



# ReNew Golden Mile: Reconfigured and New Major Streets Environmental Assessment

Virtual Public Meeting #1

March 23, 2023

# Land Acknowledgement



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



**This meeting is being recorded for purposes of creating a meeting summary that will be shared with all meeting participants.**

# Introductions



## City of Toronto

**Cassidy Ritz** – Manager, Major Projects, Transportation Services

**Philip Morse** – Senior Project Manager, Major Projects, Transportation Services

**Sonali Praharaj** – Project Lead, Major Projects, Transportation Services

**Riad Rahman** – Program Manager, City Planning

**Andrew Au** – Program Manager, City Planning

**Emily Caldwell** – Senior Planner, City Planning

**Dominic Cobran** – Senior Coordinator, Public Consultation Unit

**Michele Blackwood** - Coordinator, Public Consultation Unit

## HDR Consulting Team

**Heather Templeton** – Project Manager

# Using WebEx



**WebEx** looks different in some browsers and on mobile.

The screenshot shows a WebEx meeting interface. At the top, it says "Speaking: Daniela Castellanos Forero (Host)". The main area displays two video thumbnails: the top one for Mark De Miglio (he,him) (Cohost, me) and the bottom one for Daniela Castellanos Forero (Host). The bottom toolbar contains several icons: a speech bubble for "Enable Closed Captioning", a microphone for "Mute/Unmute Mic", a video camera for "Start/Stop Video", a screen with a plus sign for "Share Screen", a hand for "Raise Hand", a red X for "Leave Meeting", a group of people for "Open/Close Participants Chat", and a speech bubble for "Chat".

Annotations with blue arrows point to the following controls:

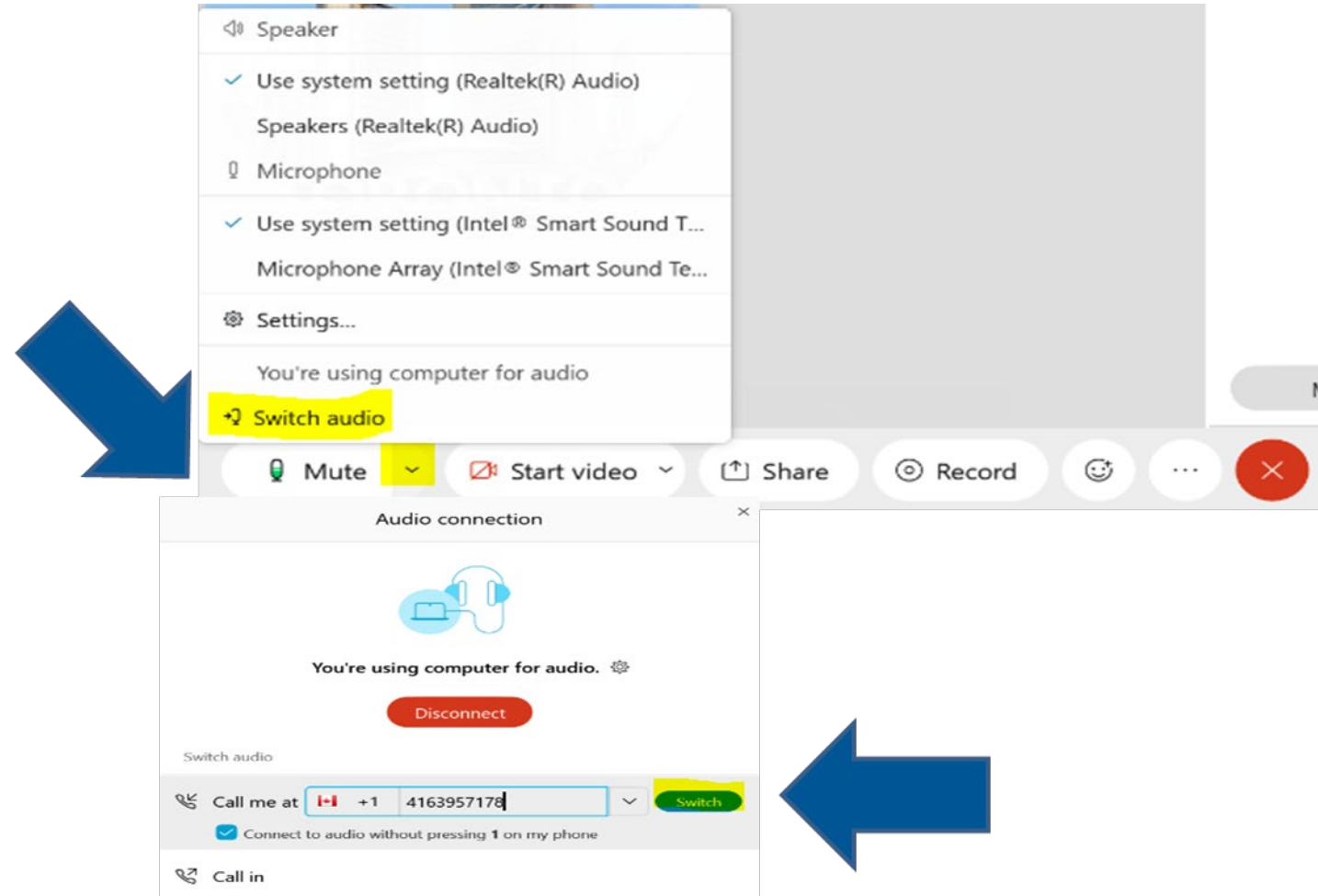
- Enable Closed Captioning
- Mute/Unmute Mic
- Start/Stop Video
- Share Screen
- Raise Hand
- Leave Meeting
- Open/Close Participants Chat
- Chat

# Webex Functions – Audio Trouble?



## WebEx can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
  - Enter your phone number
  - WebEx will call your phone
  - No long distance charges



Still Not Working? Try This!



## Call Into the Meeting

Dial: **+1-416-915-6530**

When prompted for a meeting number,  
enter:

**22461 937 1672**

# Participating by Computer

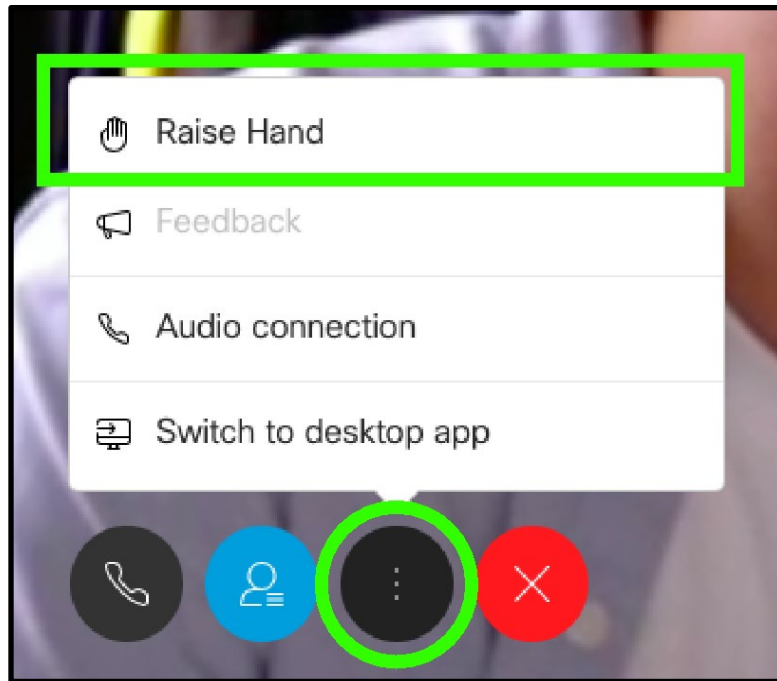


Raise your hand or type your question



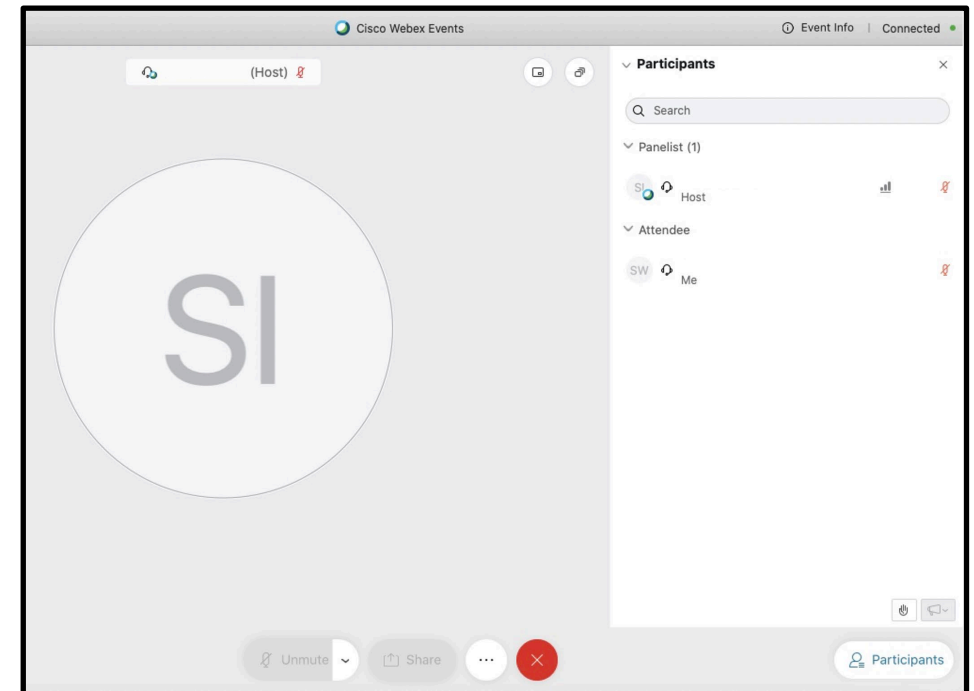
## Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



## Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.





# Participating by Smartphone or Tablet

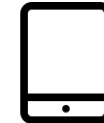
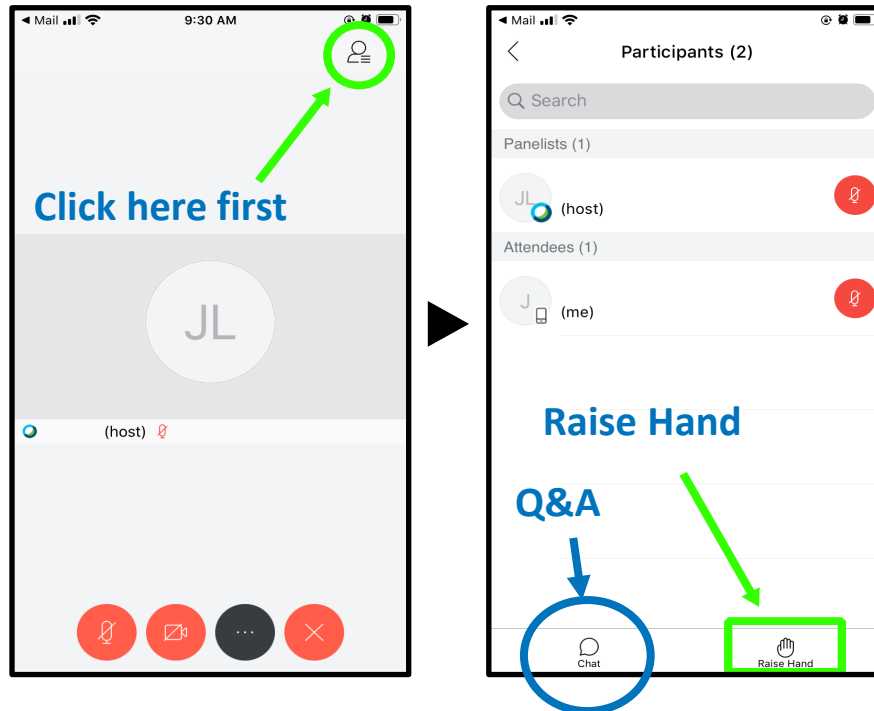


Raise your hand or type your question



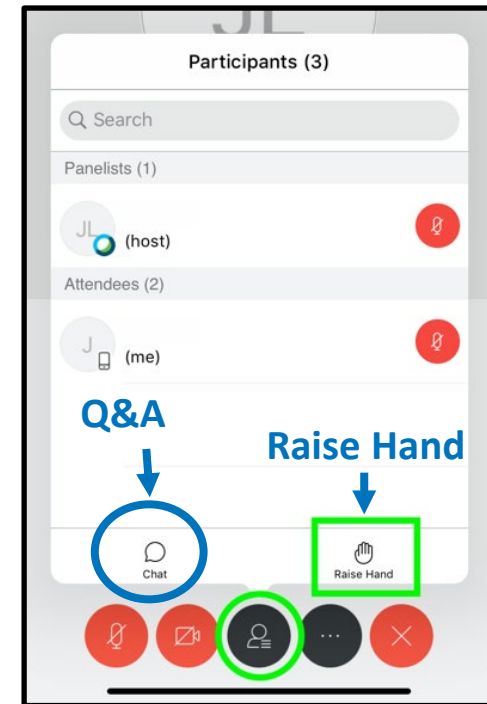
## For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



## For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



# Raising your hand by phone



- To raise your hand virtually, key in \*3.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

# Code of Conduct



- **Be Patient:** Virtual meetings don't always run as smoothly as planned.
- **Be Brief:** Limit yourself to one question or comment when you are called on to speak.
- **Be Respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

If we do not address your question, staff will follow up with you after the meeting.

# Purpose of Today's Meeting



1. Introduction and Study Overview
2. Golden Mile Secondary Plan and Transportation Master Plan
3. Existing Conditions
4. Development Activity and Future Conditions
  - Q&A Period #1
5. Design Alternatives
  - Q&A Period #2
6. Draft Evaluation Framework
7. Next Steps
  - Q&A Period #3

# Study Overview and EA Process



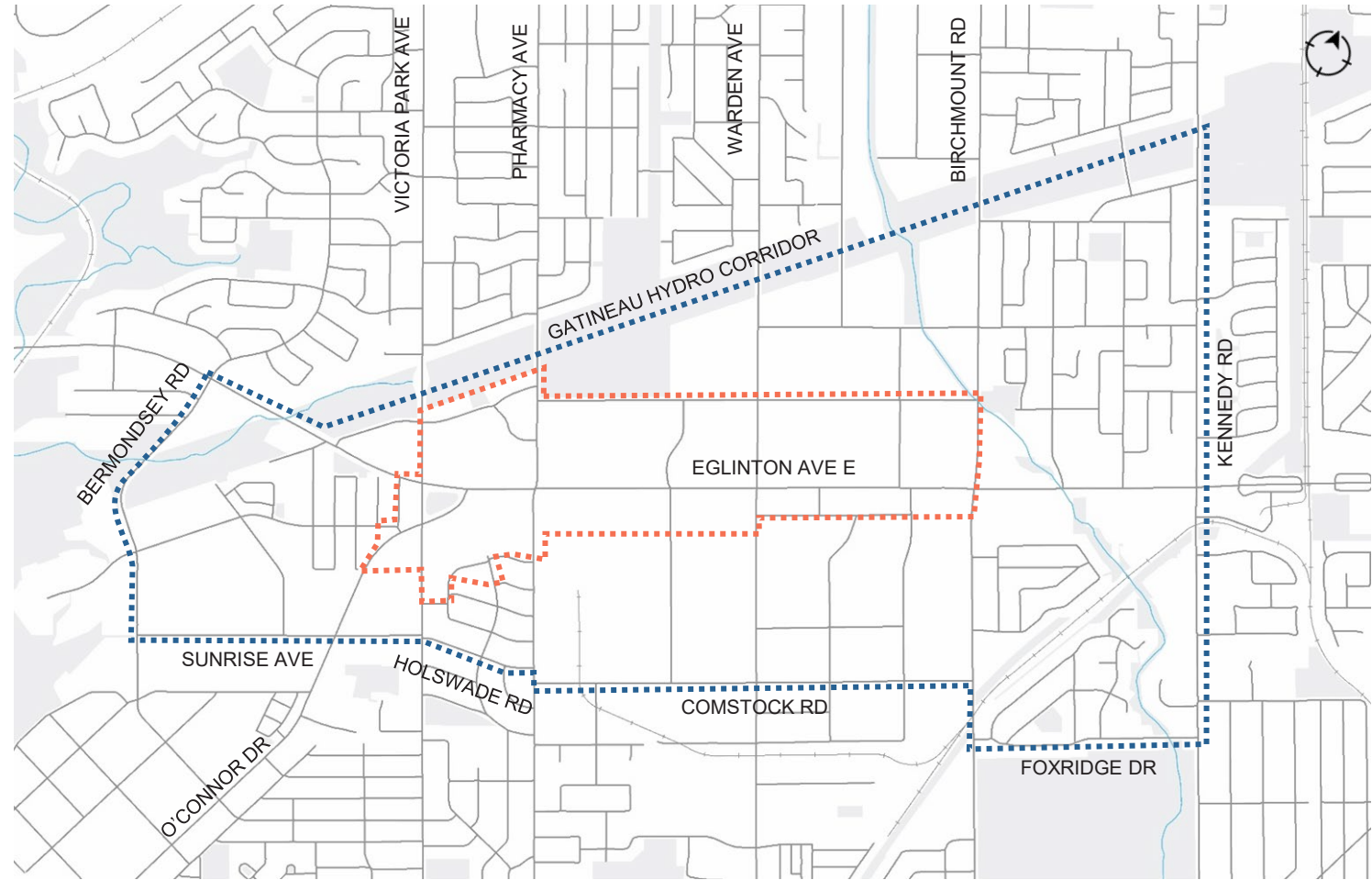
# Study Overview and EA Process



This study builds on recommendations from the Golden Mile Secondary Plan (SP) and Golden Mile Transportation Master Plan (TMP).

The City of Toronto has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for transportation infrastructure in the Golden Mile area.

The study area is bounded by Bermondsey Road to the west, the Gatineau Hydro Corridor Trail to the north, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south, and Kennedy Road to the east.



- ..... GM EA Study Area Boundary
- ..... GM TMP Study Area Boundary

# How Did We Get Here?



The Study Area is undergoing significant growth and expected to welcome upwards of 57,500 residents and 20,000 jobs over the next 20 years.

## The Golden Mile Secondary Plan

**(2020)** established the vision and planning framework for the area, including: Urban Design Guidelines, Master Servicing Plan, Community Infrastructure Strategy, Parks and Open Space Strategy.

2014

2016 – 2020

2022

## Eglinton Connects Planning Study (2014)

identified Golden Mile as one of six Focus Areas to accommodate future residential, mixed-use, and employment growth. Five new ECLRT stops are located in the Study Area.

## The Golden Mile Transportation Master Plan (2019)

recommended policies, programs, and infrastructure required to establish a transportation network that supports future growth. The TMP fulfilled Phases 1 and 2 of the EA process and identified the ReNew Golden Mile Phases 3 and 4 EA as High Priority.

## ReNew Golden Mile

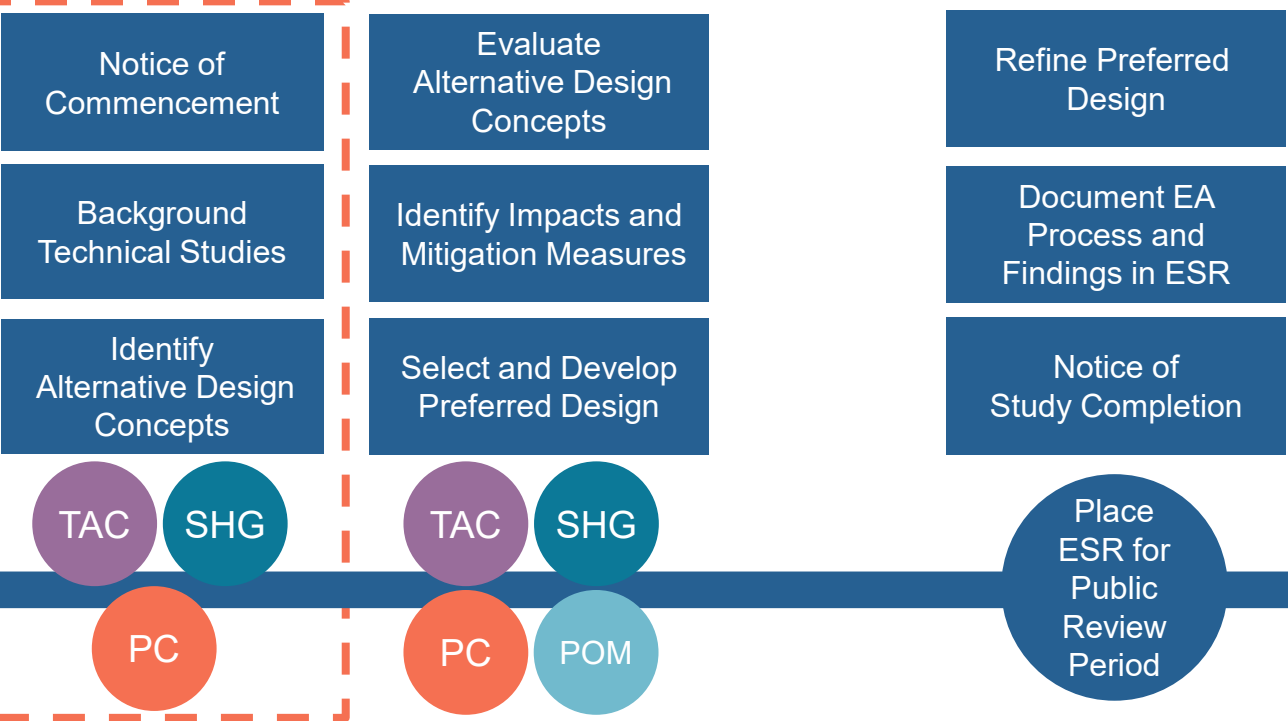
Environmental Assessment

# Class EA Process



Completed as part of Golden Mile TMP (2019)

**WE ARE HERE**



TAC - Technical Advisory Committee  
 SHG - Stakeholder Group  
 PC - Public Consultation  
 POM - Property Owner Meeting



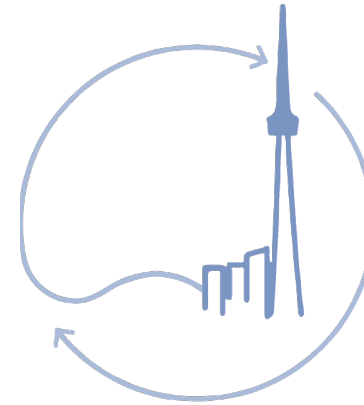
# Policies, Plans & Guidelines Informing This Study



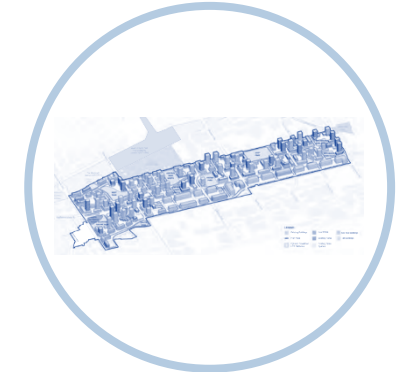
**Official Plan Policies**



**Vision Zero Road Safety Plan**



**TransformTO: Climate Action Strategy**



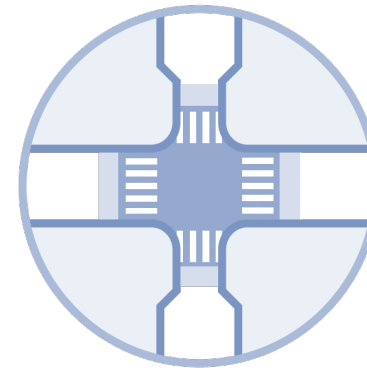
**Golden Mile Secondary Plan**



**Green Street Technical Guidelines & Standards**



**Complete Street Guidelines**



**Intersection Design Best Practices**



**Golden Mile Transportation Master Plan**

# Golden Mile Secondary Plan and Transportation Master Plan



# Secondary Plan – Vision



## Conceptual Building Mass Model

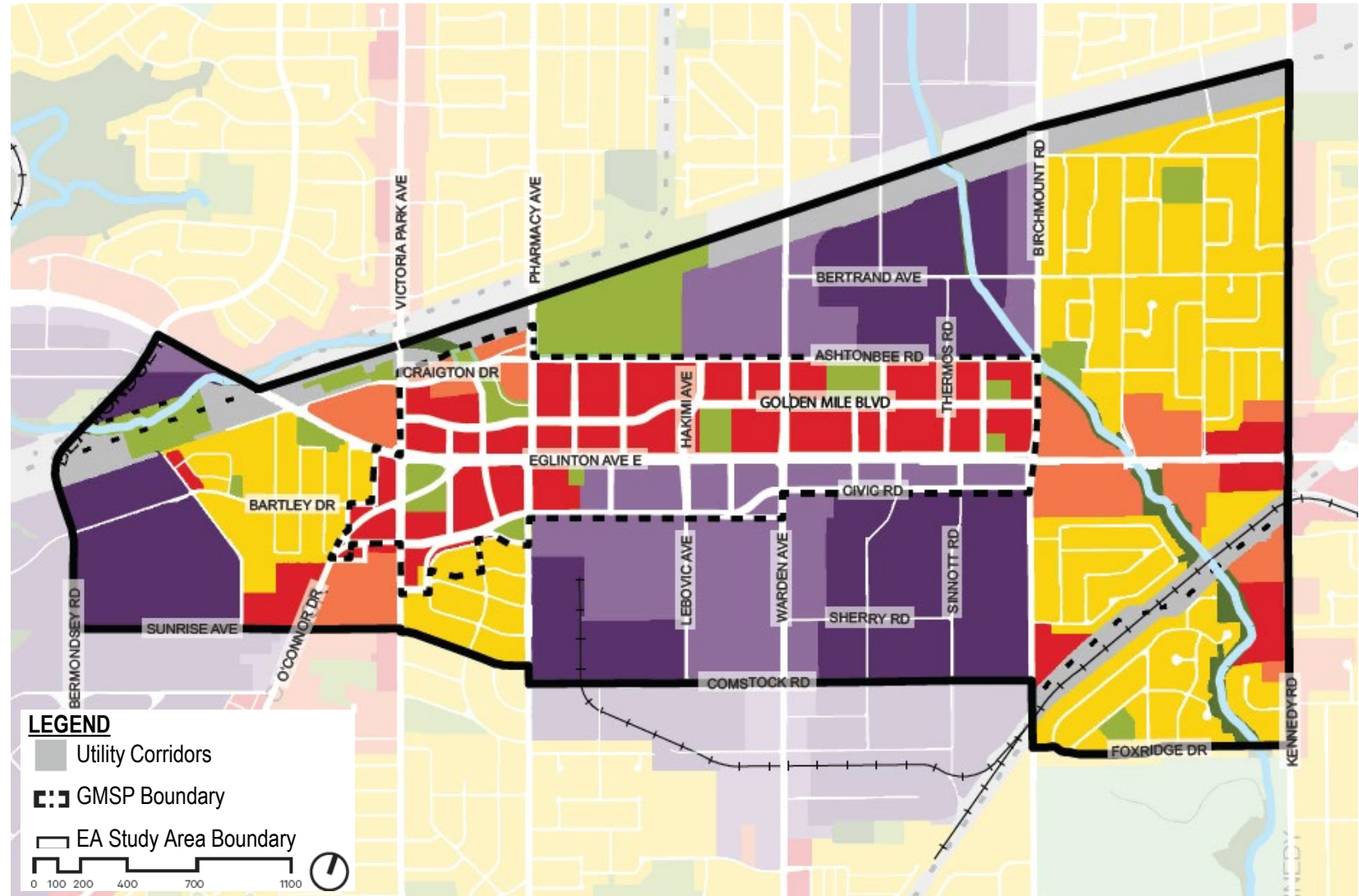


# Secondary Plan – Land Use Designations



The study area includes a broad range of land use designations:

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- General Employment Areas
- Core Employment Areas
- Utility Corridors



# Golden Mile TMP – Problems and Opportunities



The TMP identified the following problems and opportunities within the study area:

Problem		Opportunity	
	The Golden Mile was planned and built predominantly for cars		Create comfortable and accessible streets for all ages and abilities
	No formal cycling facilities within the area		Create various mobility options where possible to encourage an active community and lifestyle
	Future ECLRT divides and acts as a barrier for pedestrians and cyclists		Provide safe and convenient connections to future ECLRT transit stops
	Existing streets are wide and lack connectivity		Create a finer-grained street network to enhance connectivity
	Large blocks and low-rise buildings setback and separated from streets by surface parking		Ensure economic vitality of existing and future business is protected

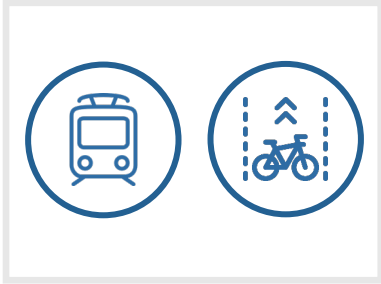
# Golden Mile TMP Alternative Solutions



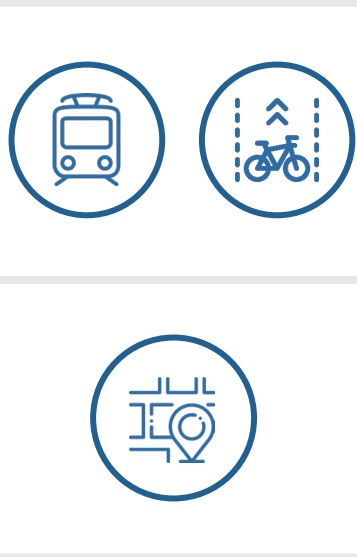
Three alternative transportation network solutions were developed to address the Problems and Opportunities. Each solution builds upon one another.

**PREFERRED**

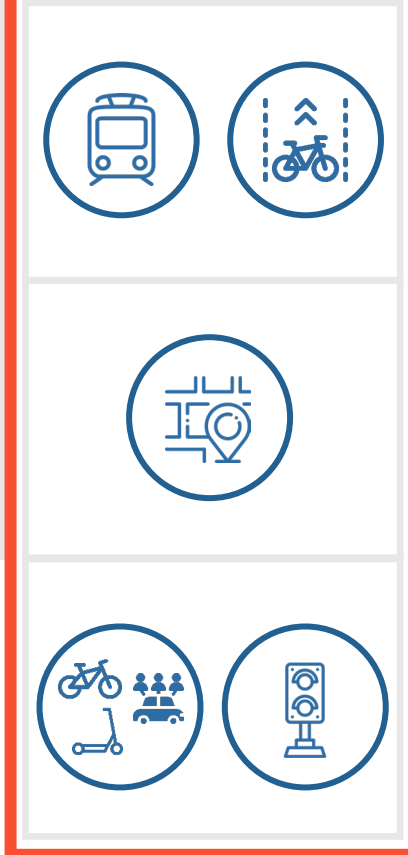
**Alternative 1**



**Alternative 2**



**Alternative 3**



## **ECLRT and Planned Improvements**

Planned improvements such as the ECLRT and City's 10 Year Cycling Plan

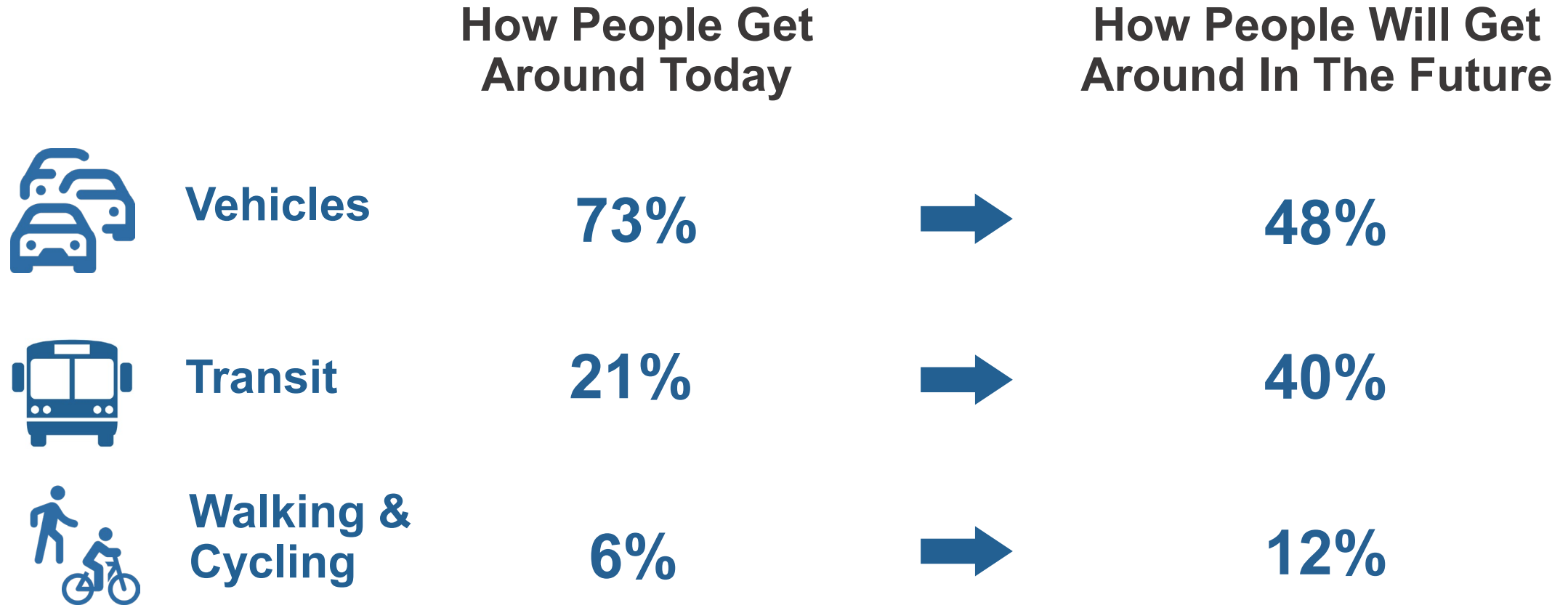
## **Build a Grid Street Network**

Grid street network improvements including dedicated and protected space for cyclists and pedestrians.

## **Enhanced Transit Priority Network**

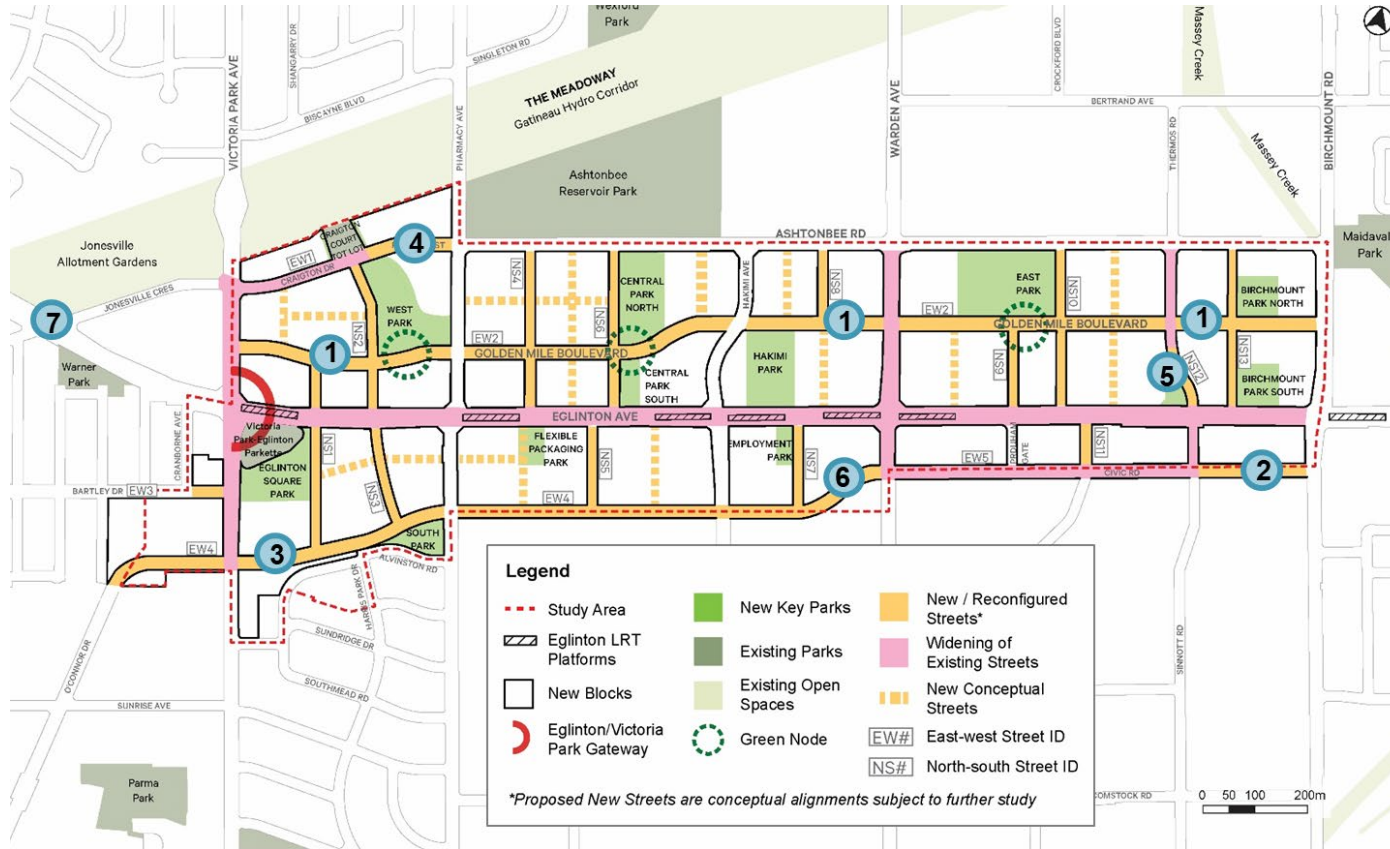
Transit service improvements on key streets and integrated multiple mobility services (EcoMobility)

# Mode Splits



Future mode splits were based on future trips generated by the TMP's preferred alternative and the study area's designated land use.

# Golden Mile TMP Preferred Street Network



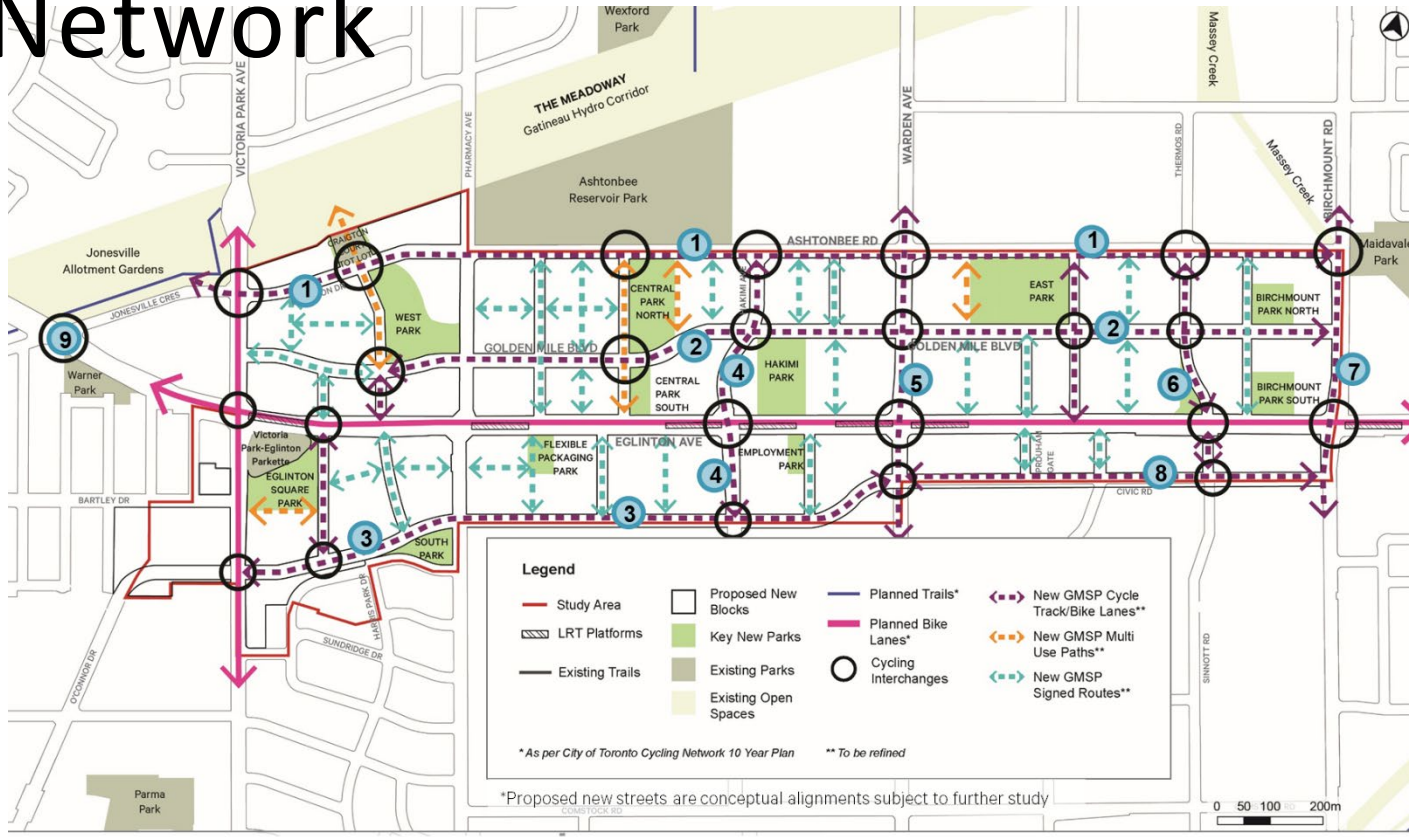
A finer grained street network is needed to enhance connectivity and improve mobility for all users

The recommended street network breaks up the existing large street blocks into smaller blocks, which increases street network density and connectivity, making it easier for everyone to get around

- 1 Golden Mile Boulevard
- 2 Civic Road Extension from Sinnott Road to Birchmount Road
- 3 Reconfiguration of O'Connor Drive and Closure of Eglinton Square
- 4 Reconfiguration of Craigton Drive to meet Ashtonbee Road at Pharmacy Avenue
- 5 Reconfiguration of Thermos Road to meet the existing signaled Sinnott Road
- 6 Align O'Connor Drive Extension to meet Civic Road at Warden Avenue
- 7 New signaled intersection at Jonesville Road and Eglinton Avenue to allow eastbound left-turns from Eglinton onto Jonesville
- 8 **Area Wide:** Other New Streets throughout the GMSP Area
- 9 **Area Wide:** New Midblock Connections throughout the GMSP Area



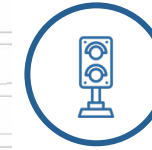
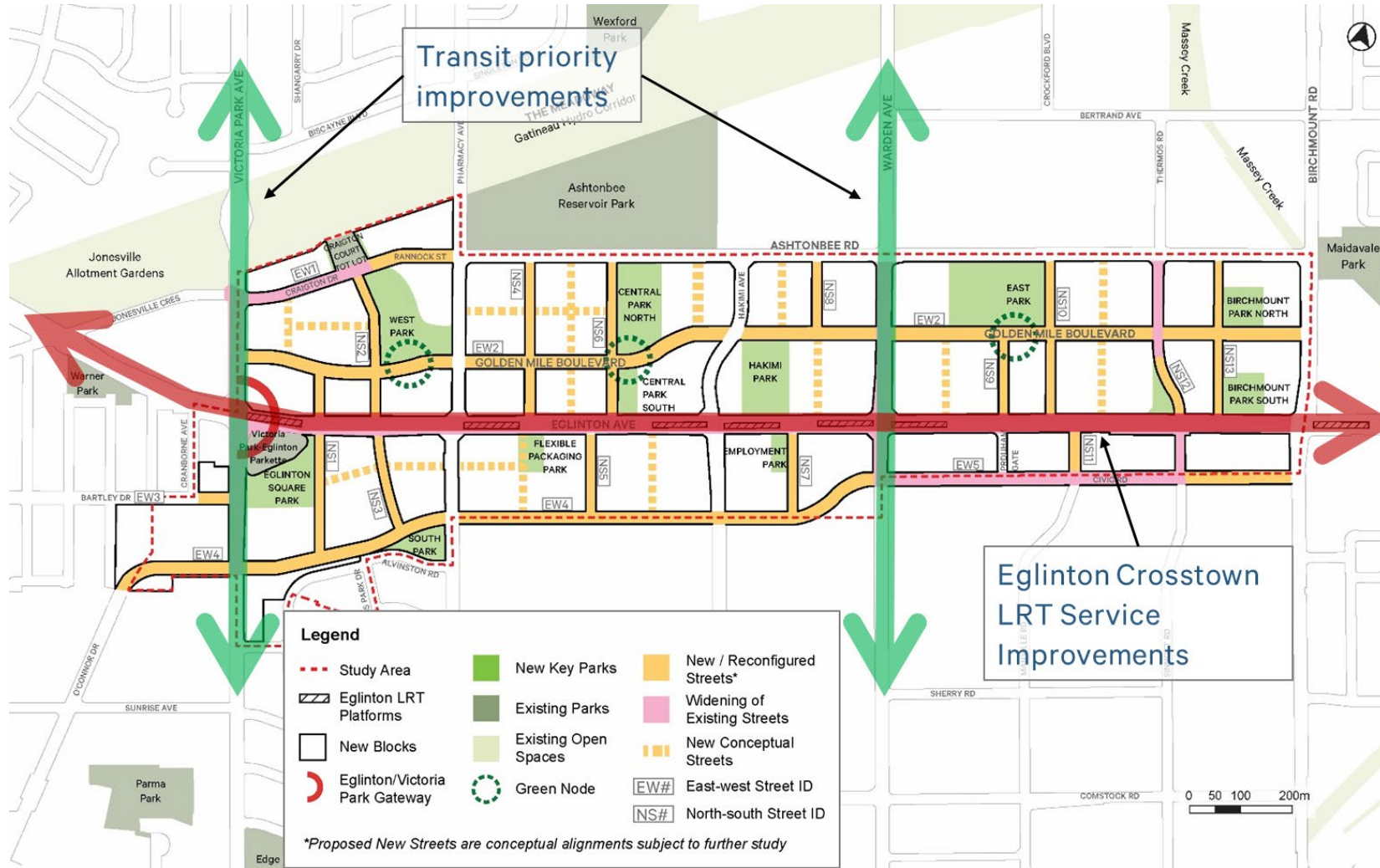
# Golden Mile TMP Preferred Active Transportation Network



Dedicated and separated cycling and sidewalk facilities are recommended throughout the street network to enable people to access destinations by biking or walking

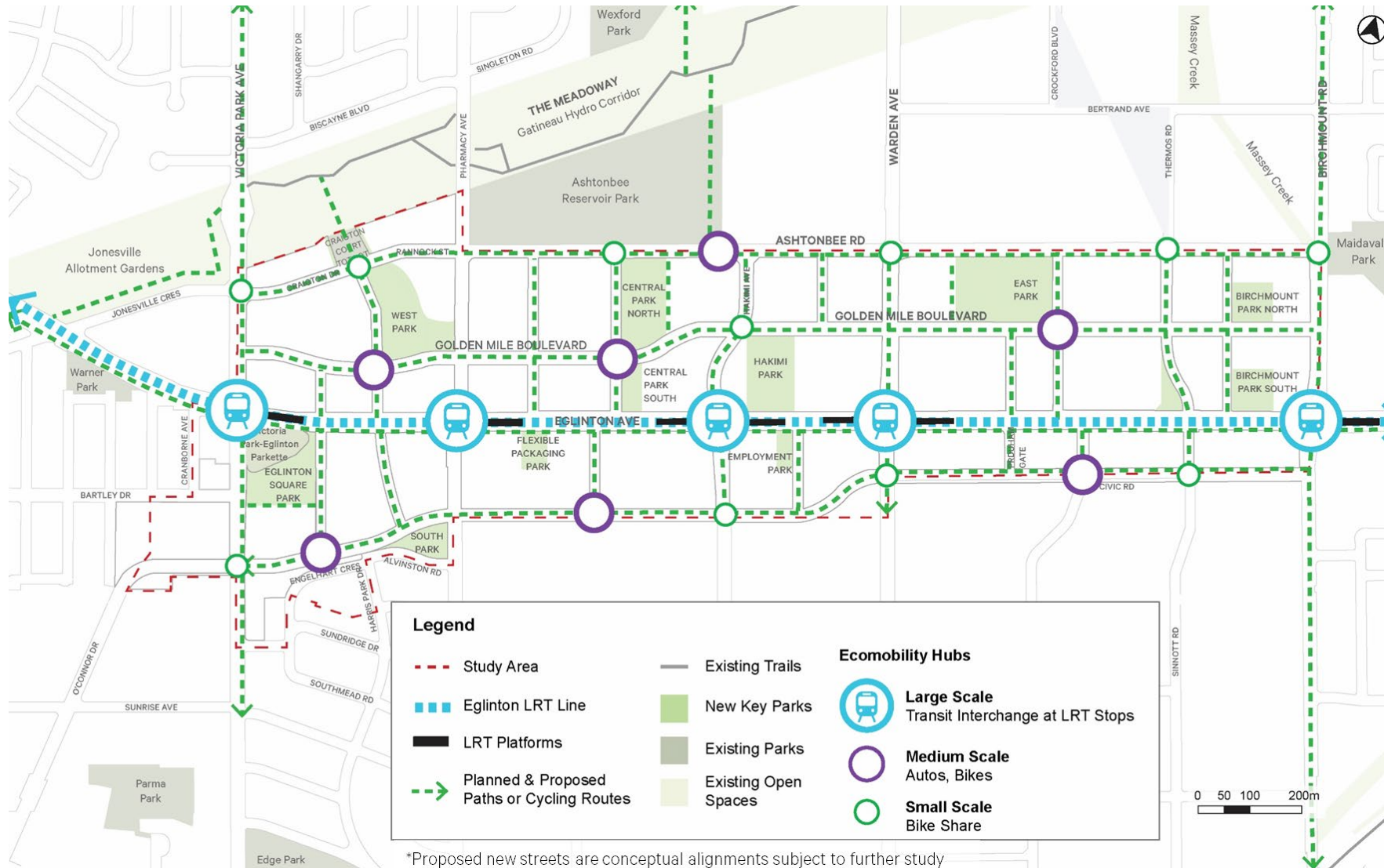
- 1 Cycle Track on Ashtonbee Road
- 2 Bike Lane or Raised Cycle Track on Golden Mile Boulevard
- 3 Bike Facility on O'Connor Drive reconfiguration and its extension
- 4 Bike Facility on Hakimi Avenue and Lebovic Avenue
- 5 Bike Facility on Warden Avenue
- 6 Bike Facility on Thermos Road
- 7 Bike Facility on Birchmount Road
- 8 Bike Facility on Civic Road
- 9 Traffic signal on Eglinton Avenue at Jonesville Crescent
- 10 **Area Wide:** Traffic signals at arterial and collector road intersections with Golden Mile Boulevard and O'Connor Extension and Realignment
- 11 **Area Wide:** Bike Facility or Signed Bike Route on all other new north-south links

# Golden Mile TMP Preferred Transit Improvements >>



Transit priority improvements are recommended along Victoria Park Avenue and Warden Avenue to serve north-south transit demand

# Golden Mile TMP Preferred EcoMobility Hub Plan



EcoMobility Hubs are one-stop service locations with:

- Bike Share stations
- Car-share vehicles
- Waiting areas for ride-share

Different sized EcoMobility Hubs are identified that provide service options given the specific context. Large-scale Hubs are proposed along Eglinton Avenue. Medium- and small-scale Hubs are located at local destinations north and south of Eglinton Avenue.

# Existing Conditions Review



# Background and Technical Studies



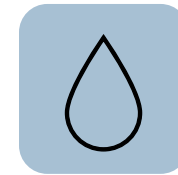
The following technical studies will inform the evaluation of alternatives to help identify the preferred design. These studies will also identify impacts and mitigation measures of the preferred design.



Natural Heritage



Geotechnical Investigations



Hydrogeological Investigations



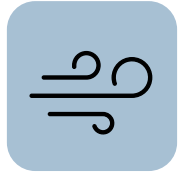
Archaeology Assessments



Contamination Overview Study



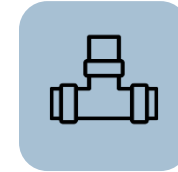
Stormwater Management and Drainage



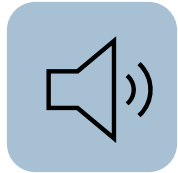
Air Quality



Cultural and Built Heritage



Sub-surface Utilities Investigation



Noise and Vibration



Transportation and Traffic Analysis





Structural Investigation



Arborist / Tree Inventory



Socio-Economic Assessment

 Already Underway  
 Upcoming

# Existing Traffic Conditions and Level of Service



The existing street network (with large blocks and parking lots serving big box development) was planned and built for cars. Eglinton Avenue is highly congested because it is the only continuous east-west street through the whole study area.



Existing (2013) Weekday AM Peak Hour (8:00 AM – 9:00 AM)



Existing (2013) Weekday PM Peak Hour (4:30 PM – 5:30 PM)

## LEGEND

- LOS A (Free-Flow Traffic)
- LOS B
- LOS C
- LOS D (Congested)
- LOS E
- LOS F (Very Congested)

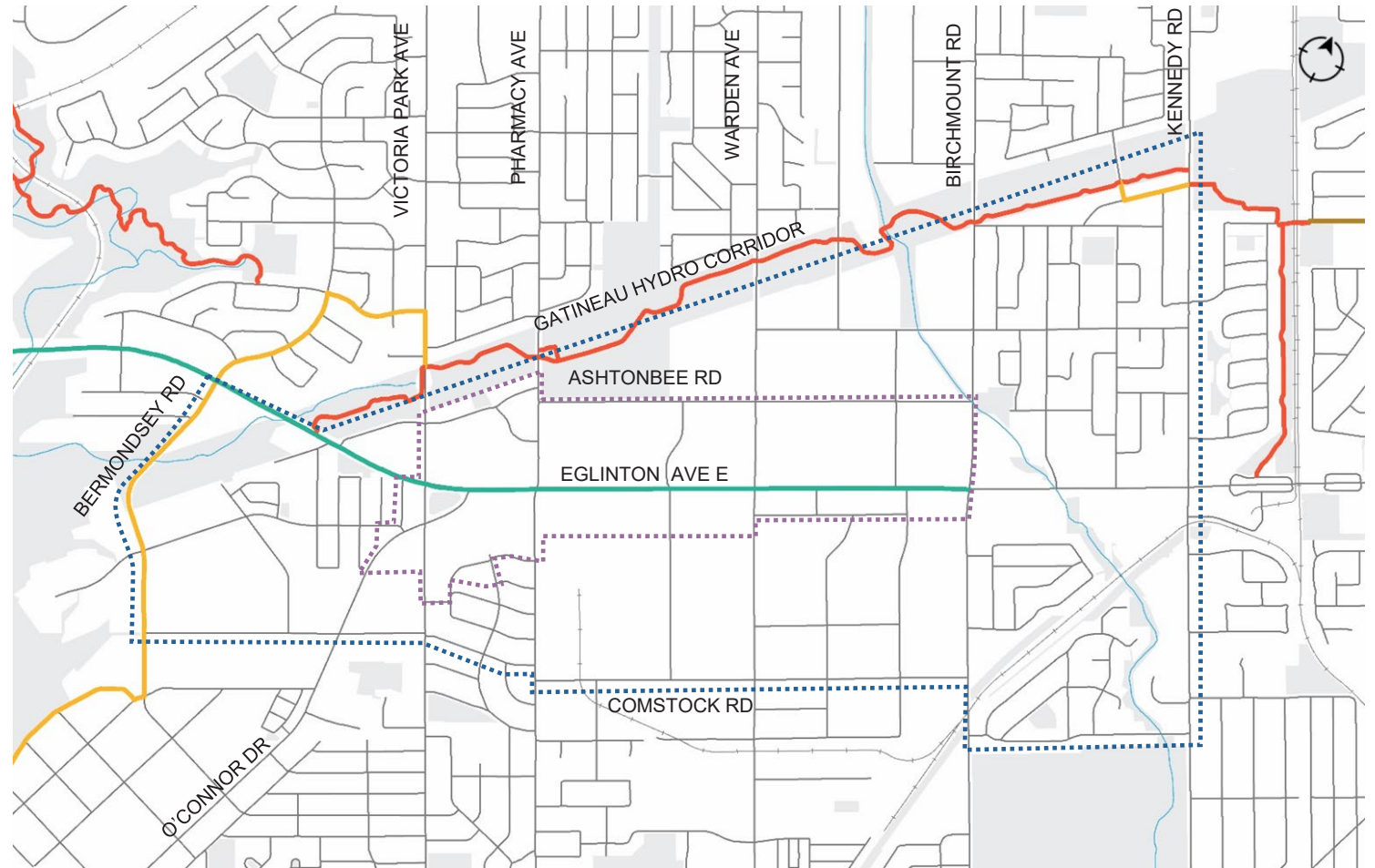
# Existing Bikeways



Through ECLRT construction, bike lanes have been recently added to Eglinton Avenue.

The Meadowway multi-use trail is located along the Gatineau Hydro Corridor.

The remainder of the study area does not have dedicated cycling facilities, limits safe and direct access to places of interest, including retail, parks, transit routes, and other cycling corridors.



— Cycle tracks  
— Multi-use trail

— Sharrows  
— Signed Routes

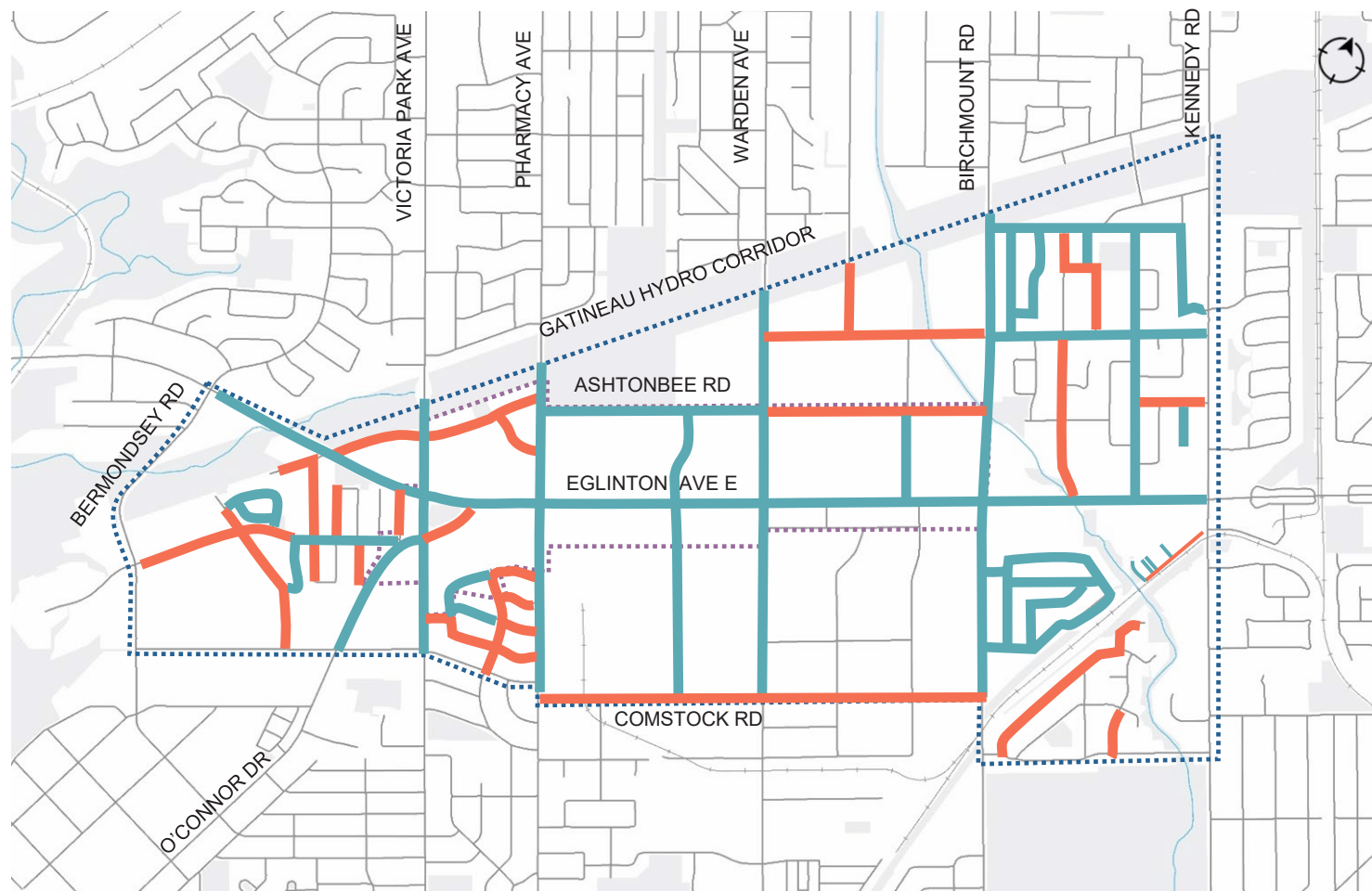
..... GM EA Study Area Boundary  
..... GM TMP Study Area Boundary

# Existing Pedestrian Facilities



More than half of the streets only have sidewalks on one side of the street, and there are some with no sidewalks at all.

Some existing sidewalks are narrow and do not meet current City standards. Sidewalks are also located directly adjacent to roadway with no separation. This can be uncomfortable for pedestrians.



-  Sidewalks on both sides
-  Sidewalks on one side
-  GM EA Study Area Boundary
-  GM TMP Study Area Boundary



# Existing Transit Facilities



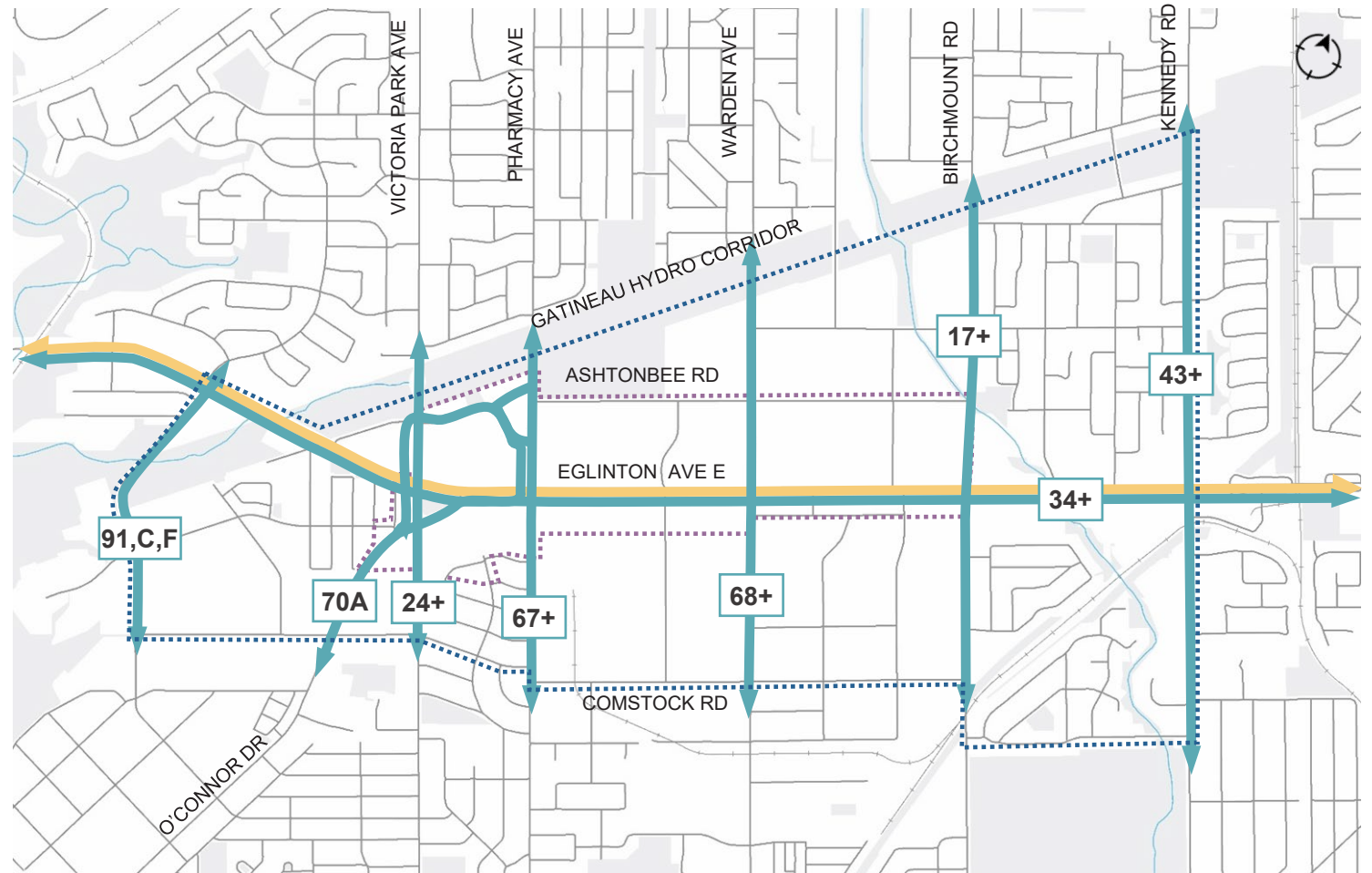
Many of the major streets are serviced by TTC buses. TTC bus routes 70A O'Connor Drive and 67A Pharmacy Avenue use Craigton Drive as a loop.



Overnight bus routes include 334 Eglinton East, 343 Kennedy Road, and 324 Victoria Park Avenue.



The ECLRT is currently under construction.



Future ECLRT  
TTC Bus Routes

GM EA Study Area Boundary  
GM TMP Study Area Boundary

# Existing Environmental and Cultural Conditions



## Natural Heritage

Natural areas are located along Gatineau Hydro Corridor and the Taylor-Massey Creek. A total of 1655 trees were assessed within study area; the majority are streetscape trees.

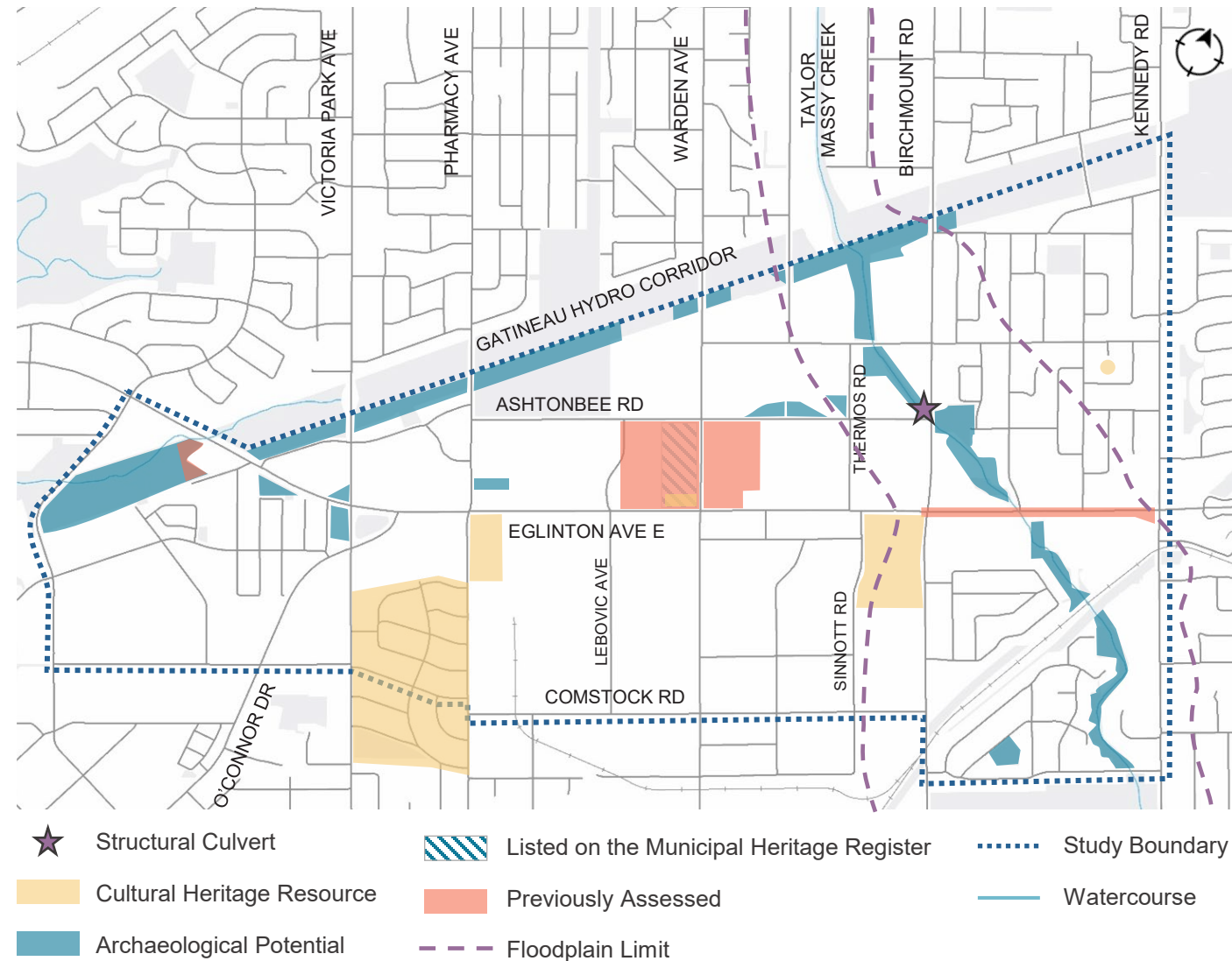
## Cultural Heritage

There are five (5) cultural heritage resources:

- One (1) registered heritage house (12 Londale Place)
- One (1) registered heritage commercial building (1940 Eglinton Avenue)
- Three (3) other potential heritage features (one industrial building and two commemorative plaques)

## Archaeology

Archaeological potential are mostly located along Gatineau Hydro Corridor and the Taylor-Massey Creek.



# Development Activity and Future Conditions



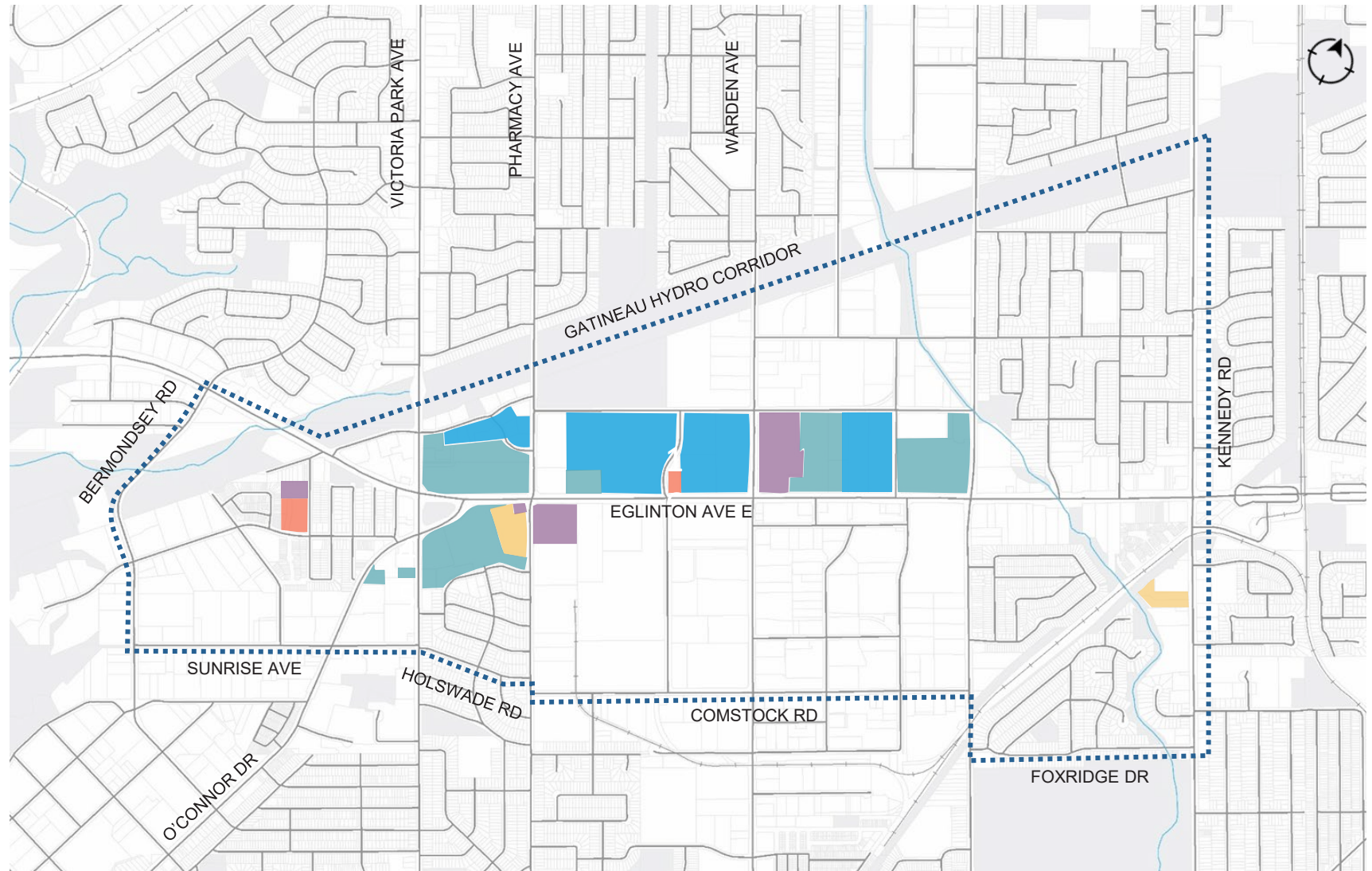
# Development Activity Map



There are 17 active development applications within the study area.

- OLT Settlement (OPA)
- OLT Settlement (ZBA)
- Council Approval (ZBA)
- Under Review
- Under Appeal
- EA Study Area Boundary



OPA – Official Plan Amendment  
ZBA – Zoning By-Law Amendment



[For more development application information within the study area, visit the Application Information Centre](#)

# Population and Employment Estimates



	Previous GMSP Forecast		Updated Forecast Based on Development Trends
 Population	<b>43,000</b>	➔	<b>57,500</b>
 Employment	<b>20,000</b>	➔	<b>20,000</b>



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Question or  
Comments?  
We want to hear from  
you!

# Design Alternatives

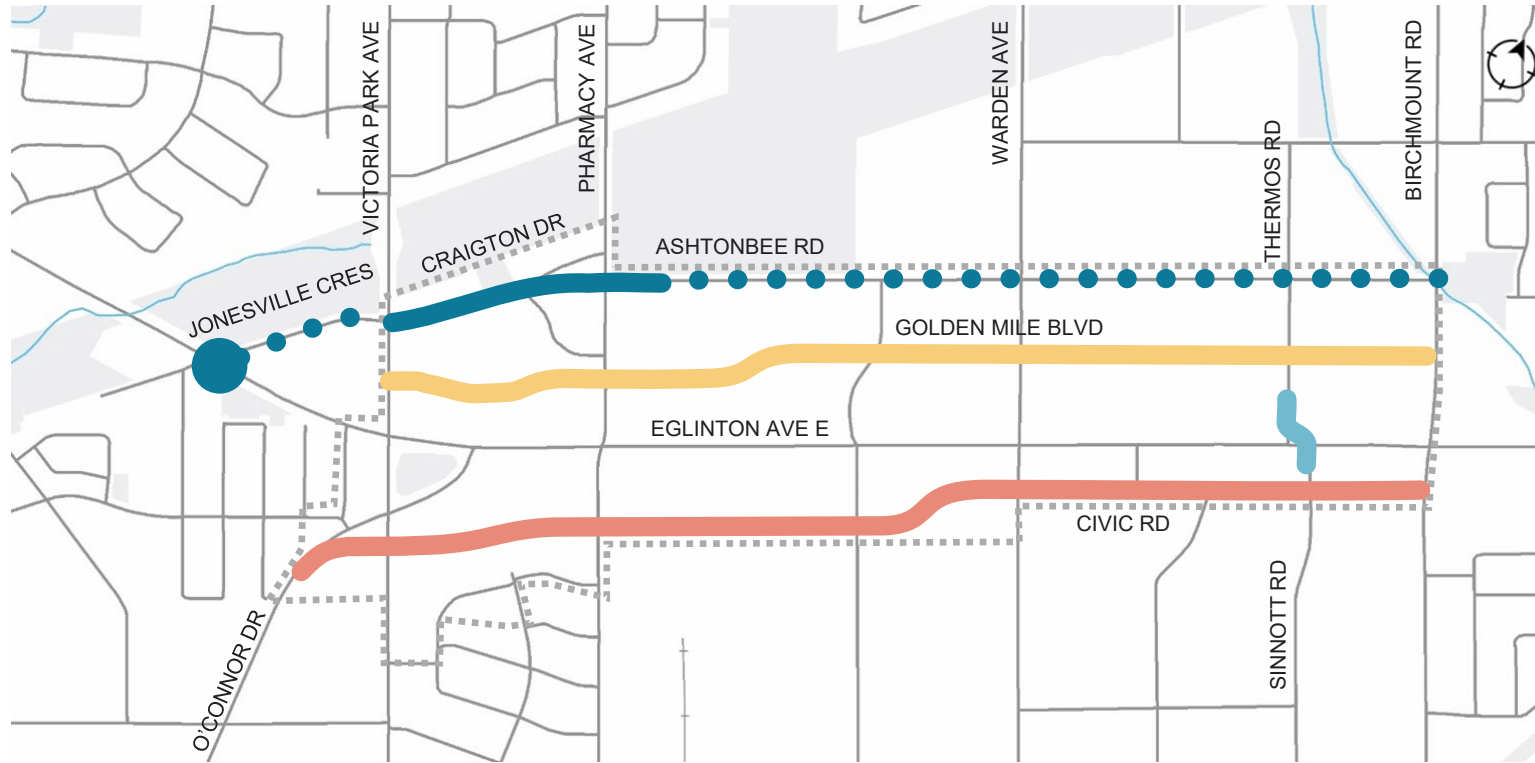


# ReNew Golden Mile EA Major Streets



The TMP identified the following High Priority Key Network Improvements to be further studied through this EA. Phases 3 and 4 of the EA process are required to be completed for new major streets and the realignment of existing major streets.

## New and Realigned Major Streets:



O'Connor Drive Reconfiguration and Extension; and Civic Road Extension

Golden Mile Boulevard (NEW east-west street)

Potential Reconfiguration of Thermos Road and Sinnott Road at Eglinton Avenue

Jonesville Crescent Signalization and Craigton Drive Reconfiguration

## Streetscape Improvements:

Jonesville Crescent/Ashtonbee Road Streetscape Improvements

..... GM TMP Study Area Boundary



# Developing Preferred Designs



**WE ARE HERE**

Long-list of  
Alternative  
Alignments

Development of a long-list of possible alignments for new and realigned major streets

Long-list  
Screening

High level screening of the long-list to arrive at a short-list of alternative alignments

Corridor  
Cross-section  
Alternatives

Development of typical mid-block cross-section alternatives for each new and realigned major street

Detailed  
Evaluation and  
Recommended  
Design

Detailed evaluation of alternatives using a series of qualitative and quantitative measures

Functional Street  
and Intersection  
Designs

Develop functional level of design and requirements for controlled intersections for new and realigned major street

Streetscape  
Improvements  
for Jonesville  
and Ashtonbee

Agency / Public  
Consultation

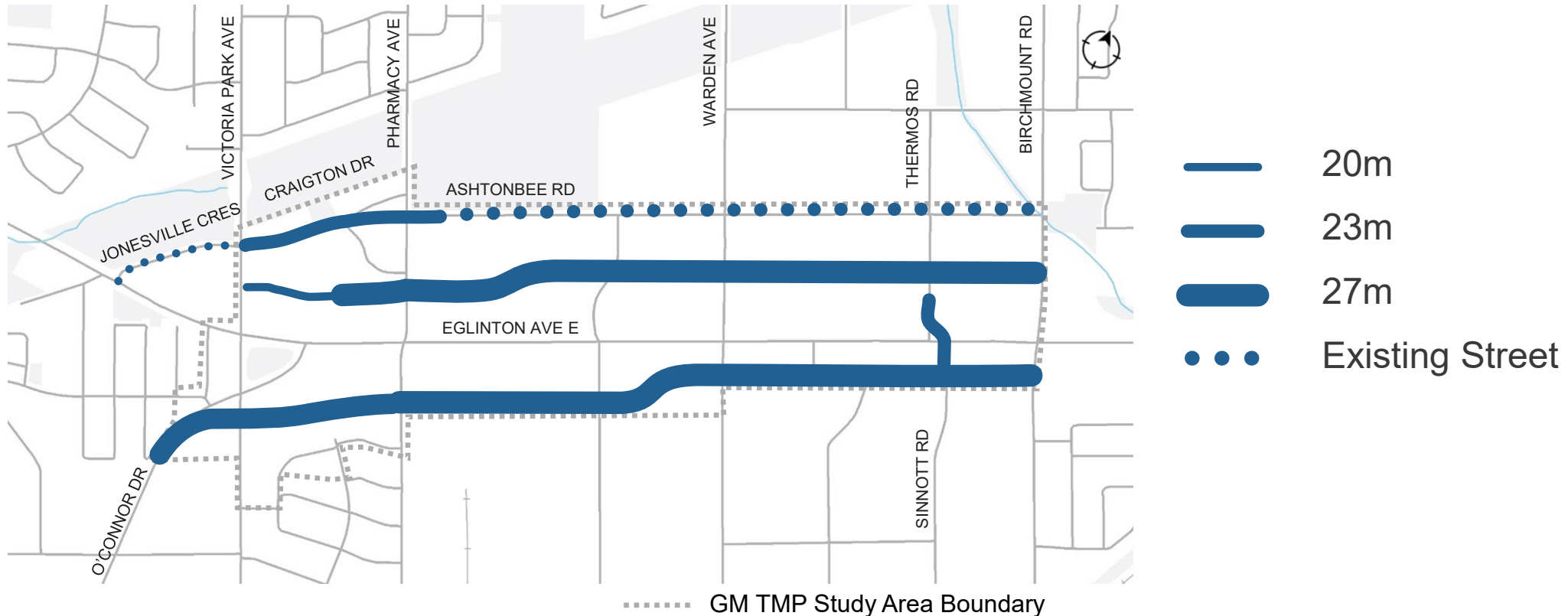
Refine the  
Designs based  
on Public/  
Technical  
Feedback

Finalize  
Preferred  
Designs

# Planned Street Widths for Typical Cross-Sections



Cross-section alternatives developed for each corridor are based on the planned street widths in the City's Official Plan as shown below. Additional street width may be required at intersections.



# Street Design Features



The following **street design features** are considered in the cross-section alternatives:



## Design Constants

Sidewalks on both sides of the road

Bikeways on both sides of the road

Dedicated space for street trees, landscaping, and furnishing

## Design Variables

Widths range from 2.1 to 3.6m

Widths range from 1.8 to 2.6m

2 lanes vs 3 lanes vs 4 lanes

Dedicated parking lanes to support future land use

Width, location, and number of rows of trees may vary




Location of bikeways vary within the boulevard

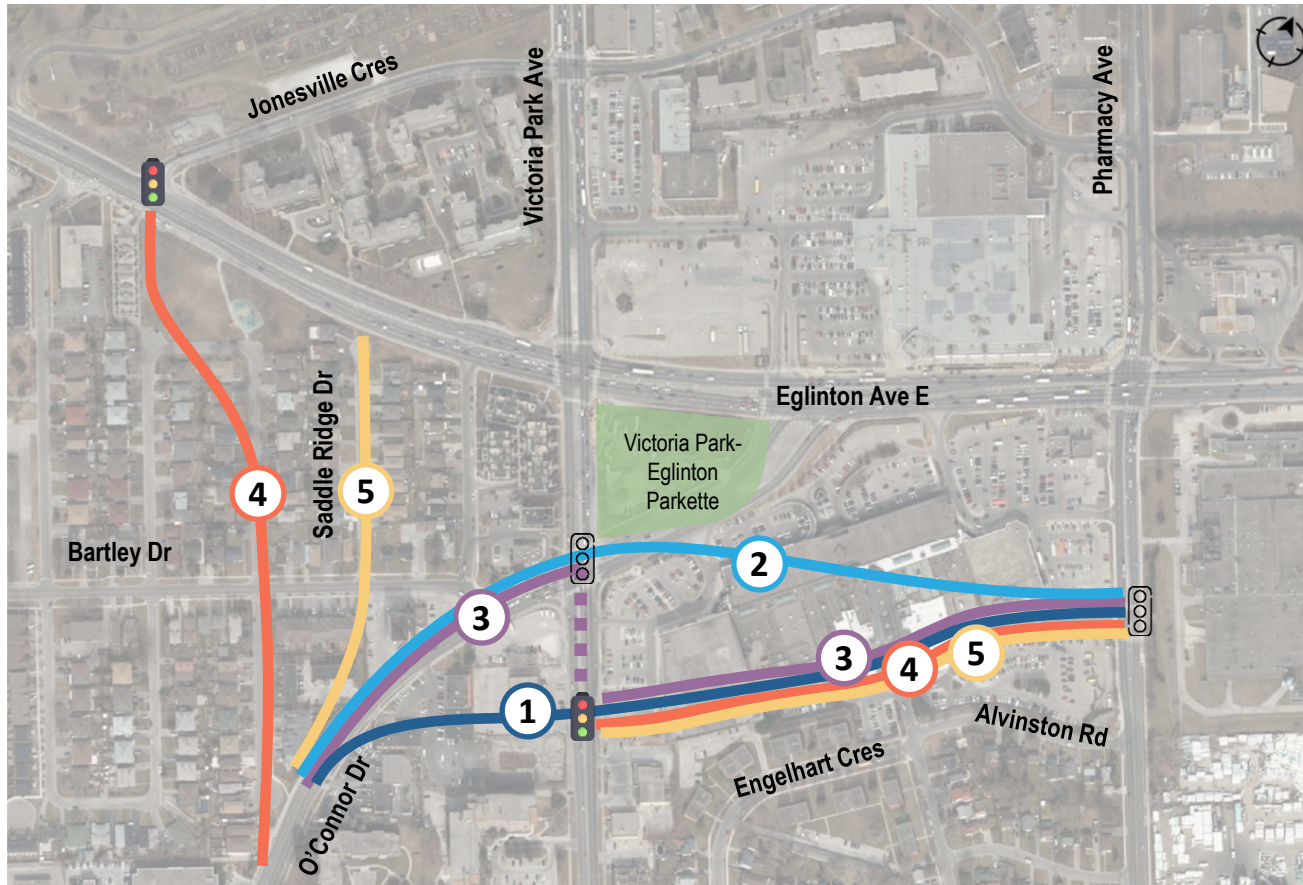
Not all alternatives will have parking

Considerations for parking laybys vs parking lanes

# O'Connor Drive Reconfiguration



-  New signals
-  Relocate existing signals
-  Existing signals



There are five street alignment alternatives that could improve east-west connectivity in this area:

**Alignment 1** – continuous street from O'Connor Drive to Pharmacy Avenue

**Alignment 2** – maintains existing O'Connor Drive to Victoria Park Avenue with a continuous extension to Pharmacy Avenue

**Alignment 3** – maintains existing O'Connor Drive to Victoria Park Avenue and jogged intersection to Pharmacy Avenue



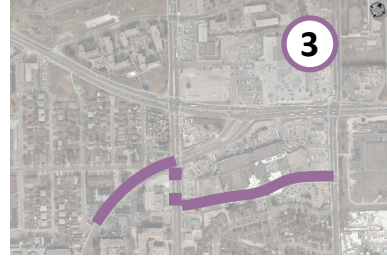
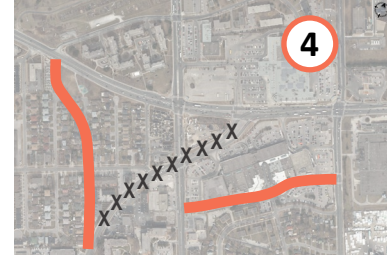
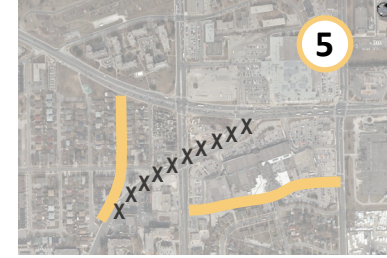
**Alignment 4** – connects O'Connor Drive to Jonesville Crescent and creates a new connection to Pharmacy Avenue

**Alignment 5** – connects O'Connor Drive to Saddle Ridge Drive and creates a new connection to Pharmacy Avenue

# O'Connor Drive Reconfiguration



## Screening and Recommendation

ALTERNATIVES					
SUMMARY OF EVALUATION	<p><b>Consistent with TMP objective</b> of diverting traffic away from Eglinton Ave</p>	<p><b>Consistent with TMP objective</b> of diverting traffic away from Eglinton Ave</p>	<p><b>Consistent with TMP objective</b> of diverting traffic away from Eglinton Ave</p>	<p><b>Inconsistent with TMP objective</b> of diverting traffic away from Eglinton Ave</p>	<p><b>Inconsistent with TMP objective</b> of diverting traffic away from Eglinton Ave</p>
	<p>Creates connected east-west alternative</p>	<p>Creates connected east-west alternative</p>	<p>Creates <b>partially</b> connected east-west alternative (Staggered Intersection)</p>	<p>Creates <b>partially</b> connected east-west alternative</p>	<p>Creates <b>partially</b> connected east-west alternative</p>
	<p>Minimal property impacts with portions achievable through redevelopment</p>	<p>Achievable through redevelopment</p>	<p>Achievable through redevelopment</p>	<p>Significant property impacts</p>	<p>Significant property impacts</p>
RECOMMENDATION	<p><b>Carried Forward</b></p>	<p><b>Carried Forward</b></p>	<p><b>Carried Forward</b></p>	<p><b>Screened out</b></p>	<p><b>Screened Out</b></p>

# O'Connor Drive Reconfiguration



## Cross-Section Options (27m Street Width)

### Option C1



### Option C2



2.1m wide sidewalks



2.1m wide cycle tracks next to sidewalk



4 motor vehicle lanes



No on-street parking



Single row of trees

2.1m wide sidewalks

2.1m wide cycle tracks next to roadway

2 motor vehicle lanes + centre left turn lane

No on-street parking

Doubles row of trees

# O'Connor Drive Reconfiguration

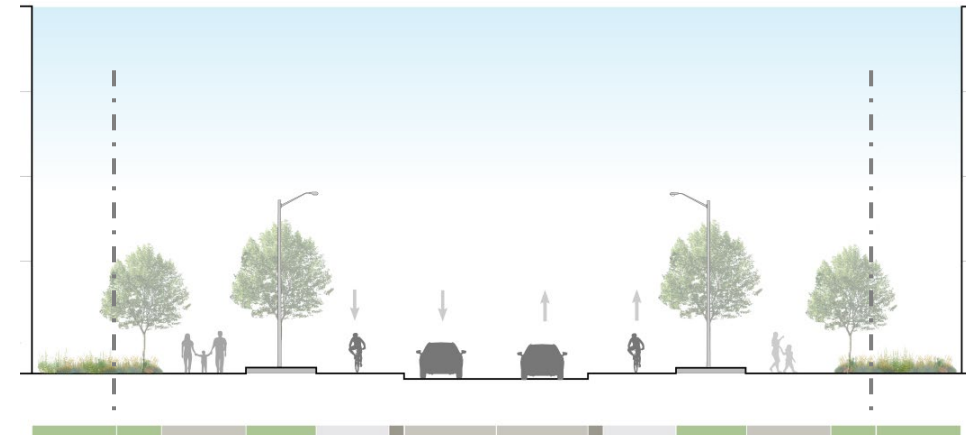
## Cross-Section Options (27m Street Width)



### Option C3



### Option C4



3.6m wide sidewalks



2.1m wide cycle tracks next to roadway



2 motor vehicle lanes



1 parking lane



Single row of trees

3.0m wide sidewalks

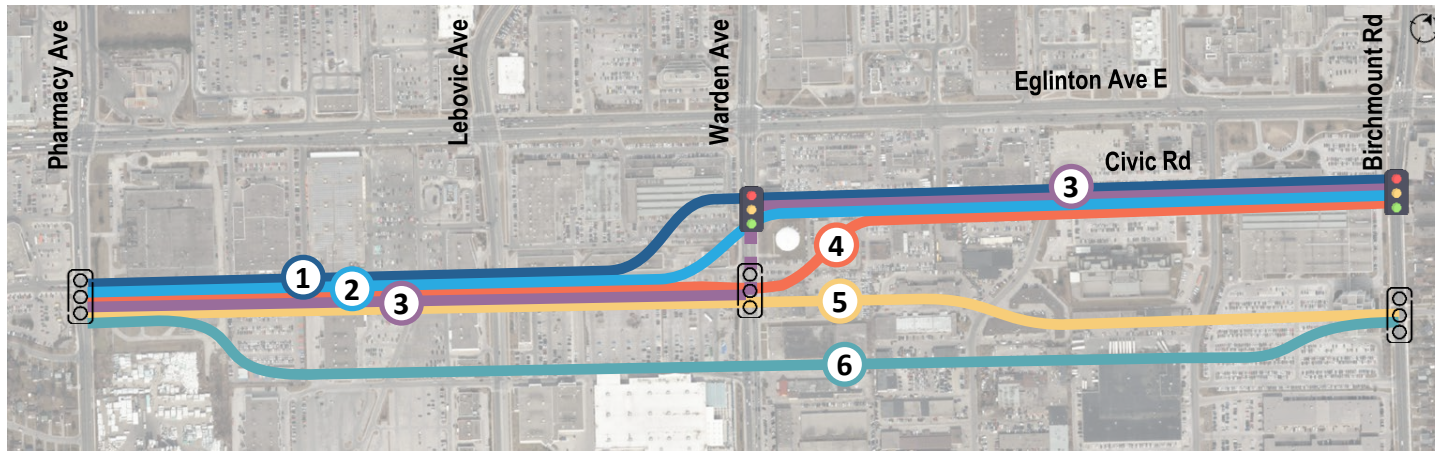
2.6m wide cycle tracks next to roadway




2 motor vehicle lanes

No on-street parking

Doubles row of trees

# O'Connor Drive Extension to Birchmount Road



-  New signals
-  Relocate existing signals
-  Existing signals

Six street alignment alternatives were developed to improve east-west connectivity in the area:

**Alignment 1** – Connects to and extends Civic Rd to Birchmount Road at west of Warden Avenue

**Alignment 2** – Connects to and extends Civic Road to Birchmount Road at Warden Avenue

**Alignment 3** – Jogged street at Warden Avenue to Civic Road to Birchmount Road

**Alignment 4** – Connects to and extends Civic Road to Birchmount Road at east of Warden Avenue

**Alignment 5** – Realigned south of Civic Road

**Alignment 6** – Realigned further south of Civic Road



# O'Connor Drive Extension to Birchmount Road



## Screening and Recommendation

ALTERNATIVE	1	2	3	4	5	6
SUMMARY OF EVALUATION	<p><b>Consistent with TMP objective</b> to provide a continuous east-west street</p>	<p><b>Consistent with TMP objective</b> to provide a continuous east-west street</p>	<p><b>Inconsistent with TMP objective</b> to provide a continuous east-west</p>	<p><b>Consistent with TMP objective</b> to provide a continuous east-west street</p>	<p><b>Consistent with TMP objective</b> to provide a continuous east-west street</p>	<p><b>Inconsistent with TMP's objective</b> to create finer-grained street network</p>
			<p>Staggered Intersection</p>			<p>Impacts many commercial properties</p>
	<p><b>No impacts</b> to existing water tower</p>	<p><b>Potential impacts</b> to existing water tower</p>	<p><b>No impacts</b> to existing water tower</p>	<p><b>No impacts</b> to existing water tower</p>	<p><b>No impacts</b> to existing water tower</p>	<p><b>No impacts</b> to existing water tower</p>
RECOMMENDATION	<p><b>Carried Forward</b></p>	<p><b>Screened out</b></p>	<p><b>Screened out</b></p>	<p><b>Carried Forward</b></p>	<p><b>Carried Forward</b></p>	<p><b>Screened out</b></p>

# O'Connor Drive Extension to Birchmount Road








## Cross-Section Options (27m Street Width)

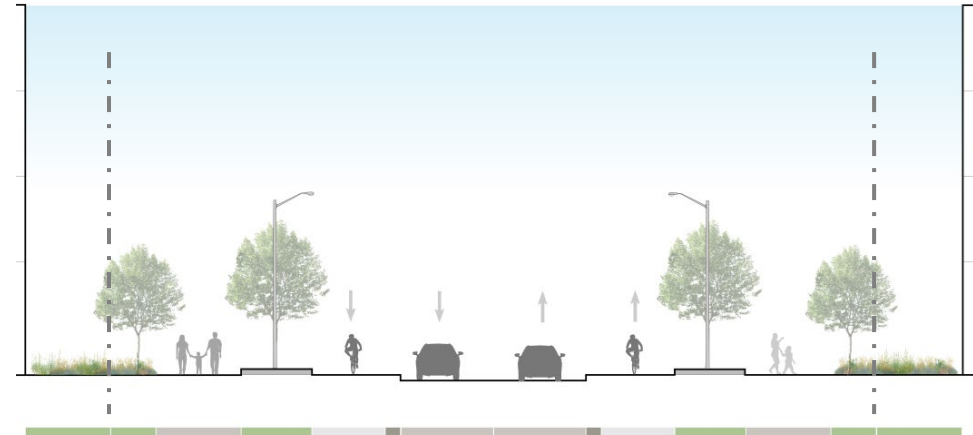






### Option D1



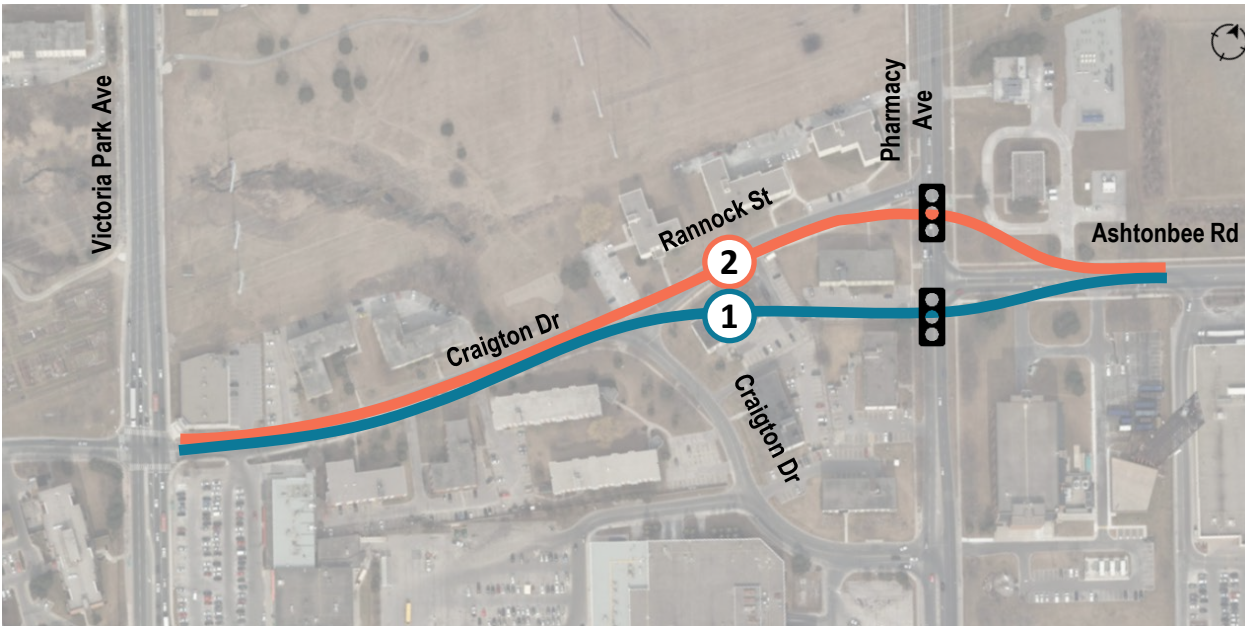
-  3.6m wide sidewalks
-  2.1m wide cycle tracks next to roadway
-  2 motor vehicle lanes
-  1 parking lane
-  Single row of trees

### Option D2



-  3.0m wide sidewalks
-  2.6m wide cycle tracks next to roadway
-  2 motor vehicle lanes
-  No on-street parking
-  Doubles rows of trees




# Craigton Drive Reconfiguration



Two street alignment alternatives were developed to improve east-west connectivity in the corridor:

**Alignment 1** – Craigton Drive realigned south of Ashtonbee Road



**Alignment 2** – Craigton Drive realigned north of Ashtonbee Road

-  New signals
-  Relocate existing signals
-  Existing signals

# Craigton Drive Reconfiguration



## Screening and Recommendation

ALTERNATIVE		
SUMMARY OF EVALUATION	<p><b>Consistent with TMP objective</b> to reconfigure Craigton Dr at Pharmacy Ave and Ashtonbee Rd</p>	<p><b>Consistent with TMP objective</b> to reconfigure Craigton Dr at Pharmacy Ave and Ashtonbee Rd</p>
	<p>Impacts surface parking of existing residential rental building and private property</p>	<p>Avoids impacts to existing residential rental building and private property</p>
		<p>Encroaches on pumping station property</p>
RECOMMENDATION	<p><b>Carried Forward</b></p>	<p><b>Carried Forward</b></p>

# Craigton Drive Reconfiguration

Cross-Section Options (23m Street Width)



Option E1

Option E2

Option E3



2.5m wide sidewalks

2.1m wide sidewalks

2.1m wide sidewalks



2.1m wide cycle tracks next to roadway



2 motor vehicle lanes



No on-street parking

No on-street parking

1 parking lane

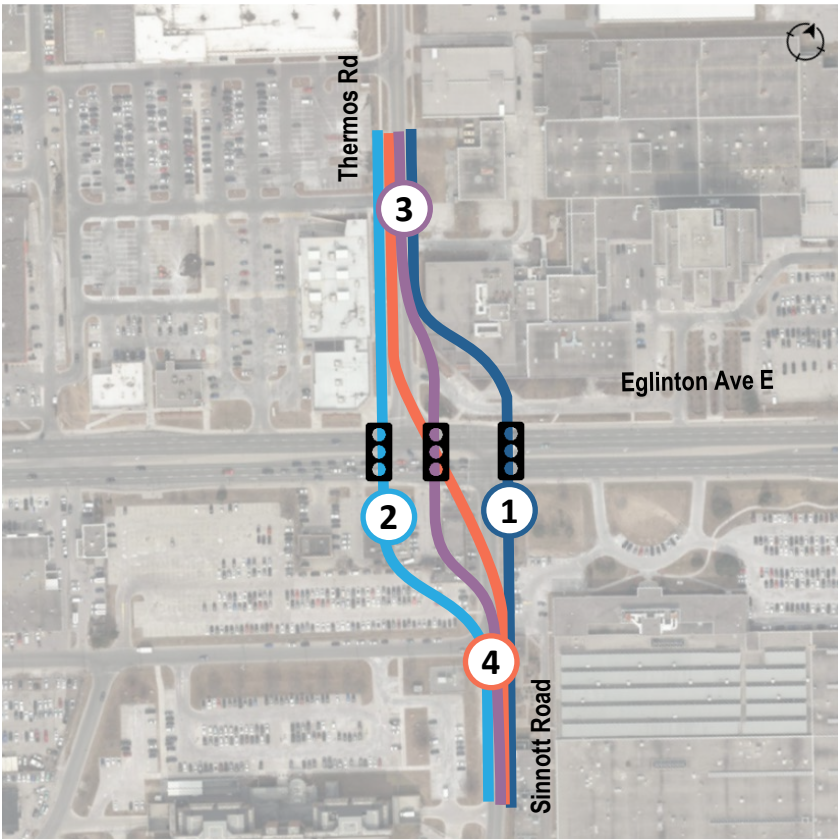


Single row of trees

Double rows of trees

Single row of trees

# Thermos Road and Sinnott Road Realignment



Five street alignment alternatives were developed to improve north-south connectivity in the corridor:

**Alignment 1** – realign intersection north of Eglinton Avenue

**Alignment 2** – realign intersection south of Eglinton Avenue

**Alignment 3** – realign intersection north and south of Eglinton Avenue

**Alignment 4** – skewed intersection

**Alignment 5** – do nothing with active transportation improvements



New signals



Relocate existing signals



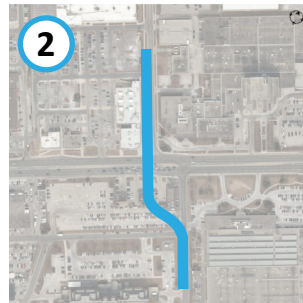
Existing signals

# Thermos Road and Sinnott Road Realignment



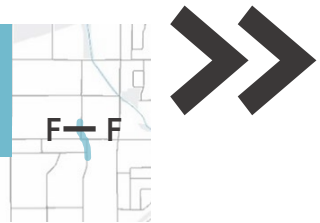
## Screening and Recommendation

ALTERNATIVE



SUMMARY OF EVALUATION	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Inconsistent with TMP objective to reconfigure offset intersections where possible
	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Minimizes impacts to existing ECLRT
	Impacts land with an approved rezoning application		Impacts land with an approved rezoning application	Impacts lands with an approved rezoning application and existing properties at intersections	
RECOMMENDATION	Carried Forward	Carried Forward	Carried Forward	Carried Forward	Carried Forward

# Thermos Road and Sinnott Road Realignment



## Cross-Section Options (23m Street Width)

Option F1

Option F2

Option F3



2.5m wide sidewalks

2.5m wide sidewalks

2.1m wide sidewalks

2.1m wide cycle tracks next to roadway

2 motor vehicle lanes

No on-street parking

Single row of trees

Double rows of trees on west side  
Single row of tree on east side




Double rows of trees

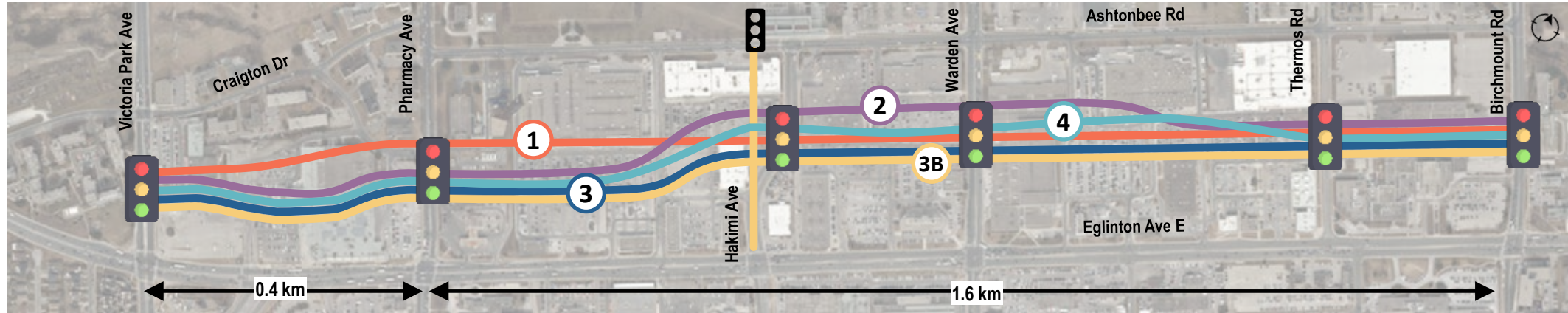




# Golden Mile Boulevard



-  New signals
-  Relocate existing signals
-  Existing signals



Four street alignment alternatives were developed that connects Victoria Park Avenue and Birchmount Road:

**Alignment 1** – maintains in the middle between Craigton Drive/Ashtonbee Road and Eglinton Avenue

**Alignment 2** – shifts street alignment closer to Ashtonbee Road at Hakimi Avenue intersection

**Alignment 3** – connects street alignment closer to Eglinton Avenue at Pharmacy Avenue Intersection

**Alignment 3B** – similar to Alignment 3, with Hakimi Avenue realignment

**Alignment 4** – similar to Alignment 3, with minor alignment shifts between Hakimi Avenue and Thermos Road

# Golden Mile Boulevard



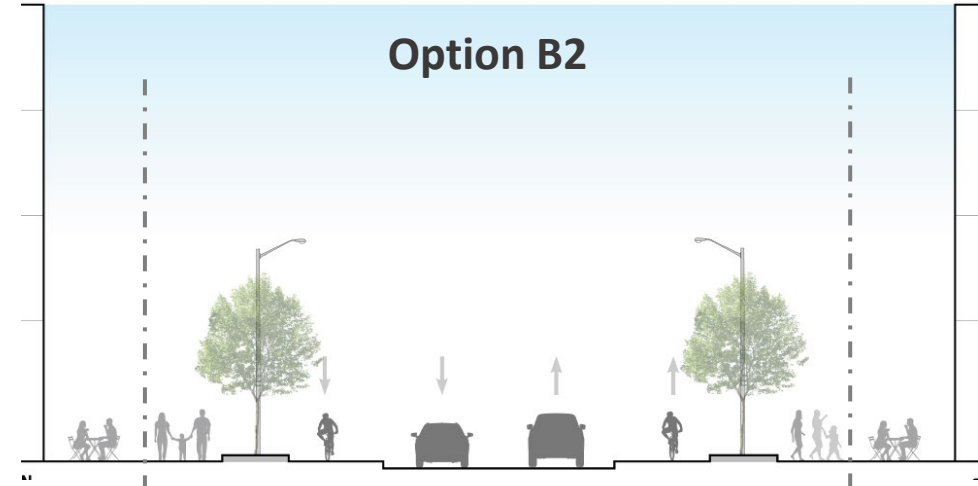
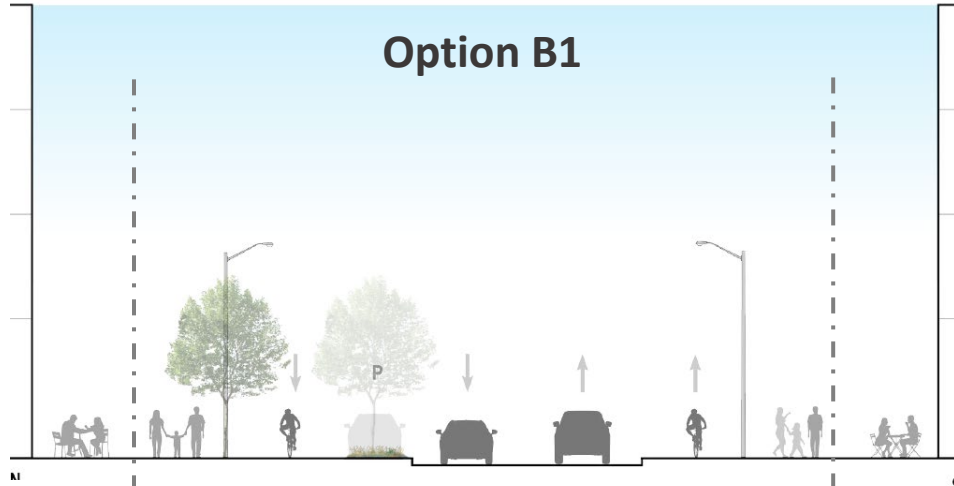
## Screening and Recommendation







ALTERNATIVE	1	2	3	3B	4
SUMMARY OF EVALUATION	<p><b>Consistent with TMP objectives</b> of creating a new east-west route and dividing larger sites into smaller</p>	<p><b>Consistent with TMP objectives</b> of creating a new east-west route and dividing larger sites into smaller</p>	<p><b>Consistent with TMP objectives</b> of creating a new east-west route and dividing larger sites into smaller</p>	<p><b>Consistent with TMP objectives</b> of creating a new east-west route and dividing larger sites into smaller</p>	<p><b>Consistent with TMP objectives</b> of creating a new east-west route and dividing larger sites into smaller</p>
	<p><b>Compromises future Parks and Open space</b> between Victoria Park Ave and Pharmacy Ave</p>	<p><b>Provides future Parks and Open space</b> between Victoria Park Ave and Pharmacy Ave</p>	<p><b>Provides future Parks and Open space</b> between Victoria Park Ave and Pharmacy Ave</p>	<p><b>Provides future Parks and Open space</b> between Victoria Park Ave and Pharmacy Ave</p>	<p><b>Provides future Parks and Open space</b> between Victoria Park Ave and Pharmacy Ave</p>
	<p><b>Undesirable</b> intersection design at Hakimi Ave</p>	<p><b>Desirable</b> intersection design at Hakimi Ave</p>	<p><b>Undesirable</b> intersection design at Hakimi Ave</p>	<p><b>Desirable</b> intersection design at Hakimi Ave</p>	<p><b>Undesirable</b> intersection design at Hakimi Ave</p>
RECOMMENDATION	<b>Screened out</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Carried Forward</b>







# Golden Mile Boulevard



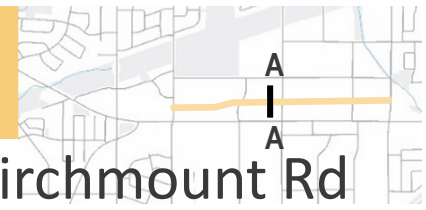
Cross-Section Options (20m Street Width) between Victoria Park Ave to West Park Ave



-  2.1m wide sidewalks
-  1.8m wide cycle tracks
-  2 motor vehicle lanes
-  1 parking lane (layby)
-  single row of trees on south + layby parking trees
-  Marketing frontage zone

-  2.1m wide sidewalks
-  2.1m wide cycle tracks
-  2 motor vehicle lanes
-  No on-street parking
-  Single row of trees
-  Marketing frontage zone

# Golden Mile Boulevard








Cross-Section Options (27m Street Width) between West Park Ave to Birchmount Rd

### Option A1



### Option A2



-  3.6m wide sidewalks
-  2.1m wide cycle tracks next to roadway
-  2 motor vehicle lanes
-  1 parking lane
-  Single row of trees

- 3.0m wide sidewalks
- 2.1m wide cycle tracks next to roadway
- 2 motor vehicle lanes
- 1 parking lane
- Doubles row of trees



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Question or  
Comments?  
We want to hear from  
you!




# Draft Evaluation Framework



# Draft Detailed Evaluation Framework (1/2)







In the next phase of the study, we will be using the following criteria to evaluate the alternatives.

Criteria	Proposed Evaluation Measures
<b>TRANSPORTATION</b> 	<ul style="list-style-type: none"><li>• Enhances road safety and comfort for all road users of all ages and abilities</li><li>• Addresses congestion and improves corridor capacity and level of service (at segments and intersections)</li><li>• Maintains or improves emergency services access within the study area</li><li>• Improves/provides opportunities for active transportation facilities for pedestrians</li><li>• Improves/provides opportunities for active transportation facilities for cyclists</li></ul>
<b>POLICY FRAMEWORK</b> 	<ul style="list-style-type: none"><li>• Consistent with policies and guidelines</li><li>• Addresses TMP problem and opportunity statement</li></ul>
<b>NATURAL ENVIRONMENT</b> 	<ul style="list-style-type: none"><li>• Minimizes impacts to wildlife, vegetation, aquatic species and habitat, and species at risk</li><li>• Minimizes impacts to and enhances Provincially Significant Wetlands (PSWs), Environmentally Sensitive Areas (ESAs) and Areas of Natural And Scientific Interest (ANSIs)</li><li>• Minimize effects of climate change</li><li>• Provides drainage and stormwater management improvements and mitigations</li><li>• Potential opportunities for tree planting and minimizes the number of tree removals</li></ul>

# Draft Detailed Evaluation Framework (2/2)



Criteria	Proposed Evaluation Measures
<p><b>HEALTHY COMMUNITIES</b></p> 	<ul style="list-style-type: none"><li>• Air quality impacts</li><li>• Noise impact management</li><li>• Enhances streetscape with large growing healthy street trees and place making features</li><li>• Connections and access to existing and future parks</li></ul>
<p><b>CULTURAL HERITAGE</b></p> 	<ul style="list-style-type: none"><li>• Minimizes impacts to archaeological resources</li><li>• Minimizes impacts to cultural heritage resources</li><li>• Provide opportunities to celebrate the Golden Mile's industrial heritage</li></ul>
<p><b>ECONOMICAL</b></p> 	<ul style="list-style-type: none"><li>• Minimizes business impacts</li><li>• Minimizes property acquisition on sites anticipated to not redevelop</li><li>• Impacts to existing development applications type (e.g., OPA, rezoning, plan of subdivision, site plan) and status (Under Review, Approved)</li></ul>
<p><b>ENGINEERING AND COST</b></p> 	<ul style="list-style-type: none"><li>• Construction complexity and feasibility (i.e., construction staging)</li><li>• Minimizes construction disruption</li><li>• Utilities (relocation / replacement) impacts</li><li>• Construction costs and phasing</li><li>• Operations and maintenance costs</li></ul>



# Next Steps

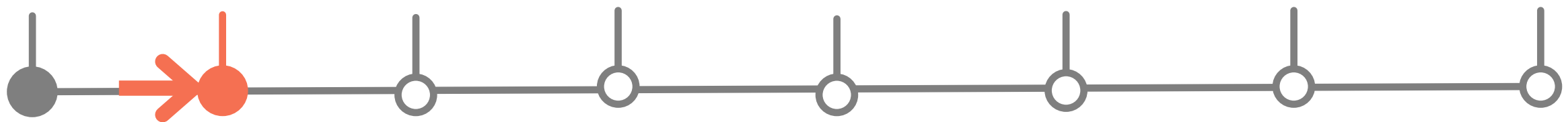


# Next Steps



**WE ARE  
HERE**

Confirm TMP & Develop Alternative Designs	<b>Public Consultation #1 (Apr 2023)</b>  Review and incorporate feedback	Evaluate Alternative Alignments and Designs	Identify Recommended Design	Public Consultation #2 (Fall 2023)  Review and incorporate feedback	Incorporate Feedback and Finalize the Preferred Designs	Notice of Commencement and Prepare Environmental Study Report (ESR)	Notice of Completion and File ESR for Public Review (Spring 2024)
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- Consult with Agencies and Stakeholders
- Complete Technical Studies

# Next Steps – Intersection Considerations



## Traditional Intersection



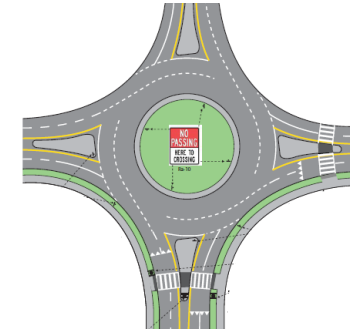
Traditional Signalized Intersection designed to provide delineation and safety

## Protected Intersection



Protected Signalized Intersection designed to prioritize safety for all users

## Multi-lane Roundabouts



Roundabouts are unsignalized intersections with landscape in the middle

### Pros



Provides cycling and pedestrian facilities



Reduces curb corners to slow vehicles turning



Provides refuge spaces and priority for cyclists and pedestrians



Shorter crossing distances for pedestrians



Reduces vehicle speeds and collisions



Reduces conflict points between modes

### Cons



Minimal cyclist and pedestrian protection from vehicles



Additional space required to accommodate improvements



Additional space required to accommodate improvements



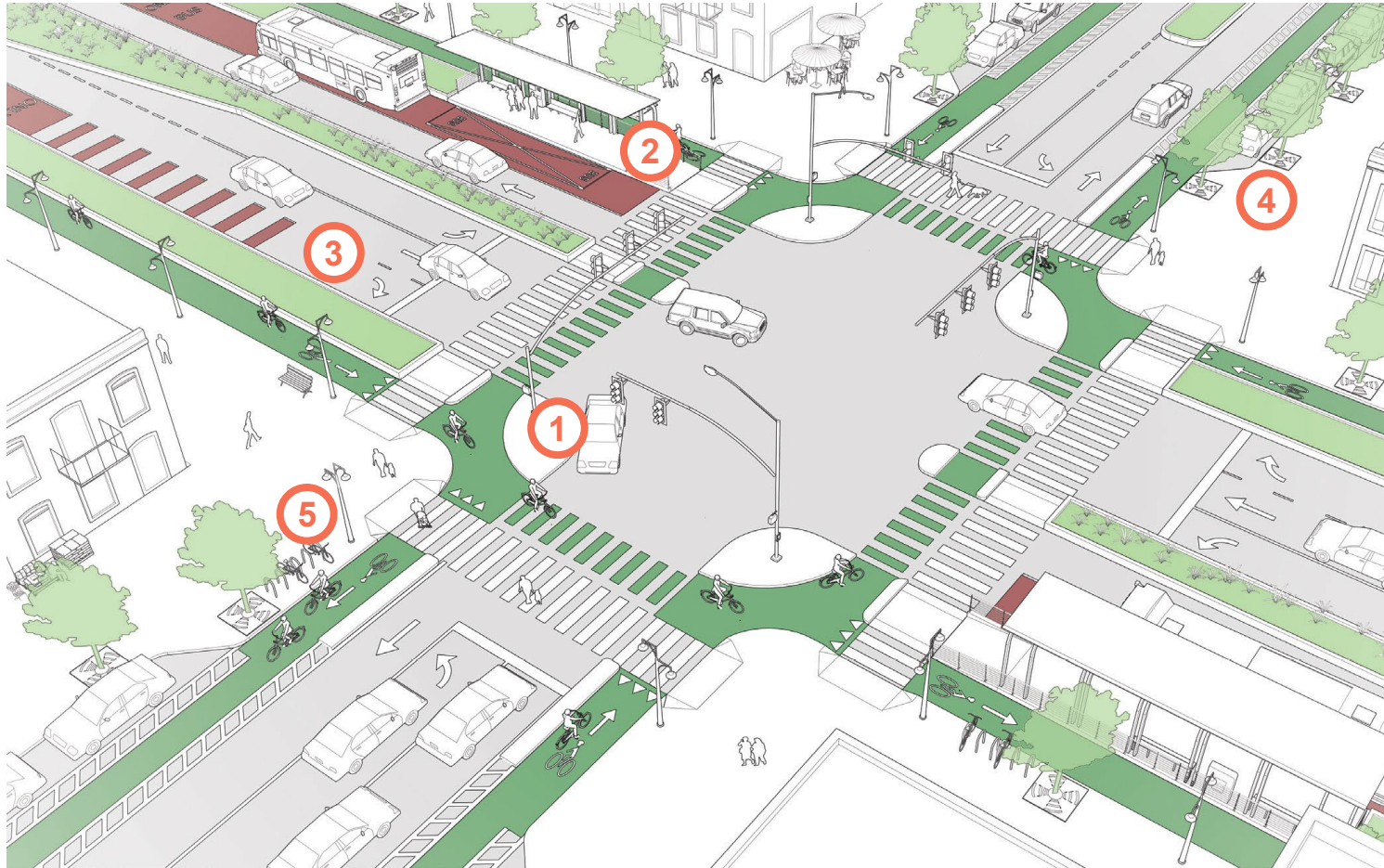
Challenging to navigate for pedestrian and cyclists

Screened out

Carried Forward

Screened out

# Next Steps – Protected Intersection Features

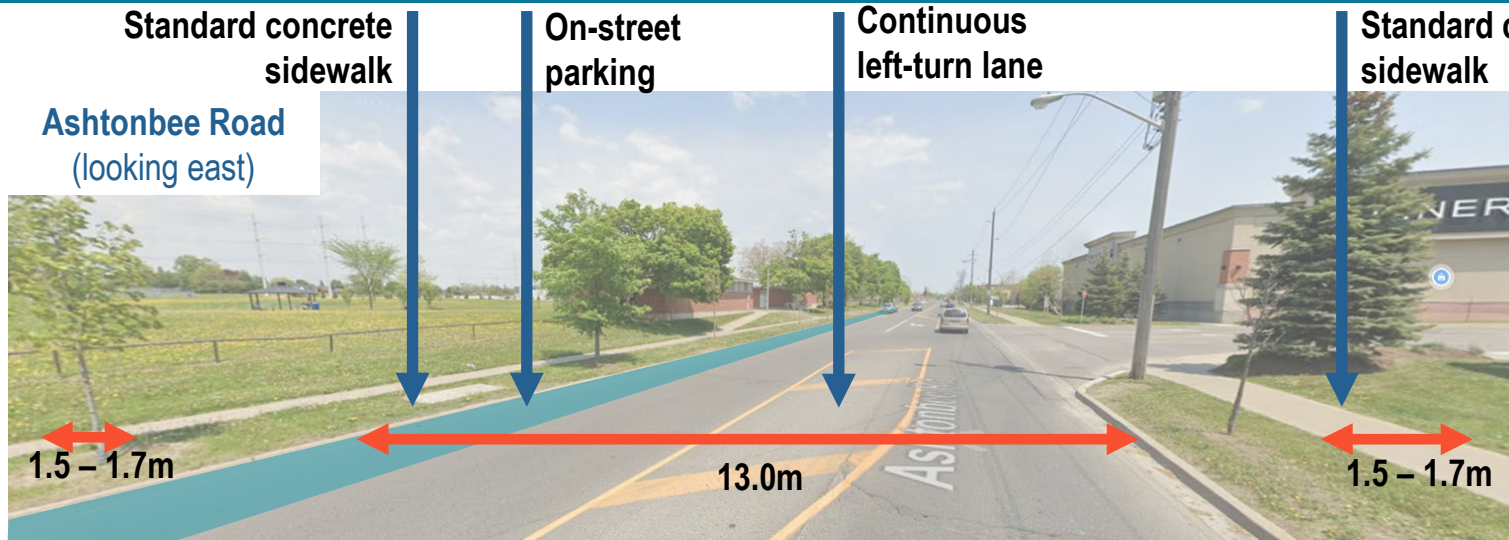


Source: NACTO Design Guide

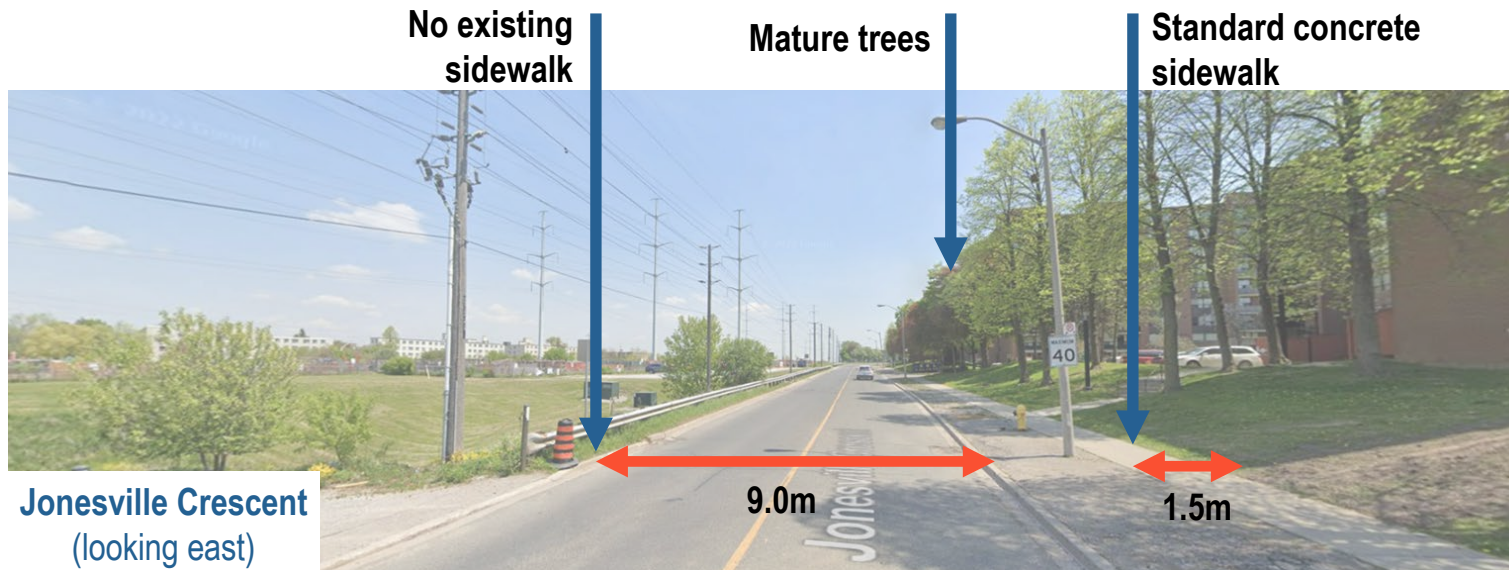
The Preferred Designs will be developed following Public Consultation #1. **Intersection design** might require additional ROW to accommodate features, such as:

- ① Safe Intersection Treatments for Cyclists and Pedestrians (i.e., protected intersection)
- ② Transit Stops
- ③ Right and Left Turning Lanes
- ④ Green Infrastructure
- ⑤ Utilities

# Jonesville and Ashtonbee Streetscape Improvements



As part of the streetscape improvements, the **Craigton Drive** cross-section recommendation will continue along **Ashtonbee Road** and **Jonesville Crescent** with the existing street widths.





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Question or  
Comments?  
We want to hear from  
you!

# Stay Connected



Complete an online comment form to share your thoughts and opinions on the study by **May 1, 2023**

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Senior Consultation Coordinator  
Public Consultation Unit  
City of Toronto  
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Email: [goldenmile@toronto.ca](mailto:goldenmile@toronto.ca)

To receive updates on the project, sign up using the link below

[toronto.ca/goldenmile](https://toronto.ca/goldenmile)

Thank You

