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By Email
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City of Toronto
Transportation Services
100 Queen Street W, 22nd Floor E.
Toronto, ON M5H 2N2

Attention: Ms. Cassidy Ritz, Manager, Major Projects (Transportation Services)

Dear Sirs/Mesdames

Re: City of Toronto ReNew Golden Mile Study and potential impacts to 800 Warden Avenue

We are counsel for RioCan Holdings Inc. ("RioCan"), the owner of the lands with the municipal address 800 Warden Avenue (the "RioCan Warden Property"). Our client received your letter of May 17, 2024 (copy attached) referring to the Study described above and in particular relating to the O'Connor Drive extension to Birchmount Road (the "O'Connor Extension"). We understand from our client that this is the first formal correspondence regarding this matter despite the direct and material impact of the O'Connor Extension on the RioCan Warden Property. Our client has significant concerns with the City's proposed alignment for the O'Connor Extension between Lebovic Avenue and Warden Avenue, including a lack of engagement by the City with our client on the matter, the disruption of its busy, fully leased and operational retail centre, the creation of orphaned parcels that would result from the proposed alignment and the lack of technical work supporting the proposed alignment given signal spacing concerns on Warden and other factors, all of which make the City's selection of a preferred alignment for this section of the O'Connor Extension premature.

RioCan is a long-time landowner in the Golden Mile Secondary Plan ("GMSP") area and surrounding area. RioCan and its affiliates own lands north and south of Eglinton Avenue East and are actively advancing redevelopment of the lands north of Eglinton Avenue East (RioCan Scarborough Centre), having secured an Official Plan Amendment and Zoning By-law Amendment in June 2023 (effective August 2022). The RioCan Warden Property is a busy retail centre and is fully leased out, including long-term leases. There are no active development approval applications in respect of the RioCan Warden Property and no immediate plans to redevelop the site. In the longer term, the RioCan Warden Property presents significant high-density, mixed-use development opportunities.

Our client accepts the City has undertaken phases 1 and 2 of the Municipal Class Environmental Assessment Study (the "EA Study") for the O'Connor Extension and that the GMSP shows the O'Connor Extension running between Warden Avenue and Lebovic Avenue in vicinity of the RioCan Warden Property. However, the location of the O'Connor Extension was previously only referred to as conceptual and as yet undetermined. As a result, our client was not led to believe that it should be concerned with the approvals and processes undertaken to date as there would be more focussed engagement by the

City with affected landowners to come to a final decision. The lack of consultation with our client until this point is unfair and the selection of a preferred alignment for the O'Connor Drive Extension in this section of the Golden Mile Secondary Plan Area is considered to be rushed, particularly considering the very limited evaluation of impacts on the RioCan Warden Property in terms of property and economic matters such as disruption of the site's current employment uses, the lack of substantiation as to why the particular alignment – as reflected in the Interim Report materials – was developed in the manner shown, and the lack of any active development application for the RioCan Warden Property.

We understand that an interim staff report on the EA Study recommends Alignment 1 as set out in the EA Study. This alignment for the O'Connor Extension would result in remnant parcels on either side of the road which are unviable for current employment uses and for future redevelopment. In the short- to medium-term, this would impact RioCan, its tenants and their customers from the community, and affect the leaseability of and devalue the RioCan Warden Property. In the long-term, the creation of remnant parcels would negatively impact the potential for future high-density, mixed-use redevelopment. RioCan is also not agreeable to Alignment 4 in its current configuration.

The materials provided to our client do not contain any technical evaluation of why the particular routing of Alignment 1 has been selected or drawn as it has, whether the intersection locations "work", any traffic and/or transportation analysis work, or any variations of the Alignment 1 arrangement.

RioCan believes that a mutually suitable alignment for the O'Connor Extension between Lebovic Avenue and Warden Avenue can be secured, but, given all of the foregoing, the selection of an alignment through this section at this time is premature.

In light of the above, we respectfully request that Infrastructure and Environment Committee of Council expressly acknowledge at its May 28, 2024 meeting that the alignment of the O'Connor Extension in this section must be reviewed further through meaningful engagement with the affected and adjacent landowners in order to arrive at a mutually suitable, technically supportable, least impactful and most beneficial alignment for the O'Connor Extension in this section. In addition, staff should be directed to explore the land use impacts and changes that may result from the selection of the alignment for the O'Connor extension. RioCan is particularly interested in understanding the City's position on how the location of a new road across lands that are not planned to be redeveloped can be beneficial to RioCan given the employment status of much of the site and obvious impacts to existing, viable businesses.

Finally, although further consultation and deliberation is required in respect of the alignment of O'Connor Extension in this section, this process should not impact nor affect the expeditious selection of alignment options and preferred solutions for other infrastructure elsewhere in the Golden Mile required to enable the immediate advancement of new mixed-use development being advanced by RioCan and others across the GMSP. This matter should not be used by the City to delay any delivery of housing in more advanced areas of the GMSP.

Yours truly,



Calvin Lantz

Cc: Councillor Parthi Kandavel, *City of Toronto*, Councillor_Kandavel@toronto.ca
Councillor Michael Thompson, *City of Toronto*, Councillor_Thompson@toronto.ca
Client

Barbara Gray
General Manager
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17 May 2024

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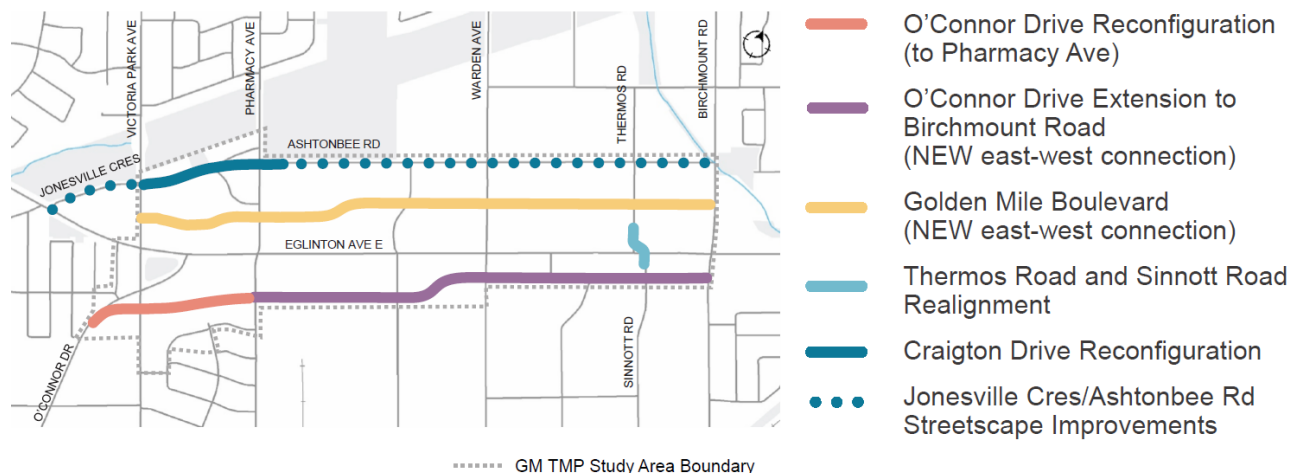
Re: Update on City of Toronto ReNew Golden Mile Study and potential impacts to 800 Warden Avenue

The City of Toronto is carrying out phases 3 and 4 of the Municipal Class Environmental Assessment (EA) Study to determine the design of new major streets and the design, realignment and/or extension of some existing major streets identified in the Golden Mile area. The Study builds on the recommended infrastructure improvements identified in the Golden Mile Secondary Plan Study that was completed in 2020 and included the [Golden Mile Transportation Master Plan](#) (TMP), completing phases 1 and 2 of the EA process.

The EA Study is addressing the following new, reconfigured and extended streets, shown in the map below:

1. Reconfiguration of O'Connor Drive from west of Victoria Park to Pharmacy Avenue
2. Extension of O'Connor Drive to Birchmount Road, which will create a new east-west connection south of Eglinton Avenue East
3. New east-west public street from Victoria Park Avenue to Birchmount Road (Golden Mile Boulevard), which will create a new east-west connection north of Eglinton Avenue East
4. Potential realignment of Thermos Road and Sinnott Road at Eglinton Avenue East
5. Realignment, widening and reconfiguration of Craigton Drive

The EA Study is also exploring streetscape improvements along Jonesville Crescent, Craigton Drive and Ashtonbee Road that do not require completion of phases 3 and 4 of the EA process.



Work Completed to Date

In 2023, the City consulted with the public to receive feedback on the Design Alternatives that consisted of alternative street alignments alternatives and street design options for the different corridors. The City considered the feedback received and completed an in-depth evaluation of the alternatives and options based on the evaluation framework established for the EA Study. Based on this analysis, preliminary recommended alignments and designs have been proposed, which will be further consulted on during Phase 2 public consultation in the third quarter of 2024.

Next Steps

The preliminary recommended alignments and designs proposed connect through or adjacent to your property. Please note that no decision has been made and this notification is being sent to you before the Phase 2 consultation.

Ahead of Phase 2 public consultation, the Infrastructure and Environment Committee (IEC) of Council will consider an interim report on the EA Study at its May 28, 2024 meeting. The staff report recommends that City Council endorse the preliminary recommended alignments and designs for the purpose of consulting the public.

If you wish to make a deputation at the May 28, 2024 IEC meeting, you may arrange to speak or submit comments to the Committee by calling 416-392-4666 or emailing iec@toronto.ca by 4:30 p.m. on May 27, 2024. The staff report will also be available on the [Committee's webpage](#) on May 21, 2024.

Future Communication

You will be notified by email when the report appears on the committee's webpage. If the recommendations are approved by the IEC, you will receive another letter prior to the Phase 2 consultation. This letter will also invite you to schedule a meeting at your convenience.

For more information, contact:

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Yours truly,



Cassidy Ritz
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Cc: Dominic Cobran
Sr. Public Consultation Coordinator

