	EA Study	All
EW3	Bartley Drive Extension	Implement through Planning Act	15-17
EW4	O'Connor Drive Reconfiguration and Extension	EA Study	All
EW5	Civic Road Extension	EA Study	All
NS1	North-south Street 1	Implement through Planning Act	1-3, 4-5
NS2	North-south Street 2	Implement through Planning Act	1-3

Street ID	Street Name	Next Steps	Development Block Required Contribution
NS3	North-south Street 3	Implement through Planning Act	4-5
NS4, NS6	North-south Street 4 and 6	Implement through Planning Act	6
NS5	North-south Street 5	Implement through Planning Act	7
NS7	North-south Street 7	Implement through Planning Act	9
NS8	North-south Street 8	Implement through Planning Act	8
NS9, NS 10	North-south Street 9 and 10	Implement through Planning Act	10
NS11	North-south Street 11	Implement through Planning Act	11-12
NS12	Thermos Road Realignment	Implement through Planning Act	10-13
NS13	North-south Street 13	Implement through Planning Act	13

*Note: New Streets to incorporate recommended cycling facilities

Table 7: Transit and Active Transportation Project Implementation

Project ID	Project Name	Next Steps	Development Block Required Contribution
T1	Victoria Park Avenue Multimodal Transit Priority Corridor	EA / Transit Study	All
T2	Warden Avenue Multimodal Transit Priority Corridor	EA / Transit Study	All
B1	Meadoway Connection from Craigton Drive	Design and Implementation	1-3
B2	Meadoway Connection at Hakimi Avenue	Design and Implementation	6,8
B3	Thermos Road to Crockford Boulevard Cycling Facility	Design and Implementation	10,13
B4	Birchmount Road Cycling Facility	EA Study to determine property impacts	13,14

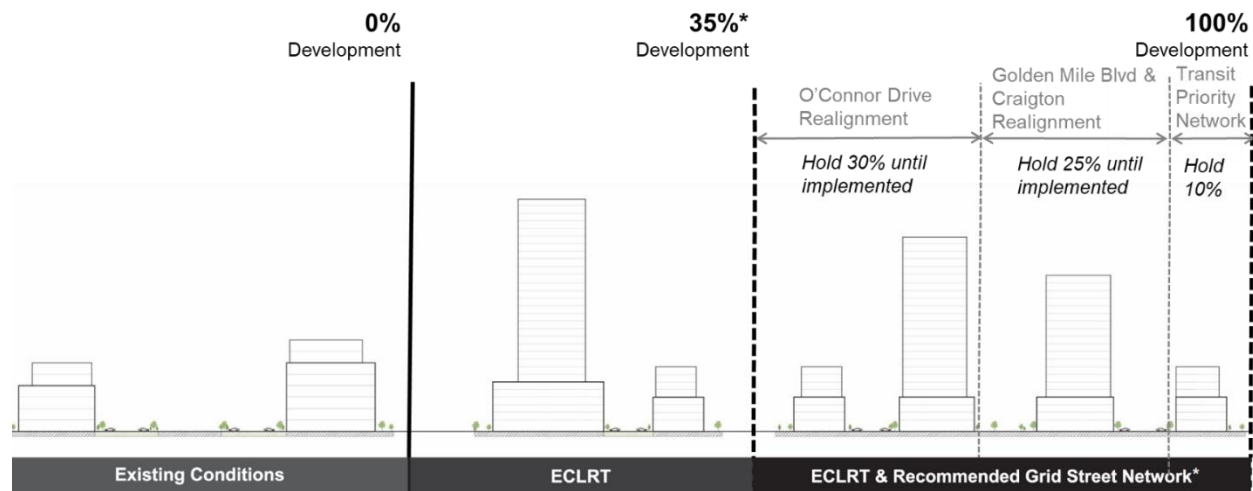
Development Capacity

The phasing of development in the Golden Mile is dependent on the implementation of the grid street and block network to facilitate active transportation, improved access to the ECLRT stops, and to provide more mobility choice and capacity for vehicular trips.

Based on analysis presented in the TMP Final Report, between 32% and 40% of the preferred land use scenario is allowable following ECLRT implementation, and prior to the implementation of the three (3) key road network improvements (TMP Solution #2) and the north-south transit priority corridors (TMP Solution #3). This analysis resulted in an initial capacity threshold of 35%.

As the road network is completed, additional development capacity should be allowed as the new continuous, alternative east-west routes provide relief to Eglinton Avenue intersections, and as the transit priority improvements encourage further non-auto modal shift. This concept illustrated in **Figure 12**.

Figure 12: Development Threshold Recommendation



The thresholds noted shall be applied equitably across the study area as the key east-west road improvements and transit priority corridor improvements all provide network-wide benefits through additional route choice options to support Eglinton Avenue.

Travel Demand Management Implementation

The following TDM measures are recommended to support the growth of the study area:

- Innovative Mobility Plan Checklist
- Smart Commute Programs
- Consider public parking infrastructure while reducing site specific parking requirements
- Incorporate provision of TDM with site plan application and Traffic Impact Studies
- Engage existing organizations such as Scarborough Cycles, employers, schools, agencies, and mobility service providers in the delivery of supportive TDM programs

Recommended Studies

The Preferred TMP Solutions has satisfied Phases 1 and 2 of the Municipal Class EA process by establishing the Problem and Opportunity and considering alternative solutions. Further study is required for the key transportation recommendations as follows:

- Golden Mile Major Roads Environmental Assessment (High priority)
- Victoria Park Avenue Multimodal Transit Corridor Study (Medium-term priority)
- Warden Avenue Multimodal Transit Corridor Study (Medium-term priority)
- Crockford Boulevard extension study (Long-term priority)

Monitoring

Until the full implementation of the transportation network including the ECLRT, north-south transit priority routes, and new and reconfigured streets as identified in the TMP, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity. A transportation monitoring program will be developed and undertaken with landowners to monitor development levels and travel patterns as the transportation network and associated improvements are implemented through development.

To ensure that the TMP recommendations are implemented and the progress towards the ultimate vision is maintained, the City should monitor project status as follows:

- Within the first year, initiate high priority environmental assessment studies and design for Schedule A+ projects;
- Within the first three (3) years, complete high priority studies and initiate medium priority studies;
- Five (5) years following the implementation of the ECLRT, the City should conduct an ECLRT corridor monitoring study to assess the level of development and transportation conditions. This study may be used to inform and update implementation policies within respective Secondary Plan studies relative to transportation capacity;
- Continue to monitor goods movement through the area and develop strategies to maintain efficiency in the transportation network; and
- Work with Smart Commute to implement EcoMobility hub pilot program alongside one or more development applications.
- Implement smart video detection technology to monitor conditions as implementation occurs. This technology can provide a source of traffic and multimodal count information, curbside activity monitoring and real-time information, real-time parking information, traffic and vulnerable road user safety through near-miss collision detection, etc.