

## **ReNew Golden Mile Environmental Assessment: Interim Report**

Date: May 13, 2024  
To: Infrastructure and Environment Committee  
From: General Manager, Transportation Services  
Wards: Wards 16, 20, and 21

### **SUMMARY**

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The ReNew Golden Mile Environmental Assessment Study ("EA Study") was initiated in 2022. The EA Study builds on the Golden Mile Secondary Plan and Golden Mile Transportation Master Plan approved by City Council in October 2020.

The Golden Mile area, generally consisting of lands located along Eglinton Avenue East and Craigton Drive, between Victoria Park Avenue and Birchmount Road, has been influenced by agricultural, industrial, and commercial eras of development. The area became known as the "Golden Mile of Industry" during the post-World War II era with the construction of large-scale manufacturing buildings along Eglinton Avenue East, between Pharmacy Avenue and Birchmount Road. Large-scale commercial development generally occurred during the 1990's, replacing many of the former industrial buildings that fronted onto Eglinton Avenue East.

The Golden Mile Secondary Plan advanced a vision for a new mixed-use community with a range of tall, mid-rise and some low-rise buildings to be constructed over the next 20+ years. There are 14 sites with active development applications within the Plan Area. City Council has approved or accepted settlement offers for 12 of the 14 sites. These approvals and accepted settlement offers, combined with the balance of development potential for other sites in the area is currently estimated to accommodate approximately 32,700 residential units, 54,000 to 56,000 residents and 19,000 jobs (including replacement jobs).

The EA Study is completing phases 3 and 4 of the Municipal Class Environmental Assessment ("MCEA") process and establishing the alignments and designs of five new and reconfigured streets to support future development and growth. The process involves developing and evaluating alternative street alignments and designs for the following transportation infrastructure:

- A potential reconfiguration of O'Connor Drive, along with an extension to Birchmount Road;

- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road (“Golden Mile Boulevard”);
- A realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road; and
- A potential reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection.

Additionally, the EA Study is exploring other corridor improvements along Jonesville Crescent and Ashtonbee Road to Birchmount Road that do not require completion of phases 3 and 4 of the MCEA. The corridor improvements will ensure these streets are complete streets to support existing and future residents and businesses.

This report provides an update on the status of the EA Study, key findings to date, including the preliminary evaluation, recommendations, and designs, and outlines next steps to finalize the EA Study.

This report recommends that City Council endorse the preliminary recommended alignments and designs for the purpose of consulting the public and completing the next stage of mandatory MCEA consultation requirements. This report also directs the Interim Chief Planner and Executive Director, City Planning to bring forward a concurrent report on required Official Plan and/or Zoning By-law Amendments to support and/or align with the ReNew Golden Mile EA Final Report. This report was prepared in consultation with City Planning.

## **RECOMMENDATIONS**

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1. City Council endorse the Preliminary Recommended Alignments and Designs included in Attachment 1 for the purposes of completing the Municipal Class Environmental Assessment’s mandatory phase 3 public consultation and request the General Manager, Transportation Services to report back on the feedback received from the consultation and any resulting refinements made as part of finalizing Preferred Alignments and Designs, where appropriate.
2. City Council direct the General Manager, Transportation Services to report back no later than the December 17, 2024 meeting of City Council, through Infrastructure and Environment Committee, to request Council endorsement of the Preferred Designs and authority to prepare the Environmental Study Report and issue a Notice of Completion of Phase 3 and 4 of the ReNew Golden Mile Environmental Assessment in accordance with the requirements of the Municipal Class Environmental Assessment Process.
3. City Council direct the Interim Chief Planner and Executive Director, City Planning to report back no later than the December 17, 2024 Meeting of City Council, through Planning and Housing Committee, on amendments to the Official Plan, and the Zoning By-law, where necessary or required to support and/or align with the ReNew Golden Mile Environmental Assessment.

4. City Council direct the General Manager, Transportation Services and the Interim Chief Planner and Executive Director, City Planning to coordinate to ensure the matters in Recommendation 2 and Recommendation 3 above are brought to the same meeting of Council for consideration.

## **FINANCIAL IMPACT**

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There are no financial impacts associated with this interim report. The overall capital cost of the future implementation of the final Preferred Designs for the ReNew Golden Mile Environmental Assessment will be developed following the mandatory consultation for the MCEA and as part of developing preliminary designs.

Generally, it is anticipated that the implementation of most street infrastructure identified in the EA Study will occur incrementally as sites redevelop. City staff will review the street infrastructure addressed in the MCEA against the City's Local Service Policy and Guidelines to determine which projects or segments of streets may be delivered as City capital projects versus local development driven projects. City capital funding required to implement the ReNew Golden Mile initiative will be included in future Transportation Services budget submissions, subject to Council approval.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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### **Site and Area Specific Policy 400 (O'Connor Drive)**

In November 2012, City Council adopted Site and Area Specific Policy ("SASP") 400 for the lands fronting onto O'Connor Drive between St. Clair Avenue East and Sandra Road, and Victoria Park Avenue. SASP 400 remains in force and in effect. A portion of the lands in the Plan Area, west of Victoria Park Avenue within North York District, are subject to SASP 400. SASP 400 is a result of the O'Connor Drive Avenue Study and is to be read in conjunction with the O'Connor Drive Urban Design Guidelines. The lands at O'Connor Drive and Victoria Park Avenue are identified as a key intersection.

SASP 400 - O'Connor Drive Avenue Study Area, between St. Clair Avenue East and Sandra Road and Victoria Park Avenue can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-plan-chapter-7-saps.pdf>

The O'Connor Drive Urban Design Guidelines can be found here:

<https://www.toronto.ca/legdocs/mmis/2012/cc/bgrd/backgroundfile-52464.pdf>

### **Eglinton Connects**

In May 2014, City Council directed City Planning staff to undertake further study of the six focus areas that were identified in the Eglinton Connects Planning Study, including

the Golden Mile. Further information regarding the Eglinton Connects Planning Study can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG32.4>

### **Golden Mile Secondary Plan Study - Background Report**

On February 21, 2018, Scarborough Community Council received a Report for Information regarding the completion of Phase One of the Study, which included the GMSP Study: Consultant's Background Report. The Information Report and Background Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC28.4>

### **Golden Mile Secondary Plan Study - Alternatives Report and Boundary Expansion**

On April 16, 2019, City Council considered a Status Report on completion of Phase Two of the Study, which included the GMSP Study: Consultant's Alternatives Report.

At this meeting, City Council approved the expansion of the GMSP Study boundary from 97 to 113 hectares to include additional lands within Scarborough District and approximately 4.3 hectares of land on the west side of Victoria Park Avenue within North York District (Ward 16 - Don Valley East) (Attachment No. 1: Golden Mile Secondary Plan Study Area Boundary). City Council also waived the requirements of Toronto Municipal Code Chapters 27-16.2 and 27-16.5, and directed that all reports related to the GMSP Study, including the statutory meeting required under the Planning Act, be directed to Scarborough Community Council.

The City Council decision regarding the Alternatives Report and Boundary Expansion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH4.3>

### **Golden Mile Secondary Plan Study - North York Community Council Consultation**

On October 2, 2019, City Council received a Status Report regarding the GMSP Study in accordance with the City Council direction on April 16, 2019. City Council directed the Chief Planner and Executive Director, City Planning, and the General Manager, Transportation Services, to consider including options for any modification of Bartley Avenue and O'Connor Drive which limit vehicular access and infiltration to the existing neighbourhoods as part of the future MCEA. The City Council decision regarding the Status Report to North York Community Council can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY8.8>

### **Golden Mile Secondary Plan Study - Proposals Report**

On January 29, 2020, City Council considered a Proposals Report regarding the completion of Phase Three of the Study, which included the GMSP Study: Final Consultant's Report and draft Secondary Plan policies for the Golden Mile. City Council directed City Planning staff to undertake interest group consultation on the Draft GMSP, which is summarized in the Comments section of this report. The City Council decision regarding the Proposals Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC12.10>

### **Golden Mile Secondary Plan Study - Status Report**

On June 19, 2020, Scarborough Community Council adopted the Status Report for the proposed policies for the Golden Mile Secondary Plan Areas. The purpose of the status report was to introduce the proposed policies for the Secondary Plan and to provide the public with additional time to review the Secondary Plan prior to the Statutory Public Meeting, considering the current health emergency and proposed virtual meeting format. The Scarborough Community Council decision regarding the Status Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC15.1>

### **Golden Mile Secondary Plan - Final Report**

On October 27, 28 and 30, 2020, City Council adopted the final report for the proposed policies for the Golden Mile Secondary Plan Areas. At this meeting, City Council adopted Official Plan Amendment 499 and directed the Chief Planner and Executive Director, City Planning and the General Manager, Transportation Services to initiate a MCEA Study for the Golden Mile area, which will include options for potential modifications to Bartley Avenue/O'Connor Drive and consider comments received from area landowners. The City Council decision regarding the Final Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.SC18.1>

On March 9, 2022, City Council adopted a report from the City Solicitor regarding modifications to Official Plan Amendment 499, which contains the Golden Mile Secondary Plan. City Council's decision may be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.CC41.9>

On March 29, 2023, City Council adopted a report from the City Solicitor regarding additional modifications to Official Plan Amendment 499, which contains the Golden Mile Secondary Plan. City Council's decision may be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC5.21>

## **COMMENTS**

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### **Background**

#### **ReNew Golden Mile Environmental Assessment**

The purpose of the ReNew Golden Mile EA Study ("EA Study") is to determine the Preferred Designs of new major streets and the realignment and/or extension of some existing major streets identified in the Golden Mile area. The EA Study is completing phases 3 (Alternative Designs) and 4 (Environmental Study Report) of the MCEA process and is building on the recommended infrastructure improvements identified in the Golden Mile Secondary Plan that was completed in 2020 which included the completion of the Golden Mile Transportation Master Plan that satisfied phase 1 (Problem and/or Opportunity) and phase 2 (Alternative Solutions) of the MCEA process.

The EA Study involves the development and evaluation of street alignments and design alternatives for the following transportation improvements:

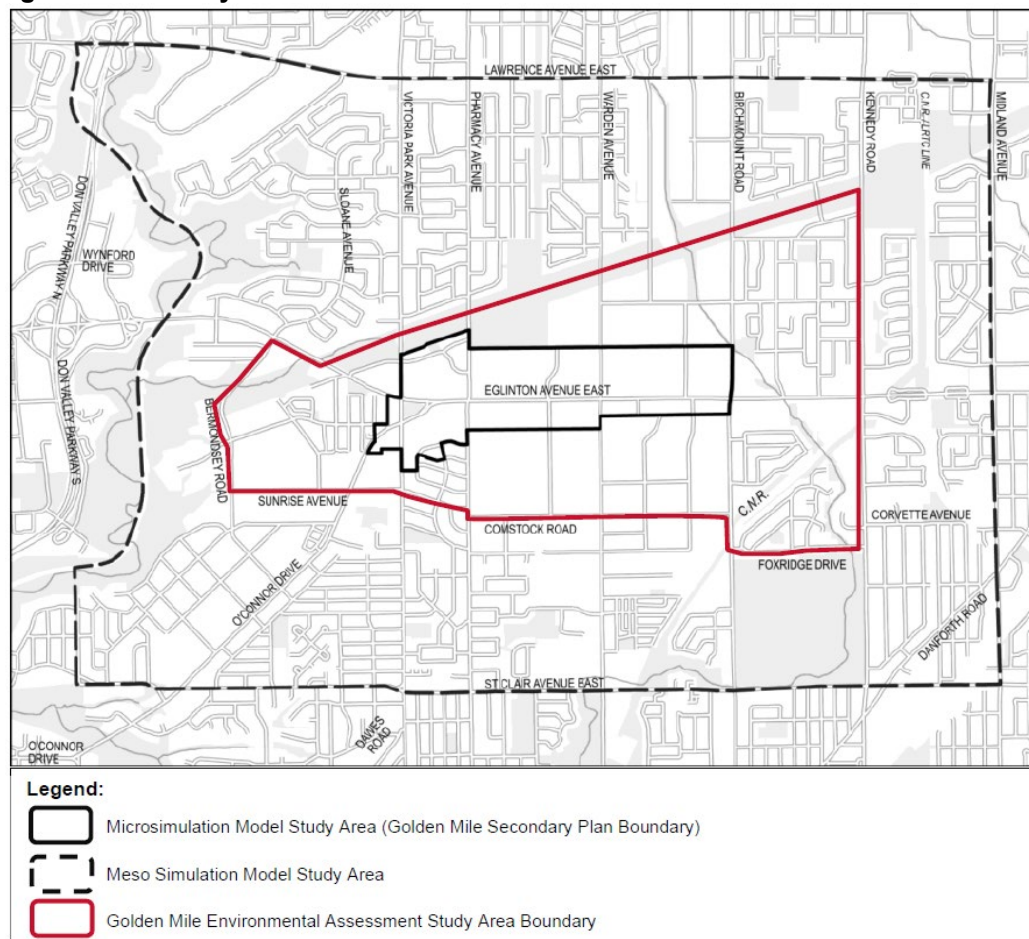
- A potential reconfiguration of O'Connor Drive, along with an extension to Birchmount Road;
- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road ("Golden Mile Boulevard");
- A realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road; and
- A potential reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection.

Additionally, the EA Study is exploring other corridor improvements along Jonesville Crescent and Ashtonbee Road to Birchmount Road that do not require completion of phases 3 and 4 of the MCEA. The corridor improvements will ensure these streets are complete streets to support existing and future residents and businesses.

## EA Study Area

Figure 1 identifies the boundaries of the EA Study area. The ReNew Golden Mile EA Study area is generally bounded in the north by Gatineau Hydro Corridor Trail, Kennedy Road to the East, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south and Bermondsey Road to the west.

**Figure 1: EA Study Area**



## **Policy Framework**

The ReNew Golden Mile EA Study is being informed by a number of City policies, plans and guidelines, such as:

- Golden Mile Transportation Master Plan (TMP)
- Official Plan, including the Golden Mile Secondary Plan
- Vision Zero Road Safety Plan
- TransformTO: Climate Action Strategy
- Green Street Technical Guidelines and Standards
- Complete Street Guidelines

The sections below summarize key policy directions informing the EA Study from the TMP, Secondary Plan and Official Plan.

### **Golden Mile Transportation Master Plan**

As previously noted, the EA Study is building upon the Golden Mile Transportation Master Plan (TMP), completed in 2020, which satisfied phases 1 (Problems and Opportunities) and 2 (Alternative Solutions) of the MCEA. The TMP's identified Problems and Opportunities recognized the need to transform the area's primarily car-centric transportation network into a multi-modal network that provides safe and convenient connections for people to access the Eglinton Crosstown LRT. The TMP's Problem and Opportunity statement provided an important frame of reference to guide the development of Alternative Solutions and they continue to underpin the work being advanced as part of phases 3 and 4 of the MCEA process.

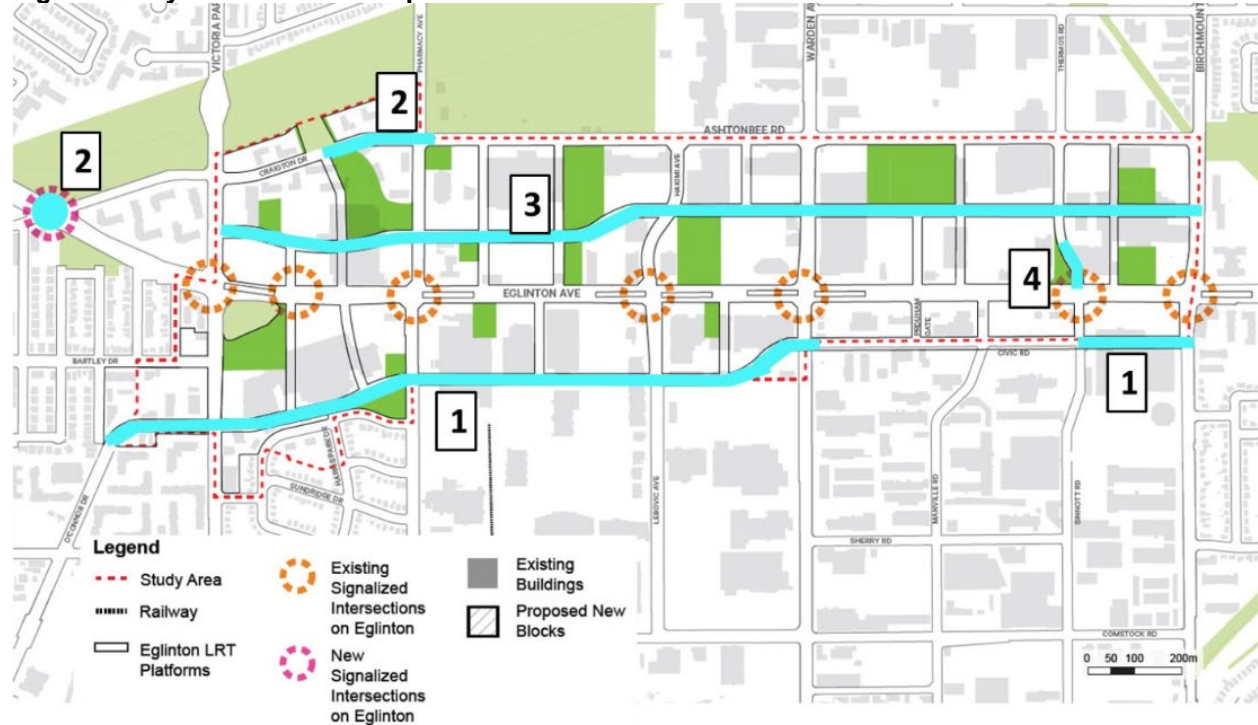
The TMP developed and evaluated three Alternative Solutions to support the evolution of the area's transportation network. The TMP's Preferred Solution consisted of building a grid network of streets with a series of active transportation improvements and enhanced transit priority. The key street network improvements identified in the TMP are shown in Figure 2 and consisted of:

- The O'Connor Drive Reconfiguration and Extension and Civic Road Extension;
- Craigton Drive Reconfiguration;
- Golden Mile Boulevard; and
- Jog Elimination of Thermos Road and Sinnott Road.

The TMP only identified conceptual alignments for the street infrastructure and left the determination of final alignments to phases 3 and 4 of the MCEA process.



**Figure 2: Key Road Network Improvements identified in the TMP**



\*Proposed new streets are conceptual alignments subject to further study

## Planned Right-Of-Way Widths

The TMP also identified typical right-of-way widths for the street infrastructure, which were also formalized in Official Plan policy, including on map 45-8 of the Golden Mile Secondary Plan. The planned right-of-way widths are identified in Table 1 below.

**Table 1: Golden Mile TMP EA Streets**

Street Name	Basic Right-of-Way in metres (m)
Craigton Drive Widening and Realignment	23
Golden Mile Boulevard	27
O'Connor Drive Reconfiguration and Extension	27
Civic Road Widening and Extension	27
Thermos Road Realignment	23

## Golden Mile Secondary Plan

The Golden Mile Secondary Plan (GMSP) seeks to accommodate a balance of residential, commercial, employment uses together with community uses, while establishing the framework for a comfortable and attractive public realm. The GMSP places an emphasis on multi-modal transportation, anchored by the ECLRT, with new



streets and improved mobility benefiting the new mixed-use community, existing employment areas and residential neighbourhoods. The Secondary Plan offers an ambitious vision of high growth for the area.

The GMSP contains a number of mobility policies intended to shape the transportation network in the area over the coming decades. It includes a Street Network map (Map 45-7) that shows conceptual alignments for the area's transportation network and notes that the exact location, alignment, and design of the streets *will be refined through the development application review process, a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City*. This is also reflected in Policy 11.8 of the GMSP.

Additionally, the GMSP places an emphasis on complete streets with policy directions in Policies 11.6 and 11.10 that speak to ensuring streets accommodate all users and modes and that existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way.

## **Official Plan**

The City's Official Plan likewise includes a number of policies that guide the MCEA process and complement the GMSP, such as directions to provide complete streets and provide public realm improvements. Amendments to Map 3 and Schedules 1 and 2 were also made through the GMSP to reflect the right-of-way widths identified in the TMP and GMSP.

Right-of way widths identified are typical mid-block right-of-way widths. The EA Study is now studying intersections in more detail and additional right-of-way width may be required at key intersections. Policy 2.2.5.b) in the Official Plan allows the City to acquire lands at nominal cost through development approvals beyond the previously identified right-of-way widths to accommodate necessary features, such as protected intersections.

Protected intersections can require additional right-of-way width to provide physical separation for pedestrians and people cycling at corners, improve sightlines, and provide vehicular turn lanes to allow for separate signal phases for vulnerable road users. Design work is on-going and the locations where additional right-of-way width is anticipated to be required will be presented in a Final Report for City Council approval.

## **Municipal Class Environmental Assessment Process**

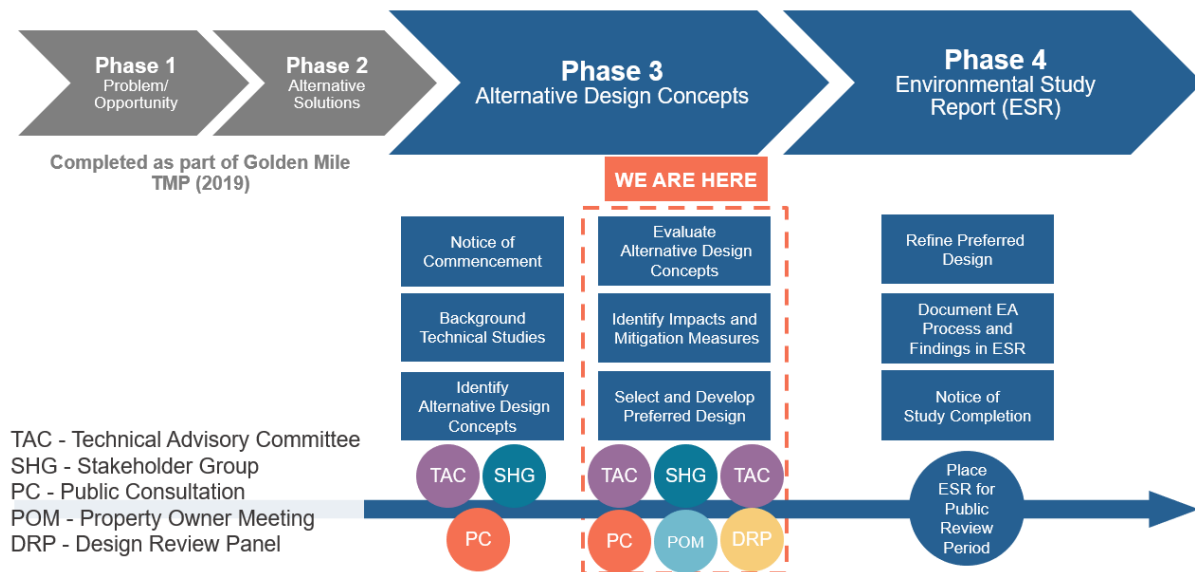
The ReNew Golden Mile EA Study is required as part of the MCEA process. The MCEA enables the planning and implementation of municipal infrastructure to be undertaken in accordance with an approved, transparent process designed to protect the environment. The MCEA process provides:

- a reasonable mechanism for proponents to fulfill their responsibilities to the public for the provision of municipal services in an efficient, timely, economic, and environmentally responsible manner;
- a consistent, streamlined and easily understood process for planning and implementing infrastructure projects; and,

- the flexibility to tailor the planning process to a specific project taking into account the environmental setting, local public interests, and unique project requirements.

The EA Study is currently in phase 3 as shown in Figure 3 and is approaching the mandatory point of contact for phase 3 of the MCEA process. This point of contact is intended to review the preliminary recommended alternatives with Indigenous Communities, the public, and agencies to assist in the identification of Preferred Designs.

**Figure 3: ReNew Golden Mile EA Status**



## Area context

### Existing Transportation Network

The EA Study area's existing street network has strong north-south arterial connections. However, it lacks consistent east-west connectivity, outside of the EA Study area's anchor, Eglinton Avenue East.

**Eglinton Avenue East** is a major arterial operating with four general purpose lanes plus a dedicated LRT transit corridor. However, the ECLRT is not yet open to the public as it is currently undergoing testing.

**O'Connor Drive** is a major east-west arterial with a four-lane cross-section through the EA Study area. It intersects with Victoria Park Avenue and Eglinton Avenue East and forms a triangle at the Victoria Park-Eglinton Parkette. Due to the geometric constraints, the northbound left and through movements are prohibited at the Eglinton Avenue East intersection. The posted speed limit is 50 km/h.

**Victoria Park Avenue** is a major arterial with a four-lane cross-section through the EA Study area. It runs in the north-south direction parallel with other arterial corridors in the EA Study area including Pharmacy Avenue, Warden Avenue, Birchmount Road, Kennedy Road, and Midland Avenue. Within the EA Study area, these corridors are four

lanes with a posted speed limit that varies between 40 km/h and 50 km/h, depending on local context.

**Lawrence Avenue East and St Clair Avenue East** are major east-west arterials that bound the EA Study area to the north and south, respectively. Lawrence Avenue East is six lanes and St. Clair Avenue E is four lanes. Both roadways could be used as an alternative for Eglinton Avenue East for regional trips. The posted speed limit is 50 km/h on Lawrence Avenue E and St. Clair Avenue E.

Other collector streets within the EA Study area include:

- Craigton Drive,
- Ashtonbee Road,
- Bartley Drive,
- Sunrise Avenue,
- Comstock Road,
- Foxridge Drive,
- Thermos Road,
- Bertrand Avenue,
- Lebovic Avenue, etc.

All of these streets have a two-lane cross-section with a posted speed limit of 40 or 50 km/h (except for Comstock Road which has a four-lane cross-section west of Warden Avenue, and Lebovic Avenue which has a four-lane cross-section south of Eglinton Avenue East).

### Summary of Development Activity

Since the completion of the Golden Mile Secondary Plan, there have been many development applications submitted throughout the EA Study area, that have reached different stages in the application process. Table 2 lists the applicants with active development applications as of May 2024. The project team is engaged in on-going discussions with new and existing applicants as part of the EA Study to ensure street alignments through development sites align with the EA Study and address City policies and requirements.

**Table 2: List of Active Development Applications (May 2024)**

#	Applicant	Addresses
1	<b>Artlife</b>	1861 O'Connor Dr
2	<b>Vitmont Holdings</b>	1460 Victoria Park Ave
3	<b>Starlight</b>	1 Rannock St / 860 Pharmacy Ave 9, 15, 19, 23, 32 and 40 Craigton Dr
4	<b>Choice</b>	1880 - 1892 Eglinton Ave E 1523, 1525 - 1545 Victoria Park Ave

#	Applicant	Addresses
5	<b>KingSett</b>	1 - 70 Eglinton Square 1431, 1437 Victoria Park Ave 14, 18, 19, 22, 23, 26 Engelhart Cres
6	<b>Metro</b>	40 Eglinton Square
7	<b>LCG 100 Eglinton Square Ltd (Lee Chow Group)</b>	100 Eglinton Square
8	<b>Calloway REIT (SmartCentres)</b>	1900 Eglinton Ave E
9	<b>Yorkreal</b>	1910 Eglinton Ave E
10	<b>Madison Group</b>	880 - 900 Warden Ave 20 - 50 Ashtonbee Rd 1920 - 1940 Eglinton Ave E
11	<b>Cosmetica</b>	1960 Eglinton Ave E 191 Ashtonbee Rd
12	<b>RioCan</b>	1966 - 2050 Eglinton Ave E 50 Thermos Rd
13	<b>Dundeeal (Dream)</b>	2200 - 2206 Eglinton Ave E 1020 Brichmount Rd
14	<b>Mattamy</b>	1891 Eglinton Ave E
15	<b>Brosko Property Management</b>	708, 712 Kennedy Rd
16	<b>Nascent Developments Inc.</b>	78 Tisdale Rd
17	<b>Bartley TH Fund Inc</b>	104 - 110 Bartley Dr

## Study Progress and Current Status

The EA Study will complete phases 3 and 4 of the MCEA process. Phases 1 and 2 were completed in 2020 as part of the Golden Mile Transportation Master Plan.

Phase 3 of the MCEA process for the EA Study consists of:

- Developing Alternative Designs for the street infrastructure. As alignments were only conceptual in the Golden Mile TMP, the approach to satisfy MCEA

requirements consisted of developing both alternative alignments and alternative cross-sections for the different street infrastructure;

- Developing evaluation criteria and evaluating the Alternative Designs against those criteria;
- Selecting preliminary Recommended Designs for each corridor and reporting to Council to seek endorsement of the Designs for the purpose of public consultation;
- Completing mandatory public and agency consultation on the preliminary Recommended Designs;
- Selecting a Preferred Design following the public and agency consultation taking into account feedback received balanced against MCEA and other technical requirements; and
- Reporting to Infrastructure and Environment Committee and Council on the Preferred Designs for endorsement.

Phase 4 consists of completing an Environmental Study Report (“ESR”) which documents the MCEA process and findings in detail. The ESR is placed in the public record for 30-days along with issuance of a Notice of Completion.

## **Public Consultation**

The EA Study is being undertaken with engagement of a broad range of residents, businesses, landowners and interest groups with two rounds of engagement as set out below, one of which has been completed and the second stage, which is the mandatory phase 3 consultation as part of the MCEA, is in process. Additional consultation may be undertaken as needed and as part of developing the Preferred Designs.

- Stage One Consultation: Notice of Commencement (issued on April 5, 2023) and public consultation that introduced the Renew Golden Mile EA, and sought feedback on the Study’s objectives, project background, long- and short-lists of alternative alignments, alternative cross-sections and proposed evaluation metrics.
- Stage Two Consultation: Feedback will be sought for the preliminary Recommended Designs, and the evaluation of the Alternative Designs, subject to City Council endorsement of recommendations as part of this report.

Both stages include a variety of consultation activities to present the EA Study updates, and seek feedback:

- Meetings with interest groups and local organizations
- Meetings with landowners and developers
- Indigenous Engagement
- Technical agency and utility notifications
- Online Survey
- Phone and email comment opportunities
- Public events

A variety of methods were used to notify interest groups and members of the public, the week of April 3, 2023, about the virtual public event held on April 17, 2023. Stage Two will follow a similar notification plan:

- Project Website [www.toronto.ca/goldenmile](http://www.toronto.ca/goldenmile)
- Print Advertisement in the Scarborough Mirror
- Canada Post direct mail (14,695 addresses in study area)
- Email to project list (over 80 contacts)
- Emails to Indigenous communities, provincial and municipal agencies, and utilities
- Email to interest groups list including resident associations, community groups, organizations, institutions and elected officials (65 contacts)

### **What We've Heard – Stage One Consultation Summary**

The Stage One Consultation focused on building upon the recommended infrastructure improvements from the previously completed Golden Mile Transportation Master Plan Study and Golden Mile Secondary Plan that was completed in 2020. Alternatives were shared for each of these improvements. A detailed record of all feedback received can be found here:

<https://www.toronto.ca/wp-content/uploads/2024/01/94b8-phase-1-consultation-report-finalAODA.pdf>

Public consultation activities began in December 2022 with two meetings between City staff and developers with active applications within the EA Study area. Other activities included an interest group meeting and a virtual public meeting. Feedback received during the consultation included:

- Desire for Green Space – Preserving and improving green space, including the addition of trees.
- Traffic Congestion – Maintaining sufficient traffic flow on main roads should be prioritized to reduce traffic on residential roads.
- Economic Impacts – Local businesses are important to the community and impacts to existing local businesses and grocery stores should be strongly considered.
- Construction Duration, Impacts & Disruption – Minimizing impacts from construction due to new roads and re-alignments should be considered to reduce impact to residential areas, commercial properties, and community services.
- Safety for Pedestrians & People who Cycle – Traffic calming, accessibility requirements, elderly mobility and safety, and wider sidewalks should be considered.
- Amenity Availability – Accessibility of grocery and healthcare facilities should be considered and the preservation of original Golden Mile retail.
- Parking Availability – Parking availability should be considered as existing parking options are expensive and infrequently available.
- Study Background Information – Supporting materials should be shared more clearly as residents wished to learn more about the future community growth trends and needs of the neighbourhood.



## **Technical Studies Status**

A significant number of technical studies are being completed as part of the EA Study. The following technical studies have informed the evaluation of alternatives to help identify the recommended design. These studies also helped identify impacts and mitigation measures of the recommended alternatives. Further work will be advanced on these studies as part of developing Preferred Designs:

- Natural Heritage
- Stage 1 Archaeology Assessment
- Arborist/Tree Inventory
- Geotechnical Investigations
- Contamination Overview Study
- Cultural and Built Heritage
- Transportation and Traffic Analysis
- Socio-Economic Assessment

There are also several upcoming studies that will be completed as the preferred designs are advanced:

- Additional Transportation Analysis
- Air Quality Assessment
- Noise and Vibration
- Hydrogeological Investigations
- Stormwater Management and Drainage
- Sub-surface Utilities Investigations
- Structural Investigations

## **Alternative Designs**

Each proposed improvement that is subject to the MCEA process underwent a multi-stage approach to develop alternative designs.

A long-list of alternative alignments was prepared for each improvement. These alignments went through a preliminary evaluation to eliminate alternatives that were not feasible. A summary of the long-list screening can be found in Attachment 2. This screening process was presented to the public during Stage One of consultation for comment. The resulting short-list alternatives were advanced through a detailed evaluation process described in the next section.

A set of cross-section designs was prepared based on the typical right-of-way widths allocated for each improvement. These designs were shared for feedback during Stage One consultation and can be found in Attachment 3. All cross-section designs were advanced for evaluation based on the feedback received.

## **O'Connor Drive Reconfiguration to Pharmacy Avenue**

### *Alternative Alignments*

The O'Connor Drive reconfiguration has the primary objective of creating an east-west connection from the existing O'Connor Drive to Pharmacy Avenue. Three alternatives were advanced from a long-list of five alternatives. Alternative 4 and 5, which proposed to realign O'Connor northward to Eglinton Avenue East via Warner Avenue and Saddle Ridge Drive, were screened out due to significant impacts to the residential neighbourhood south of Eglinton Avenue East and West of Victoria Park Avenue. These alternatives also did not adequately address the need for additional east-west capacity in the network. Eglinton Square is proposed to be closed with all 3 short-list alternatives. The three short-listed alternatives are:

- Alternative 1 would realign the intersection of O'Connor Drive, Victoria Park Avenue and Eglinton Square further south and connect to Pharmacy Avenue at the existing signal that serves the Eglinton Square Mall;
- Alternative 2 would reconfigure the existing intersection of O'Connor Drive, Victoria Park Avenue and Eglinton Square, but generally maintain the existing alignment of O'Connor Drive. It would connect to Pharmacy Avenue at the existing Traffic Control Signal that serves the Eglinton Square Mall; and
- Alternative 3 would reconfigure the existing intersection of O'Connor Drive, Victoria Park Avenue and Eglinton Square, but would be discontinuous at Victoria Park Avenue. The segment between Victoria Park Avenue and Pharmacy Avenue would be aligned further south.

### *Alternative Designs*

The alternative designs for the O'Connor Drive reconfiguration involved four options to fit in the 27m planned street width. Some key differences between cross-sections included:

- The number of vehicle lanes (two lanes and four lanes);
- The inclusion of on-street parking;
- The potential for a centre left turn lane;
- The width of sidewalks and cycle tracks; and
- The number of rows of trees/planting areas.

## **O'Connor Drive Extension from Pharmacy to Birchmount Road**

### *Alternative Alignments*

The O'Connor Drive Extension has the primary objective of creating a continuous east-west connection from Pharmacy Avenue to Birchmount Road south of Eglinton Avenue. Three alternatives were advanced from a long-list of six alternatives:

- Alternative 1 would extend from Pharmacy Avenue in a generally straight line and curves west of Warden Avenue to connect to Civic Road and would extend it to Birchmount Road;
- Alternative 4 would generally follow the same alignment as Alternative 1 but would connect to Civic Road east of Warden Avenue instead; and
- Alternative 5 would extend from Pharmacy Avenue in a generally straight line, but would veer southeast of Warden Avenue and connect to Birchmount Road further south than Alternatives 1 and 4.

Alternative 2 was screened out due to impacts to the existing water tower at Warden Avenue and Civic Road. Alternative 3 was screened out due to failing to achieve a continuous east-west connection at Warden Avenue, and Alternative 6 was screened out due to the significant property impacts and given the majority of sites the street crossed are not anticipated to redevelop.

#### *Alternative Designs*

The alternative designs for the O'Connor Drive Extension to Birchmount Road involved two options to fit in the 27m planned street width. Both designs included wide sidewalks and two motor vehicle lanes. Some key differences between cross-sections included:

- The inclusion of an on-street parking lane;
- The width of sidewalks and cycle tracks; and
- The number of rows of trees/planting areas.

### **New East-West Street: Golden Mile Boulevard**

#### *Alternative Alignments*

The Golden Mile Boulevard has the primary objective of creating a new east-west connection between Victoria Park Avenue and Birchmount Road. Four alternatives were carried forward from a long-list of five alternatives:

- Alternative 1 was screened out due to creating a substandard intersection at Hakimi Avenue and due to compromising open space;
- Alternative 2 would follow a more southern alignment west of Hakimi Avenue from Victoria Park Avenue and would veer north to create a 90-degree intersection at Hakimi Avenue and continue, to connect to Birchmount Road;
- Alternative 3 would follow a similar alignment as alternative 2 but maintain a more southern alignment through Hakimi Avenue;
- Alternative 3b would generally follow the same alignment as Alternative 3 but realign Hakimi Avenue to be generally straight from Eglinton Avenue to Ashtonbee Road; and
- Alternative 4 was modified following Stage One consultation to be further in line with development activity in the area. BA Group, on behalf of the landowners, submitted an alignment that was subsequently revised following City Staff comments to meet design standards at Hakimi Avenue.

#### *Alternative Designs*

The alternative designs for the Golden Mile Boulevard were split into two sections.

Two designs were proposed for the 20m planned street width section between Victoria Park Avenue and Pharmacy Avenue. Both options included two vehicle lanes and standard sidewalks. Some key differences between cross-sections included:

- The inclusion of a lay-by parking lane;
- The width of cycle tracks; and
- The number of rows of trees/planting areas.

Two designs were proposed for the 27m planned street width section between Pharmacy Avenue and Birchmount Road. Both designs proposed wide sidewalks, a parking lane, and two vehicle lanes. Some key differences between designs included:

- The width of sidewalks; and
- The number of rows of trees/planting areas.

## **Reconfiguration of Craigton Drive**

### *Alternative Alignments*

The Craigton Drive reconfiguration has the primary objective of improving east-west connectivity by fixing the offset intersection at Pharmacy Avenue through Rannock Street and Ashtonbee Road. The existing road right-of-way east of the Craigton Drive and Rannock Street intersection that is not part of the realignment would be closed and decommissioned. Two alternatives were proposed and carried forward during Stage One consultation:

- Alternative 1 would connect Craigton Drive to Ashtonbee Road south of the existing residential apartment building at 5 Rannock Street; and
- Alternative 2 would connect Craigton Drive to Ashtonbee Road north of the existing residential apartment building at 5 Rannock Street.

A third alternative, which would extend Ashtonbee Road straight through 5 Rannock Street, was initially considered, but was excluded from the long-list of alternatives due to major impacts to the existing residential rental apartment building, requiring its demolition and impacting existing tenants at that address.

### *Alternative Designs*

The alternative designs for the Craigton Drive Reconfiguration involved three options to fit in the 23m planned street width. All three designs included standard cycle tracks and two vehicle lanes. Some key differences between cross-sections included:

- The inclusion of a parking lane;
- The width of sidewalks; and
- The number of rows of trees/planting areas.

## **Potential Realignment of Thermos and Sinnott**

### *Alternative Alignments*

The TMP identified the potential need to realign Thermos Road and Sinnott Road to create a continuous crossing of Eglinton Avenue East with the objective of improving north-south connectivity in the area and, generally, resolve conflicts associated with offset intersections. However, the Council-adopted GMSP was specifically revised to no longer reflect this re-alignment on the maps in the Secondary Plan. As such, and to meet MCEA requirements, the project team assessed five Alternatives that included the three conceptual alignments in the TMP, and two new Alternatives. All five Alternatives were carried forward:

- Alternative 1 would realign Thermos Road north of Eglinton Avenue East and convert the existing intersection to four directions.
- Alternative 2 would realign Sinnott Road south of Eglinton Avenue East and relocate the existing intersection west of the existing intersection.
- Alternative 3 would realign Sinnott Road slightly east and Thermos Road slightly west and relocate the existing intersection.
- Alternative 4 would create a crossing of Eglinton Avenue East at an angle and relocate the existing intersection.
- Alternative 5 proposes widening of both Thermos Road and Sinnott Road along with improved active transportation facilities to reduce conflicts at the Eglinton Avenue East intersection, but no street or intersection realignment.

#### *Alternative Designs*

The alternative designs for the potential realignment of Thermos Road and Sinnott Road involved three options to fit in the 23m planned street width. All three options included two vehicle lanes, standard cycle tracks and no on-street parking. Some key differences between cross-sections included:







- The width of sidewalks; and
- The number of rows of trees/planting areas.

### **Evaluation Status**

An evaluation framework for the alignment alternatives was developed building upon the key directions from the TMP and refined based on feedback during the Stage One Consultation. The list of criteria and evaluation measures used in the preliminary evaluation are listed in Attachment 4. The evaluation measures will be further refined through the Stage Two Consultation. The evaluation summary for each corridor is provided in Attachment 5, with the primary decision-relevant impacts and benefits summarized in the following section for each new and reconfigured street.

The cross-section designs were evaluated using different criteria than the alignment criteria. Since all the streets proposed are new and/or widened streets, there is an opportunity to advance designs that will best serve the area within the planned right-of-way width (excluding intersections where additional right-of-way width may be required). The evaluation considered prioritization of different elements such as green space, comfortable active transportation facilities, and traffic. Figure 4 below summarizes the evaluation criteria used for the alternative cross-section designs.

Figure 4: Evaluation Criteria for Alternative Cross-section Designs

Cross Section Evaluation Category	Active Transportation		Traffic		Public Realm	Utilities
						
Priorities	<ul style="list-style-type: none"><li>• Pedestrian Volume</li><li>• Pedestrian Safety</li><li>• Access</li></ul>	<ul style="list-style-type: none"><li>• Cycling Network</li><li>• Cyclist Comfort</li><li>• Cyclist Safety</li></ul>	<ul style="list-style-type: none"><li>• Minimize Lane Width</li></ul>	<ul style="list-style-type: none"><li>• Parking Layby (for Business and Residential)</li></ul>	<ul style="list-style-type: none"><li>• Space for Street Trees, Landscaping and Furnishing</li></ul>	
Design Variables	Pedestrian Clearway Width Varies 2.1m - 3.6 m	Cycling Facility Width Varies 1.8m - 2.6 m	Number of vehicular lanes for O'Connor Drive Reconfiguration	Parking Laybys, Lanes, and Curb Extensions May Vary	Width, Location, and Number of Rows of Trees May Vary	Compatibility with Subsurface and Overhead Utilities

Preliminary Recommended Designs

Using the EA Study's evaluation criteria, each alternative alignment was evaluated against the evaluation criteria and the preliminary recommended designs are described below for each corridor. The recommended designs can be found in Attachment 1, however the final property requirements will be determined through consultation and refinement of the functional plans and intersection designs.

O'Connor Drive Reconfiguration to Pharmacy Avenue

The recommendation for the O'Connor Drive Reconfiguration is Alternative 1. This alternative would create a continuous connection from the existing O'Connor Drive to the O'Connor Drive extension. The existing intersection of O'Connor Drive, Eglinton Square and Eglinton Avenue East has a significant number of collisions involving serious injuries and fatalities. This alternative will help resolve these safety challenges by providing appropriate sight distances and by normalizing the new intersection. Some minimal reconfiguration of development blocks would be required through the 1-70 Eglinton Square site which are being discussed with the owner of that property. A City-initiated Zoning By-law Amendment would be required to address the reconfiguration of the blocks in accordance with accepted settlement associated with the original Zoning By-law Amendment application that recognized the alignment of the street was to be determined through the MCEA process.

Alternative 1 does, however, have significant private property impacts to existing businesses on the west side of Victoria Park Avenue and would also acquiring a small piece of land from 1861 O'Connor Drive which has an approved Site Plan application. The required lands do not appear to impact the approved building envelope. This will be



confirmed during the Stage Two Consultation. Alternative 1 also has a high cost and implementation complexity. It will require the construction of an additional new road segment west of Victoria Park Avenue and may require utility relocation.

The recommendation is to proceed with the realignment west of Victoria Park Avenue at such time as lands west of Victoria Park and north of the realigned O'Connor Drive are consolidated for comprehensive redevelopment. Any redevelopment of lands west of Victoria Park will protect for and not preclude the realignment of O'Connor Drive. The final Preferred Design will also need be reflected in the Official Plan with associated policy direction to address the comprehensive redevelopment of lands.

The recommended design for this segment is consistent with the O'Connor Drive Extension east of Pharmacy Avenue. The cross-section includes wide cycle tracks and pedestrian clearway, two rows of tree planting zones on each side of the street, and two vehicle lanes with turning lanes, where appropriate. On-street parking was deemed undesirable as it would interrupt the public realm in this segment and given the anticipated character of this section of street which is not intended to be a primary retail corridor. There may be some consideration for lay-by parking at key locations where higher levels of curbside activity may be anticipated and where curbside activity cannot be accommodated on other street frontages.

### **O'Connor Drive Extension from Pharmacy Avenue to Birchmount Road**

The recommendation for the O'Connor Drive Extension is Alternative 1. This alternative would create a continuous connection from Pharmacy Avenue to Birchmount Road with the least amount of property impacts and has the lowest implementation cost and complexity. The majority of the implementation can be accomplished through the redevelopment of the area. Additionally, this alignment avoids impacts to the historical lands of the former General Engineering Company of Ontario (GECO) site where many women worked in munitions factories in support of the Second World War. Although this area currently has no designations under the Ontario Heritage Act, the GECO site is considered by many to be significant for its historical value.

The recommended design for this segment is consistent with the O'Connor Drive Reconfiguration portion east of Pharmacy Avenue. The cross-section includes wide cycle tracks and pedestrian clearway, two rows of tree planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate. Similar to the O'Connor Drive Reconfiguration, on-street parking was generally not deemed to be desirable. Some consideration could be provided for lay-by parking in strategic areas to accommodate curbside activity.

### **New East-West Street: Golden Mile Boulevard**

The recommendation for the Golden Mile Boulevard is the modified version of Alternative 4, submitted by the Golden Mile Landowner Group through their consultant, BA Group. A modification was proposed by City staff to improve the geometry through Hakimi Avenue, and a revised version was submitted. This alternative would involve the least impact on the development activity north of Eglinton Avenue East, which would allow for phased implementation through redevelopment.

The recommended design for the segment from Victoria Park Avenue to West Park Road has a 20m right-of-way. The cross-section includes standard cycle tracks and pedestrian clearway, one row of tree planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate. On-street parking is not recommended, due to the constrained right-of-way and in order to achieve green infrastructure, sidewalk widths and bikeways.

The recommended design for the segment from West Park Road (within the 1880 Eglinton Avenue East lands) to Birchmount Road has a 27m right-of-way. The cross-section includes standard cycle tracks with generous buffers and wide pedestrian clearway, two rows of tree planting zones on each side of the street, a parking lane, and two vehicle lanes with turning lanes where appropriate.

### **Reconfiguration of Craigton Drive**

The preliminary recommendation for the Reconfiguration of Craigton Drive is Alternative 2. This alternative would maximize the development potential of the area while protecting existing purpose-built residential apartments. A portion of the front-yard setback of 5 Rannock Drive is required to facilitate this alignment. This alternative is currently anticipated to have the lowest implementation cost and complexity. This alternative is still under technical review by Toronto Water to ensure the protection of the existing water pumping station and associated infrastructure at the northeast corner of Rannock Street and Pharmacy Avenue. Further feedback from the property owner of 5 Rannock Drive is also needed on the nature of property impacts with Alternative 1 and 2 prior to finalizing the Preferred Design as neither Alternative impacts the residential building itself.

The existing right-of-way between the intersection of Craigton Drive and Rannock Street, and the intersection of Craigton Drive and Pharmacy Avenue, should remain City property until such time that underground utilities can be relocated in such a way as to maintain appropriate levels of service.

The recommended design within the 23m right-of-way includes standard cycle tracks and pedestrian clearways, two rows of tree planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate.

### **Potential Realignment of Thermos Road and Sinnott Road**

The recommendation for the Potential Realignment of Thermos Road and Sinnott Road is Alternative 5. This alternative is referred to as the “do nothing plus” option with the proposed intersection design. This alternative would have the least amount of impact to the Eglinton Crosstown LRT and the lowest implementation costs and complexity, while maintaining options to improve pedestrian and cycling connectivity, despite no realignment. This option involves reduced performance for traffic operations when compared to other alternatives. It is anticipated that some of the active transportation improvements will be, addressed through redevelopment of sites adjacent to Thermos Road and Sinnott Road.

The recommended design within the 23m right-of-way includes standard cycle tracks and wide pedestrian clearways, one row of tree planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate.

## **Review of Amendments to the Official Plan and Zoning By-laws in MCEA Study Area**

The framework of planning policies in the EA Study area consists of the direction provided by the Council-adopted Golden Mile Secondary Plan (including modifications endorsed by City Council) and various Site and Area Specific Policies contained in Chapter 7 of the Official Plan. Certain sites within the EA Study area also have approved Zoning By-laws. The Recommendations in this Report contemplate a review of the applicable Official Plan and Zoning By-laws in the area to determine, where appropriate, if amendments need to be advanced to support the EA Study's Final Report for City Council approval. These amendments may be necessary to ensure the coordinated implementation of the EA Study's outcomes and development within the EA Study area, and to address the O'Connor Drive Reconfiguration in particular east and west of Victoria Park as noted earlier in the report. This review will also address any modifications needed to adjacent development blocks in applicable in-force policies or Zoning By-laws.

City Planning staff and Transportation Services staff will coordinate upcoming consultation events to ensure any potential amendments are properly considered by interested parties, local residents and businesses participating in the public consultation. Similarly, staff will work to ensure any recommended amendments will advance with the EA Study's Final Report for consideration at the same meeting of City Council (for no later than December 2024). As the EA Study area traverses three Community Planning Districts (Scarborough, Toronto and East York and North York Districts) and three Wards, any required amendments will proceed through Planning and Housing Committee in accordance with Chapter 27 of the Municipal Code and its provisions governing cross-boundary matters.

If the EA Study concludes earlier, City staff will make best efforts to coordinate for an earlier City Council meeting.

## **Traffic Modelling**

As part of the EA Study, a detailed traffic operational analysis is underway to analyze the current and future transportation conditions and evaluate problems and opportunities of various transportation network improvements considered in the EA Study. Some initial traffic modelling was undertaken to inform the evaluation of alternatives. The traffic operational analysis is being conducted using a hybrid mesoscopic and microscopic model, which is capable of providing a range of outputs on how the future street network is anticipated to operate, such as intersection levels of service, queue lengths and overall speed of travel.

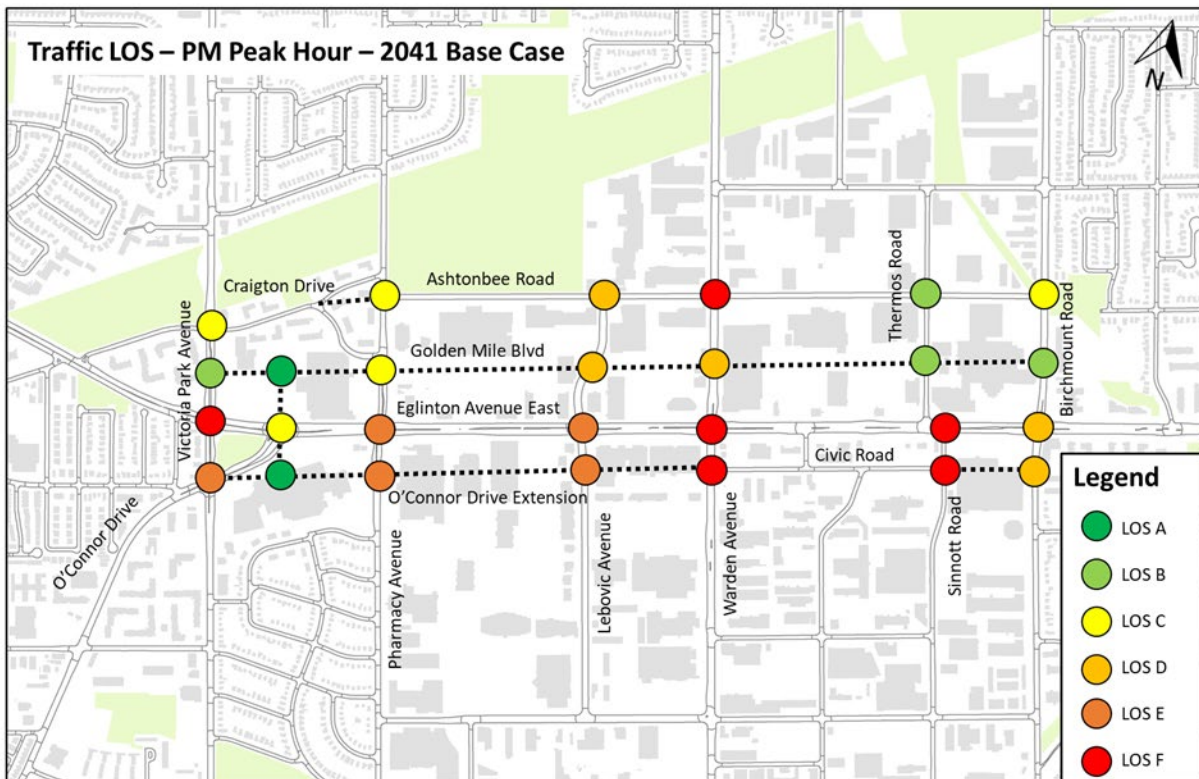
The Future (2041) Build-out Conditions trip generation for the GMSP area was conducted using an updated population and employment estimate that reflects development activity in the area and balance of the planned development.

The Future (2041) preliminary intersection lane configurations and associated traffic control measures within the GMSP area were established based on the preferred lane configurations identified in the TMP Study (presented in Figure 10-4 of the Report, November 12, 2019). In addition, dedicated turning lanes were proposed for some movements which were initially recommended from the TMP, to operate with shared left and through or shared right and through lanes. The future morning peak hour level of service is shown in Figure 5.

Overall, during future (2041) full build-out, the Weekday morning peak and Weekend peak periods are expected to experience higher levels of delays with the assumed land use and road network. Some EA Study area intersections are expected to operate with a poor level of service (i.e., LOS E / F). Craigton Drive, O'Connor Drive and Golden Mile Boulevard are east-west collectors in the EA Study area and are anticipated to experience high levels of demand. However, it is important to note that in the absence of the new and re-configured streets associated with this EA Study, the street network operation would be very poor further exacerbating conditions on Ashtonbee Road and Eglinton Avenue East. Further transportation analysis will continue in the next stage of study and as functional designs are advanced.

Additionally, a multi-modal analysis will also be undertaken. The future (2041) level of service for pedestrian, cycling and transit will be analyzed for the preferred/recommended transportation network improvements for the corridors considered in the EA Study and identified in the Study's Final Report.

**Figure 5: Future (2041) Intersection Level of Service**



## Next Steps

### Consultation Plan

Stage Two Consultation will include engagement with landowners, key interest groups, and the local communities, subject to council endorsement of the preliminary evaluation and recommendations. Consultation activities will focus on presenting and seeking feedback on the preliminary recommended alignments, cross-sections, and designs. The following list of planned consultation activities are expected to be scheduled for the months of June to July 2024:

- Ongoing meetings with developers with active applications in the EA Study area
- Notification letters to impacted landowners sent out.
- Individual landowner meetings will be scheduled as requested.
- Technical Advisory Committee Meeting #3
- General Interest Group Meeting
- Online Survey
- Virtual Public Event #2
- An opportunity for further engagement through pop-ups

### Final Council Report and Environmental Study Report

City staff will take into account the feedback received during both rounds of public consultation and will then develop the final Preferred Design to a 30% functional design, including generating cost estimates based on the functional designs for each transportation improvement that is anticipated to be delivered as a City capital project. A

final report on the EA Study will be presented to City Council by no later than the end of Q4 2024. Concurrent with the Final Report on the EA Study, City staff will also complete their review of any required Official Plan and Zoning Amendments to align with the EA Study's Final Report.

Once the Final Report is approved by City Council, an Environmental Study Report will be prepared and placed in the public record for the required 30-day review period to complete phase 4 of the MCEA process.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Recommended Alignments and Designs  
Attachment 2: Long-list of Alternative Alignments  
Attachment 3: Alternative Cross-section Designs  
Attachment 4: Alignments Evaluation Criteria  
Attachment 5: Evaluation Table Summaries



**Attachment 1: Recommended Alignments and Designs**

The Recommended Alignments and Designs attachment is provided as a separate PDF attachment.

## **Attachment 2: Long-list of Alternative Alignments**

The Long-list of Alternative Alignments attachment is provided as a separate PDF attachment.

### **Attachment 3: Alternative Cross-section Designs**

The Alternative Cross-section Designs attachment is provided as a separate PDF attachment.

## Attachment 4: Alignments Evaluation Criteria

Criteria	Evaluation Measures
Transportation	<p><b>Creates an Accessible Street Network</b> – improved walking and cycling opportunities; shortened walking/cycling distances</p> <p><b>Improves Public Transportation</b> – improved connections and access to transit facilities and ECLRT; opportunity to expand TTC service</p> <p><b>Multimodal Network Capacity &amp; Efficiency</b> – corridor travel time; bus travel time and delay; pedestrian/cyclist travel time; intersection delay and LOS</p> <p><b>Design</b> – meets desired design criteria and standards (e.g. TAC, City engineering standards) and/or improved existing road safety and comfort</p> <p><b>Emergency &amp; Incident Response</b> – improved access for emergency services</p>
Policy Framework	<p><b>Provides Equitable Transportation Choices</b> – meets/exceeds accessibility needs for people with disabilities</p> <p><b>Supports Planning Policy</b> – compatibility with Golden Mile Secondary Plan and TMP</p>
Natural Environment	<p><b>Impacts to Natural Environment</b> – increased potential runoff; impact to surface water features; impact to natural heritage and terrestrial resources; climate change effect minimization</p>
Healthy Communities	<p><b>Impact on Noise Levels</b> – contribution to improved noise conditions</p> <p><b>Impact to Air Quality</b> – contribution to improved air conditions; reduction of greenhouse gas emissions</p>
Cultural Heritage	<p><b>Maintain/Enhance Archaeological Resources &amp; Traditional Uses of Indigenous People</b> – what will be impacted and in what way; can it be mitigated?</p> <p><b>Maintain/Enhance Cultural Heritage Resources</b> – what will be impacts and in what way?</p>
Economical	<p><b>Impact to Private Property</b> – full and/or partial impact to private properties and roadways;</p> <p><b>Area Development</b> – level of impact to approved development blocks and stage of Planning Act approvals; achievable through development</p>
Engineering and Cost	<p><b>Engineering Feasibility &amp; Cost</b> – construction cost; maintenance and operation</p> <p><b>Construction Phasing/Staging</b> – possibility for construction in phases associated with area development and/or possibility for construction in stages to minimize disruption to existing mobility</p> <p><b>Potential Sources and Management of Soil Contamination</b> – potential to impact contaminated property; management of excess materials</p>

Criteria	Evaluation Measures
	<b>Existing Municipal Infrastructure &amp; Utilities</b> – potential conflicts with existing utilities and potential for relocation

### **Attachment 5: Evaluation Table Summaries**

The Evaluation Table Summaries attachment is provided as a separate PDF attachment.