

# ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study **Stage 1 Consultation Report**

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## Executive Summary

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

Public consultation activities began in December 2022 with two meetings between the City and developers with active applications within the study area. Other activities included a stakeholder meeting and a virtual public meeting. The public was notified using several media, including a mailed public newsletter, print advertisement in the Scarborough Mirror, email invitations to stakeholders, agencies and utilities and First Nation communities and a project website.

This report details public and stakeholder feedback received between December 13, 2022 to May 1, 2023 on the proposed alignment options, as well as the evaluation criteria via online survey.

Overall, feedback identified the following:

- **General support for the evaluation framework, with feedback suggesting that greater consideration should be given to economic impacts.** The alignments presented largely go through existing business locations and it is felt is that losing businesses in favour of road infrastructure could impact the community negatively.
- **A significant number of participants feel that traffic flow on main roads must be prioritized.** There was reference made to restoring travel lanes on roads like Eglinton Avenue East, and for new/realigned roads it is felt that as much space as possible should be provided for motor vehicles to prevent congestion in the area.
- **Strong desire for green spaces to be preserved and improved.** Respondents listed this as one of their top priorities. There is also general support for adding more trees to the new/realigned roadways.
- **Strong resistance to the plan to build and realign streets, due to concerns of significant disruptions to existing communities, including businesses that service these communities.** There was considerable reference to the length of time to complete the Eglinton Crosstown Light Rail Trains (ECLRT) and how it disrupted and has continued to disrupt the surrounding communities, among other impacts.
- **Concerns with alignment options.** This was mainly noted in the public survey, where the concerns ranged from the alignments going through residential areas and commercial properties, to the impact to the well-beloved services in the community. It was also expressed that rerouting streets through residential area could cause more congestion and disrupt quiet residential streets.

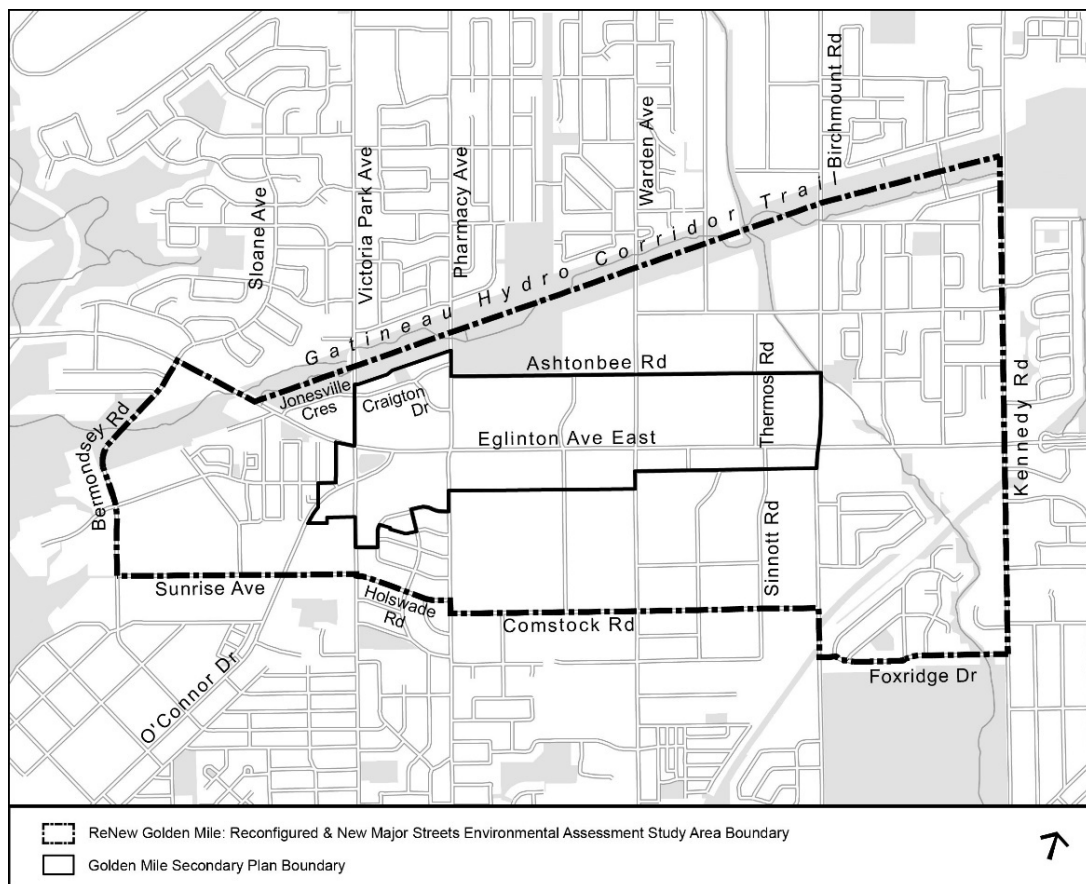
## Project Overview

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

The process involves development and evaluation and make recommendations for road alignments and design options for the following transportation networks:

- A realignment and redesign of O'Connor Drive, with an extension to Birchmount Road
- A new east-west public street from Victoria Park Avenue to Birchmount Road
- A realignment, widening and reconfiguration of Craigton Drive
- A potential reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection.
- Corridor improvements at Jonesville Crescent, Craigton Drive and Ashtonbee Road from Eglinton Avenue East to Birchmount Road.

This report summarizes consultation activities and feedback received during Stage 1 consultation, taking place from December 2022 – May 2023.



The map above identifies the boundaries of the study area. The area is 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.

## Notification & Consultation Activities

### Notification

A variety of methods were used to notify stakeholders and members of the public the week of April 3, 2023 about Stage 1 consultation:

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

### Activities

#### Phone & Email Comments

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 5 comment submissions were received between February – May 2023. All comments were recorded and reviewed for consideration by the project team.

#### Indigenous Engagement

Information on the project and an invitation to engage with the project team was sent to 9 identified Indigenous communities by way of email. Follow-up emails were also sent. One (1) representative provided feedback which is detailed under the feedback section of this report.

#### Agency and Utility Notification

Over 60 agency and utility representatives were notified of the commencement of the project by email. Comments received from each agency/utility representative are highlighted under the feedback section of this report.

#### Developers' Meetings

Two meetings were held for developers with development applications that are subject to conditions of the EA on December 13 and December 15, 2023. For the first meeting, staff met with developers with active applications located north of Eglinton Avenue East. The second meeting was held for developers with active applications located south of Eglinton Avenue East. A total of 14 representatives from 9 organizations attended the first meeting and 9 representatives from 7 organizations attended the second meeting. HDR Inc, consultants engaged by the City, made a presentation and representatives were given the opportunity to ask questions or provide initial feedback.

#### Stakeholder Meeting(s)

A virtual stakeholder meeting was held on February 2, 2023 from 6:30 – 8:30 p.m. More than 60 stakeholders were invited to attend. Representatives from 3 local organizations participated and are listed below:

1. Cycle Toronto
2. Walk Toronto
3. Toronto East Cyclists

The meeting was facilitated by Dominic Cobran, Senior Coordinator in the Public Consultation Unit, and featured a presentation on alignment options by Heather Templeton, Project Manager with HDR Inc, Consultants. Opportunities for questions and feedback followed the presentations. Participants were provided with a survey to record feedback during the meeting, or send in submissions afterward, and a notetaker recorded minutes.

## Public Event

The virtual public event took place on April 17, 2023 from 6:30 – 8:30 p.m. and was attended by over 70 people.

The materials prepared for the public event, including the display panels/presentation slides and comment form, were posted to the project website on April 3, 2023, and hard copy materials were made available upon request.

## Online Survey

To provide additional feedback opportunity, an online survey was available from April 3, 2023 to May 1, 2023 and yielded responses from 96 participants. Participation was anonymous.

The survey included background information on the project and asked the 20 questions listed below.

1. What alignment/street improvements are you interested in providing feedback for?
2. Which statements describe your relationship to Golden Mile?
3. How do you typically travel on or around Golden Mile?
4. What are the first 3 digits of your postal code?
5. Overall, what are your top 5 priorities for new and reconfigured major streets in the study area?
6. **O'Connor Drive Reconfiguration:** Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?
  - Considering the space available (27m), how important are the following design features to you? **(Refer to online survey section for design features)**
7. **O'Connor Drive Extension to Birchmount Road:** Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?
  - Considering the space that will be available (27m), how important are the following design features to you? **(Refer to online survey section for design features)**
8. **Craigton Drive Reconfiguration:** Do you have any concerns with the recommendation to carry forward both alignments for further study and evaluation?
  - Considering the space available (23m), how important are the following design features to you? **(Refer to online survey section for design features)**
9. **Potential Thermos Road and Sinnott Road Realignment:** Do you have any concerns with the recommendation to carry forward all five alternatives for further study and evaluation?
  - Considering the space available (23m), how important are the following design features to you? **(Refer to online survey section for design features)**
10. **Golden Mile Boulevard:** Do you have any concerns with the recommendation to carry forward four alternatives for further study and evaluation?
  - Considering the space available (20m), how important are the following design features to you?

- Considering the space available (27m), how important are the following design features to you?
11. Do you have any comments about the evaluation framework? Are there any additional criteria that should be considered?
  12. In the second phase of consultation the project team will present streetscape improvements for Jonesville Crescent and Ashtonbee Road. What should the project team consider in developing the streetscape improvements for these two streets?
  13. Are there any existing intersections located along or near the streets we are studying that have safety issues or other considerations we should be aware of?
  14. Do you have any additional comments about the study or the alternatives that are being considered?

## What We Heard

Members of the public are concerned about the impact of all the alignment options presented on the various communities in the Golden Mile area, particularly on residential streets. These sentiments were most clear for the alignments associated with O'Connor Drive. In the survey, respondents expressed varying level of concerns with the alignment options, further articulating that the alignments will require the expropriation of commercial properties. It is also felt that creating or rerouting new streets through existing communities will mean higher traffic volumes in these neighbourhoods as they will be used for cut-through traffic, disturbing the neighbourhood.

A lot of feedback highlighted that many businesses in the area have been around for a long time and are considered by the community to be essential businesses. Moreover, many of these are small businesses that provide local employment. Any expropriation of lands occupied by businesses will negatively impact the local economy, as the existing businesses support the community and are well-needed.

The communities in the Golden Mile value green spaces. Much reference was made to the need to preserve and expand these green spaces as part of survey feedback. It was also ranked as the highest priority for respondents when asked about the top 5 priorities for new and reconfigured streets.

Traffic flow is another area of concern that featured highly in feedback. With incoming density in the area due to various infrastructure developments, including residential areas and new places of work, there is a worry that the space made available for cars will not be enough. There is a general desire to see traffic flow maintained throughout the area.

## Feedback Summary

### Public Event

During the April 17, 2023 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>- Consideration for people using wheelchairs should be included in the options presented</li> <li>- Consideration should be given to people who are disabled/cannot walk long distances</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding materials used to install cycling lanes in the newly constructed areas</li> <li>- Not enough room to add separators for bike lanes</li> </ul>

	<ul style="list-style-type: none"> <li>- The presentation and feedback in this meeting do not promote transit and does not acknowledge the LRT; it is instead too car-focused</li> <li>- Building the bike lanes will not result in people using them, as is the case on the Danforth</li> </ul>
<b>Alignment options</b>	<ul style="list-style-type: none"> <li>- Presentation does not show any improvement in the north-south connectivity on local roads crossing Eglinton Avenue East originally identified in the original secondary plan consultations, which impacts pedestrian safety</li> <li>- Inquiry about why the proposed alignment from phase 1 &amp; 2 for Craigton Drive was not included in the current phase of study</li> </ul>
<b>Business Services and economic implications</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding restoring all retail along Golden Mile once work is completed</li> <li>- Work with developers to ensure existing retail could occupy spaces</li> <li>- Inquiry about the kinds of jobs anticipated to come to the area through density and redevelopment</li> <li>- Inquiry about plans to accommodate the needs of new population coming into the area</li> <li>- Many foundational businesses will be lost based on what is proposed and they are critical to the communities' fabric</li> </ul>
<b>Cost of work</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding who will be paying for this work and if it will result in property taxes being raised</li> <li>- Developers should contribute to paying for new and reconfigured roads</li> </ul>
<b>Impact to existing property</b>	<ul style="list-style-type: none"> <li>- Inquiry about impact to Eglinton Square Mall by the O'Connor Drive extension</li> <li>- Inquiry about the amount of lands that will be expropriated by the City for the project</li> <li>- Inquiry about impact of the study on the ongoing review of development applications and if developments will need to be put on hold if a section of Golden Mile is within the scope</li> <li>- Inquiry about where the city will find space to build the newly proposed Golden Mile Boulevard</li> <li>- There will be implications to parking at 1400 Victoria Park as only half will remain, and the proposed development will cast a shadow over existing residential structures</li> <li>- Many of the landowners along Golden Mile Boulevard have Council/Ontario Land Tribunal approval that may be impacted by many of the alternatives presented</li> </ul>
<b>Parking Opportunities</b>	<ul style="list-style-type: none"> <li>- Inquiry about the number of public parking opportunities to be provided by developers and opportunities for people to park while shopping in new retail spaces</li> </ul>
<b>Traffic impacting safety</b>	<ul style="list-style-type: none"> <li>- Creating an O'Connor bypass will result in more traffic and increased speed which threatens pedestrian safety.</li> <li>- Widening roads north and south of Eglinton will result in high density of cut-through traffic</li> <li>- The options presented may result in increased traffic impacts to businesses in the area and an increasing hazard for children</li> <li>- Sunrise Avenue and Holswade Road is a dangerous intersection and plans should be made to fix it as part of this exercise</li> </ul>



## Stakeholder Meeting & Comment Submissions

During the February 2, 2023 stakeholder meeting, participants expressed questions and comments summarized below:

Topic	Comment Summary
<b>Connection to cycling network</b>	<ul style="list-style-type: none"> <li>- Inquiry about whether the proposed cycling facilities in the project being connected to the overall cycling network plan</li> </ul>
<b>General design feedback</b>	<ul style="list-style-type: none"> <li>- The alternatives presented are all very similar and makes it hard for residents to make comparisons</li> <li>- Explore improving the 'on the ground' experience in the project area due to the 50,000 increase in residents in the future</li> <li>- Inquiry about why staff is considering a 'do-nothing +' alternative for the Sinnott Road/Thermos Road realignment</li> </ul>
<b>Impact to properties</b>	<ul style="list-style-type: none"> <li>- Inquiry about cultural properties in the area being impacted by the proposed work</li> <li>- Inquiry about identification of all property impacts in the project area</li> </ul>
<b>Prioritizing transit in the project area</b>	<ul style="list-style-type: none"> <li>- Inquiry about when transit priority improvements will be initiated for Victoria Park Avenue and Warden Avenue</li> </ul>
<b>Support for project</b>	<ul style="list-style-type: none"> <li>- Stakeholder looks forward to future improvements in the area</li> <li>- Happy that the O'Connor Drive reconfiguration alternatives that impact existing properties west of Victoria Park Avenue have been screened out.</li> </ul>

## Meeting with Developers

City staff held two meetings on December 13 and December 15, 2022 with developers with active development applications within the project area. The first was held with developers north of Eglinton Avenue East and the second with developers south of Eglinton Avenue East. A summary of feedback from each meeting is found below:

### December 13, 2022

Topic	Question and Comment Summary
<b>Alternate alignment to the City's proposals</b>	<ul style="list-style-type: none"> <li>- Developers in the area, through various settlement processes have developed an alignment that all landowners have agreed to and the city should assess it</li> </ul>
<b>Background work to inform current work</b>	<ul style="list-style-type: none"> <li>- Various settlements have been reached across Golden Mile for land use which should feed into the City's future considerations for infrastructure development</li> </ul>
<b>Future engagement with developers</b>	<ul style="list-style-type: none"> <li>- Would like to identify opportunities for developers to check-in with the city as alternative designs are advanced</li> </ul>
<b>Impact to existing property</b>	<ul style="list-style-type: none"> <li>- Regarding the Thermos Road and Sinnott Road realignment, there is an existing office building where the alternative is being proposed and there are no plans to tear down that building</li> </ul>

December 15, 2022

Topic	Question and Comment Summary
<b>Collaboration Opportunities</b>	- The BA group (working on behalf of developers in the project area) is working with two developers to advance work done by the city and would like to closely collaborate on some designs
<b>Impact of study on future development and existing property</b>	- The draft options east of O'Connor Drive consider avoiding a water tower but are drawn through an existing mall that may be there for a very long time - The City needs to confirm that the EA process will not hinder the planning approval process for active development applications
<b>Issues with alignments presented</b>	- Options for reconfiguration of O'Connor Drive are inconsistent with city policies and with the Transportation Master Plan - First alternative of the O'Connor reconfiguration proposes to split 1861 O'Connor Drive property and does not represent the land use permissions
<b>Time of completion of EA and its impact</b>	- If decisions are not made on alignments, developers can proceed with their holding zone provisions, which could ultimately impact where the roads are proposed to go

### Indigenous Feedback

A response was received from the Mississaugas of Scugog Island First Nation and is summarized below:

Topic	Comment Summary
<b>Desire to be engaged further</b>	- Mississaugas of Scugog Island First Nation wishes to be engaged in the project and will provide comments once the EA report and other studies are available

### Agencies/Utilities Feedback

Comments were received by the following agencies and utilities:

#### Rogers

- Rogers Communications has an existing plant on drawings presented; the City should ensure clearances of 0.3m vertically and 0.6m horizontally
- There is an aerial plant in the project area owned by Rogers
- Fiber Optic Cable is present in the area where options are proposed. The City should obtain locates and maintain the appropriate clearance if it is proceeding.
- There may be construction activities at the plant.

#### Ontario Ministry of the Environment, Conservation and Parks

- The ministry provided the list of communities to be consulted in 2022.
- Attached supporting documents to ensure the project team will address relevant concerns identified if applicable to the project

#### Enbridge

- Will review all planning and development notifications to determine proximity and potential impact the liquid pipeline network.

## Toronto and Region Conservation Authority (TRCA)

- Digital submissions, including all Technical Advisory Committee agendas, minutes, public documents, final EA report should be submitted to TRCA for review and comment prior to publication
- The EA study is subject to a review fee
- The TRCA has interest within the study area as it relates to natural systems, natural hazard management and issues related to climate change.
  - Throughout the EA process, the City should address opportunities to avoid, restore and mitigate impacts to valley and stream corridors.

## Stakeholder Comments

A total of 11 comment submissions were received via email from stakeholder/external organizations/property owners listed and summarized below:

1. Lakeshore Group
2. DD Acquisitions Partnership
3. Kingsett Capital
4. Riocan
5. BA Group
6. 10285773 Corp/Artlife Development
7. 1468 Victoria Park Avenue
8. Golden Mile Landowners' Group

Topic	Comment Summary
<b>Golden Mile Boulevard alignment</b>	<ul style="list-style-type: none"> <li>- Recognition should be made to the coordination efforts made by Golden Mile Landowners Group to create an alignment for Golden Mile Boulevard</li> <li>- Any evaluation of options for Golden Mile should assess the compatibility of each with development plans</li> </ul>
<b>Impact to existing property</b>	<ul style="list-style-type: none"> <li>- O'Connor Drive reconfiguration options bisect existing buildings and shopping mall lands, as well as property for active development. It is also inconsistent with GMSP. O'Connor Drive should intersect with Pharmacy Avenue as proposed in the development applications submitted by Metro</li> <li>- Property is a commercial and social asset to the community as it rents to several small businesses that are essential; any decision to expropriate lands would negatively impact these businesses</li> </ul>
<b>Impact to planned development</b>	<ul style="list-style-type: none"> <li>- Any change to the right-of-way or alignment of the O'Connor Drive Extension on the Site will adversely impact the OPA and Zoning approvals already in place</li> <li>- A significant portion of the alignment of the future Golden Mile Boulevard runs through the 1900 Eglinton Avenue East lands, bisecting it in the east-west direction. As such, the specific alignment of the new road will have significant impacts to the development blocks within the site. Alignment 2, 3 and 3B differ significantly from the road alignments assumed in the 1900 Eglinton Avenue applications and the GMSP. TMP solutions differ from GMSP and City policy</li> </ul>
<b>General Comments</b>	<ul style="list-style-type: none"> <li>- The range of development applications, development approval status and site-specific approvals by City Council should be presented as part background context of the project</li> </ul>

	<ul style="list-style-type: none"> <li>- Explain why Sinnott Road and Thermos Road realignment options are being advanced when it was previously removed from the Golden Mile Secondary Plan</li> <li>- The use of the term 'consistent with City policies' in alternative evaluations may be too general</li> <li>- Mappings in presentation differ to those provided through the Golden Mile Secondary Plan</li> <li>- More details required on the draft evaluation framework and what metrics are used in the evaluation of options</li> <li>- Reference should be made to recommended street network approved by Council that reflects the guiding framework of streets guiding development in the Golden Mile area. Street network map displayed is inconsistent with map presented as part of the Golden Mile Secondary Plan</li> </ul>
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## Email and Phone Comments

Comments received via phone/email from members of the public are summarized below:

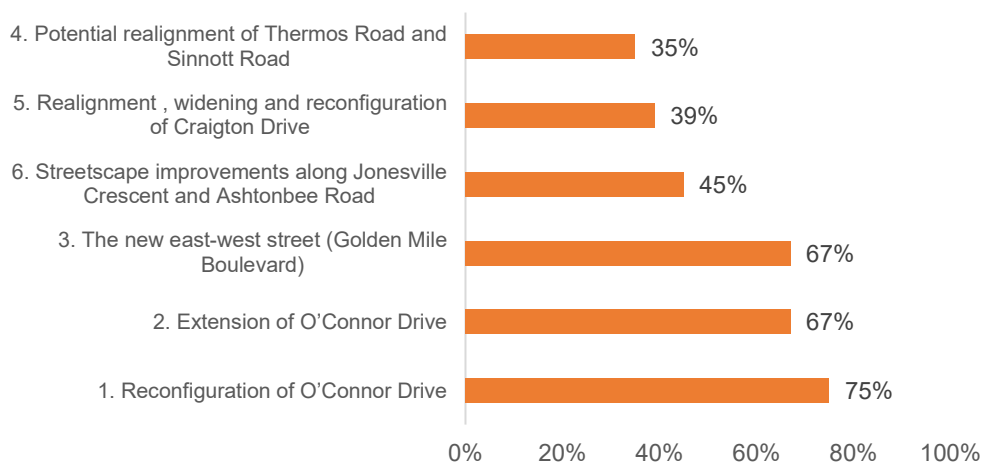
Topic	Comment Summary
<b>Residential Impacts</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding possible construction implications for residents south of the Golden Mile Secondary Plan boundary and Southmead Road</li> <li>- I fear losing local amenities in the name of progress, but understand that improvements need to be made</li> </ul>
<b>Road Redesign recommendations</b>	<ul style="list-style-type: none"> <li>- Issues with large trucks cutting through Holswade Drive illegally to Pharmacy Avenue; inquiry about smoothing at the intersection to minimise large truck traffic and traffic circle at Holswade Drive and Harris Park</li> </ul>

## Online Survey

Responses received to each question in the online survey are described in this section.

### Question 1 – Feedback on Alignments

**What alignments/street improvements are you interested in providing feedback for?**

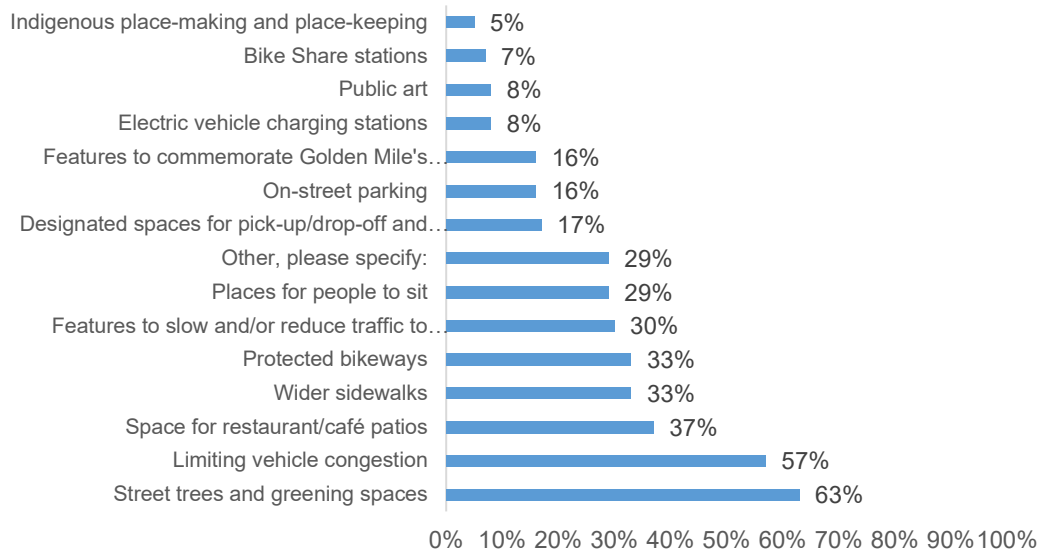


A total of 96 respondents gave a response to this question. Respondents were able to select multiple alignments/street improvements. 75% were interested in providing feedback on the

reconfiguration of O'Connor Drive, with 67% interested in providing feedback on the extension of O'Connor Drive and Golden Mile Boulevard.

### Question 2- Top Priorities for New and Reconfigured Major Streets

**Overall, what are your top 5 priorities for new and reconfigured major streets in the study area?**



Respondents were able to select up to 5 potential priority improvements, and a total of 86 respondents completed the question. The majority selected three improvements as most important:

1. Street trees and greening spaces (63%)
2. Limiting car congestion (57%)
3. Space for restaurant/café patios (37%)

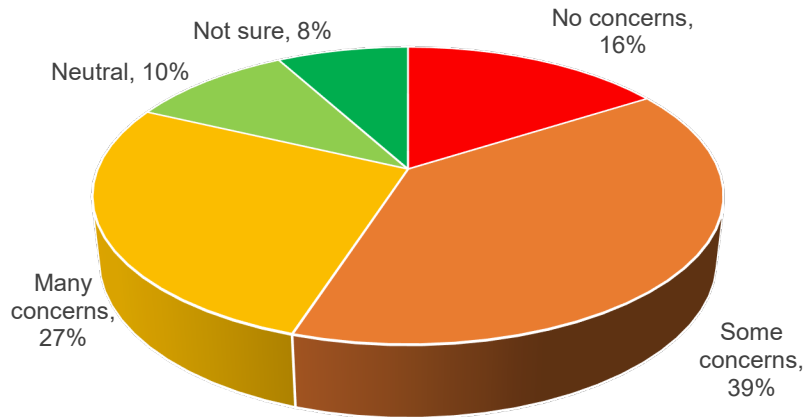
Protected bikeways (33%), wider sidewalks (33%) and features to slow traffic (30%) were also identified as top priorities.

Additional comments received to this question are summarized below:

- Ensure that there are little/no impact to existing businesses/retention of critical commercial stores
- More retail spaces
- Improve traffic, keep it on main roads and out of neighbourhoods
- Safe streets for employees and businesses
- Reduce traffic volume on some streets
- Provide more movement between pedestrians and vehicles

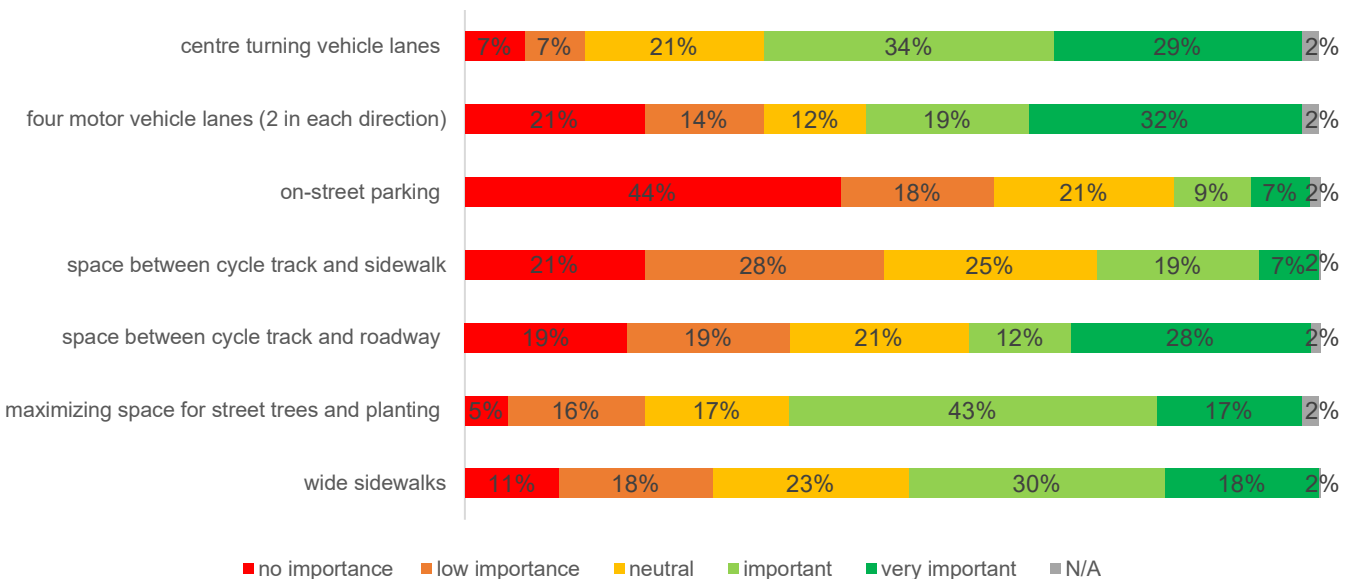
### Question 3- O'Connor Drive Reconfiguration

**3A-** Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?



A total of 62 responses were received to this question. A total of 66% of respondents have some or many concerns with the screening. 16% of respondents have no concerns. 10% are neutral and 8% are unsure.

**3B-** Considering the space available (27m), how important are the following design features to you?



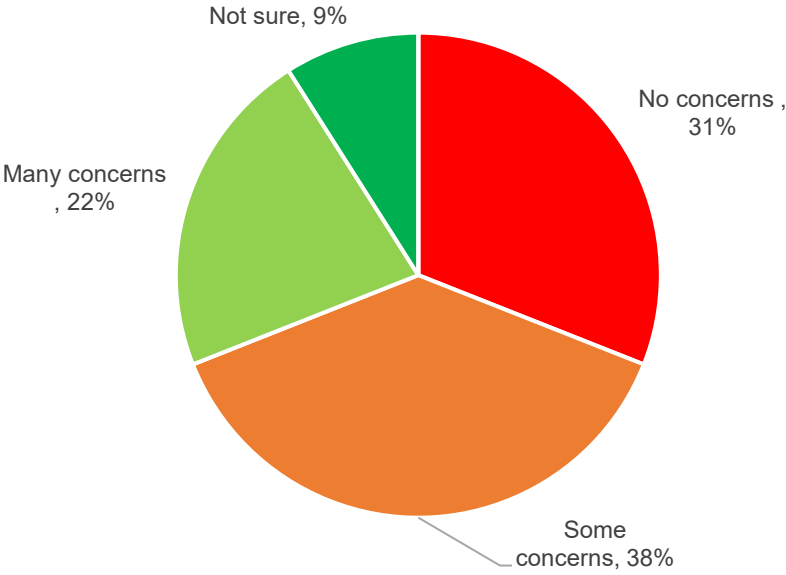
A total of 59 responses were received to this question. Among the features considered important or very important are centre turning vehicle lanes (63%), maximizing space for street trees and planting (60%) and four motor vehicle lanes (51%). On-street parking (62%), space between cycle track and sidewalk (49%) and space between cycle track and roadway (38%) are of no or low importance.

Additional comments received to these questions are summarized in the following chart:

Topic	Comment Summary
Green spaces	<ul style="list-style-type: none"> <li>- Trees and plantings are very important</li> <li>- Refrain from impacting the green space as much as possible</li> </ul>
Impact to existing communities	<ul style="list-style-type: none"> <li>- Inquiry regarding how changes to O'Connor Drive impact the use of Holswade Road. Currently used as a shortcut between Pharmacy Ave and Victoria Park Ave, causing speeding and loud traffic</li> <li>- The proposal will cause more construction and disruption after residents already lived through Eglinton LRT construction</li> <li>- Minimize construction close to Clairlea neighbourhood</li> </ul>
Cycling facilities	<ul style="list-style-type: none"> <li>- Bike lanes must be prioritized</li> <li>- Bike lanes must include bike traffic lights</li> <li>- Separation for pedestrians and cyclists will feel safer</li> </ul>
Road Configuration	<ul style="list-style-type: none"> <li>- Proposal will impact property that currently has planning approvals in place</li> <li>- 4-lane roadway will isolate residents living south from businesses and services</li> <li>- Creating a 4-lane road through a residential area is not ideal</li> </ul>
Other	<ul style="list-style-type: none"> <li>- More specific information required on alternatives</li> <li>- Options presented promote use of the area as a through-fare instead of neighbourhood</li> </ul>

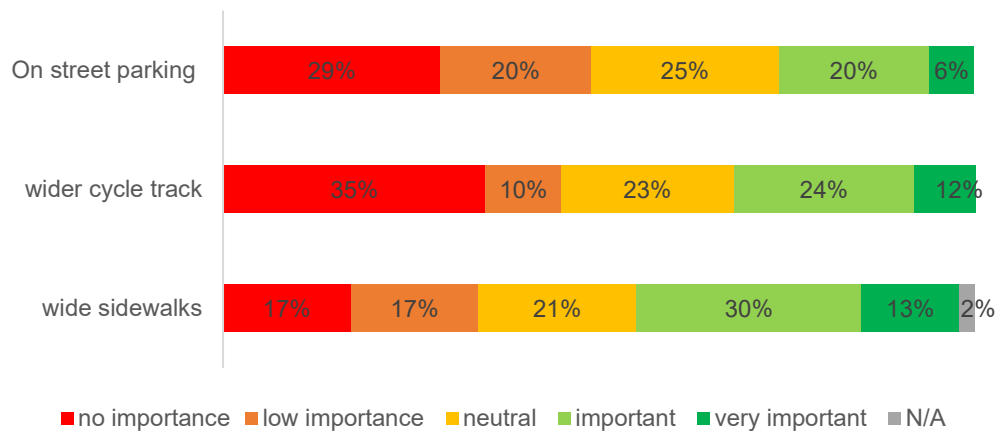
Question 4- O'Connor Drive Extension

4A- Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?



A total of 55 responses were received to these questions, with 60% of respondents having some or many concerns with the screening. 31% of respondents had no concerns with the screening and 9% were unsure.

**4B-** Considering the space that will be available (27m), how important are the following design features to you?



There were 53 responses to this question. 43% of respondents identified wide sidewalks as important or very important. 49% of respondent identified on-street parking as having no or low importance.

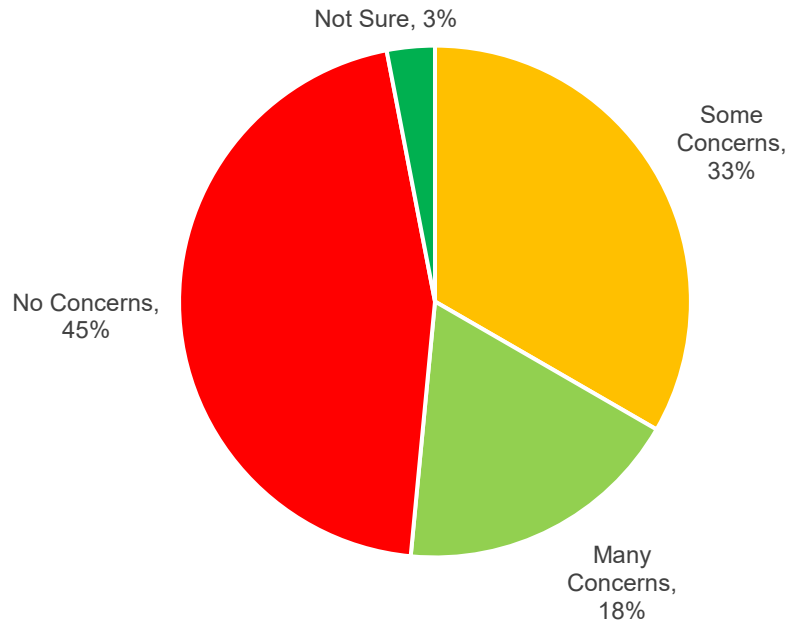
Additional comments received to these questions are summarized in the following chart:

Topic	Comment Summary
Impact to existing property	<ul style="list-style-type: none"> <li>- Alignments 1,2,3,4 and 5 go through commercial lands at Pharmacy Avenue and impact operations</li> <li>- Alignment will impact the preservation of Canadian Tire</li> <li>- Try to avoid destroying existing buildings</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- On street parking should not be necessary, should only be necessary if there are no parking lots</li> <li>- Option 2 is best for businesses in the area for accessing parking</li> <li>- On street parking would be helpful</li> </ul>
Other	<ul style="list-style-type: none"> <li>- South of this area at Warden/Camstock, safety issues need to be addressed before new buildings are constructed</li> <li>- Narrow north-south segments could cause congestion</li> <li>- Widening street configurations not suitable for Civic Road as it will be located too close to businesses, making it unsafe</li> </ul>



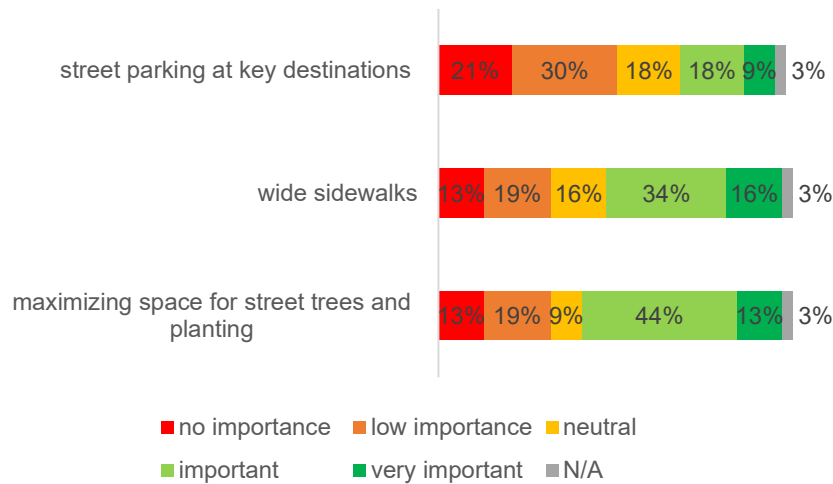
**Question 5- Craigton Drive Reconfiguration**

**5A-** Do you have any concerns with the recommendation to carry forward both alignments for further study and evaluation?



A total of 33 responses were received to this question, with 53% of respondents having some or many concerns with the screening, 45% with no concerns and 3% unsure.

**5B-** Considering the space available (23m), how important are the following design features to you?



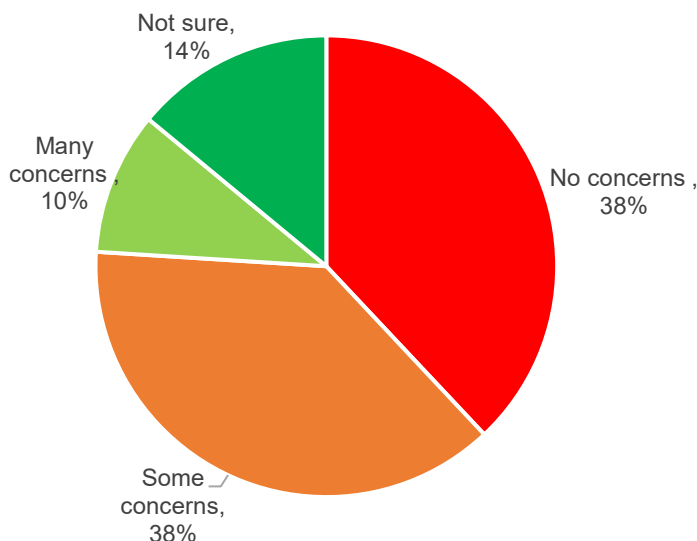
There were 33 responses to this question, with 53% of respondents identifying maximizing space for street trees and planting as important or very important. 51% of respondents found street parking at key destinations as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Support for changes	- Either alignment choice will be an improvement for the area - Design changes are needed to improve safety and better navigation
Impact to the environment	- Go with the option that would have the least environmental impact - Do not impact green space as much as possible
Impact to existing infrastructure	- Any realignment at Craigton Drive and Pharmacy Avenue must have minimal impact on access to service - Option 1 goes right through a building which is not ideal
Other	- Restore Eglinton Avenue to its original 6 lane configuration with standard width motor vehicle lanes

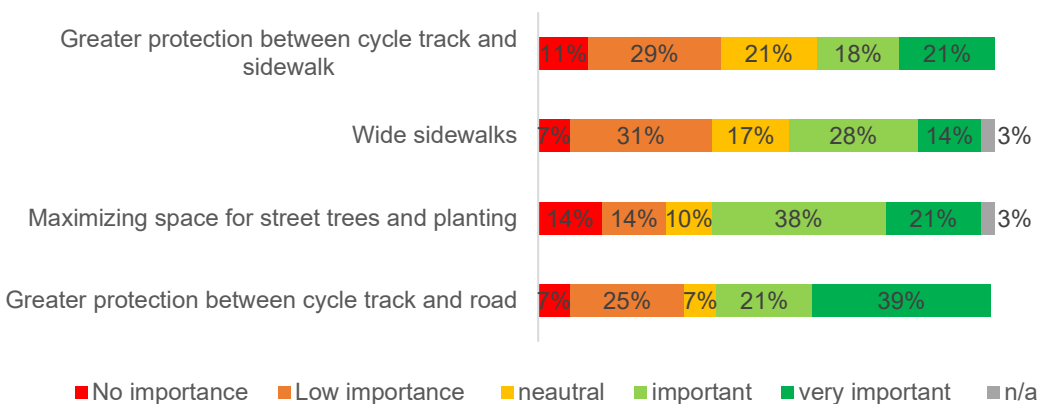
### Question 6- Potential Thermos Road and Sinnott Road Realignment

**6A-** Do you have any concerns with the recommendation to carry forward all five alternatives for further study and evaluation?



A total of 29 responses were received to this question, with 48% of respondents having some or many concerns with the screening, 38% with no concerns and 14% unsure.

**6B-** Considering the space available (23m), how important are the following design features to you?



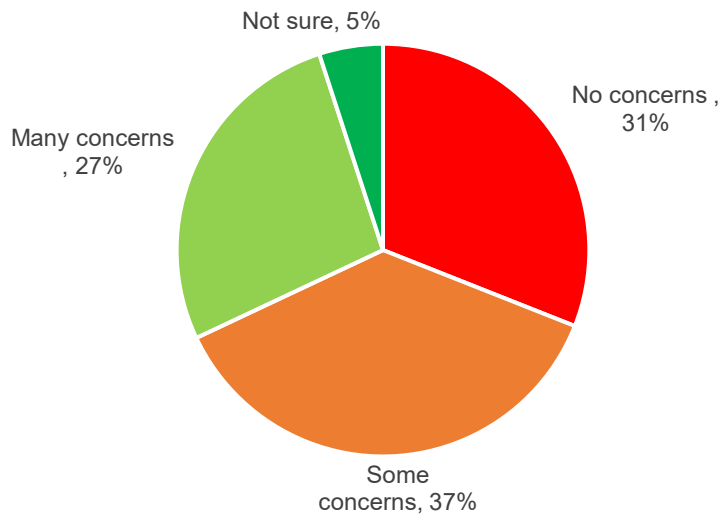
29 responses were received to this question. Greater protection between cycle track and the road is seen as very important or important (60%) while Greater protection between cycle track and sidewalk is seen as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Realignment to Eglinton Avenue	<ul style="list-style-type: none"> <li>- Realignment at Eglinton Avenue is important</li> <li>- How will realignment be accomplished with the new LRT already constructed in the middle of Eglinton Avenue?</li> </ul>
Impact to the environment	<ul style="list-style-type: none"> <li>- Go with the option that would have the least environmental impact</li> <li>- Do not impact green space as much as possible</li> </ul>
Impact to existing infrastructure	<ul style="list-style-type: none"> <li>- Try to avoid destroying infrastructure</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Restore Eglinton Avenue to its original 6 lane configuration with standard width motor vehicle lanes</li> </ul>

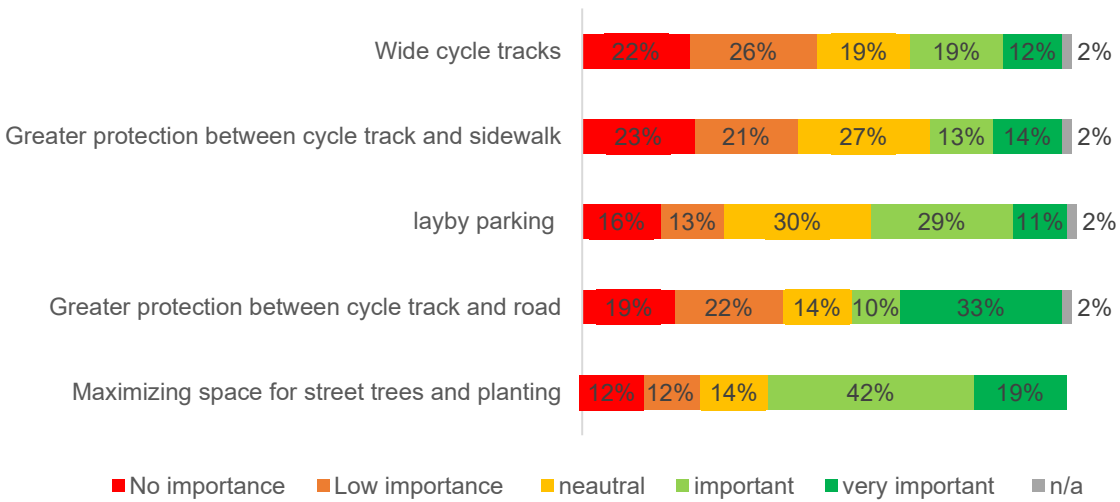
### Question 7- Golden Mile Boulevard

**7A-** Do you have any concerns with the recommendation to carry forward four alternatives for further study and evaluation?



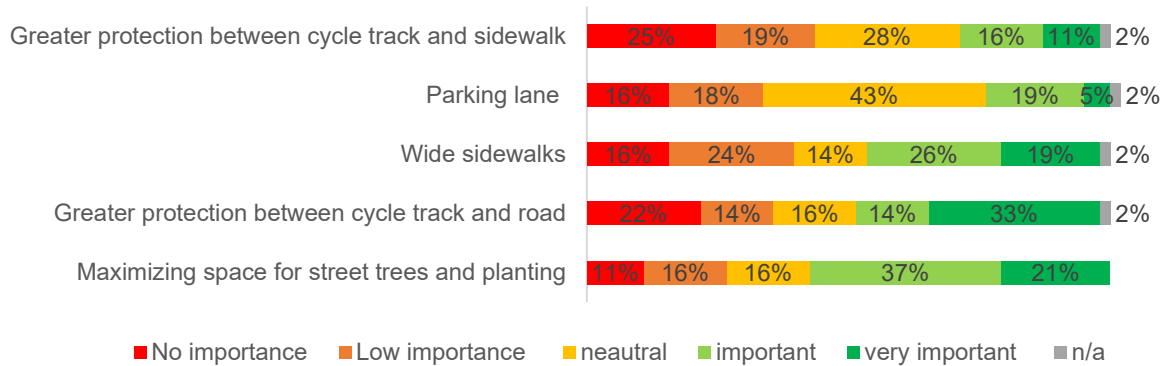
There were 59 responses to this question, with 64% of respondents having some or no concerns with the alternatives, 31% having no concerns and 5% not sure.

**7B-** Considering the space available (20m), how important are the following design features to you?



There were 59 responses to this question, with maximizing space for trees and planting being considered important or very important (59%) and wide cycle tracks being considered to have no importance or low importance.

**7C-** Considering the space available (27m), how important are the following design features to you?



There were also 59 responses to this question, with maximizing space for street trees and planting being seen as important or very important and greater protection between cycle track and sidewalk being seen as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Impact to existing infrastructure	<ul style="list-style-type: none"> <li>- Plan proposes to remove existing infrastructure (commercial) which the community relies heavily on</li> <li>- Do not destroy the shopping area</li> <li>- Shops and parking lots are essential to those who will be moving into the area and should be built on</li> </ul>

Green spaces	<ul style="list-style-type: none"> <li>- Proposal will have an environmental impact</li> <li>- Many people live in the area because of access to green spaces</li> <li>- Appreciate the green spaces being worked into the plan</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>- With this construction, how will the elderly access services in the area</li> <li>- Consideration for the needs of the elderly and disabled need to be taken into account when building</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- Need parking for stores with all the condos being built</li> <li>- parking lots are essential for this area</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Hakimi Drive is dangerous coming out of parking lot</li> <li>- Straight crossing at Hakimi Drive is important for moving all road users</li> </ul>

Question 8- Feedback on the Evaluation Criteria

**Do you have any comments about the evaluation framework? Are there any additional criteria that should be considered?**

A total of 30 responses were received to this question and are summarized in the following chart:

Topic	Comment Summary
Support for evaluation framework	<ul style="list-style-type: none"> <li>- Framework is thorough and addresses future and current concerns</li> <li>- It contains the necessary evaluation criteria</li> <li>- The framework is very good, however its application can be subjective and biased; quality of life must be considered</li> </ul>
Economic implications	<ul style="list-style-type: none"> <li>- The O'Connor reconfiguration routes 1, 2 &amp; 3 violates the economic criteria of 'minimizing business impacts'</li> <li>- Keep local businesses, don't make them leave</li> <li>- Economical should be a higher priority on the list</li> <li>- How will businesses at the expansion to Birchmount Rd be accommodated?</li> <li>- The disruption to businesses along Civic during the construction/reconfiguration will be devastating and dangerous</li> </ul>
Traffic congestion	<ul style="list-style-type: none"> <li>- Increased density will impact traffic congestion running through existing neighbourhoods</li> <li>- Study does not adequately assess congestion in the area</li> </ul>
Property impact	<ul style="list-style-type: none"> <li>- Reconfiguration of O'Connor Drive will affect area that currently has planning approvals in place</li> </ul>
Mobility	<ul style="list-style-type: none"> <li>- Criteria is overly focused on vehicle travel</li> <li>- Mobility is most important</li> <li>- Vehicle travel time savings should not be a priority</li> </ul>
Additional considerations	<ul style="list-style-type: none"> <li>- Availability of space for parks</li> <li>- Consideration for the elderly and disabled; access to all buildings and commercial spaces, as well as safe intersections should be included</li> <li>- Traffic is inevitable with incoming density, so infrastructure should be built with the future in mind</li> <li>- All criteria must be measurable so it can be evaluated against</li> <li>- There should be consideration about impact on existing residential neighbourhood roads</li> <li>- There should be consequences for not meeting criteria included</li> </ul>

### Question 9- Streetscape Improvements for Jonesville Crescent and Ashtonbee Road

**In the second phase of consultation the project team will present streetscape improvements for Jonesville Crescent and Ashtonbee Road. What should the project team consider in developing the streetscape improvements for these two streets?**

There were 21 responses to this question. The most prominent responses are summarized in the table below:

Topic	Comment Summary
Green Spaces	<ul style="list-style-type: none"> <li>- Plant as many trees to reduce greenhouse gases</li> <li>- Plants should be native</li> <li>- Preserve existing green spaces</li> <li>- Streetscape should be prioritized</li> <li>- Improve green spaces</li> </ul>
Improving pedestrian experience	<ul style="list-style-type: none"> <li>- Walking infrastructure needs to be included, not much sidewalk on Tisdale Avenue</li> <li>- Implement pedestrian crossing</li> <li>- Safer connections for pedestrians</li> <li>- Sidewalks on both sides of the street/add more sidewalks</li> <li>- Streetscape should be prioritized for pedestrian use</li> </ul>
Traffic congestion	<ul style="list-style-type: none"> <li>- Improve traffic flow</li> <li>- No lanes for cyclists in order to reduce gridlock; discourage bicycle use</li> <li>- Low impact to vehicle access and the flow of traffic</li> <li>- Restore Eglinton Avenue back to original 6 lanes with standard motor vehicle lanes</li> </ul>
Parking	<ul style="list-style-type: none"> <li>- Limit parking distribution to residents and businesses</li> <li>- Ensure adequate parking</li> </ul>
Additional considerations	<ul style="list-style-type: none"> <li>- Safer cycling facilities</li> <li>- Make better use of taxpayer funds/resources</li> </ul>

### Question 10- Additional Feedback

**10A-** Are there any existing intersections located along or near the streets we are studying that have safety issues or other considerations we should be aware of?

There were 35 responses to this question, summarized below:

- The intersection of Pharmacy Avenue and Eglinton Avenue, including left turn lanes at Pharmacy Avenue south to Eglinton Avenue and westbound lane. Turn arrow needed.
- Comstock Road and Warden Avenue, several accidents have happened there. Signage is poor and lanes are confusing
- Comstock Road and Pharmacy Avenue
- Holswade Road and Comstock Road intersection are dangerous
- Victoria Park Avenue intersections are close to each other and have too many traffic lights, sometimes resulting in traffic jams and safety issues for pedestrians
- Pharmacy Avenue and Ashtonbee Road
- Several issues on Eglinton Avenue, including the timing of the traffic lights and restoration of 6 lanes with turn lanes

**10B-** Do you have any additional comments about the study or the alternatives that are being considered?

There were 33 responses to this question, summarized below:

Topic	Comment Summary
Business impact	<ul style="list-style-type: none"> <li>- Eglinton Square is a valuable mall/shopping destination to residents and must be preserved</li> <li>- Get feedback from businesses in the area to find out what impacts their properties</li> <li>- Do not destroy commercial spaces as they are important to residents</li> </ul>
Impact to residents	<ul style="list-style-type: none"> <li>- Leave side streets alone</li> <li>- Residents have lived through too much construction already</li> <li>- Please consider the input of people living in the area</li> </ul>
Green spaces	<ul style="list-style-type: none"> <li>- All green spaces should be preserved</li> <li>- Use plants to separate the roads from pedestrians and cyclists</li> <li>- Include as many trees as possible</li> </ul>
Motor vehicle travel lanes	<ul style="list-style-type: none"> <li>- Maximize available car lanes in all the alignments</li> <li>- Congestion will be caused by removing two lanes from Eglinton Avenue due to LRT and will impact other streets</li> </ul>
Flow of traffic	<ul style="list-style-type: none"> <li>- Car traffic flow should be prioritized over bike lanes</li> <li>- Improve traffic flow</li> <li>- There are five sets of traffic lights on pharmacy between Biscayne and Eglinton Avenue that slows traffic</li> <li>- O'Connor Drive redesign should take into account southbound traffic on Victoria Park Avenue turning onto O'Connor Drive, as the lanes regularly back up</li> <li>- Consider reducing traffic on Holswade reduce</li> <li>- All lights should have advanced left turn lanes to prevent traffic</li> </ul>
Additional considerations	<ul style="list-style-type: none"> <li>- Road safety, separation of bike lanes is key now and in future</li> </ul>

## Appendices

### Demographics

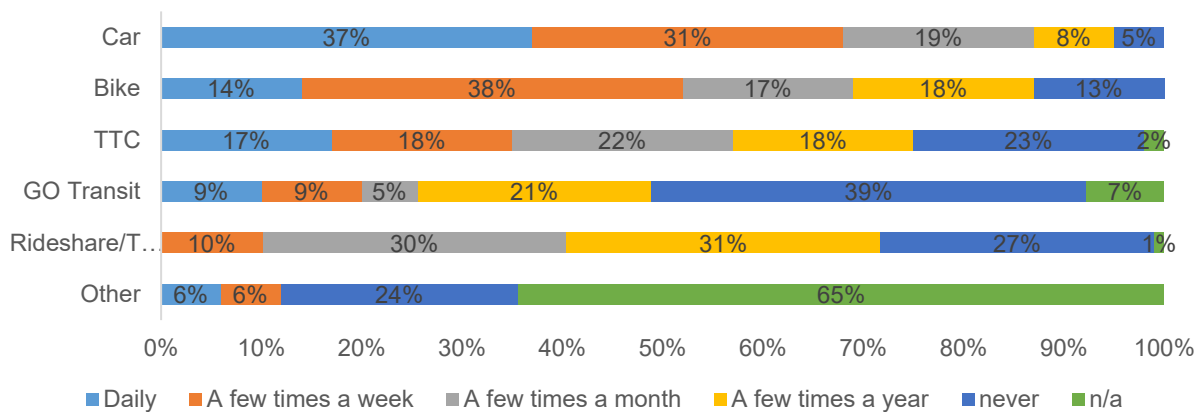
A total of 87 respondents provided optional demographic information described below.

#### Relationship to Study Area



The majority of respondents (71%) live within the study area.

#### Mode of Travel



Travel by car is used most frequently by respondents with 68% daily/a few times a week, followed by travel by bike used by 52% of respondents daily/a few times a week, and TTC used by 35% of respondents daily/a few times a week.

#### Age and Gender of Respondents

AGE	Percentage
85+	0.0%
75-84	2.3%
65-74	9.2%
55-64	17.2%
45-54	8.0%
35-44	21.8%
25-34	36.8%
15-24	4.6%
<15	0.0%

GENDER	Percentage
Male	56%
Female	41%
Transgender	0%
Non binary	0%
Two-Spirit	0%
Other	1%
None of the Above	1%

Most respondents were between the ages of 25 – 64, with no responses provided from individuals over 85 or under 15 years of age. Males represented 56% of responses, and females represented 41% of responses.