

February 3, 2025

By E-Mail to *councilmeeting@toronto.ca*

City Council
City of Toronto
Toronto City Hall
100 Queen Street West
Toronto, Ontario M5H 2N2

Attention: Sylwia Przewdziecki, Administrator

Dear Mayor Chow and Members of Council:

**Re: ReNew Golden Mile Environmental Assessment: Final Report
Agenda Item: EX20.11**

We are counsel to 1941 Eglinton East Holdings Inc., the owner of lands municipally known as 1941 Eglinton Avenue East in the City of Toronto (“1941 Eglinton”). 1941 Eglinton is located within the block that is immediately southeast of the intersection of Eglinton Avenue East and Warden Avenue, which is bounded by Warden Avenue on the west, Eglinton Avenue East on the north, Prudham Gate on the east and Civic Road on the south (the “SE Eglinton/Warden Block”).

Our client has actively participated in the ReNew Golden Mile Environmental Assessment process, particularly as it relates to the proposed extension of O’Connor Drive between Pharmacy Avenue and Birchmount Road, as a portion of the proposed road extension may extend onto the southern portion of the SE Eglinton/Warden Block depending on the final alignment. Among other things, on behalf of our client, we made a written submission to the City’s Infrastructure and Environment Committee, dated May 27, 2024, regarding the Interim Report of the General Manager, Transportation Services, dated May 13, 2024. In that written submission, we noted the importance of minimizing property impacts on the SE Eglinton/Warden Block as part of any future alignment of the road extension, particularly in light of anticipated redevelopment of the lands within the block for high-density mixed-use development. A copy of our written submission is attached for reference.

We have now reviewed the Final Report of the General Manager, Transportation Services, dated January 14, 2025 (the “Final Report”), which was considered by the City’s Executive Committee at its meeting on January 28, 2025. We note that in Attachment 1 to the Final Report, the preferred alignment of the proposed extension of O’Connor Drive

between Warden Avenue and Prudham Gate (*i.e.*, where Civic Road is currently located adjacent to the SE Eglinton/Warden Block) is identified as having a 26 metre right-of-way width. Notably, it appears from the mapping that approximately 7.1 metres of this proposed right-of-way width is located on the southern portion of the SE Eglinton/Warden Block, but we request that this be clarified by City staff. If this is indeed the case, this would clearly represent a disproportionate road widening on the north side of Civic Road.

In our experience, where a municipal road is to be widened, the land required for the widening is typically acquired equally from both sides of the road, particularly where there are properties with frontage and access on both sides. In this instance, as reflected in Figure 1 below, in addition to the municipal water tower located at the southeast corner of the intersection of Warden Avenue and Civic Road, there are a series of low-rise commercial / automotive uses with direct access on the south side of Civic Road between Warden Avenue and Prudham Gate.



Figure 1 – SE Eglinton/Warden Block Context

Consequently, if the proposed road extension is to proceed generally in accordance with the preferred alignment in Attachment 1 to the Final Report, our client maintains that a maximum of one-half of the proposed widening should occur on the north side of Civic Road. Alternatively, if more than one-half of the widening is to be acquired from the north side of Civic Road to accommodate the road extension, the City should compensate the owner(s) of the lands within the SE Eglinton/Warden Block for any land that is acquired by the City in excess of one-half of the widening.

Kindly ensure that we receive notice of any decision(s) of City Council regarding this matter.

Yours truly,
DAVIES HOWE LLP



Mark R. Flowers
Professional Corporation

encl.

copy: Client
Jonathan Rubin, Gateway Tower GP Inc.

May 27, 2024

By E-Mail to *iec@toronto.ca*

Infrastructure and Environment Committee
City of Toronto
Toronto City Hall
100 Queen Street West
Toronto, Ontario M5H 2N2

Attention: Matthew Green, Committee Administrator

Dear Chair McKelvie and Committee Members:

**Re: ReNew Golden Mile Environmental Assessment - Interim Report
Proposed Extension of O'Connor Drive from Pharmacy Avenue to
Birchmount Road
Agenda Item: IE14.6**

We are counsel to 1941 Eglinton East Holdings Inc., the owner of lands municipally known as 1941 Eglinton Avenue East in the City of Toronto ("1941 Eglinton"). 1941 Eglinton is located within the block that is immediately southeast of the intersection of Eglinton Avenue East and Warden Avenue, which is bounded by Warden Avenue on the west, Eglinton Avenue East on the north, Prudham Gate on the east and Civic Road on the south (the "SE Eglinton/Warden Block").

We have reviewed the Interim Report dated May 13, 2024 from the General Manager, Transportation Services regarding the ReNew Golden Mile Environmental Assessment, which is to be considered by the Infrastructure and Environment Committee at its meeting on May 28, 2024. More specifically, our client has a particular interest in the proposed extension of a reconfigured O'Connor Drive from Pharmacy Avenue to Birchmount Road, as a portion of the proposed road extension may extend onto the southern portion of the SE Eglinton/Warden Block, depending on the alignment.

On behalf of 1941 Eglinton East Holdings Inc., we request that key considerations in determining the final alignment of the proposed O'Connor Drive extension include the following: 1) minimizing property impacts on the SE Eglinton/Warden Block; and 2) ensuring appropriate transportation connections to the surrounding road network are maintained to accommodate the future mixed-use redevelopment of the SE Eglinton/Warden Block. Given anticipated property impacts on the SE Eglinton/Warden Block, Alignments 4 and 5 are preferred over Alignment 1.

The SE Eglinton/Warden Block is approximately 4 acres (1.6 ha) in size and is comprised of four privately owned parcels of land, as well as a Metrolinx electrical substation on the east side of Warden Avenue. 1941 Eglinton is occupied by an automobile dealership and is the largest parcel of land within the SE Eglinton/Warden Block. To the immediate east of 1941 Eglinton is 1957 Eglinton Avenue East, which is also occupied by an automobile dealership. Meanwhile, a restaurant is located at 1923 Eglinton Avenue East, at the southeast corner of the intersection of Eglinton Avenue East and Warden Avenue, and a paint supply store is located south of the Metrolinx substation, at the northeast corner of Civic Road and Warden Avenue, at 793 Warden Avenue. It is estimated that there are currently approximately 100 jobs within the SE Eglinton/Warden Block across the four privately owned parcels of land.

The SE Eglinton/Warden Block is currently heavily automobile-oriented and very low-density, being comprised of extensive surface parking and outdoor automobile display areas, with a relatively poor pedestrian realm. Figures 1 and 2, below, illustrate the existing land use context of the SE Eglinton/Warden Block, together with the surrounding area.



Figure 1 – SE Eglinton/Warden Block Context

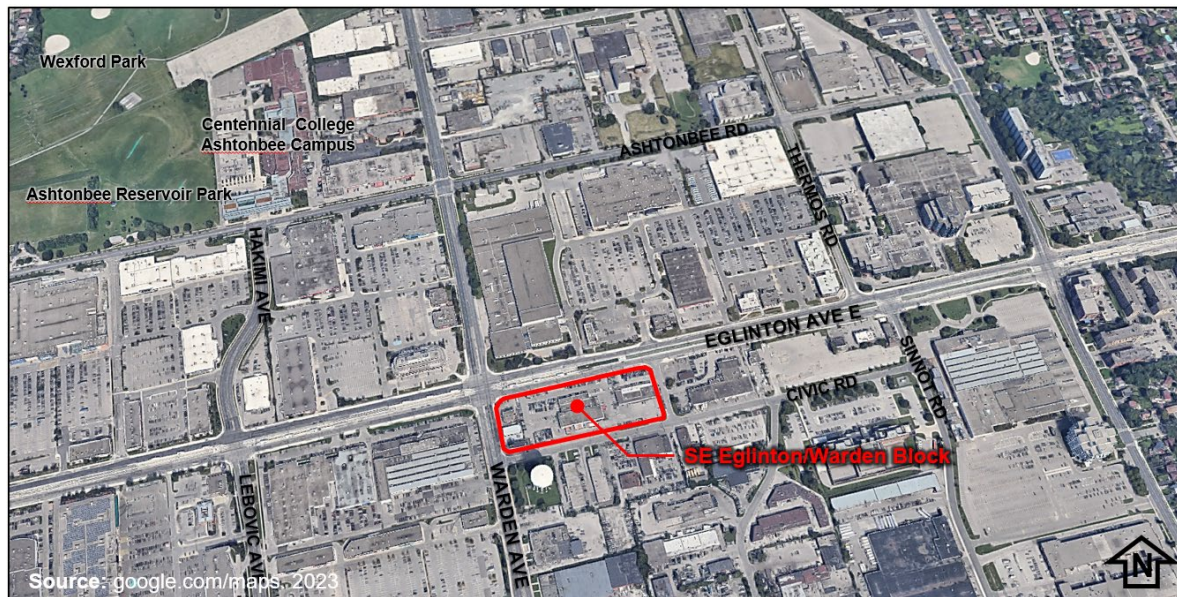


Figure 2 – SE Eglinton/Warden Block Surrounding Area

The intersection of Eglinton Avenue East and Warden Avenue, immediately adjacent to the SE Eglinton/Warden Block, is the location of the Golden Mile Station on the Eglinton Crosstown LRT (the “ECLRT”), which is nearing completion, with the new ECLRT line and the adjacent LRT station expected to be operational later this year. The ECLRT represents a massive public investment in transit infrastructure along the Eglinton Avenue corridor, reported at more than \$5 billion, and is expected to act as a catalyst to transform the Eglinton Avenue corridor in the “Golden Mile” area, including in the vicinity of the SE Eglinton/Warden Block, into a mixed-use transit-oriented community. It is also noted that Warden Avenue at this location is identified as a “Transit Priority Segment”, making the intersection of Eglinton Avenue East and Warden Avenue one of the most prominent transit-oriented nodes in this portion of the city.

In light of the above, our client has consistently maintained over the last several years that the SE Eglinton/Warden Block should be redesignated to *Mixed Use Areas* in the City’s Official Plan, consistent with the land use designation that applies to the lands along the north side of Eglinton Avenue East, both east and west of Warden Avenue. Meanwhile, at its meeting on June 18, 2023, City Council adopted Official Plan Amendment No. 644 (“OPA 644”), which redesignated the SE Eglinton/Warden Block, together with other lands on the south side of Eglinton Avenue East, both east and west of Warden Avenue, to *Regeneration Areas*, subject to a proposed new Site and Area Specific Policy 798 (“SASP 798”) that would require the completion of a Regeneration Area Study prior to the introduction of residential uses.

Either way, the SE Eglinton/Warden Block represents a substantial opportunity for high-density mixed-use redevelopment, which could accommodate a significant number of new housing units and jobs within a major transit station area and immediately adjacent to a new LRT station. Accordingly, it is important that the property impacts on the SE Eglinton/Warden Block resulting from an extension of O'Connor Drive to Birchmount Road be minimized so that the developable portion of the SE Eglinton/Warden Block can be maximized. At the same time, it is critical that appropriate transportation connections to the surrounding road network be maintained to accommodate the future mixed-use redevelopment of the SE Eglinton/Warden Block.

With this in mind, we note that Alternative 1 appears to require the acquisition of land by the City along the entire southern portion of the SE Eglinton/Warden Block, along the north side of Civic Road. By contrast, Alternative 4 may only have impacts on the southeasterly portion of the SE Eglinton/Warden Block, and Alternative 5 would not require any land to be acquired by the City from the SE Eglinton/Warden Block. Consequently, from a property impact perspective, Alternatives 4 and 5 are preferred over Alternative 1.

Meanwhile, whichever alignment is ultimately selected for the O'Connor Drive extension, 1941 Eglinton East Holdings Inc. wishes to ensure that appropriate transportation connections to the surrounding road network are maintained to accommodate the future mixed-use redevelopment of the SE Eglinton/Warden Block. Further, our client wishes to ensure that the selection of the preferred alignment of the O'Connor Drive extension does not delay the approvals process to permit high-density mixed-use development on the SE Eglinton/Warden Block.

Kindly ensure that we receive notice of any decision of the Committee and/or City Council regarding this matter, together with notice of any future public meeting in relation to the proposed extension of O'Connor Drive from Pharmacy Avenue to Birchmount Road.

Yours truly,
DAVIES HOWE LLP



Mark R. Flowers
Professional Corporation

copy: Client
Jonathan Rubin, Gateway Tower GP Inc.