

EXECUTIVE SUMMARY

Introduction and Background

In November 2012, Toronto City Council directed staff to undertake a Transportation Master Plan (TMP) for the purpose of determining the feasibility of transportation network changes to the Highland Creek Village Area (also “the Village”), including:

- reconfiguration of the Old Kingston Road and Kingston Road intersection
- elimination of access to Highway 2A from Kingston Road and Morrish Road
- addition of a westbound access to Highway 2A from Lawson Road
- provision of a new road connection linking Meadowvale Road with Highway 2A
- installation of a ‘T’ intersection at Highway 2A and Military Trail
- implementation of an enhanced pedestrian realm, allowance for more on-street parking opportunities and improved safety and traffic flow in and around the Village obtained through recommended road network modifications.

Through the study process, a series of transportation solutions were identified to address problems and opportunities in the study area.

The Problem and Opportunity Statement

The following Problem and Opportunity statement, which was presented at the first Public Information Centre (PIC) held on June 25th, 2014, succinctly describes the existing and future problems and opportunities to be addressed by this study:

The City of Toronto has established a vision for the long-term revitalization of the Highland Creek Village into a vibrant, pedestrian friendly and mixed-use community. In order to accommodate all roadway users, and support this vision, changes are required to the transportation network that promote redevelopment opportunities and reinvestment in the Village. There are significant opportunities to improve the public realm and pedestrian environment and to encourage the use of transit, cycling, and walking as viable modes of transportation.

The Problem and Opportunity statement was developed based on an understanding of the existing conditions and issues, the vision and outcomes of the October 2012 Highland Creek

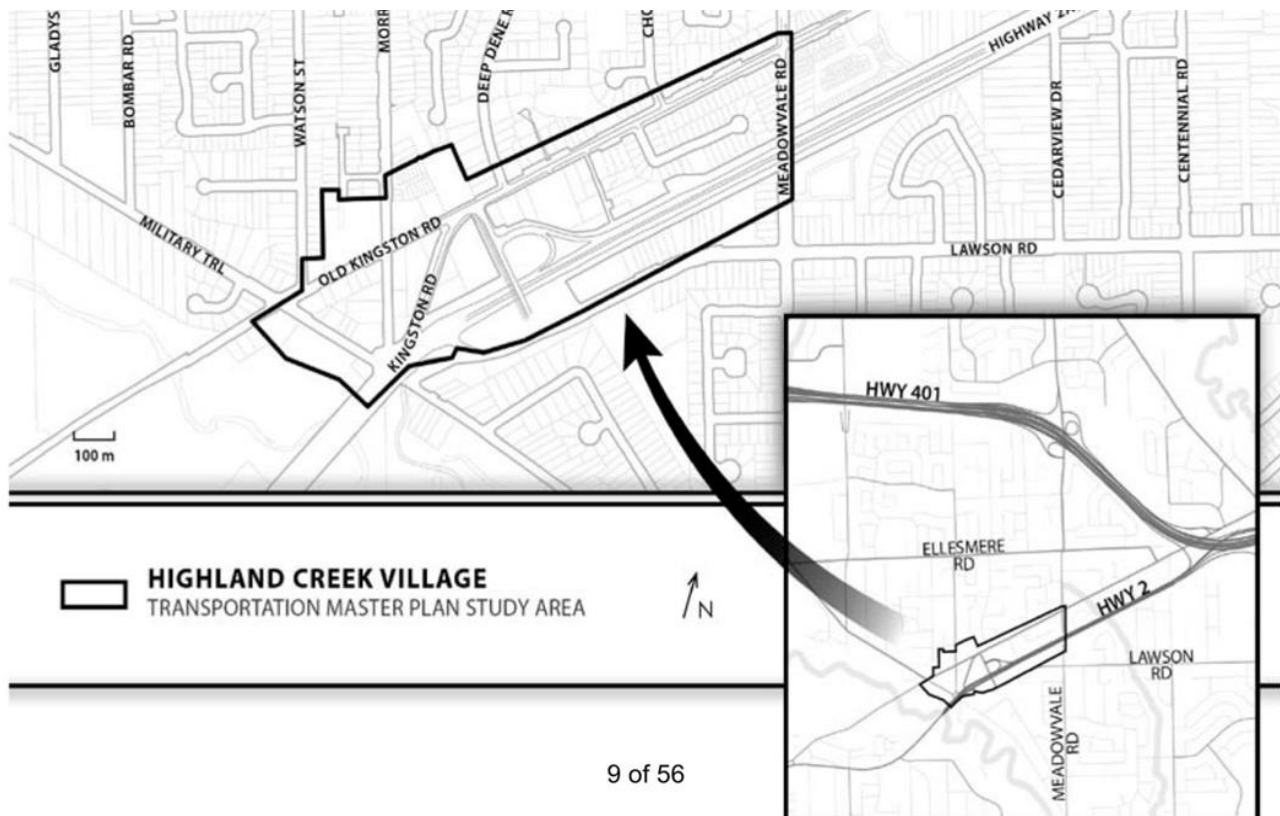
Area Study (which directly triggered and led to this TMP), and the future redevelopment and growth that is envisioned to occur in the community.

Development and growth within the Village will have to be accommodated by the Village's transportation network, including roads, sidewalks, and bicycle routes. Additional and improved connections to the surrounding transportation network also need to be considered. Moreover, there is a significant opportunity to provide improved opportunities for redevelopment by freeing up surplus highway and ramp areas that are in the vicinity of Highway 2A. This study has considered planned growth in the Village area to determine improvements that will support the long-term mobility needs of existing and future residents, businesses, and employees. The plan adopts a multi-modal approach to support all roadway users, improve connections, broaden transportation options, and serve to encourage the increased use of transit, cycling, and walking as viable modes of transportation.

The Study Area

The study area is generally bounded on the south and north by Highway 2A and Kingston Road/Old Kingston Road, and between Military Trail in the west and Meadowvale Road in the east.

Exhibit ES - 1: Highland Creek Transportation Master Plan Study Area



Environmental Assessment and Transportation Master Plan Study Process

Class Environmental Assessment Process

A Class Environmental Assessment (commonly known as a Class EA) is a study required by the Ministry of the Environment, Conservation and Parks (MECP) to assess the potential positive or negative effects of an individual project on the environment (i.e., social, cultural, natural, technical, and economic environment).

Key components of a Class EA include:

- Engagement with government agencies, Indigenous communities and the public;
- Consideration and evaluation of alternatives; and
- Management of potential environmental effects.

For more information on Government of Ontario Environmental Assessments visit:

[Class Environmental Assessments : Approved Class EA Information | ontario.ca](https://www.ontario.ca/class-environmental-assessments)

Transportation Master Plan and Study Process

A Transportation Master Plan (TMP) provides a framework for how the City will address its current and future land use and transportation needs.

The Highland Creek Village TMP study process follows Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, or Class EA, which is required for planning of most sewer, water, and road projects:

- Phase 1: Identify the transportation problems and opportunities in the Highland Creek Village and area
- Phase 2: Develop, evaluate, and recommend alternatives to address the identified problems and opportunities.

At the conclusion of the TMP study, a Notice of Study Completion is issued to all stakeholders and the project mailing list and a copy of the TMP document is made available on the City's website and in select local libraries for a 30-day review period. During the 30-day review period, a person can contact the City to resolve any outstanding concerns regarding the project.

All comments or concerns about the study should be addressed to the following City staff:

Maogosha Pyjor
Public Consultation Unit, City of Toronto
Metro Hall, 19th Fl., 55 John Street,
Toronto, ON M5V 3C6
Tel: 416-338-2850
Fax: 416-392-2974
TTY: 416-338-0889
E-mail: mpyjor@toronto.ca

The MCEA study process was updated in 2020. The updated process removes the Part II Order request provision with the exception of issues related to Indigenous matters. If there is an issue or outstanding concerns regarding potential adverse impacts to constitutionally protected Indigenous and treaty rights which remain unresolved, you may now request the MECP issue an order through Section 16 of the Environmental Assessment Act (EAA) requiring the City to comply with Part II before proceeding with the project. Requests on other grounds will not be considered by the Province.

Requests must be submitted in writing to the MECP within the 30-day review period. A copy of the request must be forwarded to the MECP Environmental Assessment Branch Director.

In addition, the MECP Minister may issue an order on his/her own initiative within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). All comments, with the exception of personal information, will become part of the public record.

The City will remain available to meet with interested parties and agencies to review the details of the proposed projects within the TMP. Any party wishing to provide additional comments on or requiring additional information regarding the projects is encouraged to contact the City at the above noted address.

Some of the projects recommended in the TMP with a higher cost and environmental impact will require further study and completion of Phases 3 and 4 of the Municipal Class EA process at a later date.

Consultation

As part of this study, the City has hosted three (3) stakeholder meetings, two (2) larger public events, called Public Information Centre (PIC) meetings, and one (1) informal "pop-up" consultation in partnership with City Planning, "Planners in Public Spaces" initiative.

The three stakeholder workshops were held to work more closely with businesses, residents, and key stakeholders in the area:

- WalkShop (walking tour) - conducted June 5, 2014 with area stakeholders prior to the first Public Information Centre (PIC) meeting
- Parking Meeting – conducted November 19, 2014 with Village businesses to discuss the future parking needs and re-designs on Old Kingston Road and Morrish Road
- Stakeholder Meeting – conducted May 28, 2015 with combined participants from both the WalkShop and Parking meetings to review preliminary recommendation(s) prior to Public Information Centre #2

The public events included a drop-in portion for viewing study materials and speaking one-on-one with members of the project team, as well as a presentation followed by a question-and-answer session. The first public event also included breakout group sessions and an opportunity to rate ideas proposed by the project team and/or other event attendees.

The Planners in Public Spaces (PiPS) (informal "Pop-Up" consultation) was conducted on June 13, 2015 during the Highland Creek Festival where over 170 people attended the City Planning Division's information booth.

The following groups/agencies were consulted through this study:

- Local Councillor, Residents and Businesses
- Local Organizations and Institutions (Highland Creek Community Association and Centennial Community & Recreation Association)
- University of Toronto Scarborough Campus (UTSC)
- First Nations, Inuit and Métis including Mississaugas of Credit First Nation; Mississaugas of Scugog Island; Kawartha Nishnawbe First Nations; Hiawatha First Nation; Alderville First Nation; Curve Lake First Nation; and Williams Treaties First Nations, Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of Transportation of Ontario (MTO)

- City of Toronto: TTC, Public Realm, Traffic Planning, Traffic Operation, Infrastructure Planning, Transportation Planning, Beautiful Streets Program (now Neighbourhood Improvements), City Planning and Urban Design, Cycling Infrastructure and Programs, Water and Waste-Water Divisions

Throughout the study, a specific project webpage provided up-to date information on the study progress and related materials: www.toronto.ca/hcvtransportation.

Study Assessment and Evaluation of Alternatives

The 2012 Highland Creek Village Area Study (Area Study) presented a long term land use planning vision that supports opportunities for redevelopment and reinvestment in the Village while respecting the area's heritage and character. The Urban Design Guidelines that were developed together with the Area Study included co-ordinated streetscape improvements that reflect the Village's history (e.g., signage, street trees, street furniture, and lighting), public art direction and locations, and recommended building exterior materials that reflect the Village's built heritage. Both documents were produced in consultation with area residents and businesses, and these documents were guides to the development of the TMP alternative solutions. The ultimate vision for the Village includes an enhanced streetscape design that includes additional street trees and well-landscaped open spaces.

At the outset of the TMP, a review of the natural heritage features in the study area was carried out in consultation with the Ministry of Natural Resources and Forestry (MNRF) and the Toronto Region Conservation Authority (TRCA). Based on the information provided by the MNRF and TRCA, it was confirmed that the study area is predominantly developed and there are no Areas of Natural or Scientific Interest, Significant Woodlands, wetlands and/or Species At Risk (SAR) present.

After a review of the study area existing conditions, the Do Nothing scenario and four additional alternative solutions were developed and put forward for evaluation. Through this evaluation, Alternative 1 was identified as the Preferred Alternative to carry forward for more detailed assessment (refer to **Exhibit ES - 2**). The evaluation summary is included in **Exhibit ES - 3**.

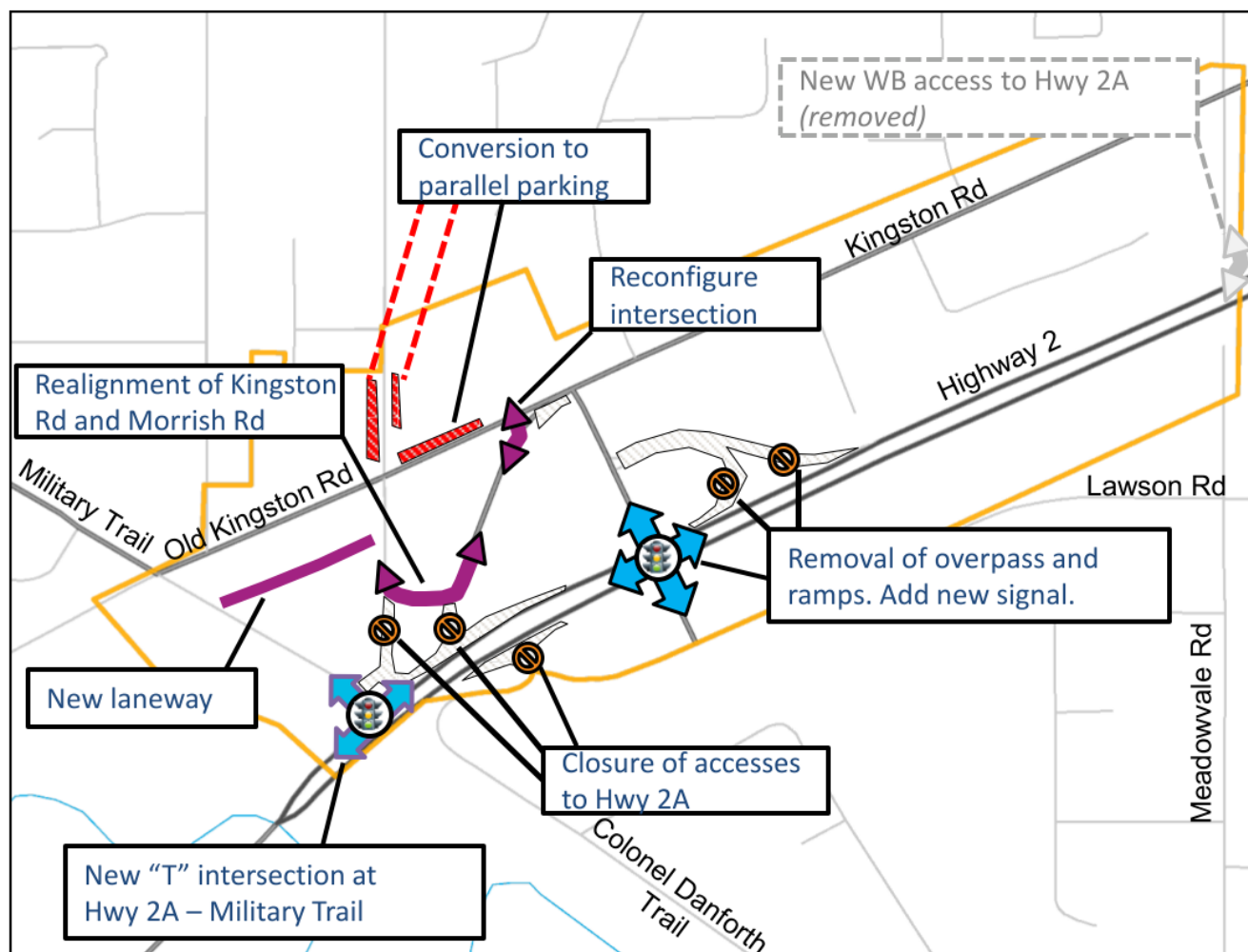
Study Recommendations

The projects recommended by the TMP will support the long-term revitalization of Highland Creek Village into a vibrant, pedestrian-friendly, and mixed-use community. Proposed investments in the public realm, streetscape, and pedestrian environment have the potential to

make the area more attractive to both existing and future residents, employees, visitors, and customers. New bike lanes will also support and encourage cycling in the Village. Moreover, the TMP will provide all roadway users, including vehicles, pedestrians, and cyclists, with improved access/connections to and from the Village, providing increased connectivity to the rest of the City's transportation network. The Village's existing network of ramps and one-way accesses is confusing and can dissuade visitors and customers from stopping in the Village. Proposed new signalized intersections along Highway 2A represent an opportunity to make access to the Village's centre more direct and convenient for vehicles, cyclists, and pedestrians.

Building on the evaluation of the Alternatives, and the identified Preferred Alternative as Alternative 1, the Preferred Solution was developed, including the road network, transit network, and active transportation (cycling and pedestrian) network. The plan, showing all projects that form the Recommended Solution, is included in **Exhibit ES - 10** at the end of the Executive Summary.

Exhibit ES - 2: Alternative 1 – Overpass Removal and New At-Grade Intersection



Background

- Based on Highland Creek Area Study (2012) Recommended Network

Updates since PIC#1:

Removed: ---

- Westbound access to Hwy 2A.
 - Provides alternative with no changes to Meadowvale Rd
 - Access remains in Alternative 3

Added: ---

- Morrish Rd parallel parking conversion.

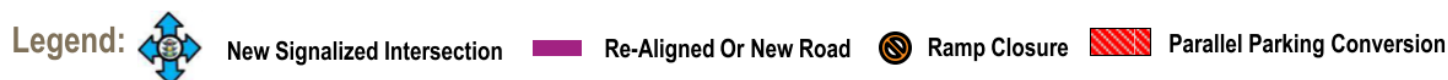


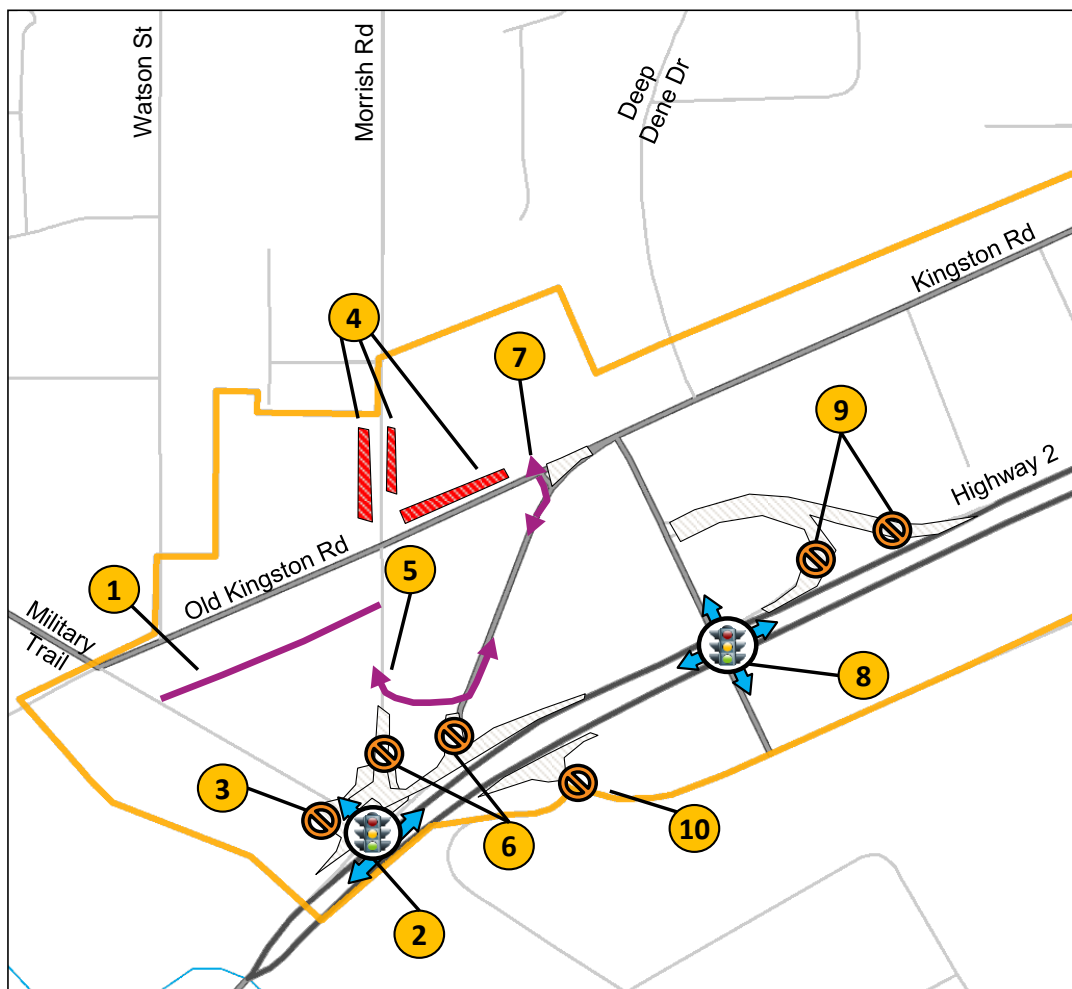
Exhibit ES - 3: Evaluation Summary

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 ○○○○

Road Network

Except for the new laneway and the new “loop” road connection between Old Kingston Road and Morrish Road, new roadways are not required to support the redevelopment of the Village area. The transformation of Highway 2A into a more walkable and Village-friendly arterial road, similar to the existing cross-section of Kingston Road to the west of the study area, is one of the defining features of the Proposed Road Network. A consistent three lanes of through traffic is required along the new Highway 2A arterial to accommodate traffic demands between the two new signalized intersections.

Exhibit ES - 4: Proposed Road Network



As identified in **Exhibit ES - 4**, the identified Road Network improvements include:

- 1) New laneway
- 2) New signalized “T” Intersection at Highway 2A and Military Trail

- 3) Closure of accesses between Highway 2A and Military Trail
- 4) Conversion of angled and perpendicular parking to parallel parking
- 5) New connection between Kingston Road and Morrish Road
- 6) Closure of accesses between Highway 2A and Morrish Road and Kingston Road
- 7) Reconfigured intersection of Old Kingston Road and Kingston Road
- 8) New signalized Intersection at Highway 2A and Highland Creek Overpass
- 9) Removal of Highway 2A on and off ramps at Highland Creek Overpass
- 10) Closure of accesses between Highway 2A and Lawson Road

In addition to the specific road network elements listed above, an enhanced streetscape and public realm is proposed through the Village.

Traffic

Vehicle traffic in and around the Village area was studied to understand how through traffic may be impacted by proposed changes to the transportation network. It is understood that there is a range of different desires when it comes to through traffic in the Village: a reduction in through traffic is seen by some as a loss of pass-by business, whereas others view reduced through traffic as a means to reduce morning commute times and improve the safety and attractiveness of the Village's pedestrian environment. The project team has worked with the community to balance these concerns and develop a solution that best meets the Village's current and future needs. Old Kingston Road will remain open and is expected to continue to serve as an important connection for the local community. As a result, it is expected that local business will continue to benefit from local pass by vehicle traffic along Old Kingston Road.

Parking

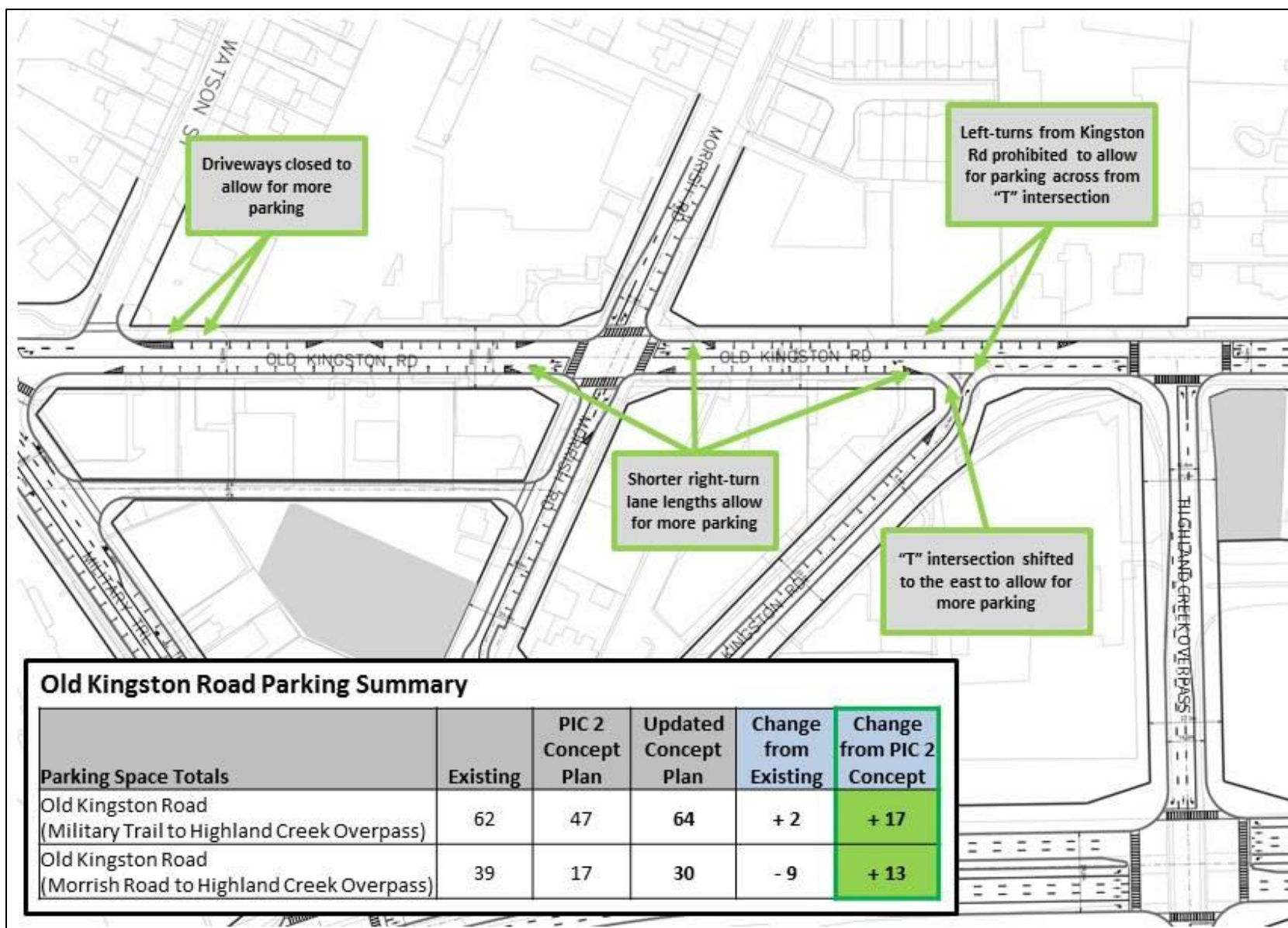
The replacement of the non-standard angled and perpendicular parking with parallel parking on Old Kingston Road (east of Morrish Road) and Morrish Road (north of Old Kingston Road) has been proposed (refer to **Exhibit ES - 5**) to widen sidewalks / boulevard areas and improve the pedestrian environment in the Village (e.g., accessible sidewalks, street trees and plantings, decorative lighting, and new street furniture). These improvements will help to make the area more pedestrian friendly, accessible, and safer for all ages. Based on comments received from Morrish Plaza businesses, there was a concerted effort to provide more areas for on-street parallel parking along Old Kingston Road as well as along the proposed Morrish Road and

Kingston Road “loop”, and on Military Trail. Furthermore, on-street parking areas will be complimented by the onsite parking that would be provided on future re-developed sites.

As development takes place, the commercial elements will be required to provide parking to support the retail uses. This will supplement any angled / perpendicular parking that may be lost as a result of the reconfiguration to parallel parking.

The minimum number of required on-site (i.e., private) parking spaces is determined based on land use type (e.g., gross floor area of retail or office use). The City of Toronto Zoning By-law 569-2013, as amended (Office Consolidation), [City of Toronto Zoning By-law 569-2013, as amended \(Office Consolidation\)](#), identifies how to calculate the number of on-site parking spaces that are to be provided collectively for each use on a lot. There are no City by-laws that identify requirements for a minimum number of on-street (i.e., public) parking spaces to be provided for each business.

Exhibit ES - 5: Proposed Long-Term Parking Plan for Old Kingston Road



Active Transportation

The vision of Toronto's Official Plan, adopted in 2010 and in effect at the time of writing, is to create "an attractive and safe city that evokes pride, passion and a sense of belonging – a City where people of all ages and abilities can enjoy a good quality of life"¹ (City of Toronto, 2007). Creating a walkable city is an important component of the Official Plan vision, with the plan containing a number of policies that support the need to improve conditions for pedestrian and non-vehicular movement. In particular, the following policies address this need:

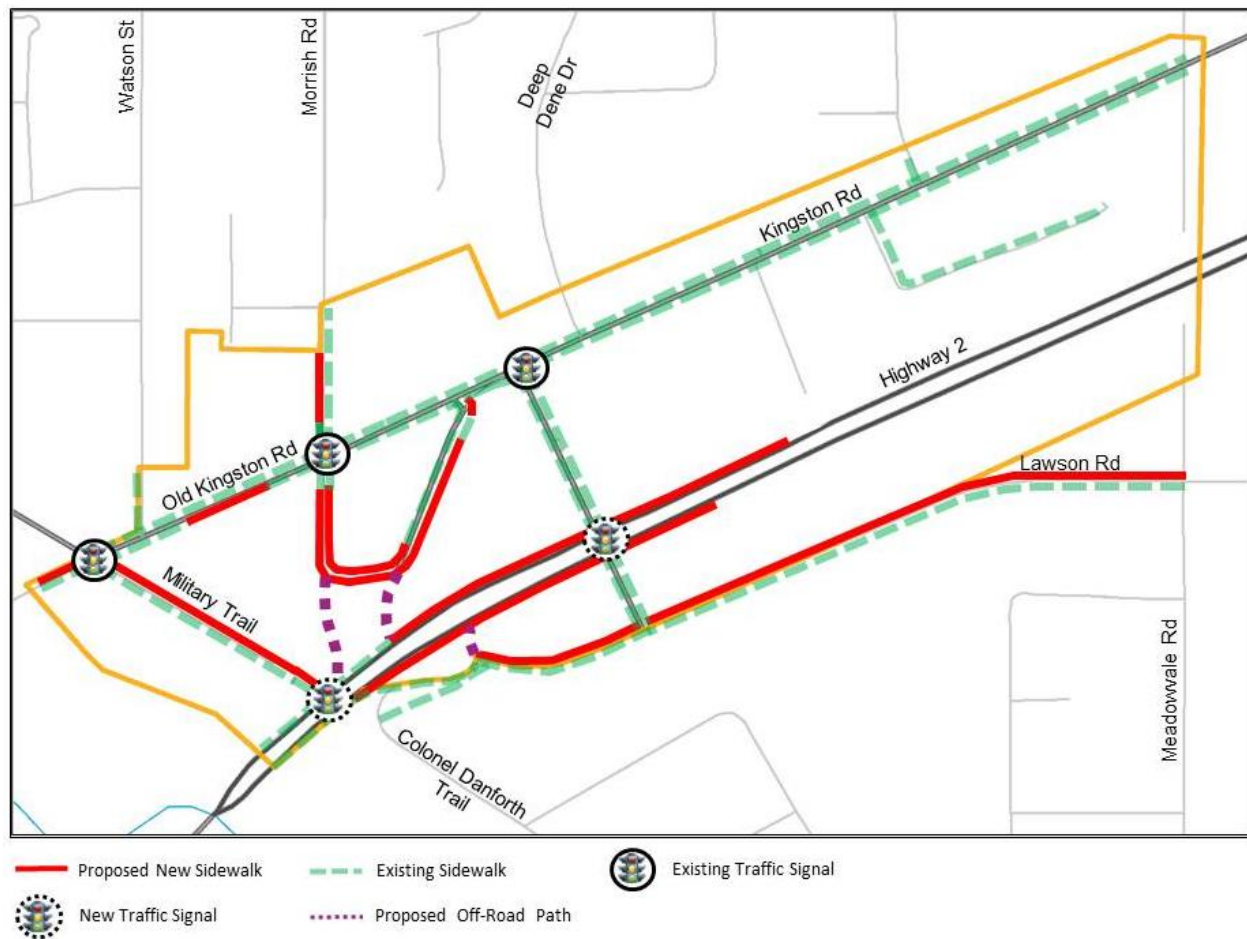
- Section 2.4, Policy 13-a: Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including an expanded bikeway network.
- Section 2.4, Policy 14: An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by ensuring safe, universally accessible, direct, comfortable, attractive, and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit, and other important community destinations.
- Section 2.4, Policy 15-e: The transportation system will be developed to be inclusive of the needs of people with disabilities and seniors by taking accessibility into account from the design stage onwards.

For Highland Creek Village, this means planning for sidewalks where they do not currently exist, improving existing sidewalks and connecting pedestrian facilities so that the entire village is walkable. The Proposed Pedestrian Network, which is the network of sidewalks and pathways identified through this TMP process for implementation in the HCV, is depicted in **Exhibit ES - 6**. Cycling improvements are necessary to connect the Village to the larger surrounding cycling network, as well provide safe cycling opportunities through the Village.

Creating an area which is safe, attractive, and accessible for all residents was a focus of this Transportation Master Plan. As a result, Highland Creek Village will become a more pedestrian friendly destination. The conversion of Highway 2A into an arterial road with traffic signals will also reduce traffic speeds and further improve the safety and attractiveness of the Village's pedestrian environment.

¹ City of Toronto Official Plan, 2007.

Exhibit ES - 6: Proposed Pedestrian Network

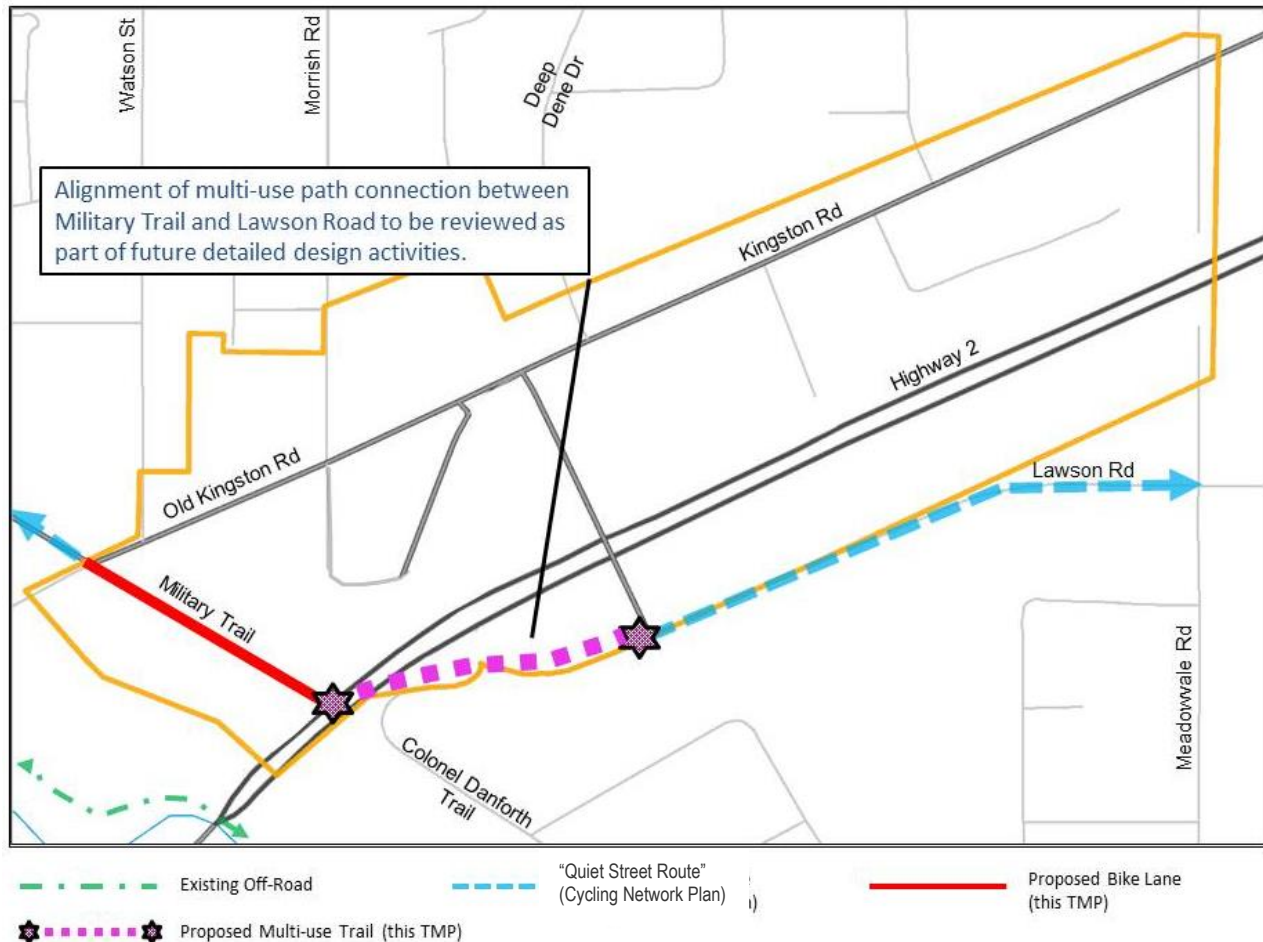


The pedestrian network has been designed around the following principles that will promote walking and transit use within the Village:

- Reducing Barriers
- Well-Connected and Complete Sidewalks
- Neighbourhood / Off-Road Connections
- High Quality Pedestrian Realm

The Proposed Cycling Network is depicted as follows:

Exhibit ES - 7: Proposed Cycling Network



This cycling network has been designed to realize new connection opportunities. At the time of writing, the Toronto Bike Plan was in effect. Since that time, the City has approved the 2016 Ten Year Cycling Network Plan (CNP) and the 2019 CNP Update, which examines further improvements to the existing network, including new routes and enhancements to existing routes. In particular, the proposed on-street bike lanes and multi-use trail within the study area serve to provide a direct connection between planned facilities on Military Trail (to the north of Old Kingston Road) and on Lawson Road (to the east of the Highland Creek Overpass). Where the Toronto Bike Plan included planned bikes lanes, the CNP identified facilities as bike routes on quiet streets. **Exhibit ES - 7** shows the location of the "Quiet Street Routes" within the study area. Once fully realized, this route will provide an important direct connection to UTSC (via Military Trail) and the Rouge Hill GO Station and the existing Waterfront Trail along Lake Ontario (via Lawson Road and Port Union Road).

The provision of convenient bicycle storage facilities and amenities at key destinations, such as rest areas and showers at places of employment, as well as posts and rings within the zone for street furniture for bicycle parking, can play a role in further encouraging cycling in the Village. Examples of these facilities can also include implementing bike racks / secure storage at community buildings. Private sector participation and co-operation in supporting the provision of cycling facilities in the Village can be encouraged through the development application and approvals process.

Opportunities to implement enhanced wayfinding signage will be considered to make active transportation options more visible to the travelling public. This could include signage that directs cyclists to / from the existing trail in the Highland Creek valley, the Rouge Hill GO Station, the Waterfront Trail, and other community amenities. Signage could be implemented together with planned improvements to the Village's park space and should be developed and implemented in a manner that is consistent with the branding of existing and planned cycling wayfinding signage in the City of Toronto².

Highland Creek Overpass

The overpass was reconstructed in 2000. A 2018 bridge condition assessment determined that the bridge is in good condition and its service life is expected to continue for at least another 10 years. The City will monitor the bridge condition as a part of its state of good repair program. Removal of the bridge structure will occur in the long term and will be preceded by an Environmental Study to determine the appropriate design.

Implementation Plan and Recommended EA Schedule

Exhibit ES - 8 identifies the recommended projects, their schedule, and estimated costs. The majority of the projects below will be delivered through development or the City's state of good repair program. Smaller individual projects have been combined under easily understood larger projects but will be delivered as individual smaller projects as development and state of good repair opportunities present themselves. The exception to this is the replacement of the Highland Creek Overpass, a Schedule C project requiring a follow up Environmental Study to determine the appropriate design.

2. For more information on the City of Toronto's Wayfinding Strategy visit: <https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/parks-trails-wayfinding-strategy/#:~:text=The%20core%20objective%20of%20the,ravines%20by%20residents%20and%20visitors.>

Exhibit ES - 8: Implementation Plan and Recommended EA Schedule

			Implementation Scenario			
Project	Included TMP Improvements		Development	Public Realm/ State of Good Repair	Major Project Delivery	EA Schedule
Military Trail Traffic Signal	2	New signalized intersection at Hwy 2A & Military Trail	✓	✓		Each individual improvement is a Schedule A+
	3	Closure of Military Trail ramps / accesses				
		Streetscape improvements and parking on Military Trail				
		Bicycle lanes on Military Trail from Hwy 2A to Old Kingston Road				
		Cycling connection between Military Trail & Lawson Road				
Old Kingston Rd Streetscape	4	Streetscape improvements and conversion to parallel parking on Old Kingston Road & Morrish Road	✓	✓		Schedule A+
	7	Reconfigure Kingston Road & Old Kingston Road intersection				
Re-Alignment of Kingston and Morrish Rd	5	Realignment of Kingston Road and Morrish Road (New "Loop")	✓	✓		Each individual improvement is a Schedule A+
		Streetscape improvements and parking on Kingston Road & Morrish Road				
	6	Closure of Kingston Road & Morrish Road ramps / accesses				
New Laneway	1	New laneway between Military Trail & Morrish Road	✓			Schedule A+
Highland Creek Overpass Removal	9	Highland Creek Overpass removal and ramp closure		✓	✓	Schedule C
	8	New Hwy 2A signalized intersection				
		Conversion of Hwy 2A into arterial near Overpass				
		Conversion of Hwy 2A into arterial near Military Trail				
	10	Closure of Lawson Road ramps / accesses				

Note: # note that in this table the number within the yellow symbol corresponds to the TMP Improvement identified in **Exhibit ES - 4**

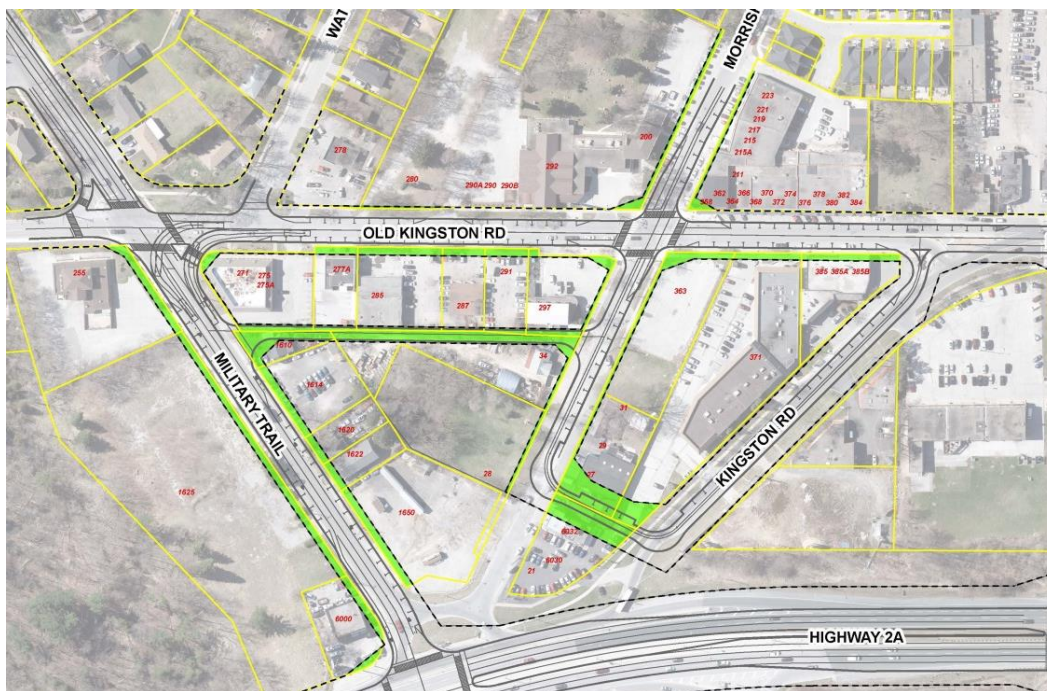
Funding

Currently, the City's 5-Year Capital Works plan considers TMP improvements that can be implemented as part of state of good repair projects. Through [Section 37 of the Planning Act](#)³, there will be opportunities to secure funds for community benefits such as improving the area's streetscape for lands other than those abutting a subject property. Other infrastructure improvements can also be secured through other Planning Act approvals (e.g., Site Plan Control, Plans of Subdivision/Consent applications).

Property Dedication

Some property is required to be secured to support the recommendations of this study. **Exhibit ES - 9** outlines anticipated areas of property dedication. Detailed property requirements will be confirmed during detailed design and development activities that will follow this study. Most, if not all, property requirements will be realized through the development approval process and will occur over an extended period (10 to 20+ years). Where a project may advance outside of the development review process, the City will consult with affected property owners prior to construction.

Exhibit ES - 9: Property Dedication



³ [Planning Act, R.S.O. 1990, c. P.13 \(ontario.ca\)](#)

Functional Servicing Report

The review of the existing servicing conditions within the Functional Servicing Report (FSR) study area and has determined that although the transportation network modifications proposed by the Recommended Solution do impact existing infrastructure, the required infrastructure relocations can be accommodated within the proposed road network. Furthermore, the planned redevelopment and intensification within the FSR study area can be accommodated by improving the capacity of the existing infrastructure. The Recommended Solution also presents opportunities for optimizing the performance of existing City owned infrastructure. The full FSR is included in **Appendix N**.

Accessibility for Ontarians with Disabilities Act (AODA)

The Accessibility for Ontarians with Disabilities Act (AODA) was enacted by the provincial government in 2005 to help make Ontario accessible to people with disabilities. This act lays the framework for the development of province-wide mandatory standards on accessibility in all areas of daily life. For more information on the AODA visit: www.ontario.ca/laws/statute/05a11.

Conceptual and functional designs for new or upgraded infrastructure (e.g., sidewalks) that are developed as part of this project will be AODA compliant (where applicable). In the future more detailed designed stages occurring subsequent to this study, all new or upgraded infrastructure components (e.g., pedestrian signals / push buttons, signage, etc.) that will be implemented by the City of Toronto must comply with AODA standards.

Environmental Impacts and Mitigation Measures

Section 14 of the TMP discusses the potential environmental impacts and proposed mitigation measures as applicable for the recommended projects. This includes commitments to future activities in subsequent stages of work that are beyond the scope of this study. All potential impacts and mitigation measures are summarized in **Exhibit 14-1**.

Exhibit ES - 10: Functional Design Plan of the Recommended Solution

