



Appendix H

Alignments and Cross-sections Evaluation

Detailed Evaluation of Craigton Drive Reconfiguration Alternative Alignments

Category	Criteria	Measure	Alignment 1	Alignment 2
				
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?	• Partially – Provides protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Victoria Park Avenue, Rannock Street, and Jonesville Crescent. • The Gatineau Hydro Corridor is located north of the alignment; this will not affect active transportation as it is disconnected from the cycle tracks available on Eglinton Avenue East. • However, increased intersection spacing along Pharmacy Avenue will occur as a result of the removal of the Craigton Drive & Pharmacy Avenue intersection and the removal of the Rannock Street & Pharmacy Avenue intersection.	• Partially – Provides protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Victoria Park Avenue, Rannock Street, and Jonesville Crescent. • The Gatineau Hydro Corridor is located north of the alignment; this will not affect active transportation as it is disconnected from the cycle tracks available on Eglinton Avenue East. • However, increased intersection spacing along Pharmacy Avenue will occur as a result of the removal of the Craigton Drive & Pharmacy Avenue intersection.
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?	• Partially – The alignment connects Craigton Drive to Ashtonbee Road in a shorter distance and continuous manner, allowing active transportation access to major destinations. However, the distance to Gatineau Hydro Corridor Trail is increased due to the closure of Craigton Drive and Rannock Street and the respective intersections with Pharmacy Avenue.	• Partially – The alignment connects Craigton Drive to Ashtonbee Road in a shorter distance and continuous manner, allowing active transportation access to major destinations. However, the walking and cycling distances for this alignment are slightly longer than Alignment 1.

Category	Criteria	Measure	Alignment 1	Alignment 2
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?	Partially – TTC bus routes 70A O'Connor Drive and 67A Pharmacy Avenue use Craigton Drive as a loop. With the realignment, there would be no negative or positive impacts to this loop. - The existing bus stops at Rannock Street & Pharmacy Avenue will be required to be relocated to the new intersection at Craigton Drive/Ashtonbee Road & Pharmacy Avenue. - All bus routes along Victoria Park Avenue and Pharmacy Avenue provide connections to the ECLRT. - Proposed cycling facilities along Craigton Drive will connect to planned cycling facilities along Victoria Park Avenue, providing access to the ECLRT.	Same as Alt 1
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto corridor travel time	- EB – 1.4 min - WB – 2.3 min	Alternative not modelled; expected to be similar to Alt 1
		Pedestrian travel time	6.2 min	6.1 min
		Cyclist travel time	2.1 min	2 min
		Overall intersection delay and LOS (during PM peak hours)	- Craigton Drive and Victoria Park Avenue Intersection – 36 s / LOS D - Ashtonbee Road and Pharmacy Avenue Intersection – 35 s / LOS D	Alternative not modelled; expected to be similar to Alt 1
	Design (qualitative)	Does the alternative meet desire design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?	Design elements that meet the design criteria: - Minimum intersection angle. Design elements that exceed the design criteria: - Minimum radius with reverse crown. - Maximum profile grade. The profile grades are below the AODA maximum grade of 5% for pedestrians and cyclists. - Sidewalk and cycle track widths. Design elements that do not meet the design criteria: - None.	Design elements that meet the design criteria: - Minimum intersection angle. - Minimum radius with reverse crown. Design elements that exceed the design criteria: - Maximum profile grade. The profile grades are below the AODA maximum grade of 5% for pedestrians and cyclists. - Sidewalk and cycle track widths. Design elements that do not meet the design criteria: - None.
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?	Yes – Provides emergency vehicle with access to existing and new developments along the realigned road and extension. This new road will also provide emergency vehicles with a continuous route along Ashtonbee Road.	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2
Summary of Transportation				
			Alignment 1 is preferred from a transportation perspective as it meets and exceeds the design criteria. Both alignment alternatives have similar impacts on improved active transportation facilities, community densification, connections to surrounding transit facilities, and improved emergency service accessibility. Traffic operations are similar across both alignments.	
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?	- Yes - Provides continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Victoria Park Avenue, Rannock Street, and Jonesville Crescent. - Runs alongside the multi-use trail available throughout the Gatineau Hydro Corridor; however, it is disconnected from the cycle tracks available on Eglinton Avenue East.	Same as Alt 1
		Does the alternative meet or exceed accessibility needs for people with disabilities?	Yes – this alignment contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promotes an active community and lifestyle, and is comfortable and accessible for all ages and abilities. Accessibility needs can be met through design.	Same as Alt 1
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile Secondary Plan Vision & Principles?	Yes – this alignment contributes to a complete, connected, responsive, and prosperous community by providing connections to the greater transportation network, creating smaller blocks to increase access to more services and amenities.	Same as Alt 1
		Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan?	- Partially Provides a variety of mobility options that promote an active community and lifestyle and is comfortable and accessible for all ages and abilities. Provides safe, convenient, and direct access to Victoria Park Avenue and Pharmacy Avenue, which connect to the ECLRT. - It does not contribute to a finer grained network with enhanced connectivity; however, it improves the network safety by eliminating the jogged intersection at Rannock Street and Ashtonbee Road.	Same as Alt 1
Summary of Policy Framework				
			Both alignment alternatives similarly contribute to providing equitable transportation choices and are compatible with planning policies.	

Category	Criteria	Measure	Alignment 1	Alignment 2
Natural Environment	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff?	No – There will not be an increase in runoff as the road area will remain the same; the existing two lanes are being maintained in the future plan.	Same as Alt 1
		Does the alternative have the potential to impact surface water features?	No impact. The closest surface water feature, the Wilson Brook – warm thermal regime, is approximately 75 m from the closest extent of the proposed alignment route and is considered to be beyond area of project influence.	Same as Alt 1
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?	No impact.	No impact.
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).	Opportunities for LID measures included with landscaped areas in boulevards.	Same as Alt 1
Summary of Natural Environment				
			Alignment 1 and Alignment 2 are equally preferred from a Natural Environment perspective. Natural enviroment impacts and mitigation opportunities are similar across both alignments such as the increased runoff potential, surface water impacts, natural heritage preservation, and climate change mitigation.	
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions	- There are no added vehicle lanes in this alternative – the existing 2 lanes will be maintained in the future. - Existing and future land uses are designated apartment neighbourhoods. There is no increased proximity to sensitive receptors relative to the existing conditions.	Same as Alt 1
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?	Slight improvement to air quality from provision of active transportation	Same as Alt 1
		Does the alternative promote reduction of greenhouse gas emissions?	Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG.	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2
	Creates place-making opportunities	Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements?	Yes – the proposed cross-sections options include trees and landscape elements. - Redevelopment of impacted properties present opportunities to create new parks and open spaces.	Yes – the proposed cross-sections options include trees and landscape elements. - Limited opportunities to create new parks and open spaces adjacent to 5 Rannock Street.
		Does the alternative have the potential to improve area lot fabric and/or create viable development blocks?	Creates narrow and/or odd shaped lots north of the realigned street	Yes – minimal impacts to lot fabric as this alignment makes the best use of the existing Rannock St right-of-way.
	Connects to/from destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?	Yes- offers connections to the existing Gatineau Hydro Corridor and Ashtonbee Reservoir Park, as well as the proposed West Park.	Same as Alt 1
Summary of 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	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?	Yes – there is archaeological potential on the north side of Craigton Drive. The proposed alignment route is not directly within the boundaries of the archaeological potential land. However, there could be impacts from the construction that will occur within the vicinity of the designated land.	Same as Alt 1
	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?	No impact.	No impact.
Summary of Cultural Heritage				
			Alignment 1 and Alignment 2 are equally preferred from a Cultural Heritage perspective. - Cultural Heritage impacts and mitigation opportunities on archaeological resources and cultural heritage resources.	

Category	Criteria	Measure	Alignment 1	Alignment 2
Economic	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?	Partial impact to 4 residential properties: 5 Rannock Street – 457 m² – existing building is not affected, but the parking lot is affected. 4 Rannock Street – reconstruction of driveway entrance 12 Craigton Drive – reconstruction of driveway entrance and pedestrian pathway 10 Craigton Drive – reconstruction of driveway entrance and pedestrian pathway Partial impact to 1 commercial property: 865 Pharmacy Avenue – 1 tenant, 2,033 m² – existing building is not affected, but the driveway entrance is affected. Partial impact to 1 recreational property: 14 Craigton Drive – reconstruction within City ROW 3 sections of roadway will be decommissioned: 170m of Rannock Street 220m of Craigton Drive >100m of Ashtonbee Road	Partial impact to 1 residential property: 5 Rannock Street – 671 m² Partial impact to 1 recreation property: 14 Craigton Drive – 34 m² Partial impact to 1 City-owned property: 885 Pharmacy Avenue – 735 m² 2 sections of roadway will be decommissioned: 220m of Craigton Drive >100m of Ashtonbee Road
	Area Development (qualitative)	Can segments of a street be delivered through future area development to support redevelopment?	Partially – Construction will affect both private properties, and properties set for redevelopment. - Construction can be completed in phases aligned with area development of properties set for redevelopment between Craigton Drive and Rannock Street.	Yes – Construction can be completed in phases aligned with area development; however, phasing may not be required as the construction of the reconfiguration of Craigton Drive has minimal impact on surrounding properties.

Category	Criteria	Measure	Alignment 1	Alignment 2
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?	Seven (7) properties are slated for redevelopment, including: - Starlight (9 Craigton Drive, 15 Craigton Drive, 23 Craigton Drive) 1 Rannock Street 860 Pharmacy Avenue) - Choice (1541 Victoria Park Avenue – 9 tenants), 1900 Eglinton Avenue East – 30 tenants OPA settlement for the Starlight lands at 860 Pharmacy Avenue are not consistent with the Site Plan presented by Starlight. Two buildings will be impacted by this alignment in addition to a planned walkway and some landscaping in the north-eastern sections of the plan. An OPA settlement for 1900 Eglinton Avenue East is under appeal. There is currently no proposed site plan. OPA and ZBA settlements for Choice lands, including 1541 Victoria Park Ave. No active site plan application for that block. - No impacts to approved site plan applications. - All other addresses waiting for approval are Under Review, OMB Appeal, or general OLT Settlement (ZBA).	Six (6) properties are slated for redevelopment, including: - Starlight (9 Craigton Drive, 15 Craigton Drive, 23 Craigton Drive) 1 Rannock Street, and 860 Pharmacy Avenue) - Choice (1541 Victoria Park Avenue – 9 tenants) OPA settlement for the Starlight lands at 860 Pharmacy Avenue are not consistent with the Site Plan presented by Starlight. There are edge impacts to the site plan at 9, 15, and 23 Craigton Drive, and 1 Rannock Street. A pedestrian walkway and a few trees will be impacted in the northern-most section of the plan. OPA and ZBA settlements for Choice lands, including 1541 Victoria Park Ave. No active site plan application for that block. - No impacts to approved site plan applications. - All other addresses waiting for approval are Under Review, OMB Appeal, or general OLT Settlement (ZBA).
Summary of 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 and 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 & Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear metre street construction cost)	\$3,389,590	\$3,355,000
		What is required for maintaining and operating the alternative?	Maintenance and operations requirements for this new street are expected to be typical for a City Street.	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2
	Construction phasing and staging (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?	Yes – Staged construction of the section between Victoria Park Avenue and Rannock Street is necessary to minimize impacts to existing pedestrian, bicycle, and vehicle mobility. Construction of the section between Rannock Street/Craigton Drive and Ashtonbee Road will have minimal impact to existing pedestrian, bicycle and vehicle mobility, as there is no existing road. - Potential disruptions could occur where the Craigton Drive realignment will intersect with Pharmacy Avenue. - Transit may be affected by the construction of this alignment given TTC bus routes (70A, 67A) use Craigton Drive as a loop. Staging should be used to avoid issues with TTC and to ensure there is an alternate bus loop location to mitigate schedule disruptions. Partially – Construction can be completed in phases aligned with area development of properties set for redevelopment between Craigton Drive and Rannock Street. Construction will affect both private properties, and properties set for redevelopment.	Yes – Staged construction of the section between Victoria Park Avenue and Pharmacy Avenue is necessary to minimize impacts to existing pedestrian, bicycle, and vehicle mobility. - Potential disruptions could occur where the Craigton Drive realignment will intersect with Pharmacy Avenue. - Transit may be affected by the construction of this alignment given TTC bus routes (70A, 67A) use Craigton Drive as a loop. Staging should be used to avoid issues with TTC and to ensure there is an alternate bus loop location to mitigate schedule disruptions. Yes – Construction can be completed in phases aligned with area development; however, phasing may not be required as the construction of the reconfiguration of Craigton Drive has minimal impact on surrounding properties.
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?	Yes – 4 contaminated properties will be impacted by this alignment	Same as Alt 1
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?	- Earth excavation is anticipated for the full length of this alignment for reconstruction and realignment. - Standard removal protocol for contaminated materials will be planned and be enforced.	Same as Alt 1
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?	- No major utilities conflicts/relocations are anticipated; however, Eglinton Pumping Station and Ashtonbee Reservoir are located on northeast corner of Pharmacy Avenue and Ashtonbee Road. Road realignment plans to be reviewed with Toronto Water to ensure no conflicts with underground infrastructure. - Relocations likely required at Pharmacy Avenue to remove and reconstruct existing signalized intersection - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm).	Same as Alt 1
Summary of Engineering & Cost			●	●



Category	Criteria	Measure	Alignment 1	Alignment 2
			Alignment 2 is preferred from an engineering and cost perspective as it may not require phased construction. It also utilizes the existing street and does not require construction of a new road segment. Both alignments have similar impacts on maintenance, contamination potential, and utility conflicts. However, there are differences in the way each alignment would be staged and the construction phases required to complete the work.	
Overall Summary				
Recommendation			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.	

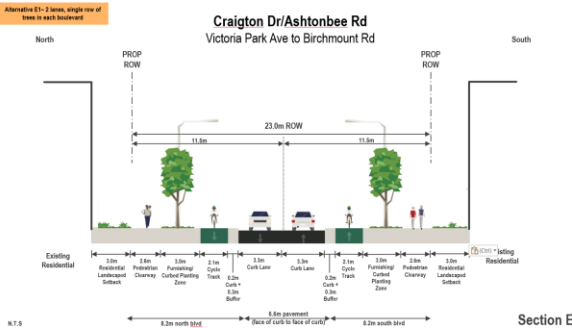
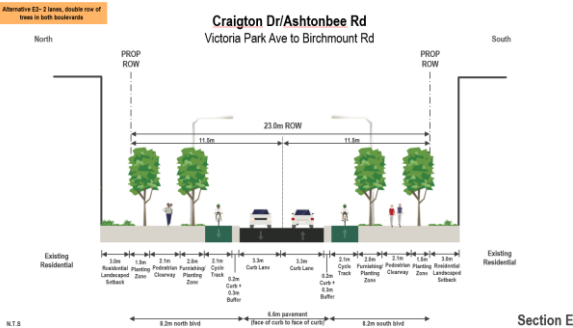
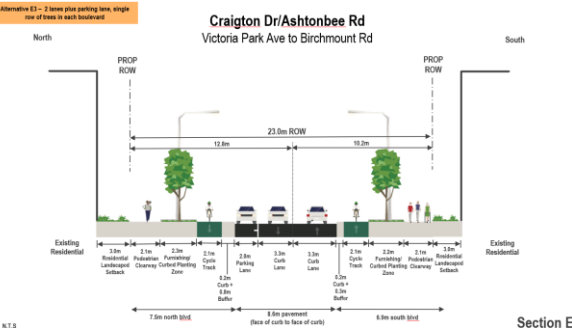
Legend		
		
Least Preferred (Most Impact)		Most Preferred (Least Impact)

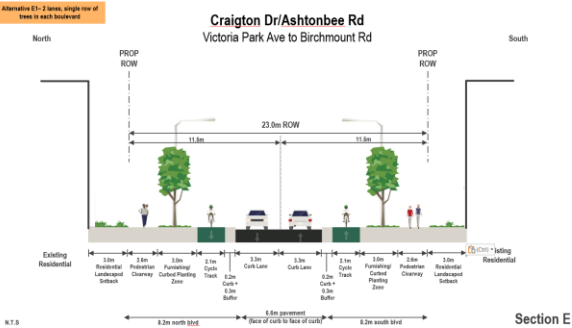
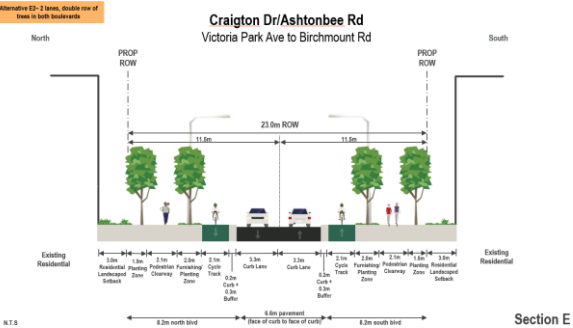
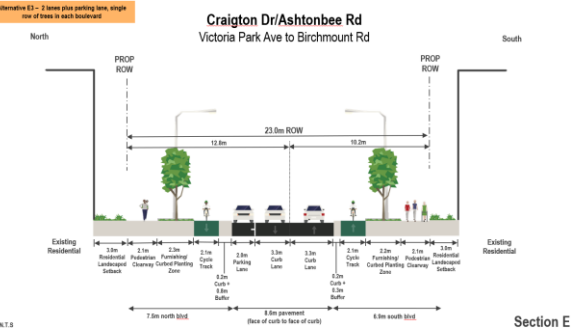
Cross Section Evaluation of Craigton Drive Reconfiguration

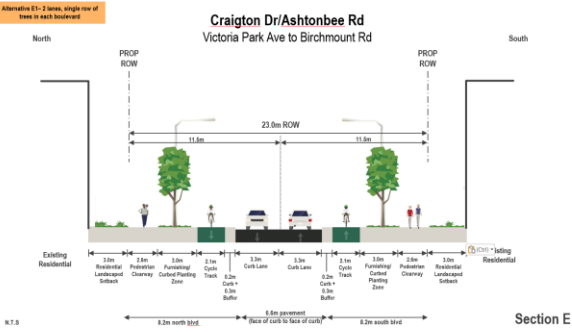
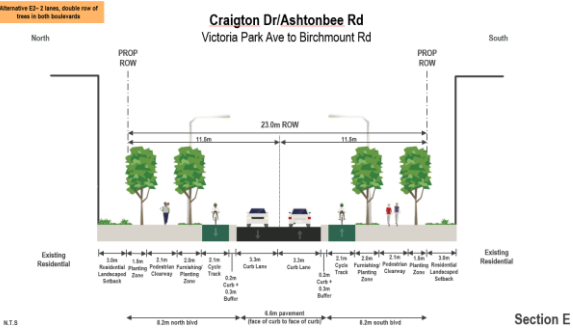
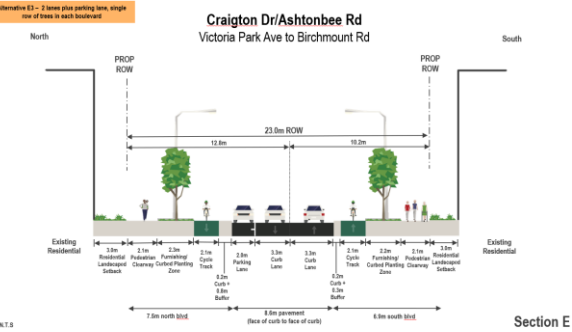
Right-of-Way: 23 m

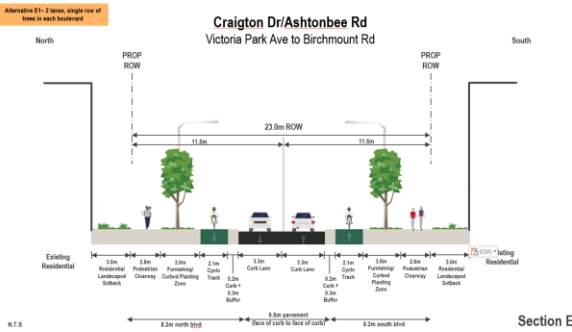
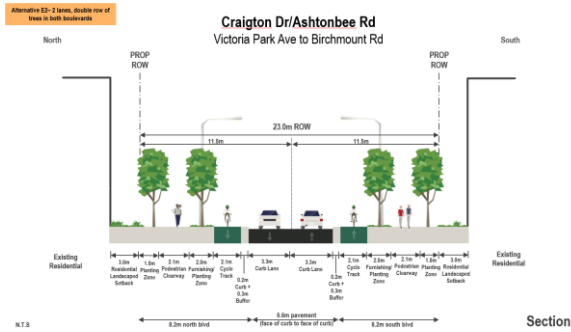
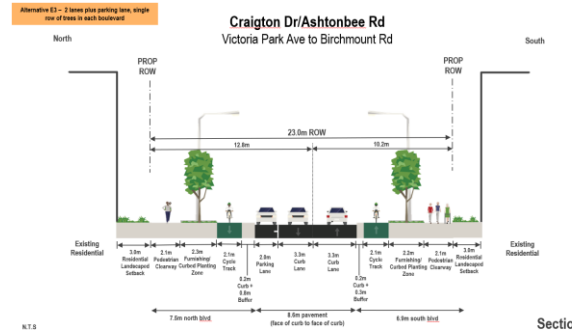
Street Context: Residential

Street Type: Street Realignment

Category			Criteria	Measure	Option E1	Option E2	Option E3
							
Dimensions of Cross Section Elements					Constant for all options 2.1 m Cycle Track on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard Varies for Option E1 0.5 m Curb and Buffer in North Boulevard 3.0 m Residential Landscaped Setback on both sides 2.6 m Pedestrian Clearway on both sides 3.0 m Furnishing/Curbed Planting Zone on both sides	Constant for all options 2.1 m Cycle Track on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard Varies for Option E2 0.5 m Curb and Buffer in North Boulevard 3.0 m Residential Landscaped Setback on both sides 1.5 m Planting Zone on both sides 2.1 m Pedestrian Clearway on both sides 2.0 m Furnishing/Curbed Planting Zone on both sides	Constant for all options 2.1 m Cycle Track on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard Varies for Option E3 1.0 m Curb and Buffer in North Boulevard 2.0 m Parking Lane in North Boulevard 3.0 m Residential Landscaped Setback on both sides 2.1 m Pedestrian Clearway on both sides 2.3 m Furnishing/Curbed Planting Zone in North Boulevard 2.2 m Furnishing/Curbed Planting Zone in South Boulevard
					Active Transportation	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?

Category	Criteria	Measure	Option E1	Option E2	Option E3
					
Active Transportation	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	2.1 m cycle track width. (min 1.5 m, desirable 2.1 m to 2.6 m) 3.0 m offset to sidewalk + 0.5 m buffer to travel lane.	2.1 m cycle track width. (min 1.5 m, desirable 2.1 m to 2.6 m) 2.0 m offset to sidewalk + 0.5 m buffer to travel lane.	2.1 m cycle track width. (min 1.5 m, desirable 2.1 m to 2.6 m) 2.3 m offset to sidewalk + 1.0 m buffer to parking lane – North side. 2.2 m offset to sidewalk + 0.5 m buffer to travel lane – South side.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.	Yes.
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	3.0 m exceeds the preferred minimum standard width of 1.8 m.	2.0 m exceeds the preferred minimum standard width of 1.8 m.	2.3 m in north boulevard exceeds the preferred minimum standard width of 1.8 m. 2.2 m in south boulevard exceeds the preferred minimum standard width of 1.8 m.
	Planting Zone	Rows of trees in boulevard	Two rows of trees, one in each boulevard.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.	Two rows of trees, one in each boulevard.

Category	Criteria	Measure	Option E1	Option E2	Option E3
					
		Open planters or grated planters?	- Two rows of raised open planters, one in each boulevard, with a width of 3.0 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, between sidewalk and cycle track, with a width of 2.0 m. - Two rows of at-grade grated planting zones, along outside of each boulevard, with a width of 1.5 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.	- Two rows of raised open planters, one in each boulevard, with a width of 2.2 m (North) and 2.3 m (South). - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	- Requires both reconstruction of portion of existing roadway and utility relocation and portion of new roadway construction and utilities. - Relocation of utilities at new intersections is required: Victoria Park.	- Requires both reconstruction of portion of existing roadway and utility relocation and portion of new roadway construction and utilities. - The grated planter may require soil cell and consideration of utilities. - Relocation of utilities at new intersections is required: Victoria Park.	- Requires both reconstruction of portion of existing roadway and utility relocation and portion of new roadway construction and utilities. - Relocation of utilities at new intersections is required: Victoria Park.
Traffic	Vehicular Lane	Number of vehicular lanes	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.

Category		Criteria	Measure	Option E1	Option E2	Option E3
Traffic	Dedicated Parking Lane	Criteria based on adjacent land-use				
			No parking lane.	No parking lane.	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at ‘Green Nodes’ near parks with enhanced landscaping and pedestrian amenities.	
			Evaluation			- In Active Transportation, Option E1 is preferred as it provides the widest pedestrian clearway width. - In Public Realm, Option E2 is preferred as it provides more rows of trees, while it exceeds the minimum standard furnishing zone width. - In Utilities, all options will be considered equal. - In Traffic, all options provide two vehicle lanes. While Option E3 provides on street parking, it is noted that on street parking is not permitted today and future demand is anticipated to be low; all surrounding residential buildings provide on-site parking and pick-up/drop-off zones. Overall, E2 is preferred since it provides two rows of trees which creates more privacy in residential areas and reduces the urban heat island effect by providing shade. Furthermore, the furnishing zone, coupled with ample space for the pedestrian clearway and the cycle track, provides the widest space for non-vehicular transportation methods of the three options. Given the at-grade uses are residential, this option is the most preferred.

Detailed Evaluation of Golden Mile Boulevard Alternative Alignments

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
						
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?	• Yes –Provides protected, safe, comfortable, and continuous sidewalk and pedestrian and cycling facilities that connect to existing sidewalks along Victoria Park Avenue, Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road, and Birchmount Road. • Range of potential sidewalk widths: 2.1 m at minimum • Range of potential cycling facility widths: 1.8 m – 3.0 m with 0.5 m lateral clear distance (tactile strips) between pedestrians and cyclists. • Proposed cycling facilities along the proposed alignment will connect to planned cycling facilities along Victoria Park Avenue and Thermos Road, providing access to the ECLRT. • Active transportation facility options are limited between Victoria Park Avenue and Pharmacy Avenue due to the narrower 20 m ROW.	• Same as Alt 2	• Same as Alt 2	• Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?	Yes – Provides a finer grain street network that promotes active transportation choices to key existing destinations, such as LRT stations, Gatineau Hydro Corridor Trail, Ashtonbee Reservoir Park, and Centennial College. - Provides a link to future major destinations, as envisioned in the Golden Mile Secondary Plan. - Once the development goals for Golden Mile have been completed, this area will be mixed use residential and commercial, making these amenities even more accessible to patrons and area residents.	Same as Alignment 2.	Same as Alignment 2, but the location of the active transportation facilities at Hakimi Avenue intersection will notably be different compared to other alignments.	Same as Alignment 2.
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?	Yes – Would connect to bus stops along Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, and Birchmount Road. This includes the 70A, 24, 67, 68, and 17 bus routes throughout the area, all of which cross the 34, which runs east-west along Eglinton Avenue and the ECLRT. - Opportunity to introduce a new bus route along the proposed alignment. This would provide residents of the proposed residential developments along Golden Mile Boulevard with another east-west corridor option, further alleviating traffic on Eglinton Avenue East.	Same as Alignment 2.	Same as Alignment 2.	Same as Alignment 2.

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto corridor travel time	Alternative(s) not modelled; expected to be similar as Alt 3	- EB – 6.1 min - WB – 5.6 min	Alternative(s) not modelled; expected to be similar as Alt 3	Alternative(s) not modelled; expected to be similar as Alt 3
		Pedestrian travel time	25.1 min	Same as Alt 2	25 min	Same as Alt 2
		Cyclist travel time	8.4 min	Same as Alt 2	8.3 min	Same as Alt 2
		Overall intersection delay and LOS (during PM peak hours)	Alternative(s) not modelled; expected to be similar as Alt 3	- Golden Mile Blvd and Victoria Park Ave Intersection – 23 s / LOS C - Golden Mile Blvd and Pharmacy Ave Intersection – 32 s / LOS C - Golden Mile Blvd and Hakimi Ave Intersection – 21 s / LOS C - Golden Mile Blvd and Warden Ave Intersection – 45 s / LOS D - Golden Mile Blvd and Thermos Rd Intersection – 21 s / LOS C - Golden Mile Blvd and Birchmount Rd Intersection – 58 s / LOS E	Alternative(s) not modelled; expected to be similar as Alt 3	Alternative(s) not modelled; expected to be similar as Alt 3



Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	Design (qualitative)	Does the alternative meet desire design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?	Design elements that meet the design criteria: - Minimum radius with reverse crown. - Minimum intersection angle. Design elements that exceed the design criteria: - Maximum profile grade. The profile grades are below the AODA maximum grade of 5% for pedestrians and cyclists. - Sidewalk and cycle track widths. Design elements that do not meet the design criteria: - None.	Same as Alt 2	Same as Alignment 2.	Same as Alt 2.
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?	- Provides emergency vehicle access to existing and new developments along the new road. - Provides emergency vehicles a continuous route along Golden Mile Boulevard as an alternative to Eglinton Avenue East or to Ashtonbee Road.	Same as Alt 2	Same as Alt 2	Same as Alt 2
Summary of Transportation						
			Alternative 3B is preferred as it 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.			

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
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?	Yes - Provides continuous pedestrian and cycling routes that connect to existing sidewalks along Victoria Park Avenue, Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road, and Birchmount Road. - There are no existing bike lanes along the aforementioned roads for cyclists, but, with continued development in the Golden Mile neighbourhood, eventually connection for cyclists to the ECLRT and surrounding TTC lines will be constructed.	Same as Alt 2	Same as Alt 2	Same as Alt 2
		Does the alternative meet or exceed accessibility needs for people with disabilities?	Yes – Contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promote an active community and lifestyle, and is comfortable and accessible for all ages and abilities. Accessibility needs can be met through design.	Same as Alt 2	Same as Alt 2	Same as Alt 2
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile Secondary Plan Vision & Principles?	Yes –Contributes to a complete, connected, responsive, and prosperous community by providing connections to the greater transportation network, creating smaller blocks to increase access to more services and amenities. - Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller sites.	Same as Alt 2	Same as Alt 2	Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
		Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan?	Yes – Contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promote an active community and lifestyle, and is comfortable and accessible for all ages and abilities. - Provides convenient and safe connections to the ECLRT.	Same as Alt 2	Same as Alt 2	Same as Alt 2
Summary of 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	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff?	As a new street, Golden Mile Boulevard will result in additional hard surface and related increased runoff. Stormwater quantity will increase, and quality mitigation may be required; however, can be addressed through design.	Same as Alt 2	Same as Alt 2	Same as Alt 2
		Does the alternative have the potential to impact surface water features?	No direct impacts; however, the east end of the alignment is located within TRCA regulatory limits. The closest surface water feature is Taylor Massey Creek, which is approximately 85 m away from the proposed alignment intersection at Birchmount Road.	Same as Alt 2	Same as Alt 2	Same as Alt 2
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?	No direct impacts; however, the east end of the alignment is located within TRCA regulatory limits of the Taylor Massey Creek.	Same as Alt 2	Same as Alt 2	Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).	Offers opportunities for LID measures included with landscaped areas in boulevards, such as tree plantings.	Same as Alt 2	Offers more opportunities for LID measures included with landscaped areas in boulevards, such as tree plantings, with the additional segment along Hakimi Avenue realignment.	Same as Alt 2
Summary of Natural Environment						
			Alignment 3B is preferred as it provides more opportunities for LID measures to minimize effects of climate change. All alignment alternatives have similar impacts on surface runoff quantities, surface water features, natural heritage and terrestrial resources.			
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions	No – Does not offer mitigation measures for noise conditions. - No significant noise concerns between Pharmacy Avenue and Birchmount as existing and future land uses are designated as employment areas. - No significant noise concerns at the northeast corner on Pharmacy Avenue as this is designated as mixed-use area.	Same as Alt 2	Same as Alt 2	Same as Alt 2
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?	Slight improvement to air quality from provision of active transportation	Same as Alt 2	Same as Alt 2	Same as Alt 2
		Does the alternative promote reduction of greenhouse gas emissions?	- Access to active transportation and improved transit facilities reduce reliance on vehicle travel, which contributes to reduction of GHG. - Addition of new intersections contribute to more GHG emissions due to vehicle idling.	Same as Alt 2	Same as Alt 2	Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	Creates place-making opportunities	Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements?	• Yes – Provides opportunities to: 1. Incorporate streetscape elements including trees and landscape elements. 2. Accommodate public space amenities along the planned parks along Golden Mile Boulevard. • Streetscape opportunities are limited between Victoria Park Avenue and Pharmacy Avenue due to the narrower 20 m ROW.	• Same as Alt 2	• Same as Alt 2	• Same as Alt 2
		Does the alternative have the potential to improve area lot fabric and/or create viable development blocks?	• Disrupts lot fabric by cutting diagonally through existing parcels, creating irregular and less developable lot shapes.	• Creates some regular blocks but still introduces angled intersections that reduce lot efficiency.	• Same as Alt 3	• Best supports cohesive lot fabric by following a straight alignment that enables regular, well-proportioned development blocks.
	Connects to/from destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?	• Connects to the proposed West park, Central Park, and East Park	• Connects to the proposed West park, Central Park, Hakimi Park, and East Park	• Connects to the proposed West park, Central Park, Hakimi Park, and East Park	• Connects to the proposed West park, Central Park, Hakimi Park, and East Park
Summary of Healthy Communities						
			Alternative 4 is preferred as it provides the best lot fabric. 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.			
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?	• Yes – There is one property with archaeological potential (865 Pharmacy Ave) that is recommended for Stage 2 assessment, and three properties that have been previously assessed and are considered clear of archaeological potential.	• Same as Alt 2	• Same as Alt 2	• Same as Alt 2



Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	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?	No direct impacts. In close proximity to 1940 Eglinton Avenue East, listed municipal BHR 2.	Same as Alt 2	Same as Alt 2	Same as Alt 2
Summary of Cultural Heritage						
			All alignment 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	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?	Partial impact to 2 commercial properties: 865 Pharmacy Avenue – 1 tenant, 2253 m² 1896 Eglinton Avenue East – 3 tenants, 874 m² Total tenants impacted: - Commercial – 4 tenants No existing roadway segments will be decommissioned due to this alignment	Same as Alt 2	Partial impact to 2 commercial properties: 865 Pharmacy Avenue – 1 tenant, 2253 m² 1896 Eglinton Avenue East – 3 tenants, 874 m² Total tenants impacted: - Commercial – 4 tenants Yes – 1 section of roadway will be decommissioned: 130m of Hakimi Avenue	Same as Alt 2

	Area Development (qualitative)	Can segments of a street can be delivered through future area development to support redevelopment?	Eleven (11) properties are planned for redevelopment: 1525 Victoria Park Avenue (1 tenant) 1900 Eglinton Avenue East (30 tenants) 20 Ashtonbee Road (2 tenants) 1920 Eglinton Avenue East (4 tenants) 880 Warden Avenue (9 tenants) 1960 Eglinton Avenue East (1 tenant) 1966-2050 Eglinton Ave E (RioCan lands) (6 tenants) 2040 Thermos Road (4 tenants) 2200 Eglinton Avenue East (15 tenants) Partially consistent with the site plan (ZBA - OLT settlement) presented in the SmartCentres development at: 1900 Eglinton Avenue East Not consistent with the site plan (under appeal) presented in the SmartCentres development at: 20 Ashtonbee Road 1920 Eglinton Avenue East 880 Warden Avenue Partially consistent with the site plan (under appeal) presented in the 1960 Eglinton Avenue East development application. Not consistent with the site plan (ZBA - OLT Settlement) presented in the RioCan development application at: 1972 Eglinton Avenue East 2000 Eglinton Avenue East 2040 Thermos Road. Not Consistent with ZBA settlement for western portion of the lands at:	Eleven (11) properties are planned for redevelopment. Partially consistent with the site plan (ZBA - OLT settlement) presented in the SmartCentres development at: 1900 Eglinton Avenue East (30 tenants) Partially consistent with the site plan (under appeal) presented in the SmartCentres development at: 20 Ashtonbee Road (2 tenants) 1920 Eglinton Avenue East (4 tenants) 880 Warden Avenue (9 tenants) Partially consistent with the site plan (under appeal) presented in the 1960 Eglinton Avenue East (1 tenant) development application. Not consistent with the site plan (ZBA - OLT Settlement) presented in the RioCan development application at: 1972 Eglinton Avenue East (4 tenants) 2000 Eglinton Avenue East (2 tenants) 2040 Thermos Road (4 tenants) Not Consistent with ZBA settlement for western portion of the lands at: 1980 Eglinton Avenue East Consistent with the site plan (ZBA - OLT settlement) presented in the Dream development application at: 2200 Eglinton Avenue East (15 tenants)	Eleven (11) properties are planned for redevelopment. Not consistent with the site plan (ZBA - OLT settlement) presented in the SmartCentres development at: 1900 Eglinton Avenue East (30 tenants) Not consistent with the conceptual site plan (under appeal) presented in the SmartCentres development at: 20 Ashtonbee Road (2 tenants) 1920 Eglinton Avenue East (4 tenants) 880 Warden Avenue (9 tenants) Partially consistent with the site plan (under appeal) presented in the 1960 Eglinton Avenue East (1 tenant) development application. Not consistent with the site plan (ZBA - OLT Settlement) presented in the RioCan development application at: 1972 Eglinton Avenue East (4 tenants) 2000 Eglinton Avenue East (2 tenants) 2040 Thermos Road (4 tenants). Not Consistent with ZBA settlement for western portion of the lands at: 1980 Eglinton Avenue East Consistent with the site plan (ZBA - OLT settlement) presented in the Dream development application at: 2200 Eglinton Avenue East (15 tenants)	Eleven (11) properties are planned for redevelopment. Partially consistent with the site plan (ZBA - OLT settlement) presented in the SmartCentres development at: 1900 Eglinton Avenue East (30 tenants) Partially consistent with the site plan (under appeal) presented in the SmartCentres development at: 20 Ashtonbee Road (2 tenants) 1920 Eglinton Avenue East (4 tenants) 880 Warden Avenue (9 tenants) Consistent with the site plan (under appeal) presented in the 1960 Eglinton Avenue East (1 tenant) development application. Consistent with the site plan (ZBA - OLT Settlement) presented in the RioCan development application at: 1972 Eglinton Avenue East (4 tenants) 2000 Eglinton Avenue East (2 tenants) 2040 Thermos Road (4 tenants) Consistent with ZBA settlement for western portion of the lands at: 1980 Eglinton Avenue East Consistent with the site plan (ZBA - OLT settlement) presented in the Dream development application at: 2200 Eglinton Avenue East (15 tenants)
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Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
			1980 Eglinton Avenue East Consistent with the site plan (ZBA - OLT settlement) presented in the Dream development application at: 2200 Eglinton Avenue East			
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?	- No impacts to approved site plan applications. - All other addresses waiting for approval are Under Review, OMB Appeal, or general OLT Settlement (ZBA).	Same as Alt 2	Same as Alt 2	Same as Alt 2
Summary of 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 & Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear metre street construction cost)	\$14,536,000	\$14,512,000	\$17,068,000	\$14,530,000
		What is required for maintaining and operating the alternative?	Maintenance and operations requirements for this new street are expected to be typical for a City Street.	Same as Alt 2	Same as Alt 2	Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	Construction phasing and staging (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?	Yes – Construction will have minimal impacts to existing transit, pedestrian, bicycle, and vehicle mobility. - Potential disruptions could occur at new intersections at Victoria Park Avenue, Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road, and Birchmount Road. Yes – Construction can be completed in phases aligned with area development because Golden Mile Boulevard will be an entirely new road.	Same as Alt 2	Partially – Construction will have minimal impacts to existing transit, pedestrian, bicycle, and vehicle mobility. - Potential disruptions could occur at new intersections at Victoria Park Avenue, Pharmacy Avenue, Hakimi Avenue, Warden Avenue, Thermos Road, and Birchmount Road. - There will be more prominent disruptions to Hakimi Avenue due to the realignment plans that are proposed as a part of this route. Partially – Construction can be completed in phases aligned with area development for the most part. However, the realignment of Hakimi Avenue will affect the normal flow of traffic that utilizes the road.	Same as Alt 2
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?	Yes – there are 9 contaminated properties that will be impacted by this alignment.	Same as Alt 2	Same as Alt 2	Same as Alt 2
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?	- Earth excavation is anticipated for the full length of this alignment as it is new construction. - Standard removal protocol for contaminated materials will be planned and be enforced.	Same as Alt 2	Same as Alt 2	Same as Alt 2

Category	Criteria	Measure	Alignment 2	Alignment 3	Alignment 3B	Alignment 4
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?	- No major utilities conflicts/relocations are anticipated. - Relocations are likely required at new intersections at Pharmacy Ave, Hakimi Ave, Warden Ave, Thermos Rd, and Birchmount Rd - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm).	Same as Alt 2	Same as Alignment 2, but additional utility relocations along Hakimi Avenue will be required.	Same as Alt 2
Summary of Engineering & 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.			
Overall Summary						
Recommendation			Alignment 4 is the overall preferred alignment as it is the most compatible with area development plans, and it best meets and exceeds the requirements of the design criteria. This alignment is the preferred option in the Healthy Communities and Economical sections.			

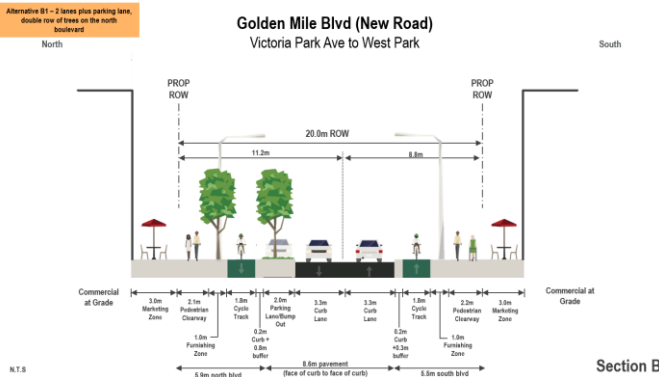
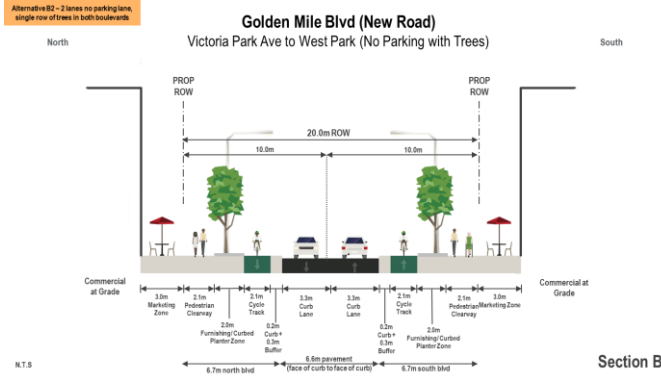
Legend		
		
Least Preferred (Most Impact)		Most Preferred (Least Impact)

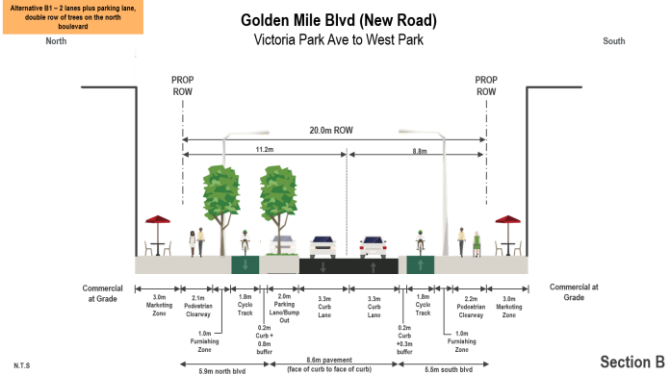
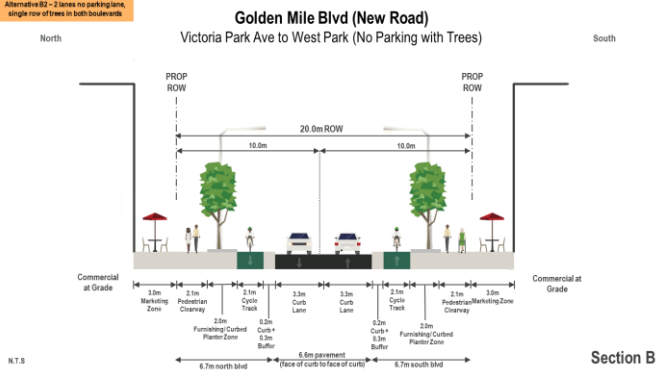
Cross Section Evaluation of Golden Mile Boulevard (Victoria Park Avenue to West Park)

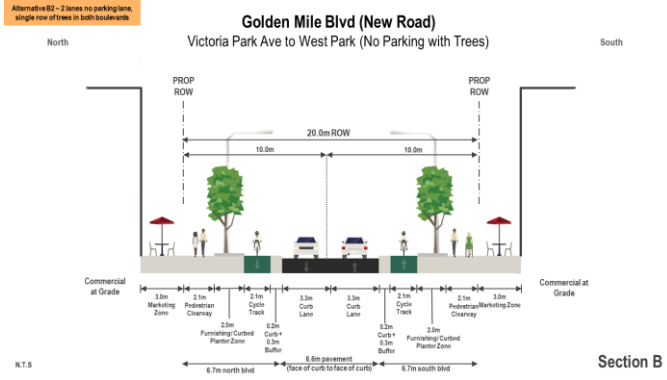
Right-of-Way: 20 m

Street Context: Commercial

Street Type: New Street

Category	Criteria	Measure	Option B1	Option B2
				
Dimensions of Cross Section Elements			Constant for both options 2.1 m Pedestrian Clearway in North Boulevard 0.5 m Curb and Buffer on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) Varies for Option B1 3.0 m Marketing Zone 1.0 m Furnishing Zone on both sides 1.8 m Cycle Track on both sides 2.0 m Parking Lane/Bump Out in North Boulevard 2.2 m Pedestrian Clearway in South Boulevard	Constant for both options 2.1 m Pedestrian Clearway in North Boulevard 0.5 m Curb and Buffer on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) Varies for Option B2 3.0 m Marketing Zone on both sides 2.1 m Pedestrian Clearway in South Boulevard 2.0 m Furnishing/Curbed Planter Zone on both sides 2.1 m Cycle Track on both sides
Active Transportation Facilities	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?	2.1 m clearway width in north boulevard, which is the minimum. 2.2 m clearway width in south boulevard, which slightly exceeds the minimum of 2.1 m. - At-grade ground uses for this segment is retail with some sections dedicated to employment and a small public park area.	2.1 m clearway width, which is the minimum. - At-grade ground uses for this segment is retail with some sections dedicated to residential and a small public park area.

Category	Criteria	Measure	Option B1	Option B2
Active Transportation Facilities				
	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	1.8 m cycle track width (min 1.5 m, desirable 2.1 m to 2.6 m) 1.0 m offset to sidewalk + 1.0 m buffer to parking lane – North side. 1.0 m offset to sidewalk + 0.5 m buffer to travel lane – South side.	2.1 m cycle track width (min 1.5 m, desirable 2.1 m to 2.6 m) 2.0 m offset to sidewalks + 0.5 m buffer to travel lanes.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	1.0 m is the minimum standard width to furnish without planting trees.	2.0 m exceeds the preferred minimum standard width of 1.8 m.
	Planting Zone	Rows of trees in boulevard	One row of trees in north boulevard plus trees in parking lane curb bump outs.	Two rows of trees, one in each boulevard.

Category	Criteria	Measure	Option B1	Option B2
				
		Open planters or grated planters?	- One row of grated at-grade planting zone in the North boulevard, with a width of 1.0 m. - One row of raised open planters in the parking lane bump out in the North boulevard, with a width of 2.0 m. - City’s required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City’s required soil volume standard of 30 m³ per tree.	- Two rows of raised open planters, one in each boulevard with a width of 2.0 m. - City’s required soil volume standard of 30 m³ per tree will be achieved for open planters.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	- This segment will be constructed as a new roadway along with new utilities, such as watermain and sewers, in parallel with construction of planned development. - Grated tree planting may require soil cells and consideration of utilities. - Relocation of utilities at new intersections is required: Victoria Park.	- This segment will be constructed as a new roadway along with new utilities, such as watermain and sewers, in parallel with construction of planned development. - Relocation of utilities at new intersections is required: Victoria Park.
Traffic	Vehicular Lane	Number of vehicular lanes	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.
	Dedicated Parking Lane	Criteria based on adjacent land-use	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at ‘Green Nodes’ near parks with enhanced landscaping and pedestrian amenities.	No parking lane.

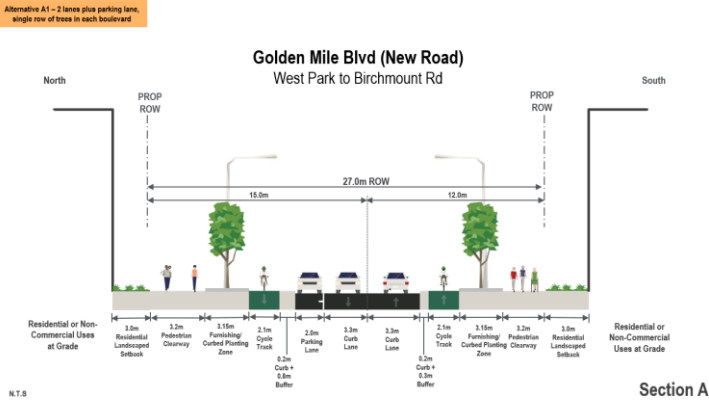
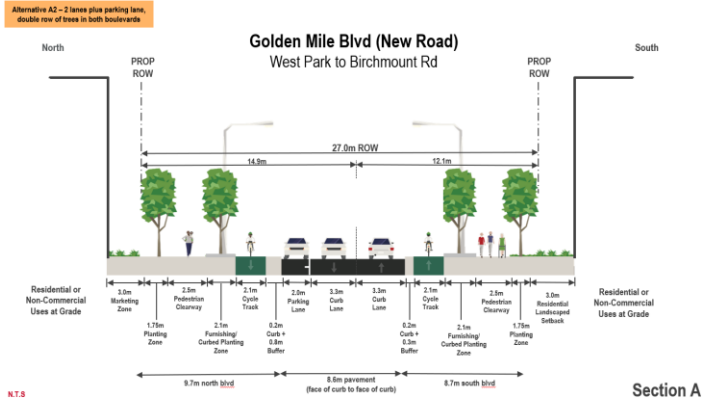
Category	Criteria	Measure	Option B1	Option B2
			Alternative B1 - 2 lanes plus parking lane, double row of trees on the north boulevard North Golden Mile Blvd (New Road) Victoria Park Ave to West Park South Commercial at Grade 3.0m Marking Zone 2.0m Pedestrian Clearway 1.0m Cycle Track 2.0m Parking Lane/Bump Out 3.0m Curb Lane 3.0m Curb Lane 1.0m Cycle Track 2.0m Pedestrian Marking Zone 3.0m Commercial at Grade 11.2m 8.8m 20.0m ROW 6.0m pavement (Back of curb to face of curb) 6.0m north blvd 6.0m south blvd N.T.S. Section B	Alternative B2 - 2 lanes no parking lane, single row of trees in both boulevards North Golden Mile Blvd (New Road) Victoria Park Ave to West Park (No Parking with Trees) South Commercial at Grade 3.0m Marking Zone 2.0m Pedestrian Clearway 1.0m Cycle Track 3.0m Curb Lane 3.0m Curb Lane 1.0m Cycle Track 2.0m Pedestrian Marking Zone 3.0m Commercial at Grade 10.0m 10.0m 20.0m ROW 6.0m pavement (Face of curb to face of curb) 6.0m north blvd 6.0m south blvd N.T.S. Section B
Evaluation		• In Active Transportation, Option B2 is preferred as it provides a wider cycle track width. • In Public Realm, Option B2 is preferred as it provides a wider furnishing zone with trees and open planters. • In Utilities, Option B1 will result in higher cost to accommodate soil cells. • In Traffic, both options provide two vehicular lanes. However, B1 provides on-street parking which would support curb side uses and the surrounding at grade retail and mixed uses. Overall, Option B2 is preferred as the two rows of trees will be found on both sides of the boulevard, providing more shade overall and reducing the effects of the urban heat island. Also, cyclists will enjoy the benefits of the larger cycle track provided in option B2, and pedestrians will have a larger clearway.		

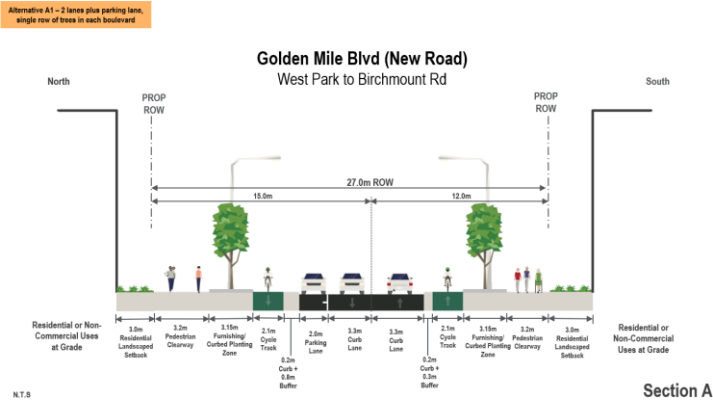
Cross Section Evaluation of Golden Mile Boulevard (West Park to Birchmount Road)

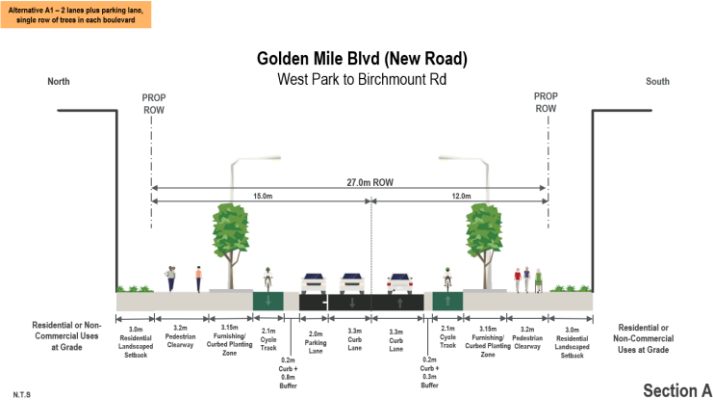
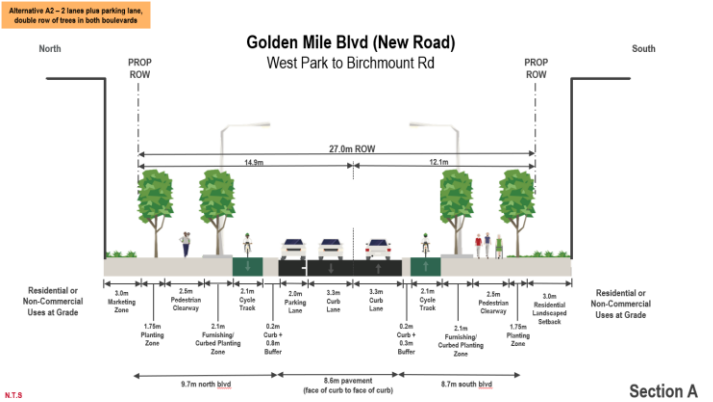
Right-of-Way: 27 m

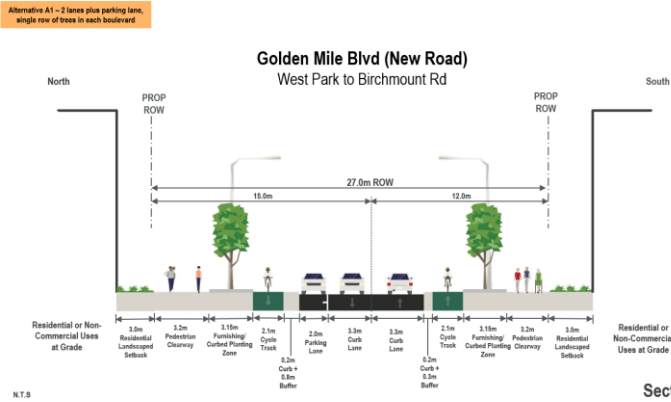
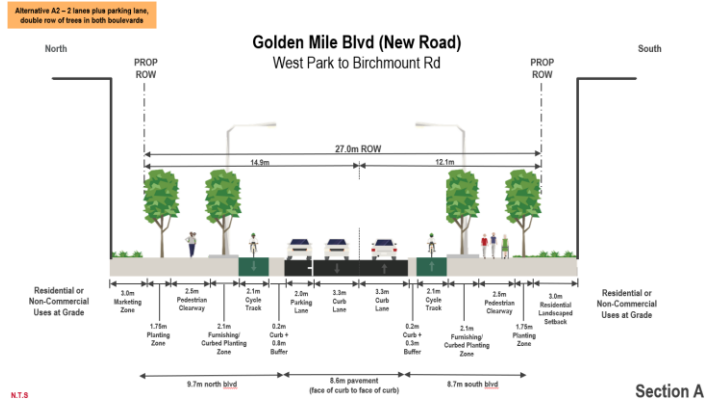
Street Context: Mixed Use – Residential, Commercial, and Park Frontages

Street Type: New Street

Category		Criteria	Measure	Option A1	Option A2
					
		Dimensions of Cross Section Elements		Constant for both options 2.1 m Cycle Track on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 1.0 m Curb and Buffer in North Boulevard 0.5 m Curb and Buffer in South Boulevard 2.0 m Parking Lane in North Boulevard Varies for Option A1 3.6 m Pedestrian Clearway in North Boulevard 3.1 m Pedestrian Clearway in South Boulevard 3.0 m Furnishing/Curbed Planting Zone on both sides 2.0 m Parking Lane in North Boulevard	Constant for both options 2.1 m Cycle Track on both sides 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 1.0 m Curb and Buffer in North Boulevard 0.5 m Curb and Buffer in South Boulevard 2.0 m Parking Lane in North Boulevard Varies for Option A2 2.5 m Pedestrian Clearway on both sides 2.1 m Furnishing/Curbed Planting Zone on both sides 1.75 m Planting Zone on both sides
Active Transportation Facilities	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?		3.6 m clearway width in north boulevard, which exceeds the minimum of 2.1 m. 3.1 m clearway width in south boulevard, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of residential, commercial, and park frontages with small sections planned to be community centre, office, and parking garage areas.	2.5 m clearway width on both sides, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of residential, retail, and park frontages with small sections planned to be community centre, office, and parking garage areas.

Category	Criteria	Measure	Option A1	Option A2
				
	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	2.1 m cycle track width. (min 1.5 m, desirable 2.1 m to 2.6 m) 1.0 m buffer to parking lane + 3.0 m offset to sidewalk - North side. 0.5 m buffer to travel lane + 3.0 m buffer to sidewalk - South side.	2.1 m cycle track width. (min 1.5 m, desirable 2.1 m to 2.6 m) 1.0 m buffer to parking lane + 2.1 m offset to sidewalk – North side. 0.5 m buffer to travel lane + 2.1 m buffer to sidewalk – South side.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	3.0 m exceeds the preferred minimum standard width of 1.8 m.	2.1 m exceeds the preferred minimum standard width of 1.8 m.

Category	Criteria	Measure	Option A1	Option A2
			 Section A	 Section A
	Planting Zone	Rows of trees in boulevard	Two rows of trees, one in each boulevard.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.
		Open planters or grated planters?	- Two rows of raised open planters, one in each boulevard, with a width of 3.0 m. - Stormwater planters may be installed in open planters. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, one on each side, between sidewalk and cycle track, with a width of 2.1 m. - Two rows of grated at-grade planting zone, one on each side, with a width of 1.75 m. - Stormwater planters may be installed in open planters. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	- This segment will be constructed as a new roadway along with new utilities, such as watermain and sewers, in parallel with construction of planned development. - Relocation of utilities at new intersections is required: Pharmacy Ave, Hakimi Ave, Warden Ave, Thermos Rd, Birchmount Rd.	- This segment will be constructed as a new roadway along with new utilities, such as watermain and sewers, in parallel with construction of planned development. - Grated tree planting may require soil cells and consideration of utilities. - Relocation of utilities at new intersections is required: Pharmacy Ave, Hakimi Ave, Warden Ave, Thermos Rd, Birchmount Rd.
Traffic	Vehicular Lane	Number of vehicular lanes	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.

Category	Criteria	Measure	Option A1	Option A2
				
	Dedicated Parking Lane	Criteria based on adjacent land-use	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at ‘Green Nodes’ near parks with enhanced landscaping and pedestrian amenities.	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at ‘Green Nodes’ near parks with enhanced landscaping and pedestrian amenities.
Evaluation			- In Active Transportation, Option A1 is preferred as it provides a wider pedestrian clearway width. - In Public Realm, Option A2 is preferred as it provides more rows of trees and wider total furnishing zone of 3.6 m. - In Utilities, option A2 will result in higher cost to accommodate soil cells. - In Traffic, both options provide two vehicular lanes and one parking lane. Overall, Option A2 is preferred since it provides pedestrian clearways that exceed the minimum standard, while providing two rows of trees. Given the mixed residential and commercial at-grade uses, the additional row of trees will grant privacy to residents, provide shades to outdoor patios, and the shades will reduce the effects of the Urban Heat Island phenomenon. Furthermore, the parking lane provided by both A2 and A1 present opportunities for curb extensions to increase pedestrian and cyclist safety, and for layby areas for deliveries.	

Detailed Evaluation of O’Conner Extension Alternative Alignments

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
					
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?	Yes – This alignment will provide protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Warden Avenue, and Birchmount Road. - There are no existing or planned cycling routes along Pharmacy Avenue, Warden Avenue, and Birchmount Road.	Same as Alt 1	Yes – This alignment will provide protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Warden Avenue, Birchmount Road and Bonniewood Road. - There are no existing or planned cycling routes along Pharmacy Avenue, Warden Avenue, and Birchmount Road.
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?	- Yes – This alignment promotes a finer grain street network which shortens distances to major destinations. However, this alignment would likely require the demolition or partial closure of several businesses along the proposed route. Some of these businesses are a part of multi-national corporations; however, most of them are locally owned restaurants/vendors/services. - No schools, or grocery stores would be affected by this alignment. There is a flea market which may be affected at the Warden Avenue & Civic Road intersection (1911 Eglinton Avenue East).	Same as Alt 1	- Yes – This alignment promotes a finer grain street network which shortens distances to major destinations. However, this alignment would likely require the demolition or partial closure of several businesses along the proposed route. Some of these businesses are a part of multi-national corporations; however, most of them are locally owned restaurants/vendors/services. - No schools, shopping centres, or grocery stores would be affected by this alignment.

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?	- Yes – This alignment would increase connectivity to TTC services south of Eglinton Avenue East in the Golden Mile neighbourhood for those who work in and around the existing industrial buildings. - This proposed alignment would connect to bus routes 67, 68, and 17, which provides connections to the ECLRT and TTC bus route 34 along Eglinton Avenue East. - The route would connect to bus stops along Pharmacy Avenue at Eglinton Square and Alvinston Road, along Warden Avenue at 800 Warden Avenue and 781 Warden Avenue, and along Birchmount Road at Eglinton Avenue East and Bonniewood Road. - There is potential for the creation of new bus stops along the 70A route if O'Connor is to be realigned. This would allow for a second east west TTC bus route corridor throughout the southern portion of Golden Mile. - The 70A would not be able to use Craigton Drive as a bus loop if O'Connor is to be realigned. - Proposed cycling facilities along the O'Connor Drive extension will not connect to any north-south cycling facilities making it difficult for cyclists to connect to the ECLRT.	Same as Alt 1	Same as Alt 1
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto corridor travel time	- EB – 11.1 min - WB – 6.5 min	Alternative(s) not modelled; expected to be similar as Alt 1	Alternative(s) not modelled; expected to be similar as Alt 1
		Pedestrian travel time	20.8 min	Same as Alt 1	20.2
		Cyclist travel time	7 min	Same as Alt 1	6.8 min

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
		Overall intersection delay and LOS (during PM peak hours)	- O'Connor Drive Extension and Pharmacy Avenue Intersection – 66 s / LOS E - O'Connor Drive Extension and Lebovic Avenue Intersection – 46 s / LOS D - O'Connor Drive Extension and Warden Avenue Intersection – 124 s / LOS F - Civic Road and Sinnott Road Intersection – 101 s / LOS F - Civic Road and Birchmount Road Intersection – 127 s / LOS F	Alternative(s) not modelled; expected to be similar as Alt 1	Alternative(s) not modelled; expected to be similar as Alt 1
	Design (qualitative)	Does the alternative meet desire design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?	- Design elements that meet the design criteria: - Minimum intersection angle. - Minimum radius with reverse crown. - Design elements that exceed the design criteria: - Maximum profile grade. The profile grades are below the AODA maximum grade of 5% for pedestrians and cyclists. - Sidewalk and cycle track widths. - Design elements that do not meet the design criteria: - None.	Same as Alt 1	Same as Alt 1
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?	Yes – This Alignment will provide emergency vehicle access to existing and new developments along the road extension. This new road will also provide emergency vehicles a continuous route along O'Connor Drive and will serve as an alternate route to avoid Eglinton Avenue East.	Same as Alt 1	Same as Alt 1
Summary of Transportation					
			Transportation impacts and mitigation opportunities are similar across all alignments; however, Alternative 5 provides an additional pedestrian and cycling connection at Bonniewood Road and avoids potential impacts to Flea Market. Alternatives 1, 4A and 4B also have reduced signal spacing at intersections between Warden Avenue and Birchmount Road.		

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
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?	Yes - This alignment will provide continuous pedestrian and cycling facilities that connect to existing sidewalks along Pharmacy Avenue, Warden Avenue and Birchmount Road. - There are no existing or planned cycling routes along Pharmacy Avenue, Warden Avenue, and Birchmount Road.	Same as Alt 1	Same as Alt 1
		Does the alternative meet or exceed accessibility needs for people with disabilities?	Yes – Contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promote an active community and lifestyle, and is comfortable and accessible for all ages and abilities. Accessibility needs can be met through design.	Same as Alt 1	Same as Alt 1
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile Secondary Plan Vision & Principles?	Yes – this alignment contributes to a complete, connected, responsive, and prosperous community by providing connections to the greater transportation network, creating smaller blocks to increase access to more services and amenities.	Same as Alt 1	Same as Alt 1
		Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan?	Yes – this alignment contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promotes an active community and lifestyle, and is comfortable and accessible for all ages and abilities. - This alignment is consistent with the TMP objective to provide a continuous east-west street.	Same as Alt 1	Same as Alt 1
	Summary of 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.		

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
Natural Environment	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff?	The new alignment portion between Pharmacy Ave and Warden Ave results in new hard surface and related increased runoff. Stormwater quantity will increase, and quality mitigation may be required; however, can be addressed through design.	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to impact surface water features?	No direct impacts; however, the proposed intersection at Birchmount Road is within TRCA regulatory limits of the Taylor Massey Creek.	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?	No direct impacts; however, the east end of the alignment is located within TRCA regulatory limits of the Taylor Massey Creek.	Same as Alt 1	Same as Alt 1
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).	Opportunities for LID measures included with landscaped areas in boulevards.	Same as Alt 1	Same as Alt 1
Summary of Natural Environment					
			Natural environment impacts and mitigation opportunities are similar across all alignments.		
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions?	Between Pharmacy Avenue and Birchmount existing and future land uses are designated Employment, and the northeast corner at Pharmacy Avenue designated mixed use.	Same as Alt 1	Same as Alt 1
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?	Slight improvement to air quality from provision of active transportation	Same as Alt 1	Same as Alt 1
		Does the alternative promote reduction of greenhouse gas emissions?	Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG.	Same as Alt 1	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
	Creates place-making opportunities	Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements?	Yes – the proposed cross-sections options include trees and landscape elements. - Redevelopment of impacted properties present opportunities create new parks and open spaces.	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to improve area lot fabric and/or create viable development blocks?	Supports cohesive lot fabric and creates viable development blocks.	Same as Alt 1	Same as Alt 1
	Connects to/from destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?	Improves access to the proposed South Park	Same as Alt 1	Same as Alt 1
Summary of 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	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?	No Impact – the Stage 1 Archaeological Assessment Report (ASI, 2022) identified lands as previously disturbed.	Same as Alt 1	Same as Alt 1
	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?	Potential direct impact to: 1891 Eglinton Avenue East, Flexible Packaging Corporation, potential Built Heritage Resource (BHR 1). The building footprint, mass and scale should all be considered as potential heritage attributes. 2201 Eglinton Avenue East, BHR 3. Potential heritage attributes include the building footprint, mass and scale. - Least direct impacts to buildings that existed during WWII.	Same as Alt 1, but potential direct impacts to buildings that existed during WWII.	Same as Alt 1, but potential direct impacts to buildings that existed during WWII.

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
Summary of 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	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?	Partial impact to 6 commercial properties: 22 Lebovic Avenue – 1 tenant, 2699 m² 793 Warden Avenue – 1 tenant, 210 m² 1995 Eglinton Avenue East – 1 tenant, 63 m² 2001 Eglinton Avenue East – 1,412 m² 2201 Eglinton Avenue East – 1 tenant, 5,530 m² 800 Warden Avenue – 18 tenants, 4,616 m² Partial impact to 5 retail properties: 1897 Eglinton Avenue East – 1 tenant, 2,583 m² 1901 Eglinton Avenue East – 2 tenant, 3,439 m² 1921 Eglinton Avenue East – 19 tenants + 250 individual vendors, 4,207 m² 1941 Eglinton Avenue East – 1 tenant, 1,281 m² 1975 Eglinton Avenue East – 2 tenants, 766 m² Total tenants impacted: - Commercial – 22 tenants - Retail – 25 tenants + 250 individual vendors No existing roadway segments will be decommissioned due to this alignment	Partial impact to 8 commercial properties: 22 Lebovic Avenue – 1 tenant, 2,727 m² 17 Civic Road – 8 tenants, 2,335 m² 19 Civic Road – 10 tenants, 1,827 m² 23 Civic Road – 1 tenant, 17 m² 1995 Eglinton Avenue East – 1 tenant, 63 m² 2001 Eglinton Avenue East – 1,412 m² 800 Warden Avenue – 18 tenants, 7,769 m² Partial impact to 4 retail properties: 1897 Eglinton Avenue East – 1 tenant, 2,583 m² 1901 Eglinton Avenue East – 2 tenants, 3,426 m² 1941 Eglinton Avenue East – 1 tenant, 388 m² 1975 Eglinton Avenue East – 2 tenants, 766 m² Total tenants impacted: - Commercial – 55 tenants - Retail – 6 tenants Yes – 1 section of roadway will be decommissioned: 130m of Civic Road	Partial impact to 10 commercial properties: 22 Lebovic Avenue – 1 tenant, 2,727 m² 17 Civic Road – 8 tenants, 1,182 m² 19 Civic Road – 10 tenants, 3,055 m² 23 Civic Road – 1 tenant, 1,028 m² 800 Warden Avenue – 18 tenants, 7,767 m² 130 Manville Road – 3 tenants, 1,267 m² 140 Manville Road – 1 tenant, 1,070 m² 133 Manville Road – 30 tenants, 2,406 m² 126 Sinnott Road – 24 tenants, 4,209 m² Partial impact to 2 retail properties: 1897 Eglinton Avenue East – 1 tenant, 2,582 m² 1901 Eglinton Avenue East – 2 tenants, 3,426 m² Partial impact to 1 institutional property: 25 Civic Road – 1 tenant, 570 m² Total tenants impacted: - Commercial – 96 tenants - Retail – 3 tenants - Institutional – 1 tenant No existing roadway segments will be decommissioned due to this alignment
	Area Development (qualitative)	Can segments of a street can be delivered through future area development to support redevelopment?	Yes – There are two (2) properties are planned for redevelopment: 1891 Eglinton Avenue East, 1 tenant (OPA/ZBA/SB under appeal. SPA under review.	Same as Alt 1	Same as Alt 1



Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?	No impacts to approved site plan applications.	Same as Alt 1	Same as Alt 1
Summary of 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 & Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear metre street construction cost)	\$11,634,000	\$11,645,054	\$11,868,000
		What is required for maintaining and operating the alternative?	Maintenance and operations requirements for this new street are expected to be typical for a City Street.	Same as Alt 1	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
	Construction phasing and staging (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?	• Yes – A portion of the proposed alignment from Pharmacy Ave to Warden Ave could be completed with out disruption to existing transit, pedestrian, cyclist, and auto mobility. • Potential disruptions could occur at new intersections at Pharmacy Avenue, Warden Avenue, and Birchmount Road, as well as along the reconstruction of Civic Road. Civic Road is an industrial road providing access to businesses; however, reconstruction is anticipated to occur as part of future redevelopment. • Yes – it is possible to construct in phases associated with area development. There are currently only two planned parcels set to redevelop the land in the southeast corner of Eglinton Avenue East and Pharmacy Avenue. • All other parcels do not have development plans submitted to the city for review at this time.	• Same as Alt 1	• Yes – A portion of the proposed alignment from Pharmacy Avenue to Warden Avenue could be completed with out disruption to existing transit, pedestrian, cyclist, and auto mobility. • Potential disruptions could occur at new intersections at Pharmacy Avenue, Warden Avenue, and Birchmount Road. • Partially – There are currently only two planned parcels set to redevelop the land in the southeast corner of Eglinton Avenue East and Pharmacy Avenue. The portion of the alignment from Warden Ave to Birchmount Rd is not within the Secondary Plan boundary. • All other parcels do not have development plans submitted to the city for review at this time.
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?	• Yes – there are 9 contaminated properties that will be impacted by this alignment.	• Yes – there are 11 contaminated properties that will be impacted by this alignment.	• Same as Alt 1
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?	• Earth excavation is anticipated for the full length of this alignment as it is new construction, and for reconstruction/improvement of the existing Civic Drive. • Standard removal protocol for contaminated materials will be planned and be enforced.	• Same as Alt 1	• Earth excavation is anticipated for the full length of this alignment as it is new construction. • Standard removal protocol for contaminated materials will be planned and be enforced.



Category	Criteria	Measure	Alignment 1	Alignment 4	Alignment 5
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?	- All Alternatives avoid existing City of Toronto Water Tower. - No major utilities conflicts/relocations are anticipated. - Relocations likely required along existing Civic Rd and at new intersections at Pharmacy Avenue, Lebovic Avenue, Warden Avenue, Sinnott Road and Birchmount Road - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm).	Same as Alt 1	- All Alternatives avoid existing City of Toronto Water Tower. - No major utilities conflicts/relocations are anticipated. - Relocations likely required at new intersections at Pharmacy Avenue, Lebovic Avenue, Warden Avenue, Sinnott Road and Birchmount Road - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm).
Summary of Engineering & Cost					
			Alternative 1 is preferred from an engineering and cost perspective as it can be constructed in phases and will have the least cost compared to the other alignment options.		
Overall Summary					
Recommendation			Alternative 1 is the overall 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 alternative and has the least impacts to cultural heritage.		

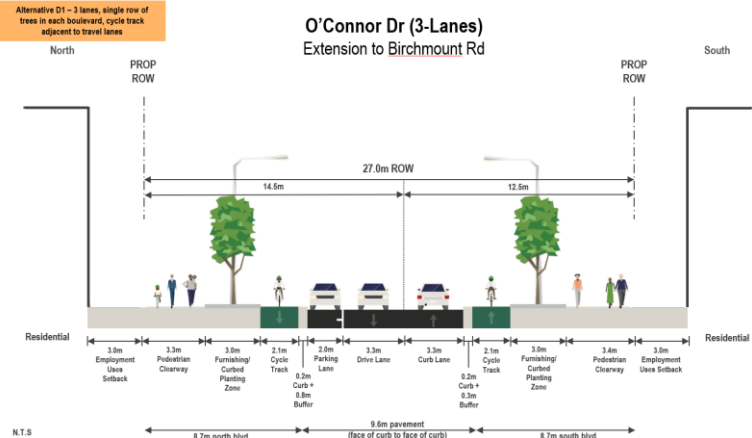
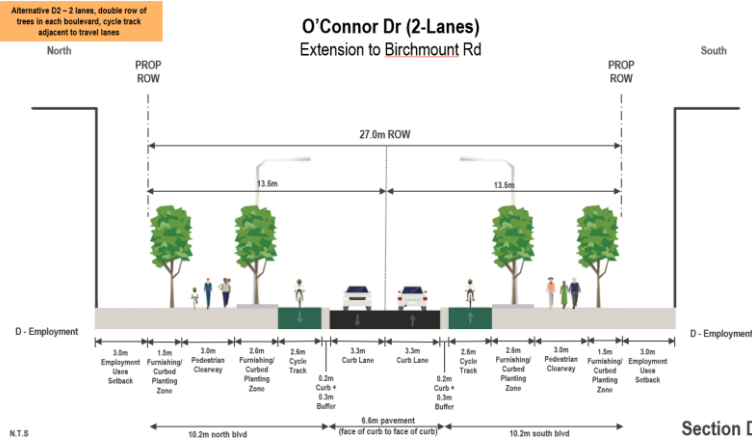
Legend		
Least Preferred (Most Impact)		Most Preferred (Least Impact)

Cross Section Evaluation of O'Connor Drive Extension to Birchmount Drive

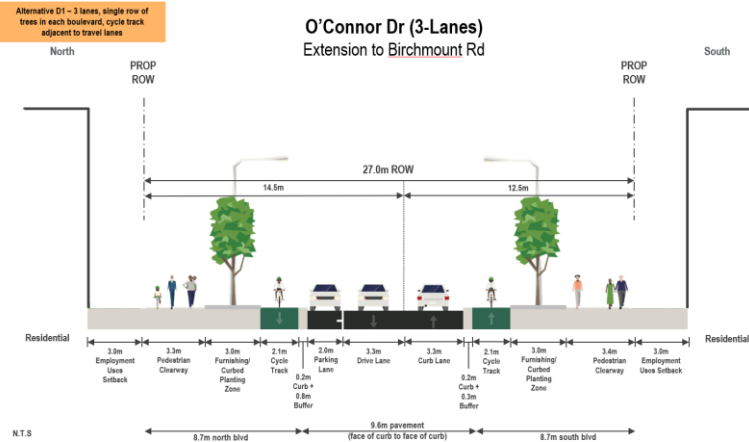
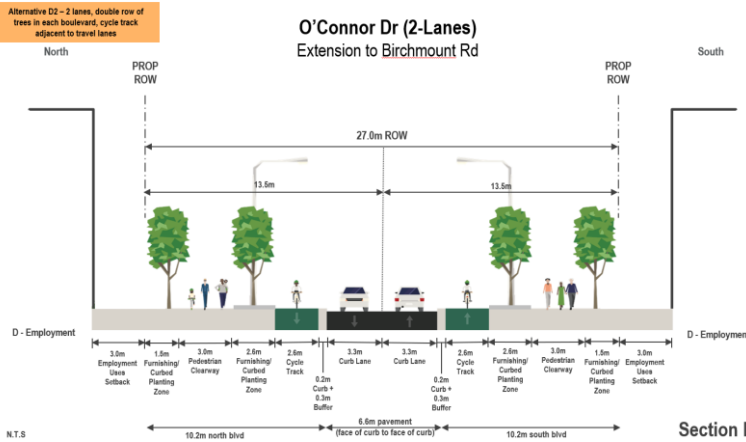
Right-of-Way: 27 m

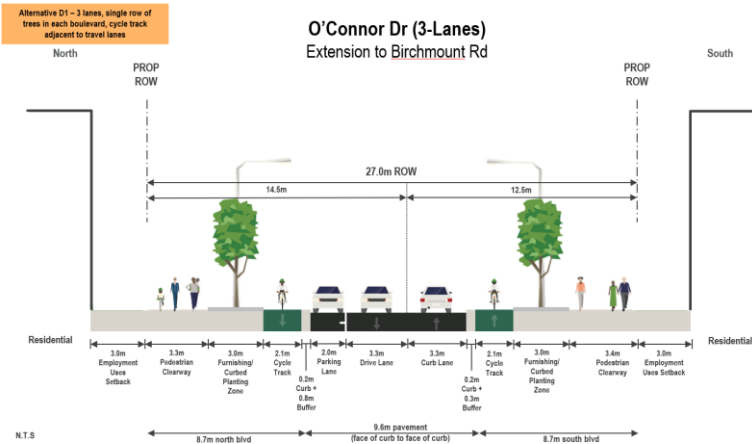
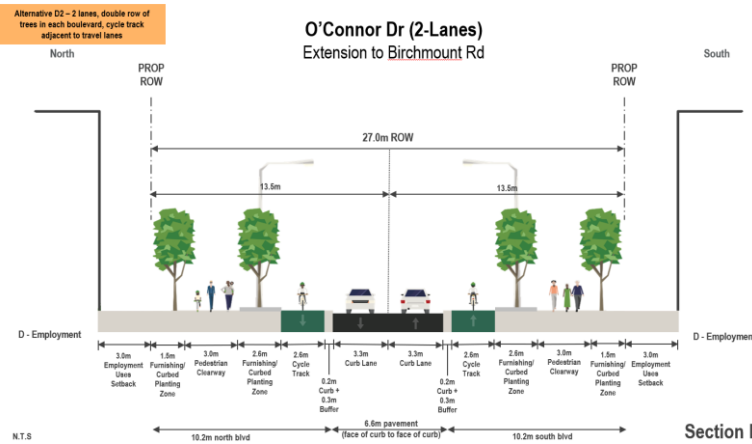
Street Context: Mixed Use – Employment, Residential, Commercial, and Park Frontages

Street Type: Street Extension

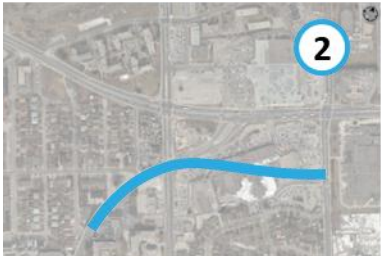
Category			Criteria	Measure	Option D1	Option D2
						
			Dimensions of Cross Section Elements		Constant for both options 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard Varies for Option D1 3.0 m Employment Uses Setback on both sides 3.3 m Pedestrian Clearway in North Boulevard 3.0 m Furnishing/Curbed Planting Zone on both sides 2.1 m Cycle Track on both sides 1.0 m Curb and Buffer in North Boulevard 2.0 m Parking Lane in North Boulevard 3.4 m Pedestrian Clearway in South Boulevard	Constant for both options 3.3 m Vehicular Lane (Westbound) 3.3 m Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard Varies for Option D2 3.0 m Employment Uses Setback on both sides 1.5 m Furnishing/Curbed Planting Zone on both sides 3.0 m Pedestrian Clearway on both sides 2.6 m Furnishing/Curbed Planting Zone on both sides 2.6 m Cycle Track on both sides 0.5 m Curb and Buffer in North Boulevard
Active Transportation	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?			3.3 m clearway width in north boulevard, which exceeds minimum width of 2.1 m. 3.4 m clearway width in south boulevard, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment is mostly employment with a small amount of residential and public park space.	3.0 m clearway width, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment is mostly employment with a small amount of residential and public park space.

Category	Criteria	Measure	Option D1	Option D2
	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	2.1 m cycle track width (min 1.5 m, desirable 2.1 m to 2.6 m) 2.1 m offset to sidewalk + 0.5 m buffer to travel lane.	2.6 m cycle track width (min 1.5 m, desirable 2.1 m to 2.6 m) 2.6 m offset to sidewalk + 0.5 m buffer to travel lane.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	3.0 m exceeds the preferred minimum standard width of 1.8 m.	2.6 m exceeds the preferred minimum standard width of 1.8 m.
	Planting Zone	Rows of trees in boulevard	Two rows of trees, one in each boulevard.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.

Category	Criteria	Measure	Option D1	Option D2
				
		Open planters or grated planters?	- Two rows of raised open planters, one in each boulevard, with a width of 3.0 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, one in each boulevard, between sidewalk and cycle track, with a width of 2.6 m. - Two rows of at-grade grated planting zones, one on each side, with a width of 1.5m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	- Requires both reconstruction of portion of existing roadway and utility relocation and portion of new roadway construction and utilities. Utilities include watermain and sewers in the roadway. - Relocation of utilities at new intersections is required: Warden Ave, Sinnott Rd, and Birchmount Rd.	- Requires both reconstruction of portion of existing roadway and utility relocation and portion of new roadway construction and utilities. Utilities include watermain and sewers in the roadway. - Relocation of utilities at new intersections is required: Warden Ave, Sinnott Rd, and Birchmount Rd. - The grated planter may require soil cells and consideration of utilities.
Traffic	Vehicular Lane	Number of vehicular lanes	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.
	Dedicated Parking Lane	Criteria based on adjacent land-use	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at 'Green Nodes' near parks with enhanced landscaping and pedestrian amenities.	No parking lane.

Category	Criteria	Measure	Option D1	Option D2
			Alternative D1 – 3 lanes, single row of trees in each boulevard, cycle track adjacent to travel lanes 	Alternative D2 – 2 lanes, double row of trees in each boulevard, cycle track adjacent to travel lanes 
Evaluation		• In Active Transportation, Option D2 is preferred as it provides desirable widths for both sidewalk and cycle tracks. • In Public Realm, Option D2 is preferred as it provides more rows of tree planting. • In Utilities, Option D2 will result in higher cost to accommodate soil cells. • In Traffic, both options provide two vehicular lanes. Option D1, is preferred as it provides on-street parking, supporting curb side uses and adjacent employment uses. Overall, Option D2 is preferred since it provides two rows of trees on each side of the boulevard and a total furnishing zone of 4.1 m. This creates shades along the roadway which can decrease the impacts of the urban heat island effect. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for all ROW users.		

Detailed Evaluation of O'Connor Drive Reconfiguration Alternative Alignments

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
					
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?	• Yes – Provide protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Victoria Park Avenue and Pharmacy Avenue, as well as planned cycling facilities along Victoria Park Avenue.	• Same as Alt 1	• Partially – The jog does not provide continuous pedestrian and cycling facilities. Pedestrians and cyclists will need to travel south one block in order to continue traveling east toward Pharmacy Avenue. This alignment will provide cycling connections to planned cycling facilities along Victoria Park Avenue.
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?	• Partially – Promotes a finer grained street network, which shortens distances to major destinations. However, it would likely require the partial closure during construction or permanent closure of the Metro grocery store, making it less accessible.	• Same as Alt 1	• Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?	Yes – Connects directly to bus stops along Pharmacy Avenue at Eglington Square/Alvinston Road North Side (routes 67, 67A, 67B). There is potential for the creation of a new stop at Victoria Park Avenue which would provide access to routes 24, 24B, 91D, 324, 324S and 924. All routes along Victoria Park Avenue and Pharmacy Avenue provides connections to the ECLRT. - Proposed cycling facilities along O'Connor Drive will connect to planned cycling facilities along Victoria Park Avenue, providing access to the ECLRT. - There is an opportunity to add a new route or reroute and extend the existing TTC route 70 to service the O'Connor Drive realignment and extension to Birchmount Road. - Rerouting Route 70 would result in removing two (2) bus stops along O'Connor Drive at Cranborne Avenue and Victoria Park Avenue.	Yes – Maintains access to bus stops at Victoria Park Avenue and connects directly to bus stops along Pharmacy Avenue at Eglington Square/Alvinston Road North Side (routes 67, 67A, 67B). All routes along Victoria Park Avenue and Pharmacy Avenue provides connections to the ECLRT. - No new bus stops are required. - Proposed cycling facilities along O'Connor Drive will connect to planned cycling facilities along Victoria Park Avenue, providing access to the ECLRT. - There is opportunity to add a new route or extend the existing route 70 that will service the O'Connor realignment and extension to Birchmount Road. - Rerouting route 70 would result in removing or relocating the bus stop at Victoria Park Avenue.	Partially – Connects directly to bus stops along Pharmacy Avenue at Eglington Square/Alvinston Road North Side (routes 67, 67A, 67B). There is potential for the creation of a new stop at Victoria Park Avenue which would provide access to routes 24, 24B, 91D, 324, 324S and 924. All routes along Victoria Park Avenue and Pharmacy Avenue provides connections to the ECLRT. - Proposed cycling facilities along O'Connor Drive will connect to planned cycling facilities along Victoria Park Avenue, providing access to the ECLRT. - The jog in the alignment does not provide the opportunity for a continuous route along O'Connor Drive. The bus would be required to make two (2) additional turns, which slows down service. - Rerouting Route 70 would result in removing or relocating the bus stop at Victoria Avenue.
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto corridor travel time	- EB – 2.6 min - WB – 1.0 min	- EB – 3.1 min (30 s more than Alt 1) - WB – 1.2 min (similar as Alt 1)	- EB – 4.4 min (110 s more than Alt 1) - WB – 2.6 min (95 s more than Alt 1)
		Pedestrian travel time	14.7 min TT 7.1 min Delay	13.9 min TT (45 s less than Alt 1) 6.3 min Delay (45 s less than Alt 1))	17.1 min TT (140 s more than Alt 1) 8.7 min Delay (100 s more than Alt 1)
		Cyclist travel time	7.5 min	7.8 min	9.6 min
		Overall intersection delay and LOS (during PM peak hours)	2.5 min	2.6 min	3.2 min

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
	Design (qualitative)	Does the alternative meet desire design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?	- O'Connor Drive and Victoria Park Avenue Intersection – 38 s / LOS D - O'Connor Drive and Pharmacy Avenue Intersection – 66 s / LOS E	- O'Connor Drive and Victoria Park Avenue Intersection – 38 s / LOS D - O'Connor Drive and Pharmacy Avenue Intersection – 65 s / LOS E	- O'Connor Drive and Victoria Park Avenue Intersection – 105 s / LOS F - O'Connor Drive Extension and Victoria Park Avenue Intersection (South) – 65 s / LOS E - O'Connor Drive and Pharmacy Avenue Intersection – 74 s / LOS E
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?	Yes – Will provide emergency vehicle access to existing and new developments along the realigned road and extension. This new road will also provide emergency vehicles a continuous route along O'Connor Drive and will serve as an alternate route to avoid Eglinton Avenue East and St. Clair Avenue East.	Same as Alt 1	Partially – Will provide emergency vehicle access to existing and new developments along the realigned road and extension and will serve as an alternate route to avoid Eglinton Avenue East and St. Clair Avenue East. However, this alignment will not provide a continuous route along O'Connor Drive as the alignment is jogged at Victoria Park Avenue.
Summary of 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	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?	Yes - Provide continuous pedestrian and cycling facilities that connect to existing sidewalks along Victoria Park Avenue and Pharmacy Avenue, as well as planned cycling facilities along Victoria Park Avenue.	Same as Alt 1	Partially – The jog does not provide continuous pedestrian and cycling facilities. Pedestrians and cyclists will need to travel south one block to continue traveling east toward Pharmacy Avenue. - This alignment will provide cycling connections to planned cycling facilities along Victoria Park Avenue.
		Does the alternative meet or exceed accessibility needs for people with disabilities?	Yes – Contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promote an active community and lifestyle, and is comfortable and accessible for all ages and abilities. Accessibility needs can be met through design.	Same as Alt 1	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile Secondary Plan Vision & Principles?	Yes – Contributes to a complete, connected, responsive, and prosperous community by providing connections to the greater transportation network and creating smaller blocks to increase access to more services and amenities.	Same as Alt 1	Partially– the jog only partially supports a complete, connected, responsive, and prosperous community as the connections to the greater transportation network are not direct and does not support creating smaller blocks to increase access to more services and amenities.
		Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan?	Yes – Contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promotes an active community and lifestyle, it is comfortable and accessible for all ages and abilities, and it provides convenient and safe connections to the ECLRT.	Same as Alt 1	Partially – Contributes to a finer grained street network; however, does not enhance connectivity due to the jogged alignment. It provides a variety of mobility options that promotes an active community and lifestyle, it is comfortable and accessible for all ages and abilities, and it provides convenient and safe connections to the ECLRT.
Summary of 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	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff?	The new alignment portion between Victoria Park and Pharmacy Ave results in new hard surface and related increased runoff. Stormwater quantity will increase, and quality mitigation may be required; however, can be addressed through design.	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to impact surface water features?	No – There are no surface water features within an approximately 500 m radius. The closest feature is Wilson Brook watercourse – warm thermal regime and is beyond area of project influence.	No – There are no surface water features within an approximately 450 m radius. The closest feature is Wilson Brook watercourse – warm thermal regime and is beyond area of project influence.	Same as Alt 1
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?	No impact.	No Impact.	No Impact.

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).	Opportunities for LID measures included with landscaped areas in boulevards.	Same as Alt 1	Same as Alt 1
Summary of Natural Environment					
			The alternatives are equally preferred from a Natural Environment perspective. Natural environment impacts and mitigation opportunities are similar across all alternatives.		
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions	Between Victoria Park Avenue and Pharmacy Avenue, O'Connor Drive is bordered by residential outdoor living areas to the south.	Between Victoria Park Avenue and Pharmacy Avenue, O'Connor Drive has increased separation to residential outdoor living areas to the south.	Same as Alt 1
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?	Slight improvement to air quality from provision of active transportation	Same as Alt 1	Same as Alt 1
		Does the alternative promote reduction of greenhouse gas emissions?	Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG.	Same as Alt 1	- Increased mode shift through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG. However, increased queuing and delays at Victoria Park Ave intersections slightly increases potential for GHG emissions. - Jog in the road will lead to an increase in GHG emissions from autos due to queuing and delays at the new intersections
	Creates place-making opportunities	Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements?	Yes – The proposed cross-section options include trees and landscape elements. - Redevelopment of impacted properties presents opportunities to create new parks and open spaces. The removal of Eglinton Square creates potential to expand/enhance Victoria Park-Eglinton Parkette.	Same as Alt 1	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
		Does the alternative have the potential to improve area lot fabric and/or create viable development blocks?	Least disruptive to lot fabric and creates developable lots.	Disrupts lot fabric by cutting diagonally through existing parcels, creating irregular and less developable lot shapes.	Disrupts lot fabric by cutting diagonally through existing parcels, creating irregular and less developable lot shapes.
	Connects to/from destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?	Connects to the proposed South Park	Connects to the proposed South Park and the proposed Eglinton Square Park	Connects to the proposed South Park and the proposed Eglinton Square Park
Summary of 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	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?	No Impact – the Stage 1 Archaeological Assessment Report (ASI, 2022) identified lands as previously disturbed.	Same as Alt 1	Same as Alt 1
	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?	No direct impacts. Between Victoria Park Avenue and Pharmacy Avenue, O'Connor Drive is bordered to the south by a Postwar subdivision classified as a Cultural Heritage Landscape, CHL.	No direct impacts.	Same as Alt 1
Summary of Cultural Heritage					
			Alternative 2 is preferred from a cultural heritage perspective as it is not bordered to the south by a Postwar subdivision classified as a Cultural Heritage Landscape, CHL. Cultural Heritage impacts and mitigation opportunities on archaeological resources and cultural heritage resources.		

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
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?	Partial impact to 3 commercial properties: 1871-1885 O'Connor Drive – 7 tenants, 2,159 m² 1460 Victoria Park Avenue – 81 m² 1468 Victoria Park Avenue – 20 tenants, 1,820 m² Total tenants impacted: - Commercial – 27 tenants Yes – 1 section of roadway will be decommissioned: 420m of O'Connor Drive	Partial impact to 2 commercial properties: 1871-1885 O'Connor Drive – 7 tenants, 91 m² 1474 Victoria Park Avenue – 2 tenants, 61 m² Total tenants impacted: - Commercial – 9 tenants Yes – 1 section of roadway will be decommissioned: 210m of O'Connor Drive	Same as Alt 2
	Area Development (qualitative)	Can segments of a street can be delivered through future area development to support redevelopment?	Six (6) properties are planned for redevelopment, including: - KingSett Development (1 Eglinton Square – 74 tenants 70 Eglinton Square (same tenants as 1 Eglinton Sq) 1431 Victoria Park Ave – 1 tenant) 1460 Victoria Park Avenue 40 Eglinton Square – same tenants as 1 Eglinton Sq 1861 O'Connor Drive – 4 tenants Partially consistent with OPA and ZBA settlements for KingSett lands and alignment presented in the draft plan of subdivision at: 1 Eglinton Square 70 Eglinton Square 1431 Victoria Park Avenue Consistent with the alignment presented in the Metro draft development application at: 40 Eglinton Square. Does not impact approved zoning at: 1460 Victoria Park Avenue Not consistent with approved zoning at: 1861 O'Connor Drive	Four (4) properties are planned for redevelopment, including: - KingSett Development (1 Eglinton Square – 74 tenants 1431 Victoria Park Ave – 1 tenant) 1861 O'Connor Drive – 4 tenants 40 Eglinton Square – same tenants as 1 Eglinton Sq Not consistent with OPA and ZBA settlements for KingSett lands and alignment presented in the draft plan of subdivision at: 1 Eglinton Square 1431 Victoria Park Avenue Not consistent with the alignment presented in the Metro draft application at: 40 Eglinton Square Does not impact approved zoning at: 1861 O'Connor Dr 1461 Victoria Park Ave	Five (5) properties are planned for redevelopment, including: - KingSett Development (1 Eglinton Square – 74 tenants 70 Eglinton Square – same tenants as 1 Eglinton Sq 1431 Victoria Park Ave – 1 tenant) 1861 O'Connor Drive – 4 tenants 40 Eglinton Square – same tenants as 1 Eglinton Sq Partially consistent with OPA and ZBA settlements for KingSett lands and alignment presented in the draft plan of subdivision at: 1 Eglinton Square 70 Eglinton Square 1431 Victoria Park Avenue Consistent with the alignment presented in the Metro draft application at: 40 Eglinton Square Does not impact approved zoning at: 1861 O'Connor Dr 1461 Victoria Park Ave



Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?	No impacts to approved site plan applications. No development application submitted: 1871-1885 O'Connor Drive (7 tenants) 1468 Victoria Park Avenue (20 tenants) All other addresses waiting for approval are Under Review, OMB Appeal or general OLT Settlement (ZBA)	Same as Alt 1	Same as Alt 1
Summary of 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 & Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear metre street construction cost)	\$4,736,975	\$5,040,000	\$5,316,000
		What is required for maintaining and operating the alternative?	Maintenance and operations requirements for this new street are expected to be typical for a City Street.	Same as Alt 1	Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
	Construction phasing and staging (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?	• Yes – Potential disruptions could occur at new intersections with Victoria Park Ave and Pharmacy Ave • Yes – Construction is anticipated to occur in 2 phases aligned with planned developments at: 1) Victoria Park Ave to Pharmacy Ave; 2) O'Connor Dr to Victoria Park Ave	• Yes – Potential disruptions could occur at the existing intersection of Victoria Park Ave and the new intersection at Pharmacy Ave • Existing O'Connor Dr boulevards may be reconstructed to meet improvement recommendations. • Maintenance of existing sidewalks will be required through construction • Partially – Re-construction of the existing O'Connor Drive segment cannot be constructed aligned with area development. • The new alignment from Victoria Park Avenue to Pharmacy Avenue will be constructed with adjacent development.	• Same as Alt 2
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?	• Yes – there are 6 contaminated properties that will be impacted by this alignment.	• Yes – there are 5 contaminated properties that will be impacted by this alignment.	• Same as Alt 2
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?	• Earth excavation is anticipated for the full length of this alignment as it is new construction, and for the removal of the existing O'Connor Drive. • Standard removal protocol for contaminated materials will be planned and be enforced.	• Earth excavation is anticipated for only a portion of the new alignment - from Victoria Park Avenue to Pharmacy Avenue. • Standard removal protocol for contaminated materials will be planned and be enforced.	• Same as Alt 2
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?	• No major utilities conflicts/relocations are anticipated. • Relocations likely required at new intersection at Victoria Park Avenue and Pharmacy Avenue - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm). • Existing O'Connor Drive is assumed to be removed and assume some utility removals and/or relocations may be required.	• No major utilities conflicts/relocations are anticipated. • Relocations likely required at new intersection at Victoria Park Avenue and Pharmacy Avenue - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm).	• Same as Alt 2

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3
Summary of Engineering & 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.		
Overall Summary					
Recommendation			Alternative 1 is the recommended 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 Alternative.		

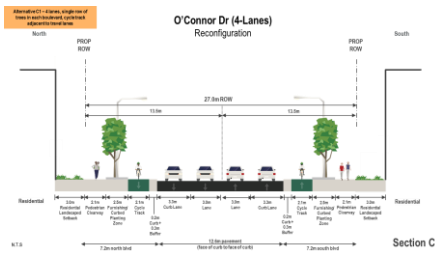
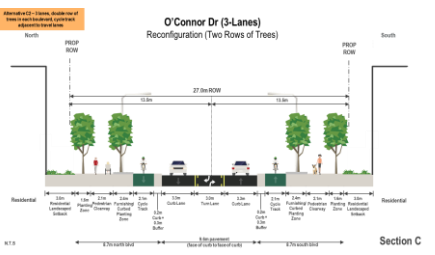
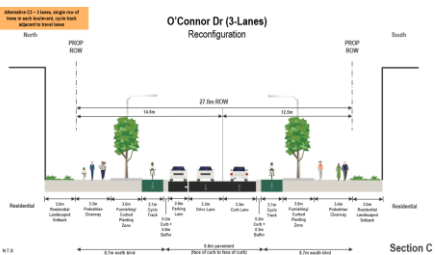
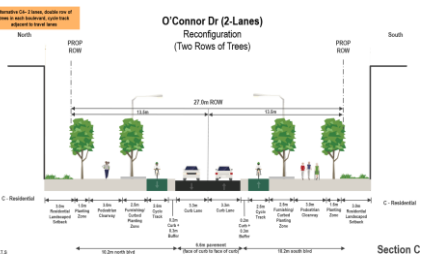
Legend		
		
Least Preferred (Most Impact)		Most Preferred (Least Impact)

Cross Section Evaluation of O'Connor Drive Realignment

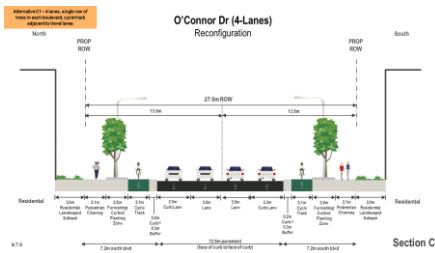
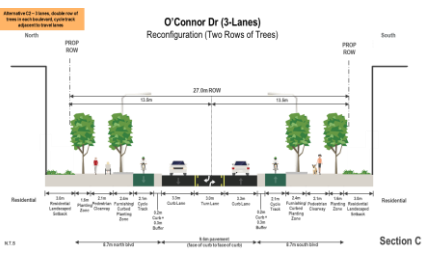
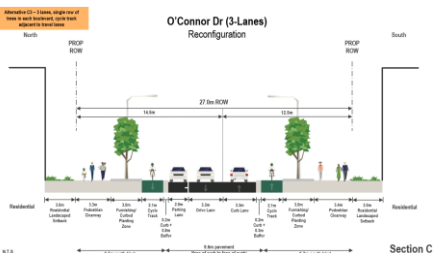
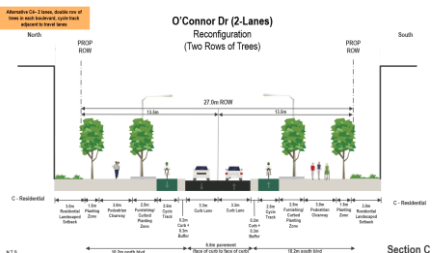
Right-of-Way: 27 m

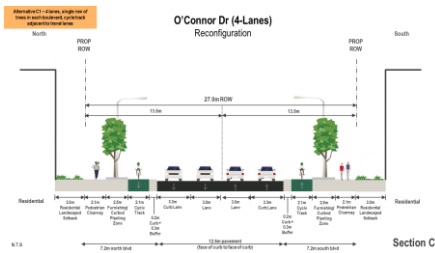
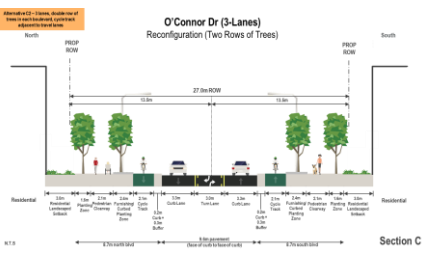
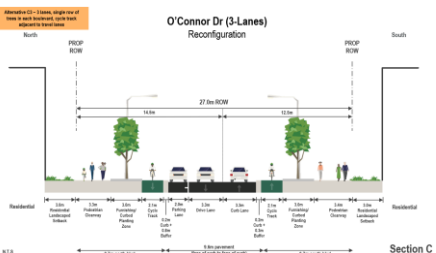
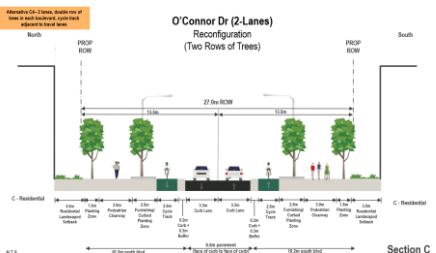
Street Context: Mixed Use – Residential, Commercial, and Park Frontages

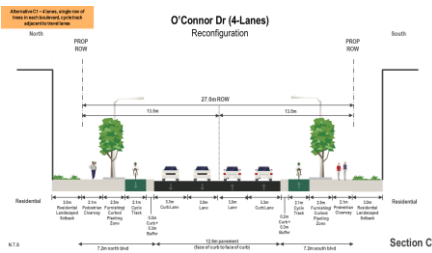
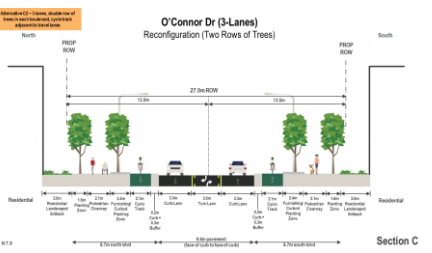
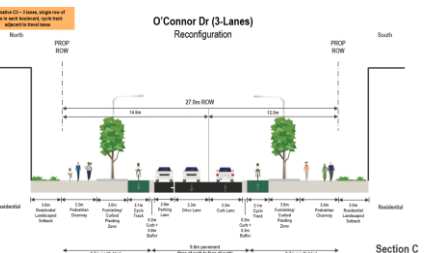
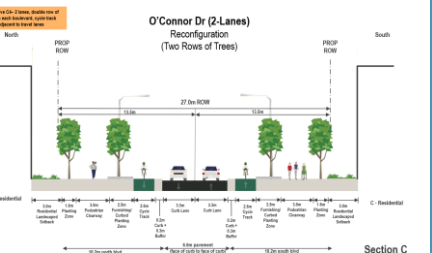
Street Type: Street Realignment

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
						
Dimensions of Cross Section Elements			Constant for all options 3.3 m Curb Vehicular Lane (Westbound) 3.3 m Curb Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard	Constant for all options 3.3 m Curb Vehicular Lane (Westbound) 3.3 m Curb Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard	Constant for all options 3.3 m Curb Vehicular Lane (Westbound) 3.3 m Curb Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard	Constant for all options 3.3 m Curb Vehicular Lane (Westbound) 3.3 m Curb Vehicular Lane (Eastbound) 0.5 m Curb and Buffer in South Boulevard
			Varies for Option C1 3.0 m Residential Landscaped Setback on both sides 2.1 m Pedestrian Clearway on both sides 2.5 m Furnishing/Curbed Planting Zone on both sides 2.1 m Cycle Track on both sides 0.5 m Curb and Buffer in North Boulevard 3.0 m Thru Lane (Westbound) 3.0 m Thru Lane (Eastbound)	Varies for Option C2 3.0 m Residential Landscaped Setback on both sides 1.6 m Planting Zone on both sides 2.1 m Pedestrian Clearway on both sides 2.4 m Furnishing/Curbed Planting Zone on both sides 2.1 m Cycle Track on both sides 0.5 m Curb and Buffer in North Boulevard 3.0 m Turn Lane	Varies for Option C3 3.0 m Residential Landscaped Setback on both sides 3.3 m Pedestrian Clearway in North Boulevard 3.0 m Furnishing/Curbed Planting Zone on both sides 2.1 m Cycle Track on both sides 1.0 m Curb and Buffer in North Boulevard 2.0 m Parking Lane in North Boulevard 3.4 m Pedestrian Clearway in South Boulevard	Varies for Option C4 3.0 m Residential Landscaped Setback on both sides 1.6 m Planting Zone on both sides 3.0 m Pedestrian Clearway on both sides 2.5 m Furnishing/Curbed Planting Zone on both sides 2.6 m Cycle Track on both sides 0.5 m Curb and Buffer in North Boulevard

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
Active Transportation	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?	2.1 m clearway width, which is the minimum. - At-grade ground uses for this segment are a mix of retail and residential with a small section for public park space and a community centre aspect.	2.1 m clearway width, which is the minimum. - At-grade ground uses for this segment are a mix of retail and residential with a small section for public park space and a community centre aspect.	3.3 m clearway width, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of retail and residential with a small section for public park space and a community centre aspect.	3.0 m clearway width, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of retail and residential with a small section for public park space and a community centre aspect.
	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 2.5 m offset to sidewalk + 0.5 m buffer to travel lane.	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 2.4 m offset to sidewalk + 0.5 m buffer to travel lane.	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 3.0 m offset to sidewalk + 0.5 m buffer to travel lane – South side. 3.0 m offset to sidewalk + 1.0 m buffer to travel lane – North side.	2.6 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 2.5 m offset to sidewalk + 0.5 m buffer to travel lane.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.	Yes.	Yes.

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
						
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	2.5 m exceeds the preferred minimum standard width of 1.8 m.	2.4 m exceeds the preferred minimum standard width of 1.8 m.	3.0 m exceeds the preferred minimum standard width of 1.8 m.	2.5 m exceeds the preferred minimum standard width of 1.8 m.
	Planting Zone	Rows of trees in boulevard	Two rows of trees, one in each boulevard.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.	Two rows of trees, one in each boulevard.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
						
		Open planters or grated planters?	- Two rows of raised open planters, one in each boulevard, with a width of 2.5 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, one on each side, between sidewalk and cycle track, with a width of 2.4 m. - Two rows of at-grade planting zone, one on each side, with a width of 1.6 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.	- Two rows of raised open planters, one in each boulevard, with a width of 3.0 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, one on each side, between sidewalk and cycle track, with a width of 2.5 m. - Two rows of at-grade planting zones, one on each side, with a width of 1.6 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - Relocation of utilities at new intersections is required: Victoria Park Ave and Pharmacy Ave.	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - Relocation of utilities at new intersections is required: Victoria Park Ave and Pharmacy Ave. - The grated planter may require soil cells and consideration of utilities.	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - Relocation of utilities at new intersections is required: Victoria Park Ave and Pharmacy Ave.	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - Relocation of utilities at new intersections is required: Victoria Park Ave and Pharmacy Ave. - The grated planter may require soil cells and consideration of utilities.

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
						
Traffic	Vehicular Lane	Number of vehicular lanes	- Two 3.3 m vehicular curb lanes, one in each direction. - Two 3.0 m vehicular lanes, one in each direction.	- Two 3.3 m vehicular lanes, one in each direction. - One 3.0 m turning lane in the centre.	Two 3.3 m vehicular lanes, one in each direction.	Two 3.3 m vehicular lanes, one in each direction.
	Dedicated Parking Lane	Criteria based on adjacent land-use	No parking lane.	No parking lane.	- One 2.0 m parking lane on north side. - The parking lane may instead accommodate for a layby area for certain segments according to the adjacent land use (e.g. business or residential frontages that expect frequent delivery activities). - Curb extensions will be considered at minor intersections and at ‘Green Nodes’ near parks with enhanced landscaping and pedestrian amenities.	No parking lane.

Category	Criteria	Measure	Option C1	Option C2	Option C3	Option C4
	Evaluation		• In Active Transportation, Option C3 is preferred as it provides the widest pedestrian clearway width. • In Public Realm, Option C4 is preferred as it provides more rows of trees, while providing more furnishing zone width than Option C2. • In Utilities, Options C2 and C4 will result in higher costs to accommodate soil cells. • In Traffic, C1 is preferred as it provides continuity of existing 4 lane O'Connor Drive to the south. However, it is noted that the TMP recommended cross-section for O'Connor Drive Extension, east of Pharmacy Avenue, is 2 lanes. Therefore, it is recommended the transition from 4 lanes to 2 lanes happen at Victoria Park to support the surrounding lane uses. Option C4 provides a consistent vehicular lane configuration to the layouts planned in the O'Connor Drive Extension, east of Pharmacy Avenue. For parking, Option C3 is preferred as it supports the curb side functions and surrounding at-grade ground uses which are a mix of retail and residential. Overall, the preferred option is C4 because the vehicular lane configurations will be consistent with the planned O'Connor Drive extension. The four rows of trees supplied by C4 will benefit the neighbourhood as they provide greenery and shade which can reduce the Urban Heat Island effect and they grant privacy to residents as the at-grade uses are mostly residential along this corridor. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for pedestrians and cyclists.			

Detailed Evaluation of Thermos & Sinnott Road Realignment Alternative Alignments

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
							
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?	Yes – this alignment will provide protected, safe, comfortable, and continuous pedestrian and cycling facilities that connect to existing sidewalks along Thermos Road.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Partially – this alignment has existing sidewalks on the west side of Sinnott Road and both sides of Thermos Road. There are no cycling facilities.
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?	Yes – The continuous alignment would allow for a connection between Thermos Road and Sinnott Road. With the addition of active transportation facilities such as continuous sidewalks and bike lanes this would significantly reduce travel times for those attempting to cross Eglinton Avenue East at this intersection in search of groceries and other necessities.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No – The existing jog in alignment is a barrier for pedestrians, cyclists, and drivers, as distances are longer to travel to access the amenities available along Thermos Road (such as Costco, Pet Smart, etc.).

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?	Yes – Due to the continuous nature of the proposed realignment route, this alternative could create opportunities for TTC service expansion. - There is a bus stop on the eastbound side of Eglinton Avenue East at Sinnott Road which would have to be temporarily closed and relocated. However, it could be reopened with the creation of this alignment.	Yes – Due to the continuous nature of the proposed realignment route, this alternative could create opportunities for TTC service expansion. - There is a bus stop at Sinnott Road and Eglinton Avenue East which would have to be permanently relocated with this alignment.	Yes – Due to the continuous nature of the proposed realignment route, this alternative could create opportunities for TTC service expansion. - There is a bus stop at Sinnott Road and Eglinton Avenue East which would have to be permanently relocated with this alignment. - Additionally, a bus stop could also be added to the westbound side of Eglinton Avenue East at Thermos Road.	Yes – Due to the continuous nature of the proposed realignment route, this alternative could create opportunities for TTC service expansion. - There is a bus stop at Sinnott Road and Eglinton Avenue East which would have to be temporarily closed and relocated, however, it could be reopened with the creation of this alignment. - A new bus stop could also be added to the westbound side of Eglinton Avenue East at Thermos Road.	No
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto corridor travel time	Alternative(s) not modelled; expected to be similar as Alt 4	Alternative(s) not modelled; expected to be similar as Alt 4	Alternative(s) not modelled; expected to be similar as Alt 4	13.6 km/h (6% faster than Alt 5)	12.8 km/h
		Pedestrian travel time	3 min	2.9 min	Same as Alt 2	2.7 min	3.4 min
		Cyclist travel time	1.1 min	1 min	Same as Alt 2	0.9 min	1.3 min
		Overall intersection delay and LOS (during PM peak hours)	Alternative(s) not modelled; expected to be similar as Alt 4	Alternative(s) not modelled; expected to be similar as Alt 4	Alternative(s) not modelled; expected to be similar as Alt 4	98 s / LOS F (35 s less delay than Alt 5)	133 s / LOS F

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
	Design (qualitative)	Does the alternative meet desire design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?	Design elements that meet the design criteria: - Minimum intersection angle. - Minimum radius with reverse crown. Design elements that exceed the design criteria: - Maximum profile grade. The profile grades are below the AODA maximum grade of 5% for pedestrians and cyclists. - Sidewalk and cycle track widths. Design elements that do not meet the design criteria: - None.	Same as Alt 1	Same as Alt 1	Same as Alt 1	The sidewalk widths are not up to standard on the existing Sinnott Road and Thermos Road. They are 1.5 m and by design standards, these widths should by 2.1 m.
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?	Yes – This Alignment will provide emergency vehicle access to existing and new developments along the realigned road. This new road will also provide emergency vehicles a direct and continuous route along Sinnott Road and Thermos Road.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No – The existing jog in the intersection does not provide continuous access across Thermos Road and Sinnott Road.
Summary of Transportation							
			Transportation impacts and mitigation opportunities are similar across all alignments except alignment 5. Alignment 5 does not provide continuous pedestrian and cycling facilities, connections, or access.				

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
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?	Yes – this alignment will provide continuous pedestrian and cycling facilities that could connect to existing sidewalks along Thermos Road. Bike lanes could be introduced to Thermos and Sinnott Road creating a more comfortable and connected active transportation experience.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No – The existing alignment of Thermos Road and Sinnott Road is disconnected and does not encourage active transportation. Sinnott Road will continue to provide sidewalks on the west side only, further limiting pedestrian access.
		Does the alternative meet or exceed accessibility needs for people with disabilities?	Yes – Provides a variety of mobility options that promote an active community and lifestyle, and is comfortable and accessible for all ages and abilities. Accessibility needs can be met through design.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Same as Alt 1
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile Secondary Plan Vision & Principles?	Yes – this alignment contributes to a complete, connected, responsive, and prosperous community by providing connections to the greater transportation network, creating smaller blocks to increase access to more services and amenities.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No – the existing alignment of Thermos Road and Sinnott Road does not support the Golden Mile Secondary Plan Vision & Principles.

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
		Does the alternative support the Golden Mile Transportation Master Plan (TMP) Goals & Implementation Plan?	Yes – this alignment contributes to a finer grained street network and enhances connectivity, provides a variety of mobility options that promotes an active community and lifestyle, and is comfortable and accessible for all ages and abilities. It also provides convenient and safe connections to the ECLRT.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No - This alignment does not provide a continuous alignment. The jog in the alignment prevents a direct connection between the north and south sides of Eglinton Avenue East, hindering pedestrian, cyclist, and driver access.
Summary of 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	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff?	No – There will not be an increase in runoff as the road area will remain the same. The existing two lanes are being maintained in the future plan.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to impact surface water features?	No impact - no surface water features within an approximately 450 m radius. Closest feature is Taylor Massey Creek, TRCA.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Same as Alt 1
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?	No impact.	No impact.	No impact.	No impact.	No impact.

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).	• Opportunities for LID measures included with landscaped areas in boulevards.	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1
Summary of Natural Environment							
			Natural enviroment impacts and mitigation opportunities are similar across all alignments.				
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions	• There are no added vehicle lanes in this alternative – the existing 2 lanes will be maintained in the future. • Future bordering land uses are designated mixed use. There is no increased proximity to sensitive receptors relative to the existing conditions.	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?	• Slight improvement to air quality from provision of active transportation	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1	• No improvements to air quality
		Does the alternative promote reduction of greenhouse gas emissions?	• Increased mode split through provision of improved transit and active transportation, reducing reliance on vehicle travel promotes reduction of GHG.	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1	• Same as Alt 1

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
	Creates place-making opportunities	Does the alternative provide opportunities to incorporate streetscape and public space amenities and landscape elements?	Yes – the proposed cross-sections options include trees and landscape elements. - Redevelopment of impacted properties present opportunities to create new parks and open spaces.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No – the proposed alternative does not provide opportunities for incorporating 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?	Results in irregular lot configurations.	Results in irregular lot configurations.	Reduces developable land area.	Reduces developable land area.	No impacts to lot fabric.
	Connects to/from destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?	No exisiting and proposed parks and open spaces in the vicinity of Thermos Road and Sinnott Road.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Same as Alt 1
Summary of 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	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?	No impact.	No impact.	No impact.	No impact.	No impact.
	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?	No direct impact, but in close proximity to 2201 Eglinton Avenue East (potential BHR 2). Potential Heritage Attributes include the buildings footprint, mass, and scale.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No Impact



Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
Summary of Cultural Heritage							
			Cultural Heritage impacts and mitigation opportunities are similar across all alternatives. No direct impacts to potential BHR at 2201 Eglinton Avenue East.				

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
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?	Partial impact to 1 commercial property: 2201 Eglinton Avenue East – 2 tenants, 546 m² Total tenants impacted: - Commercial – 2 tenants Yes – 1 section of roadway will be decommissioned: 110m of Thermos Road	Partial impact to 1 commercial property: 2001 Eglinton Avenue East – 302 m² Partial impact to 2 retail properties: 2007 Eglinton Avenue East – 1 tenant, 880 m² 2043 Eglinton Avenue East – 1 tenant, 306 m² Total tenants impacted: - Retail – 2 tenants Yes – 1 section of roadway will be decommissioned: 100m of Sinnott Road	Partial impact to 2 commercial properties: 2201 Eglinton Avenue East – 2 tenants, 376 m² 2001 Eglinton Avenue East – 203 m² Partial impact to 2 retail properties: 2007 Eglinton Avenue East – 1 tenant, 224 m² 2043 Eglinton Avenue East – 1 tenant, 652 m² Partial impact to 1 institutional property: 55 Civic Road – 1 tenant, 59 m² Total tenants impacted: - Commercial – 2 tenants - Retail – 2 tenants - Institutional – 1 tenant Yes – 2 sections of roadway will be decommissioned: 110m of Thermos Road 100m of Sinnott Road	Partial impact to 2 commercial properties: 2201 Eglinton Avenue East – 2 tenants, 305 m² 2001 Eglinton Avenue East – 138 m² Partial impact to 2 retail properties: 2007 Eglinton Avenue East – 1 tenant, 162 m² 2043 Eglinton Avenue East – 1 tenant, 634 m² Total tenants impacted: - Commercial – 2 tenants - Retail – 2 tenants Yes – 1 section of roadway will be decommissioned: 100m of Sinnott Road	No impact

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
	Area Development (qualitative)	Can segments of a street can be delivered through future area development to support redevelopment?	Two (2) properties are planned for redevelopment: - Dream 2200 Eglinton Avenue East – 15 tenants and - RioCan 1980 Eglinton Avenue East – 5 tenants. Not compatible with the 2200 Eglinton Ave East – 15 tenants (Dream) development (under appeal). The alignment will require land from the north-east corner of the Thermos/Sinnott Road & Eglinton Avenue intersection. There are currently no active site plan applications for RioCan site.	Two (2) properties are planned for redevelopment: - Dream 2200 Eglinton Ave East – 15 tenants - RioCan 1980 Eglinton Avenue East. – 5 tenants Partially compatible with the 2200 Eglinton Ave East – 15 tenants (Dream) development (under appeal). The alignment may require land along the western frontage of the proposed development. There are currently no active site plan applications for RioCan site.	Same as Alt 1	Two (2) properties are planned for redevelopment: - Dream 2200 Eglinton Ave East – 15 tenants - RioCan 1980 Eglinton Avenue East. – 5 tenants Partially compatible with the 2200 Eglinton Ave East – 15 tenants (Dream) development (under appeal). The alignment will require land from the north-east corner of the Thermos/Sinnott Road & Eglinton Avenue intersection. There are currently no active site plan applications for RioCan site.	- No impact. - There are currently no active plans for RioCan site.
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?	- No impacts to approved site plan applications. - All other addresses waiting for approval are Under Review, OMB Appeal, or general OLT Settlement (ZBA).	Same as Alt 1	Same as Alt 1	Same as Alt 1	No impacts to approved site plan applications.
	Summary of 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 & Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear metre street construction cost)	\$2,180,000	\$2,105,000	\$2,355,000	\$3,323,811	TBD

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
		What is required for maintaining and operating the alternative?	Maintenance and operations requirements for this new street are expected to be typical for a City Street.	Same as Alt 1	Same as Alt 1	Same as Alt 1	Maintenance and operations requirements for this street are expected to be typical for a City Street.
	Construction phasing and staging (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?	Yes – The construction of this alignment could be completed in three stages - Sinnott Road, Thermos Road, and intersection, to minimize impacts. Partially – On the north side of Eglinton Avenue East both RioCan and Dream have plans to develop the land on the east and west side of Thermos Road. Construction in this area could be completed in conjunction with the area development. - On the south side of Eglinton Avenue East, there are no active development plan, however the lands are part of the Secondary Plan zoning. - Intersection construction for this alignment would result in delays on Eglinton Avenue East. Eglinton Avenue East is currently undergoing ECLRT construction.	Same as Alt 1	Same as Alt 1	Same as Alt 1	No construction

Category	Criteria	Measure	Alignment 1	Alignment 2	Alignment 3	Alignment 4	Alignment 5
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?	Yes – there are 2 contaminated properties that will be impacted by this alignment.	Same as Alt 1	Yes – there are 4 contaminated properties that will be impacted by this alignment.	Yes – there are 3 contaminated properties that will be impacted by this alignment.	No impact.
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?	- Excavation is anticipated for the full length of this alignment as it is reconstruction / improvement of the existing street. - Standard removal protocol for contaminated materials will be planned and be enforced.	Same as Alt 1	Same as Alt 1	Same as Alt 1.	No construction
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?	Yes - Relocations required at new intersection at Eglinton Ave East - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm). - No impact to ECLRT station and signals at Sinnott Road.	Yes - Relocations required at new intersection at Eglinton Ave East - typical utilities (signal poles, light poles, gas, bell, hydro, sewers - water, sanitary, storm). - Complete removal and relocation required of ECLRT station and signals at Sinnott Road.	Same as Alt 2	Same as Alt 1	Yes - Relocations anticipated to be limited to aerial utilities and storm sewers – catch basins only required at new intersection at Eglinton Ave East - typical utilities (signal poles, light poles, hydro).
Summary of Engineering & Cost							
			Alternative 5 is preferred from an engineering and cost perspective as it does not impact the ECLRT.				
Overall Summary							
Recommendation			Alternative 5 is the recommended 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.				

Legend



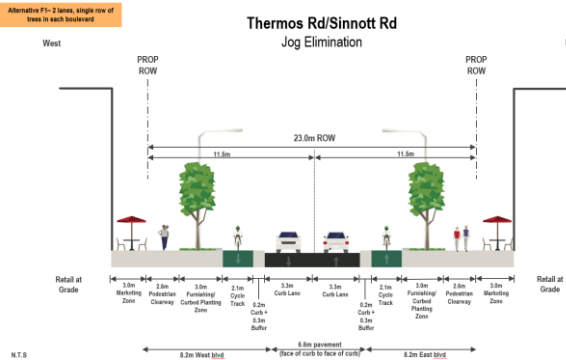
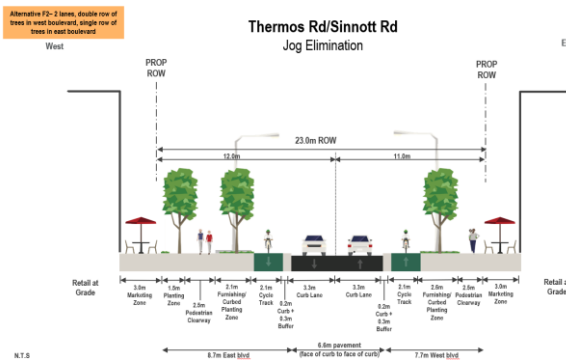
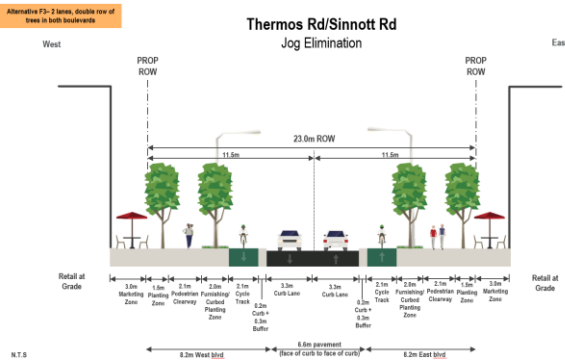
		
Least Preferred (Most Impact)		Most Preferred (Least Impact)

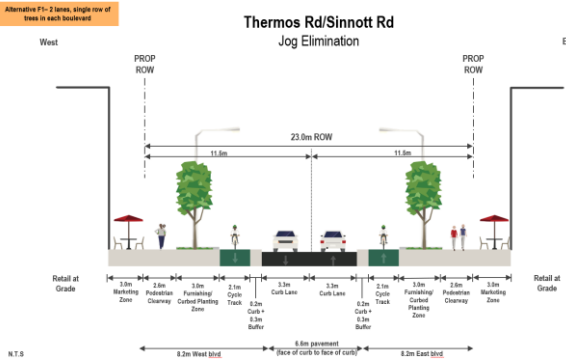
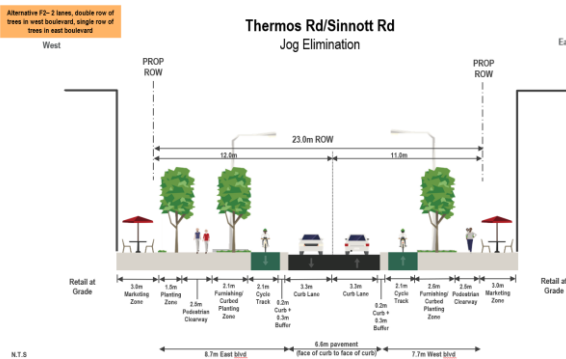
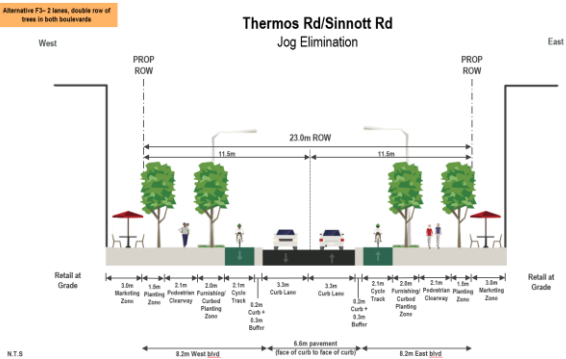
Cross Section Evaluation of Thermos Road and Sinnott Road Realignment

Right-of-Way: 23 m

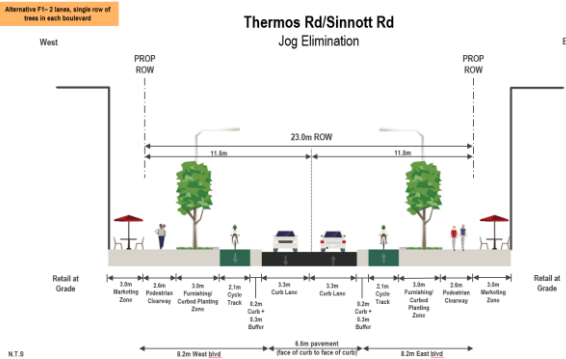
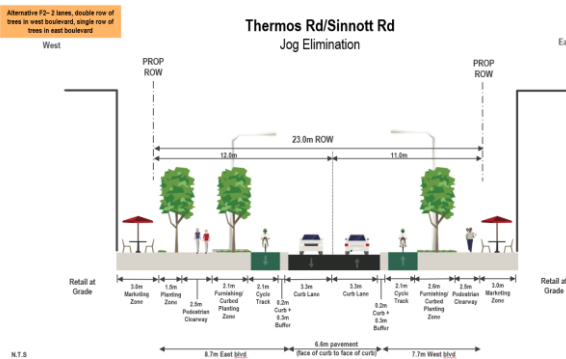
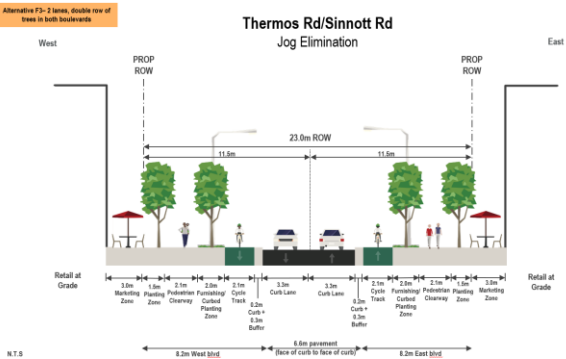
Street Context: Mixed Use – Commercial, Residential, and Employment

Street Type: Street Realignment

Category			Criteria	Measure	Option F1	Option F2	Option F3
							
			Dimensions of Cross Section Elements		Constant for all options 2.1 m Cycle Track on both sides 0.5 m Curb and Buffer on both sides 3.3 m Vehicle Lane (Southbound) 3.3 m Vehicle Lane (Northbound) Varies for Option F1 3.0 m Marketing Zone on both sides 2.6 m Pedestrian Clearway on both sides 3.0 m Furnishing/Curbed Planting Zone on both sides	Constant for all options 2.1 m Cycle Track on both sides 0.5 m Curb and Buffer on both sides 3.3 m Vehicle Lane (Southbound) 3.3 m Vehicle Lane (Northbound) Varies for Option F2 3.0 m Marketing Zone on both sides 1.5 m Planting Zone in West Boulevard 2.5 m Pedestrian Clearway on both sides 2.1 m Furnishing/Curbed Planting Zone in West Boulevard 2.6 m Furnishing/Curbed Planting Zone in East Boulevard	Constant for all options 2.1 m Cycle Track on both sides 0.5 m Curb and Buffer on both sides 3.3 m Vehicle Lane (Southbound) 3.3 m Vehicle Lane (Northbound) Varies for Option F3 3.0 m Marketing Zone on both sides 1.5 m Planting Zone on both sides 2.1 m Pedestrian Clearway on both sides 2.0 m Furnishing/Curbed Planting Zone on both sides
Active Transportation	Pedestrian Clearway	Does the recommended clearway width align with at-grade ground uses?	2.6 m clearway width, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of retail and residential with a small section for employment	2.5 m clearway width, which exceeds the minimum of 2.1 m. - At-grade ground uses for this segment are a mix of retail and residential with a small section for employment	2.1 m clearway width, which is the minimum. - At-grade ground uses for this segment are a mix of retail and residential with a small section for employment		

Category	Criteria	Measure	Option F1	Option F2	Option F3
					
	Cycle Track	Does the recommended cycle track width include a buffer from live traffic and pedestrian clearway?	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 3.0 offset to sidewalk + 0.5 m buffer to travel lane.	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 2.6 m offset to sidewalk + 0.5 m buffer to travel lane – East side. 2.1 m offset to sidewalk + 0.5 m buffer to travel lane – West side.	2.1 m cycle track width, (min 1.5 m, desirable 2.1 m to 2.6 m) 2.0 m offset to sidewalk + 0.5 m buffer to travel lane.
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?	Yes.	Yes.	Yes.
Public Realm	Minimum Furnishing Zone	Standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)	3.0 m exceeds the preferred minimum standard width of 1.8 m.	2.6 m in East boulevard exceeds the preferred minimum standard width of 1.8 m. 2.1 m in West boulevard exceeds the preferred minimum standard width of 1.8 m.	2.0 m exceeds the preferred minimum standard width of 1.8 m.

Category	Criteria	Measure	Option F1	Option F2	Option F3
	Planting Zone	Rows of trees in boulevard	Two rows of trees, one in each boulevard.	- Three rows of trees, one in East boulevard and two in West boulevard. - The additional row of trees provides some physical separation from adjacent land uses.	- Four rows of trees, two in each boulevard. - The additional row of trees provides some physical separation from adjacent land uses.
		Open planters or grated planters?	- Two rows of raised open planters, one in each boulevard, with a width of 3.0m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters.	- Two rows of raised open planters, one on each side, between sidewalk and cycle track, with a width of 2.1 m (West) and 2.6 m (East). - One row of at-grade grated planting zone with a width of 1.5 m – West boulevard. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.	- Two rows of raised open planters, one on each side, between sidewalk and cycle track, with a width of 2.0 m. - Two rows, one on each side, of at-grade grated planting zone with a width of 1.5 m. - City's required soil volume standard of 30 m³ per tree will be achieved for open planters. - Grated planters require the complexity of soil cells to achieve the City's required soil volume standard of 30 m³ per tree.
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?	Requires reconstruction of existing roadway and utilities, such as watermain and sewers.	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - The grated planter may require soil cell and consideration of utilities.	- Requires reconstruction of existing roadway and utilities, such as watermain and sewers. - The grated planter may require soil cell and consideration of utilities.

Category	Criteria	Measure	Option F1	Option F2	Option F3
Traffic					
	Vehicular Lane	Number of vehicular lanes	- Two 3.3 m vehicular lanes, one in each direction. - The two-lane configuration matches the existing configuration on Thermos Road and Sinnott Road.	- Two 3.3 m vehicular lanes, one in each direction. - The two-lane configuration matches the existing configuration on Thermos Road and Sinnott Road.	- Two 3.3 m vehicular lanes, one in each direction. - The two-lane configuration matches the existing configuration on Thermos Road and Sinnott Road.
	Dedicated Parking Lane	Criteria based on adjacent land-use	No parking lane.	No parking lane.	No parking lane.
Evaluation			- In Active Transportation, Option F1 and F2 are preferred as they provide the widest pedestrian clearway width. - In Public Realm, Option F3 is preferred as it provides more rows of trees, while it exceeds the minimum standard furnishing zone width. - In Utilities, Options F2 and F3 result in higher cost to accommodate soil cells - In Traffic, all options provide two vehicular lanes, and no on-street parking. Overall, Option F1 is preferred as the wider pedestrian clearway and furnishing zone will incorporate well with the mixed residential and retail at-grade uses along the corridor. The row of trees will have multiple uses such as separating pedestrians and cyclists, providing privacy to residential units, and creating shade to ROW users to reduce the effects of the Urban Heat Island phenomenon.		