

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

Date: January 14, 2025  
To: Executive 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, are currently estimated to accommodate approximately 32,700 residential units, 57,500 residents and over 20,000 jobs (including replacement jobs).

The EA Study is completing phases 3 (Alternative Designs) and 4 (Environmental Study Report) of the Municipal Class Environmental Assessment (MCEA) process and establishes the preferred alignments and designs of new and reconfigured streets to support future development and growth. The EA process completed to date involved 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 potential 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.

The Preferred Alignments and Designs resulting from the EA process for each of the corridors are provided in Attachment 1.

Additionally, other corridor improvements are recommended 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.

City Council considered an interim staff report on June 26, 2024, which provided an update on the EA Study. The report summarized the process of developing and evaluating alternatives for both alignments and street designs, consultation undertaken on the alternatives and feedback received, the evaluation of the alternatives and presented Preliminary Recommended Alignments and Designs. Council endorsed the Preliminary Recommended Alignments and Designs for the purposes of completing the mandatory public consultation required during phase 3 of the MCEA process. Council also directed City staff to further consult with three property owners in the area on the alignment of the O'Connor Drive Extension between Lebovic Avenue and Birchmount Road.

The purpose of this report is to summarize the consultation undertaken on the Preliminary Recommended Alignments and Designs, refinements made to Recommended Alignments and Designs to address feedback received, where appropriate, and present the final Preferred Alignments and Designs. The report seeks endorsement from Council on the final Preferred Alignments and Designs and authorization for City staff to proceed with preparing and filing the Environmental Study Report for the EA Study in accordance with the MCEA process for Schedule C projects, and requests direction to proceed with the recommended corridor improvements along Jonesville Crescent and Ashtonbee Road identified in the Study as part of future capital planning processes.

Additionally, in accordance with Council direction from Item - 2024.MM23.8, this report also provides a summary of the appropriateness and the process requirements of a four vehicular lane design for the O'Connor Drive Reconfiguration and Extension from the ReNew Golden Mile EA's western limit to Birchmount Drive.

It is anticipated that the full delivery of all of the ReNew Golden Mile EA streets would be fully realized in a long-term horizon of over 20+ years.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council endorse the Preferred Alignments and Designs for the five new and reconfigured streets, as included in Attachment 1.
2. City Council authorize the General Manager, Transportation Services to prepare the Environmental Study Report (ESR) for the ReNew Golden Mile Environment Assessment, issue the Notice of Completion, and post the ESR in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process for Schedule C projects.
3. City Council approve the additional corridor improvements identified as part of the ReNew Golden Mile Environment Assessment for Jonesville Crescent and Ashtonbee Road, as shown in Attachment 2, and request the General Manager, Transportation Services to program the design and implementation of the improvements as part of future capital planning processes when the streets require reconstruction.
4. City Council request the General Manager, Transportation Services, in consultation with the General Manager, Toronto Water and the Chief, Toronto Paramedic Services, as part of the detailed design of the reconfiguration of Craigton Drive to reduce impacts to the Toronto Water Eglinton Pumping Station at 885 Pharmacy Avenue and Ashtonbee Reservoir at 21 Ashtonbee Road to allow for the long-term operational and maintenance needs, future expansion needs, and to include safety measures in the street design to mitigate the potential for collisions.

## **FINANCIAL IMPACT**

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Generally, it is anticipated that the implementation of most street infrastructure identified in the EA Study will occur incrementally as sites redevelop over the next few decades. The street infrastructure is generally internal to existing development sites, or sites anticipated to redevelop in the future, or is required to support planned/proposed densities. The street infrastructure is considered to be locally development-driven projects in accordance with the City's Local Service Policy and Guidelines. Street infrastructure that is external to development sites, such as the reconfiguration of Craigton Drive or reconstruction of Civic Road, may be delivered as future City capital projects where the improvements are not able to be secured through development approvals.

The reconfiguration of Craigton Drive in the vicinity of Pharmacy Avenue would occur following Toronto Water's planned rehabilitation of its Eglinton Pumping Station facility. The reconfiguration of Craigton Drive also contemplates relocating or reconfiguring Toronto Paramedic Services' Station 21. The capital cost for the reconfiguration of this Craigton Drive, including west of existing Craigton Drive if this is not secured through

development approvals, and potential relocation or reconfiguration of the Toronto Paramedic Services' facility will be developed during preliminary and detailed design and will be addressed in future capital planning processes subject to Council approval.

The proposed streetscape improvements of Jonesville Crescent and Ashtonbee Road will be secured, where possible, through City of Toronto Act or Planning Act approvals, for sites redeveloping adjacent to this street infrastructure. Where improvements are not able to be secured through development approvals, improvements will be delivered as part of the future capital planning processes, subject to future design work and City 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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### **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>

On December 13, 2024, through an Oral Decision with a written decision to follow, the Ontario Land Tribunal brought substantial portion of Official Plan Amendment 499, including the Golden Mile Secondary Plan, into effect. Remaining appeals of Official Plan Amendment 499 were identified through the Tribunal process.

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

On June 26, 2024, City Council endorsed the Interim Report for the ReNew Golden Mile Environmental Assessment, which included the Preliminary Recommended Alignments and Designs to complete the EA's mandatory phase 3 public consultation. At this meeting, City Council directed the General Manager, Transportation Services to report back through Infrastructure and Environment Committee by December 17, 2024. City

Council also requested that the General Manager, Transportation Services coordinate with landowners along the O'Connor Drive Extension to determine whether any adjustments were required from Lebovic Avenue to Birchmount Road. In addition, City Council directed the Interim Chief Planner and Executive Director, City Planning on amendments to the Official Plan, and the Zoning By-law to support the EA study. The City Council decision regarding the Interim Report can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.6>

On November 13, 2024, City Council adopted the amended item 2024.IE14.6- New Golden Mile Environmental Assessment- Interim Report. At this meeting, City Council reopened its previous decision to report to Infrastructure and Environment Committee on December 17, 2024, and directed the General Manager of Transportation Services to report to the Executive Committee by February 5, 2025. Additionally, City Council requested an assessment of the four vehicular lane design for the O'Connor Drive Reconfiguration and Extension to be included in the final Environmental Assessment report. City Council's decision may be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.MM23.8>

## COMMENTS

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### Background

#### ReNew Golden Mile Environmental Assessment

The purpose of the ReNew Golden Mile 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 study that was completed in 2020, which included the completion of the Golden Mile Transportation Master Plan (TMP) that satisfied phase 1 (Problems and/or Opportunities) and phase 2 (Alternative Solutions) of the MCEA process. 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 Preferred Solution consisted of building a grid network of streets with a series of active transportation improvements and enhanced transit priority.

This EA Study involves the development and evaluation of street alignments and design alternatives for Schedule C projects identified in the TMP. The Schedule C projects are:

- 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 potential 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 also explored 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.

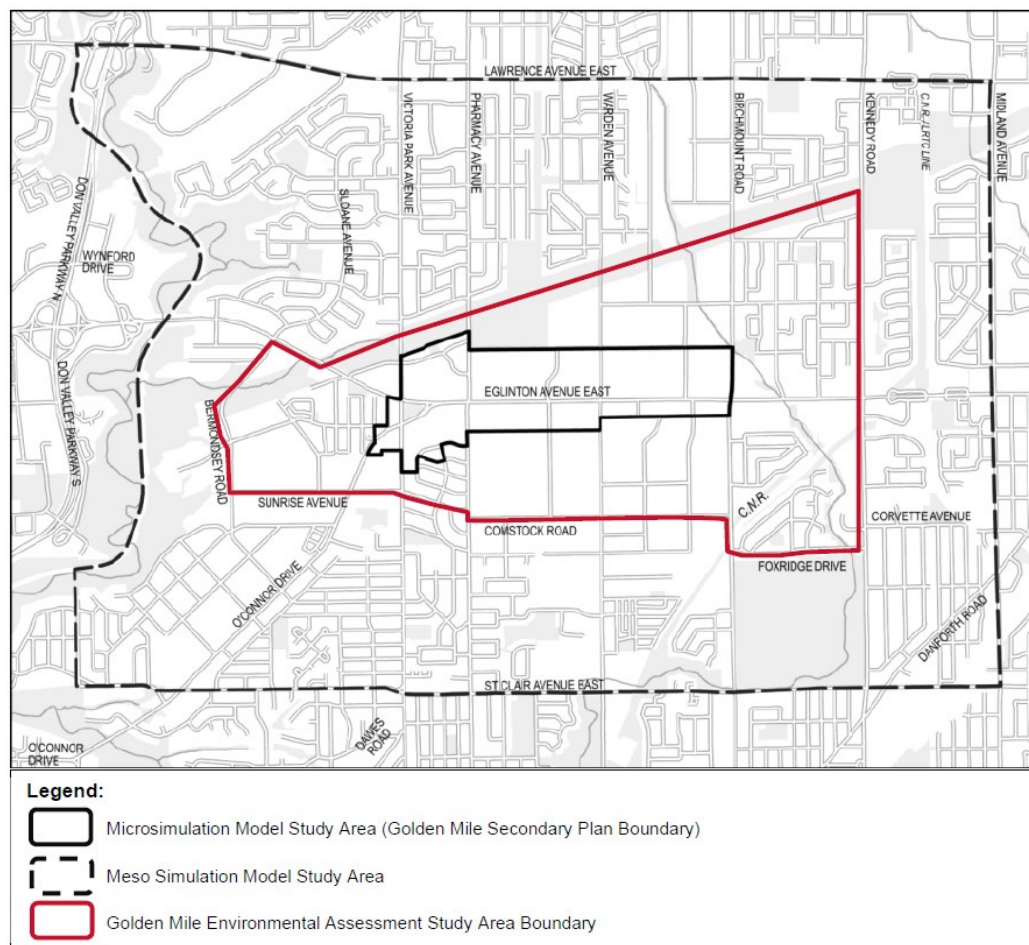


Figure 1: EA Study Area

## Recap of the Preliminary Recommended Alignments and Designs

The ReNew Golden Mile Environment Assessment: Interim Report, dated May 13, 2024, provided a comprehensive summary of the process used to develop and evaluate alternatives for the EA Study. It also summarized the evaluation results and identified Preliminary Recommended Alignments and Designs for the purposes of undertaking the mandatory public consultation required by the MCEA process.

A total of 17 short-listed Alternative Alignments across the five corridors were presented in the first round of public engagement between December 2022 and April 2023.

Adjustments to the alternatives were made following the engagement and the alternatives were evaluated using the evaluation framework established for the project.

There were:

- three alignment alternatives for the O'Connor Drive Reconfiguration west of Pharmacy Avenue;
- three alignment alternatives for the O'Connor Drive Extension between Pharmacy Avenue and Birchmount Road;
- four alternative alignments for the Golden Mile Boulevard;
- five alternative alignments for the potential reconfiguration of Thermos Road and Sinnott Road; and
- two alignments for the reconfiguration of Craigton Drive.

The Preliminary Recommended Alignments consisted of:

- O'Connor Drive Reconfiguration: Alternative 1 which would realign the street further south and connect to Pharmacy Avenue at the existing traffic signal that serves the Eglinton Square Mall;
- O'Connor Drive Extension: Alternative 1 which would extend from Pharmacy Avenue in a generally straight line eastward with a curve west of Warden Avenue to connect to Civic Road and a further extension to Birchmount Road;
- Golden Mile Boulevard: Alternative 4, which was based on a similar alignment proposed by the Golden Mile Landowners Owners Group with modifications to meet design standards at Hakimi Avenue;
- Reconfiguration of Craigton Drive: Alternative 2 which would connect Craigton Drive to Ashtonbee Road north of the existing residential apartment building at 5 Rannock Street; and
- Potential Reconfiguration of Thermos Road / Sinnott Road: Alternative 5 which proposes widening 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.

A total of 16 short-listed Alternative Designs across the five corridors were presented at the first round of public engagement:

- There were four Alternative Designs for the O'Connor Drive Reconfiguration west of Pharmacy Avenue using the planned 27 metre street width, consisting of a four vehicular lane alternative, an alternative with two vehicular lanes with a centre running left-turn lane (i.e. three lanes total), and two alternatives with two vehicular lanes.
- There were two Alternative Designs for the O'Connor Drive Extension using the planned 27 metre street width. Both Alternative Designs for the O'Connor Drive Extension consisted of two vehicular lanes.
- The Golden Mile Boulevard west of Pharmacy has a planned street width of 20 metres and there were two Alternative Designs, both with two vehicular lanes on

this section of the street. East of Pharmacy Avenue, the planned street width widens to 27 metres. Two Alternative Designs for this section of street were advanced. Both had two vehicular lanes. Key differences between the alternatives related to the width of sidewalks, planting areas and/or cycle tracks and number of planting areas (i.e. two versus four). Other differences were whether there was dedicated parking running the length of the street.

- There were three Alternative Designs each for the Craigton Drive reconfiguration and Thermos Road and Sinnott Road. These corridors have a planned street width of 23 metres. All of the Alternative Designs had two vehicular lanes and different arrangements of other street elements.

The Preliminary Recommended Designs consisted of:

- O'Connor Drive Reconfiguration: Alternative C4 consisting of two vehicular lanes (one lane in each direction), protected bikeways on either side of the street, 3.0 metre wide sidewalks and generous space for two planting areas on either side of the street;
- O'Connor Drive Extension: Alternative D2 which was consistent with Alternative C4;
- Golden Mile Boulevard: Alternative B2 west of Pharmacy Avenue consisting of two vehicular lanes (one in each direction), protected bikeways, and a 2.1 metre sidewalk with space for one planting area and street furnishing zone on either side of the street. Alternative A2 east of Pharmacy Avenue which likewise had two vehicular lanes (one in each direction) and protected bikeways. However, with the 27 metre street width, wider sidewalks (2.5 metres) and generous space for two planting areas and street furnishing zones was accommodated on either side of the street. On-street parking was also accommodated on one side of the street;
- Reconfiguration of Craigton Drive: Alternative E2 which had two vehicular lanes (one in either direction), protected bikeways, 2.1 metre wide sidewalks with generous space for two planting and street furnishing zones on either side of the street; and
- Potential Reconfiguration of Thermos Road /Sinnott Road: Alternative F1 which had a similar design to Craigton Drive with the exception of wider sidewalks (2.5 metres) and space for a single planting and street furnishing zone on either side of the street.

## **Initial Consultation and Refinements to Preliminary Recommended Alignments and Designs and Evaluation of Alternatives**

Following, Council's endorsement of the of the Preliminary Recommended Alignments and Designs, City staff undertook further consultation on the Recommended Alignments and Designs. This additional consultation included further consultation with the EA Study's Technical Advisory Committee and various landowners and/or development interests in the area, which included the consultation with the three landowners on the O'Connor Drive Extension alignment east of Lebovic Avenue as directed by Council.



A total of 12 meetings occurred between City staff and groups of landowners and/or development interests between July 2024 and September 2024, in addition to ongoing communication between City staff and various different development interests respecting certain corridors, such as the Golden Mile Boulevard and the Reconfiguration of Craigton Drive.

This initial consultation resulted in refinements to some of the Preliminary Recommended Alignments to ensure City objectives were met, alongside minimizing impacts to active development applications, and particularly those further advanced in the development approval process to ensure coordination amongst development interests.

Refinements were made to the Recommended Golden Mile Boulevard Alignment and the Recommended O'Connor Drive Reconfiguration Alignment east of Victoria Park Avenue. The Recommended Golden Mile Boulevard Alignment was adjusted based on coordination with development interests and to achieve improved geometry through Hakimi Avenue. The Recommended O'Connor Drive Reconfiguration Alignment was adjusted to better align with existing property boundaries. Minor adjustments were also made west of Victoria Park Avenue to further reduce property impacts.

The Recommended O'Connor Drive Extension Alignment east of Pharmacy Avenue was adjusted to reflect discussions with a number of landowners and development interests in the area, including the three landowners Council directed staff to further consult with. The adjustments consisted of:

- Moving the alignment south of the existing Canadian Tire building at 1901 Eglinton Avenue East;
- Moving the alignment to the north at Lebovic Avenue through the 800 Warden Avenue property to eliminate the narrow remnant parcel that would have previously been created; and
- Adjusting the curve geometry between Lebovic Avenue and Warden Avenue to accommodate a normalized intersection of a future planned local street that will connect Eglinton Avenue and the future O'Connor Drive Extension, while still allowing for a viable development site south of the Extension within the 1911-1921 Eglinton Avenue East site.

Additionally, a new Alternative Alignment (Alternative 4B) was introduced for the O'Connor Drive Extension corridor east of Pharmacy Avenue. This new alternative generally reflected a suggested alignment by the landowner of 800 Warden Avenue that merited being evaluated. While this alternative was added and evaluated, this did not change the evaluation results. Alternative 1 remained preferred in the evaluation.

Other key changes that occurred during this period of consultation included the identification of a number of building/sites with potential cultural heritage value that were associated with the original General Engineering Company of Ontario (GECO) munitions plant and further definition of the potential cultural heritage value of the property at 2201 Eglinton Avenue east site. The latter resulted in minor adjustments to the alternative alignments for the O'Connor Drive Extension that utilized Civic Road (i.e. Alternatives 1, 4A and 4B).

A number of changes were made to intersection design approaches to limit additional property requirements outside of planned street widths. Minor revisions to some Alternative Designs, such as adjusting some sidewalk and cycle track widths, were also made to ensure functional street designs at intersections.

The final Alternative Alignments and Alternative Designs, along with the summary of the updated evaluation of alternatives, are provided in Attachment 3.

### **Technical Studies Status**

A significant number of technical studies were completed as part of the EA Study. The following technical studies informed the evaluation of alternatives to help identify the Preferred Alignments and Designs. These studies also helped identify the impacts and mitigation measures of the recommended alternatives. Subject to Council endorsement of the Preferred Alignments and Designs, these reports will be finalized and included in the Environmental Study Report (ESR):

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

### **Public Consultation on the Preliminary Recommended Alignments and Designs**

Following the initial consultation on the Preliminary Recommended Alignments and Designs between July and October 2024, formal public consultation activities were conducted from November 11 to December 10, 2024, for both the Recommended Alternatives and the proposed improvements to Jonesville Crescent and Ashtonbee Road. During this period, members of the public, Indigenous communities, interest groups, agencies, and utility companies were invited to share their comments and ask questions via phone, email, or written letter.

The consultation included two public meetings: one held virtually on November 21, 2024 that was attended by 56 people, and a second in-person consultation on November 26, 2024 that was attended by 66 people. An online survey was available from November 21 to December 2, 2024. A total of 78 responses were received from the survey. City staff also received eight comment submissions via email.

A [Discussion Guide](#) was also provided as supplementary material. This guide documented the Alternatives, the evaluation framework (i.e. criteria and measures) and the evaluation scoring results within thematic areas/categories. It also provided a summary of the evaluation and key decision points to help the public understand how each Recommended Alternative was selected. Roll plans of the Recommended Alignments and Designs were available on the website and at the in-person public meeting.

A variety of methods were used to notify interest groups and members of the public of the public consultation, that included:

- Project Website [www.toronto.ca/goldenmile](http://www.toronto.ca/goldenmile)
- Canada Post direct mail (20,115 addresses). Note that some notices for the second public meeting were affected by the Canada Post strike
- Email to project list (187 contacts as of December 2024)
- Emails to Indigenous communities, provincial and municipal agencies, and utilities
- Email to interest group list including resident associations, community groups, organizations, institutions and elected officials (65 contacts)
- Registered mail, hand-delivered letters and emails to potentially impacted property owners

## **Summary of Feedback Received**

Feedback received during the consultation process is identified by corridor improvement and summarized below. A detailed record of all feedback received during the public consultation of the Recommended Alignments and Designs can be found on the EA Study's [website](#).

## **O'Connor Drive Reconfiguration & Extension**

The proposed alignment was generally well received. A few respondents felt there should be no change to O'Connor Drive and how it currently terminates at Eglinton Avenue just east of Victoria Park Avenue, or to terminate the street at Pharmacy Avenue. Some of the reasons provided from the consultation for the concerns included:

- the cost to taxpayers by realigning and extended the street;
- that there would be a need to expropriate properties and impacts to businesses, jobs, and people's homes;
- that extending all the way to Birchmount Road, instead of terminating at Pharmacy Avenue, would create additional congestion;
- whether the curve at the western end of the Study Area was safe (note the curve meets City, provincial and federal design standards and guidelines); and
- impacts to existing uses, such as Eglinton Square Mall and existing low-rise housing.

There was both support for and concerns raised with the proposed design for the street. The majority of people liked the two rows of trees on either side of the street, the physically separated cycle tracks, green infrastructure, and the protected intersections. Many people also responded that they liked the wider sidewalks. People expressed the

need to maintain green space, to protect vulnerable road uses, and support people with disabilities.

Those who expressed concerns with the proposed design identified:

- two lanes as being insufficient to accommodate emergency access;
- traffic issues in the area and type of street O'Connor Drive is, suggesting it should have four vehicular lanes;
- issues raised with the O'Connor Drive bridge at Woodbine Avenue related to the construction currently underway on O'Connor Drive between Glenwood Crescent and Bermondsey Road and needing to resolve this prior to finalizing the design; and
- there is not a need for sidewalks on both sides of the street and/or that bike lanes are not necessary.

### **Reconfiguration of Craigton Drive**

The proposed alignment for Craigton Drive received broad support. One concern raised at the public meeting related to whether there would be impacts to the Eglinton Pumping Station. It was clarified that the existing Pumping Station would not be impacted and that measures to mitigate impacts to the future expansion of the facility would be addressed as part of the design process. Those that responded to the survey identified that they liked that Rannock Road and Ashtonbee Road would be re-aligned, citing the awkward current configuration and improvements to traffic flow as reasons. Some concerns were raised regarding whether there are impacts to existing housing with the proposed alignment (note: staff have reviewed this concern and confirm that no direct impacts to housing are anticipated).

The proposed design also received broad support. The majority of people liked all aspects of the design provided existing rental housing was not impacted. Some people identified that there was currently parking on the street and there was uncertainty with what was proposed in the design to accommodate parking. Some people felt trees were not needed as the street is adjacent to the hydro corridor and existing parks.

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

Most responses received supported the recommendation of not re-aligning the intersections of Thermos Road and Sinnott Road and liked the proposed design. There were a couple of respondents who supported realigning the street with the objective of providing the least impact to the Eglinton Crosstown, such as using the existing Centennial College angled surface parking area and driveway to realign the street. There were also questions on whether there would be left-turn lanes on Eglinton Avenue East (note: there is an existing westbound left-turn lane at Sinnott Road). As part of moving forward with the proposed design, the operations at the intersection would be further assessed as part of the design process to ensure safe access for all road users.

Some people identified the need for parking. The reasons cited included ensuring there is parking for visitors to apartments and because of the reduction in surface parking lots with more condos being built. Some responses also suggested reducing sidewalk

widths to increase space for green space. A larger linear Privately-owned Publicly-accessible Open Space (POPS) was secured in the 2200 Eglinton Avenue West development application at the intersection that will improve and expand access to the public realm at that intersection to support additional green space as well as safer crossings for pedestrians and people cycling.

## New East-West Street: Golden Mile Boulevard

There was a lot of support for this new street connection and its design, and in particular broad support for the proposed cycle tracks and green infrastructure. There were a few questions on why the street alignment was so “curvy”, which relates to the need to coordinate across many development sites. Some of the respondents preferred wider buffers for the cycle tracks and to raise the cycle tracks. There were also some suggestions raised of needing to look at other existing intersections, such as Ashtonbee Road and Pharmacy Avenue, carefully given current conditions. This would be addressed in more detail during the design process.

## Streetscape Improvements along Ashtonbee Road and Jonesville Crescent

Feedback received on the proposed streetscape improvements for Ashtonbee Road and Jonesville Crescent largely was supportive. A number of respondents noted the importance of providing parking along Ashtonbee Road due to the recreational facilities in the area. This can be accommodated in the proposed design in key locations. There was also support for some in narrowing Ashtonbee Road to reduce vehicle speeds. There were also suggestions made to better connect Ashtonbee Road and Jonesville Crescent to the Meadowway Trail, along with suggestions to add seating areas throughout.

## Preferred Alignments and Designs

Based on the evaluation of the alternatives and feedback received during the public consultation, City staff are recommending the Preferred Alignments shown in Figure 2 below.

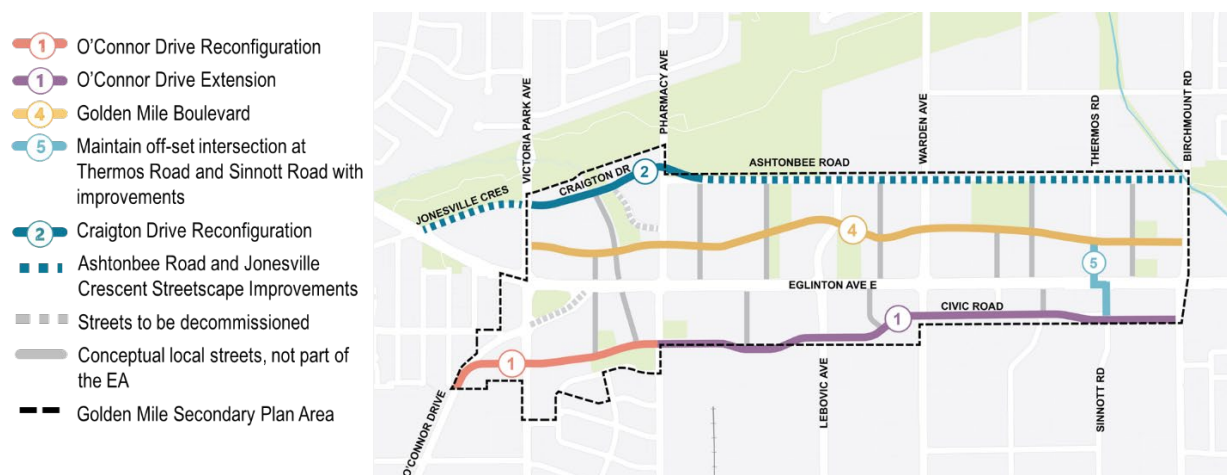


Figure 2: Staff Recommended Preferred Alignments

The Preferred Designs City staff are recommending for Council endorsement consist of the following elements mid-block, with some modifications at key intersections to accommodate the addition of turn-lanes:

- O'Connor Drive Reconfiguration and Extension: Alternative C4 and D2 consisting of two vehicular lanes (one lane in each direction), one-way protected cycle tracks with a buffer adjacent to the roadway on either side of the street, 2.5 metre wide sidewalks on either side of the street, generous space allocated to two planting areas on both sides of the street, and opportunities for mid-block lay-by parking;
- Golden Mile Boulevard west of Pharmacy Avenue: Alternative B2 consisting of two vehicular lanes (one lane in each direction), one-way protected cycle tracks with a buffer on either side of the street, 2.1 metre wide sidewalks and a single planting area on both sides of the street;
- Golden Mile Boulevard east of Pharmacy Avenue: Alternative A2 consisting of two vehicular lanes (one lane in each direction), one-way protected cycle tracks with a buffer adjacent to the roadway on either side of the street, 2.5 metre wide sidewalks on either side of the street, generous space allocated to two planting areas on both sides of the street, and opportunities for mid-block lay-by parking;
- Reconfiguration of Craigton Drive: Alternative E2 consisting of two vehicular lanes (one lane in each direction), one-way protected cycle tracks with a buffer adjacent to the roadway on either side of the street, 2.1 metre wide sidewalks on either side of the street, generous space allocated to two planting areas on both sides of the street, and opportunities for mid-block lay-by parking; and
- Potential Reconfiguration of Thermos Road /Sinnott Road: Alternative F1 consisting of two vehicular lanes (one lane in each direction); one-way cycle tracks with a buffer on either side of the street, 2.6 metre wide sidewalks on both sides of the street; and space allocated to a planting and furnishing zone on both sides of the street.

Attachment 1 provides the functional designs for the Preferred Alignments and Designs for each new and reconfigured street, with the decision-relevant benefits and impacts summarized below.

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

The Preferred Alignment for the O'Connor Drive Reconfiguration is Alternative 1. This alignment will create a continuous connection from the existing O'Connor Drive to the O'Connor Drive extension east of Pharmacy Avenue. This alternative allows for a normalized intersection (90 degrees) at both Victoria Park Avenue and Pharmacy Avenue and provides appropriate sight distances. The intersection configurations and sight distances that can be achieved with this alignment will assist in reducing the potential for collisions and contribute to improved safety.

Alternative 1 also includes the decommissioning of several existing street segments:

- The existing O'Connor Drive from the realignment to Victoria Park Avenue;
- Eglinton Square from Victoria Park Avenue to Eglinton Avenue East; and
- The connection of Bartley Drive to O'Connor Drive.

Alternative 1 does have impacts on private property and existing businesses. It will require acquisition of a small piece of land from 1861 O'Connor Drive, which has an approved Site Plan application. The required lands do not impact the approved building envelope above or below grade and does not impact any required access or egress to the approved building envelope. Alternative 1 has a higher cost and implementation complexity than Alternative 2, which generally maintained the alignment of O'Connor Drive to Victoria Park Avenue. The higher implementation cost of Alternative 1 is associated with utility relocations that are anticipated when the existing segment of O'Connor Drive is decommissioned to the north.

To mitigate the cost and private property impacts, the recommendation is to implement the realignment west of Victoria Park Avenue at such time as lands west of Victoria Park Avenue and north of the realigned O'Connor Drive are consolidated for comprehensive redevelopment. Any redevelopment of lands west of Victoria Park Avenue will protect for and not preclude the realignment of O'Connor Drive. The final Preferred Design for O'Connor Drive will be protected and not precluded in the Official Plan with associated policy direction to address the comprehensive redevelopment of the lands.

City Planning is proposing amendments to address the comprehensive redevelopment, which is being advanced in a separate report concurrent with this Final Report. A new development supportive Policy is proposed to be added to Site and Area Specific Policy 400 contained in Chapter 7 of the Official Plan, which governs these lands west of Victoria Park Avenue. The policies also seek to incorporate non-residential uses at street level, which would assist in supporting new and existing businesses.

The existing O'Connor Drive right-of-way is intended to be decommissioned. City Staff collectively recommend that the existing O'Connor Drive right-of-way that would be decommissioned be included for consolidated development of the lands west of Victoria Park Avenue, which may include a land exchange for the new O'Connor Drive reconfigured lands. The manner in which Council elects to dispose of such lands will be determined through a subsequent proposal and is not fettered by this Report or the proposed amendments to the Official Plan. This collective and coordinated approach should minimize impacts to existing businesses, minimize property impacts and optimize the development potential of the lands west of Victoria Park Avenue.

The remainder of the lands between Victoria Park Avenue and Pharmacy Avenue that are adjacent to the new east-west O'Connor Drive is occupied by 40 Eglinton Square (Metro grocery store) and it does not have an approved development application. Their submitted development applications will need be reviewed and revised to align with the outcome of the EA Study recommendations for this O'Connor Drive segment.

The Preferred Design for this segment of O'Connor Drive is consistent with the O'Connor Drive Extension east of Pharmacy Avenue. The cross-section includes wide pedestrian clearway and cycle tracks, two rows of tree planting zones on each side of the street, and two vehicle lanes with dedicated left-turn and right-turn lanes at key intersections. On-street parking was deemed unnecessary given the anticipated character of this section of the street which is not intended to be a primary retail corridor. There may be some consideration through the development review process 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 Preferred Alignment for the O'Connor Drive Extension is Alternative 1. This alignment creates a continuous connection from Pharmacy Avenue to Birchmount Road with the least amount of property impacts and has the lowest implementation cost and complexity. It also has no impact on the water tower operated by Toronto Water located on the southeast corner of Warden Avenue and Civic Road. The majority of this new street can be implemented 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 efforts. The GECO sites have been identified as having cultural heritage potential.

The recommended Preferred Design for this segment of street is consistent with the O'Connor Drive Reconfiguration portion east of Pharmacy Avenue. The cross-section includes wide pedestrian clearway and cycle tracks, 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 necessary. Some consideration could be provided for lay-by parking in strategic areas to accommodate curbside activity.

### **Reconfiguration of Craigton Drive**

The Preferred Alignment for the Reconfiguration of Craigton Drive is Alternative 2. This alternative optimizes the development potential of the area while protecting existing rental residential apartment buildings. A portion of the front-yard setback of 5 Rannock Drive is required to facilitate this alignment, without impacting the existing building or its uses.

Alternative 2 realigns Craigton Drive north of Ashtonbee Road. This alternative is recommended as it has the least private property impacts, it meets and/or exceeds the transportation design criteria, and it utilizes as much of the existing Rannock Street right-of-way as possible, reducing the potential to relocate existing utilities.

At the intersection of Victoria Park Avenue and the realigned Craigton Drive, a small amount of property or surface easement will be required to accommodate all protected intersection elements. The planned three metre street widening identified in the Official Plan along Craigton Drive is also recommended to be taken entirely from the south side of the corridor, due to the existing low-rise residential rental buildings on the north side of the corridor, and to reduce the amount of required land from Toronto Water's Eglinton Pumping Station and Reservoir site. City staff will work with the development proponents on the south side of the street to secure the additional lands using existing zoning by-law provisions where implementing zoning is in place and through the continued review of development applications.



The recommended Preferred Alignment for the Craigton Drive Reconfiguration requires additional mitigation measures for the realignment of the street to proceed. These mitigation measures are needed to maintain and protect for existing underground infrastructure services and future operations of the Eglinton Pumping Station and Reservoir, which is a critical water facility, supplying water to over 300,000 residents and businesses in Toronto and York Region. This facility will require future rehabilitation and expansion to meet operational and maintenance requirements as well as expansion for growth needs.

Transportation Services, working with other respective Divisions, will complete more detailed analysis during preliminary and detailed design of the re-aligned street to identify mitigation measures that:

- Reduce impacts to water valves that would be located under the roadway, and ensure access for operations;
- Include safety measures to mitigate the potential for collisions into the Pumping Station building; and
- Ensure Toronto Water has sufficient contiguous land for the critical water infrastructure needs, future expansion, and long-term operational and maintenance requirements of the Eglinton Pumping Station. This will include considering whether to relocate or reduce the footprint of Toronto Paramedic Services Station 21 at 887 Pharmacy Avenue.

Toronto Paramedic Services (TPS) was consulted on the need to relocate or reduce the footprint of Station 21 at 887 Pharmacy Avenue. TPS indicated that relocating Station 21 may be a viable option, provided it does not disrupt operations or impose any financial commitments on TPS. TPS also indicated it would like to explore securing a site in the Golden Mile Area that could accommodate a potentially larger station. This approach would address the anticipated residential growth in the area, partly driven by the Golden Mile Secondary Plan, while enhancing support for TPS operations.

The existing right-of-way between the intersection of Craigton Drive and Rannock Street, and the intersection of Craigton Drive and Pharmacy Avenue, would be decommissioned as a public street once the implementation of the Craigton Drive Reconfiguration is completed and subject to Council approval.

The recommended Preferred Design within the planned 23 metre street width includes standard pedestrian clearways and cycle tracks, two rows of tree/planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate.

### **Thermos Road and Sinnott Road**

The Preferred Alignment for Thermos Road and Sinnott Road is Alternative 5. This alternative was referred to as the “do nothing plus” option. It maintains the current alignments of Thermos Road and Sinnott Road and contemplates active transportation improvements at the intersections with Eglinton Avenue East. 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. 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 achieved through the redevelopment of sites adjacent to Thermos Road and Sinnott Road.

The Preferred Design within the planned 23 metre street width includes wide pedestrian clearways and cycle tracks, one row of tree planting zones on each side of the street, and two vehicle lanes with turning lanes where appropriate. Additional street width is required on the east side of Sinnott Road at Eglinton Avenue East, to accommodate all intersection elements. This would be secured when the site redevelops in accordance with the City's Official Plan.

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

The Preferred Alignment for the Golden Mile Boulevard is the modified Alternative 4 discussed above. This alternative would involve the least impact on the development activity north of Eglinton Avenue East and would allow for phased implementation through redevelopment.

The Preferred Design for the segment of street from Victoria Park Avenue to a new proposed local street west of Pharmacy Avenue utilizes the planned 20 metre right-of-way identified in the City's Official Plan. The cross-section includes standard pedestrian clearways and cycle tracks, one tree planting zone 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, sidewalks and bikeways. At the intersection of Victoria Park Avenue and Golden Mile Boulevard, a surface easement will be required on the northeast corner to achieve all roadway elements. A portion of the pedestrian clearway would be subject to the easement. These easements will be achieved and secured through the draft Plan of Subdivision and/or Site Plan approval process, as determined by the Executive Director, Development Review and their designates.

The Preferred Design for the segment from Pharmacy Avenue (within the 1880 Eglinton Avenue East lands) to Birchmount Road utilizes the planned 27 metre right-of-way identified in the City's Official Plan. The cross-section includes wide pedestrian clearways, standard cycle tracks with generous buffers, two rows of tree planting zones on each side of the street, some lay-by parking, and two vehicle lanes with turning lanes where appropriate.

### **Streetscape Improvements**

Streetscape improvements were considered on Ashtonbee Road and Jonesville Crescent. While these are not Schedule C projects under the MCEA process, they relate to the Craigton Drive reconfiguration and will support the existing and planned uses along the corridor.

#### **Ashtonbee Road Streetscape Design**

Ashtonbee Road from Pharmacy Avenue to Birchmount Road has an existing 23 metre street width. The proposed improvements are changes within the existing corridor without any property impacts. The design which includes two vehicular lanes, sidewalks, protected bikeways, and parking can be achieved without impact to the number of

vehicular lanes. The cross-section design and the preliminary design is shown in Attachment 2.

### **Jonesville Crescent Streetscape Design**

Jonesville Crescent from Eglinton Avenue East to Victoria Park has an existing 20 metre right-of-way width with two, wide vehicular lanes (one lane in each direction) that is constrained by hydro poles and guiderails on the north side of the street. There is currently no sidewalk on the north side of the street. By reducing the width of the vehicular lanes to meet the City's guidelines, a multi-use path is able to be accommodated on the north side of the street to provide a missing connection for active transportation users connecting from Craigton Drive to Eglinton Avenue East. The cross-section design is shown in Attachment 2.

### **Intersection Designs**

The Preferred Design for each corridor features protected intersections to maximize safety at every intersection under the scope of the EA Study. These intersections would include corner medians, set back pedestrian and bikeway crossings that will improve driver sight lines to vulnerable road users and provide suitable circulation zones, and dedicated turn lanes where beneficial. The protected intersection designs also provide opportunities for green infrastructure adjacent to the roadway and will be able to accommodate street furniture and transit stops.

To provide sufficient space for all the required intersection elements, a 10 metre corner rounding radius is proposed in the preferred design at every major intersection. As many of the intersecting streets, were outside the scope of the EA Study, several assumptions were made about intersection infrastructure. For this reason, the City development review process should determine on a site-specific basis whether 10 metre corner rounding radius is required, or whether equivalent infrastructure can be accommodated in a smaller corner rounding.

### **Transportation Modelling**

Comprehensive transportation modelling using Aimsun was carried out to inform the EA Study. The model used a 2041 planning horizon with updated population and employment estimates that reflected development trends. The estimates (approximately 57,500 residents and 20,000 jobs) were provided by Development Review and City Planning staff. The transportation modelling utilized future mode splits generated based on outputs from the City's regional EMME model and taking into consideration the future higher-order transit service this area will benefit from. Some adjustments were also made to the trip generation rates to reflect increased remote work patterns.

The 2041 horizon modelling informed the amount of vehicular capacity needed to be accommodated in the network, as well as the evaluation of alternatives. Comparison to a baseline existing conditions model was not completed as part of this EA Study, as the new and reconfigured streets are critical network improvements needed in the future to support the planned growth and intensification in the area, and as confirmed in the Council-endorsed Golden Mile Transportation Master Plan.

The 2041 horizon transportation modelling demonstrated that each of the new and reconfigured streets would provide adequate performance with two vehicular lanes (one in each direction), and in the context of a dense urban environment where some vehicular movements at intersections, such as Eglinton Avenue and Warden Avenue, would operate with a Level of Service (LOS) of E or F. In urban environments, LOS E represents the acceptable limit of delay. Overall, the majority of vehicular movements in the network were shown to operate at Level of Service D or better.

More detailed traffic operational analysis was also completed for the Preferred Alignments and Designs using Synchro. This detailed analysis confirmed where dedicated turn lanes, traffic signals, and stop signs will be required to support the network's performance at intersections. Figure 3 identifies the recommended locations for new traffic signals and stop signs.



Figure 3: Recommended Locations for New Traffic Signals and Stop Controls

Additional traffic modelling was also undertaken in response to the Council adopted Member Motion 23.8 in November 2024. Results of this additional modelling is discussed in more detail in the next section of this report.

## **Appropriateness of Four Vehicular Lanes for the O'Connor Drive Reconfiguration and Extension**

At this time, City staff do not recommend four vehicular lanes for the O'Connor Drive Reconfiguration and Extension. Completed traffic modelling does not demonstrate sufficient benefits to justify a four lane configuration. Four lanes will result in less space at intersections for transit stops, pedestrians, and people cycling, and is less preferred for road safety design with wider crossing distances and additional conflict points. Further, a four lane O'Connor Drive would not be in compliance with the recently approved Golden Mile Secondary Plan.

In response to Member Motion 23.8, City staff:

- Had its consultants complete a transportation model scenario of a four lane O'Connor Drive from the western limits of the study area over to Birchmount Road and compare it to the two lane O'Connor Drive modelling results; and
- Assessed, at a high level, the benefits and drawbacks of a four lane configuration from a City (e.g. Golden Mile Secondary Plan, Vision Zero Road Safety Plan, TransformTO) and provincial (e.g. Ontario Traffic Manual Book 18) policy and guideline perspective.

The transportation modelling demonstrated that there was no material improvement observed in the network with a four lane O'Connor Drive from an intersection operation or travel time savings perspective.

A change in design to four lanes at this stage of the project would result in significant delays in completing the EA Study and intersection elements that do not achieve policy objectives.

The Golden Mile Secondary Plan includes a monitoring policy (Policy 13.20) specific to the transportation network. The monitoring policy identifies that every five years from the date the Secondary Plan comes into full force and effect that the City will complete a monitoring program to that ensure infrastructure keeps pace with development and to inform Transportation Impact Studies submitted with development applications. Among other matters, the policy speaks to reviewing the travel characteristics of the area, updating trip volumes by mode, and confirming the future capacity of all transportation modes against development levels and network improvements. The City has been securing funds from area developments to complete the first monitoring program, which would occur in five years given the recent Ontario Land Tribunal decision that brought the majority of the Secondary Plan into force and effect. This ongoing monitoring is important as the full delivery of street infrastructure is anticipated to be fully realized in a long-term horizon of over 20+ years.

## **Traffic Analysis Comparison**

A new modelling scenario was developed using Aimsun for a four lane option for O'Connor Drive from Victoria Park Avenue to Birchmount Road. Modelled delays are similar across both options with slight differences. The model does not show a significant gain in network performance in going from two to four lanes.

The two lane O'Connor Drive extension is expected to operate with directional demands of less than 600 vehicles per hour at mid-block, which can be accommodated by a single vehicular lane per direction. The two lane O'Connor Drive extension will operate with dedicated right-turn and left-turn lanes at major intersections, providing sufficient capacity to process vehicles at intersections. The intersections of the two lane O'Connor Drive extension were shown in the modelling to operate with no worse LOS than the four lane scenario.

A four lane O'Connor Drive extension would attract more commuter traffic (i.e., longer trips travelling through the study area), resulting in:

- Increased eastbound traffic being forced north to Eglinton Avenue East and increasing congestion on Birchmount Road; and
- Higher overall intersection delays (e.g., at Sinnott Road and at Birchmount Road).

A two lane O'Connor Drive extension intends to provide improved local access to new and existing destinations and to serve commuter trips through the study area, alleviating Eglinton Avenue East. The street terminates in a t-intersection at Birchmount Road, forcing eastbound traffic north onto Eglinton Avenue East. A four lane O'Connor Drive extension will attract more commuter traffic and may encourage infiltration onto local streets, due to the higher volume of vehicles attempting to navigate through the network.

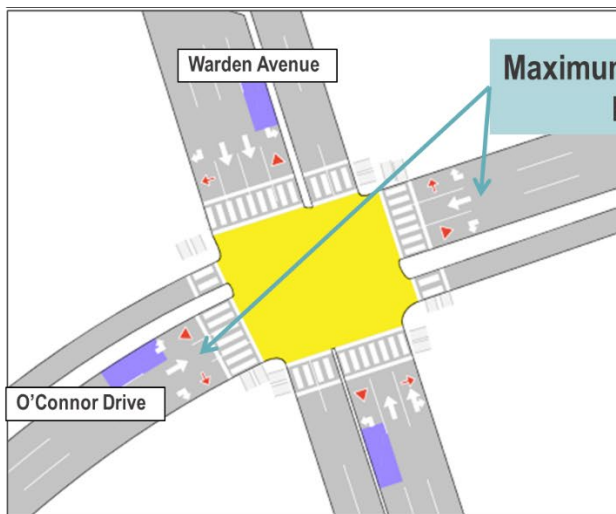
Travel time savings along Eglinton Avenue East was not observed with a four lane O'Connor Drive for the eastbound direction during the AM peak period, or for the westbound direction during AM/PM peak periods. The four lane O'Connor Drive may carry more eastbound traffic during the PM peak period (i.e., peak-hour-peak-direction), which could potentially reduce some eastbound travel time in sections of Eglinton Avenue.

### **Road Geometry Comparison – Two Lane and Four Lane O'Connor Drive**

The planned street width for O'Connor Drive in the City's Official Plan is 27 metres. While the City's Official Plan recognizes the potential need for additional street width at intersections, this is not possible at many of the intersections due to advanced development approvals.

Considering a four lane configuration for the mid-block section of O'Connor Drive using a 27 metre street width, even with minimum standards for boulevard elements, a maximum of a five-lane cross-section at intersections is only able to be achieved. This configuration includes minimum sidewalk and cycle track widths, reduced buffers, and intersections with some protection for vulnerable road users. Figure 4 is a sample intersection from the Aimsun model which illustrates how the approach to intersections along O'Connor Drive is limited to three lanes in both the two lane and four lane midblock configuration.

## 2-Lane O'Connor Drive



## 4-Lane O'Connor Drive

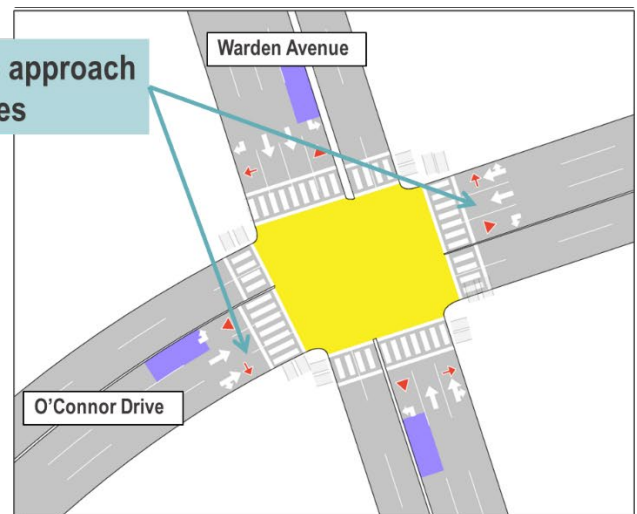


Figure 43: Lane Configuration comparison at Warden Avenue & O'Connor Drive

The movements with significant delays are primarily right and left turns. With a five lane cross-section, a through/right lane is required instead of a dedicated right-turn lane. This arrangement can lead to increased congestion, as cars will need to merge from the curb lane to avoid right-turning vehicles, which adds friction in the dedicated through lane.

In contrast, the two lane cross-section allows for dedicated right-turn and left-turn lanes at intersections, providing drivers with clear options for turning and offering sufficient capacity to handle vehicle traffic. Dedicated turn lanes also eliminate the need for vehicles to merge near the intersection.

### Golden Mile Secondary Plan

The recently approved, and now in force, Golden Mile Secondary Plan, identifies the need to prioritize pedestrians (Map 45-9 Pedestrian Network) and to accommodate safe cycling infrastructure at key intersections along O'Connor Drive, from its western limits in the Secondary Plan area to Birchmount Road. Policy 11.7 indicates that streets will be generously scaled, pedestrian-oriented, safe and comfortable. It also requires that streets be designed to include sidewalks, lighting, high quality pavements and furnishings, landscape features and incorporate trees and stormwater infiltration, where appropriate.

Policy 11.15 speaks to infrastructure designs being provided to secure safer turning movements for people cycling. The current best practice for designing intersections are protected intersections designed to be consistent with provincial guidance in Ontario Traffic Manual Book 18. While a four lane O'Connor Drive could allow for some protection at intersections, a two lane O'Connor Drive is able to be designed to meet provincial guidance (e.g. cycle tracks are able to taper away from the roadway at intersections, which results in improved sightlines for drivers). Wide circulation zones for pedestrians and people cycling are also able to be provided that meet Ontario guidelines and given the amount of intensification contemplated in the area.

Additionally, a four lane O'Connor Drive results in longer crossing distances for vulnerable road users. Longer crossing distances introduce more potential conflicts for pedestrians and people cycling. The dedicated right-turn lanes that are able to be accommodated with the two lane O'Connor Drive also is better suited to enable no-right-turns-on-red and protected signal phases which also reduces conflicts for vulnerable road users.

## **Emergency Access**

Emergency service providers were consulted on the design of the two lane O'Connor Drive and expressed no concerns. Space for vehicles to pull over is provided at intersections and where mid-block lay-by parking is provided.

## **Process Requirements**

The MCEA process for Schedule C projects has a mandatory point of contact where alternatives are reviewed, and a preliminary recommendation is proposed. As part of this consultation process, Indigenous Communities, the public and agencies are given the opportunity to assist in the selection of the preferred designs of the projects.

A new mandatory MCEA consultation period would be required to fulfill the legislated requirements under the Environmental Assessment Act.

To proceed with a new consultation event with a new four lane alternative for the O'Connor Drive Extension between Pharmacy Avenue and Birchmount Road, there are a number of steps that the project team would be required to complete:

- Prepare a Purchase Order Amendment to support additional efforts required by the city's consultant team;
- Prepare new functional plan and cross-section;
- Update technical reports and complete an impact assessment of a four lane O'Connor Drive;
- Prepare consultation materials and host a public meeting as the mandatory consultation point in the MCEA is at the recommended design stage of the process, which occurred in November of this year and a four lane O'Connor Drive to Birchmount Road was not considered or presented to the public; and
- Potentially the need to further report to Committee and City Council.

The anticipated delay from completing these steps cause significant risks to the City and is estimated to be a minimum of six to eight additional months from current timelines. Should the Golden Mile monitoring program demonstrate an additional need to re-evaluate O'Connor Drive from two lanes to four lanes in the future with new information based on built out conditions in the Golden Mile Area, the process above could be engaged at a later date (if required by the Environmental Assessment Act). At this stage, there is insufficient support and analysis to support a four lane approach to O'Connor Drive. In order to reach conclusion of the EA Study, it is recommended to proceed with a two lane O'Connor Drive.



## Implementation

During both phases of consultation, the public and landowners raised concerns around existing businesses and tenants which occupy the sites overlapping the recommended preferred designs. Many of the properties south of Eglinton Avenue East without development applications have long-term commercial tenants, with leases that span up to 20 years, or existing viable businesses with no plans to redevelop the lands in the short-term or medium-term.

Most of the street infrastructure is internal to existing and potential future development sites and is only required to provide access to development sites and support the intensification proposed in the study area. Given the feedback received, the implementation of the new and reconfigured streets is recommended to be achieved through future site redevelopment, where possible. This approach minimizes impacts to existing businesses and is consistent with the project goal of ensuring the economic vitality of existing and future business. It is anticipated that the full delivery of all of the ReNew Golden Mile EA streets would be fully realized in a long-term horizon of over 20+ years.

There are some key locations outside development sites and within existing City right-of-way that may be delivered as future City capital projects:

- The Craigton Drive Reconfiguration between the intersection of Craigton Drive and Rannock Street and the intersection of Ashtonbee Road and Pharmacy Avenue;
- Ashtonbee Road streetscape improvements;
- Jonesville Crescent streetscape improvements; and
- A portion of existing Civic Road as part of the O'Connor Extension.

## Property Requirements

The recommended preferred designs are almost entirely achievable through the redevelopment of lands in the area. However, there are four sites where property impacts are not anticipated to be mitigated through this process. These sites are listed in Table 1 below.

Table 1: Property Impacts

New/Reconfigured Street	Impacted Address	Area impacted (m <sup>2</sup> )
Craigton Drive	4 Rannock Street	171 m <sup>2</sup>
Craigton Drive	5 Rannock Street	510 m <sup>2</sup>
Craigton Drive	1553 Victoria Park	9.5 m <sup>2</sup>
O'Connor Drive Reconfiguration	1861 O'Connor Drive	136 m <sup>2</sup>

New/Reconfigured Street	Impacted Address	Area impacted (m <sup>2</sup> )
O'Connor Drive Extension	793 Warden Avenue (note, should this site consolidate for redevelopment, widening will be secured through development approvals)	328.8 m <sup>2</sup>
O'Connor Drive Extension	55 Civic Road	1,763 m <sup>2</sup>

## Conclusion and Next Steps

City staff recommend Council's endorsement of the Recommended Preferred Alignments and Designs in the EA Study described in this Report and included in Attachment 1. Subject to Council's endorsement of the Preferred Designs, the Golden Mile EA Environmental Summary Report (ESR) final report document will be prepared and posted on the public record for 30-days, along with the Notice of Completion for the EA to complete phase 4 of the MCEA process. The ESR is anticipated to be filed in Q2 2025.

## CONTACT

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## SIGNATURE

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Barbara Gray  
 General Manager, Transportation Services

## ATTACHMENTS

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Attachment 1: Preferred Alignments and Designs  
 Attachment 2: Jonesville Crescent and Ashtonbee Road Streetscape Improvements  
 Attachment 3: Final Alternatives and Evaluation Summaries