

Date: Thursday, November 21, 2024

Meeting Type: Virtual

Start time: 6:30 p.m. **End Time:** 8:30 p.m.

Project Overview:

The City of Toronto is undertaking a Schedule 'C' Municipal Class Environmental Assessment (EA) Study to review transportation network improvements to the Golden Mile Network Area, in the City of Toronto.

The City of Toronto's Golden Mile Transportation Master Plan (TMP) and Golden Mile Secondary Plan (GMSP) identified improvements to the following corridors:

- O'Connor Drive (potential re-alignment, reconfiguration, and extension to Birchmount Road);
- Golden Mile Boulevard, (potential new east-west public street from Victoria Park Avenue to Birchmount Road);
- Craigton Drive (potential re-alignment, widening and reconfiguration);
- Thermos Road / Sinnott Road at Eglinton Avenue East intersection (potential reconfiguration); and
- Jonesville Crescent / Craigton Drive / Ashtonbee Road from Eglinton Avenue East to Birchmount Road (potential corridor improvements)

Meeting Objectives:

The meeting was held to present the recommended street design for each of the five (5) study corridors. Members of the public were able to review and provide feedback on the work completed to date and ask questions on the project.

Meeting Overview:

The meeting was facilitated by Dominic Cobran, Senior Coordinator in the Public Consultation Unit. Councillor Parthi Kandavel (Ward 20), Councillor Michael Thompson (Ward 21), and a representative from Councillor Jon Burnside's office (Ward 16) were present at the meeting. A presentation was provided by Heather Templeton of HDR, consultant on the project.

The meeting agenda is as follows:

1. Introductions
2. Study Overview and Recap of the Phase 1 Public Consultation
3. Alternative Refinement and Evaluation
4. Recommended Alignments and Network
5. Q & A Period #1
6. Recommended Street Designs
7. Q&A Period #2
8. Next Steps

A total of 56 participants attended the Public Consultation Event. The Question-and-Answer periods allowed members of the public to ask questions, share comments, and for the Project Team to share information about the project.

Questions & Comments

Two (2) Question and Answer periods were provided as opportunities for questions, comments and discussion. Below is a record of key points, concerns and follow up, categorized by theme. The discussion captured is summarized below:

Q: Question | **A:** Answer | **C:** Comment | **R:** Response

Action: Action items and *Action Item* by Member.

Topic	Questions and Comments	Project Team Response
Consultation	Q: Will the presentation and video be posted tomorrow for attendees to see?	A: The presentation and all other materials are available at toronto.ca/goldenmile .
Consultation	Q: How many people are attending? Can we see who is attending and how many hands are up?	A: We currently have over 50 attendees. The number of attendees change periodically as people enter and leave the room from time to time.
Property Impact	<p>Q: Do you have a list or map of the retail that will remain versus the ones that will be removed or relocated?</p> <p>We previously proposed keeping retail on the bottom of condo buildings in order to maintain our "15-minute neighbourhood". If we lose our retail, we will no longer be able to walk everywhere and instead have to drive farther away which will increase traffic and greenhouse gases.</p>	<p>A: For the most part, the Golden Mile area would look very different in the future. Some existing tenants could be incorporated into new buildings, and there are requirements for a certain provision of non-residential uses.</p> <p>In the short term, the retail uses would be retained and in the long term, they would either be in the base of buildings or removed/relocated.</p> <p>Additionally, the provision of the new active transportation and transit network would be in support of the 15-minute neighbourhood principle.</p>
Property Impact	C: We are the owners of 1861 O'Connor Drive, and we would like to understand if Option #1 goes through our property.	R: The City is open to meeting with impacted landowners and developers to further discuss the impacts. There are roll plans available on the study website that shows the impacts to properties.
Traffic Safety	C: We are located at 1975 Eglinton Avenue East. Civic Road currently runs behind our property. It would become dangerous for our	R: The realignment of O'Connor Drive would take place over a significant period of time, as many properties

Topic	Questions and Comments	Project Team Response
	technicians to cross the street to get to the clients' cars. There is also a school that fronts onto Civic Road right now and can become dangerous for children crossing the street.	<p>would be impacted by the O'Connor Drive extension.</p> <p>O'Connor Drive and local roads would only be developed in segments as the properties redevelop.</p> <p>Additionally, the City is in the process of undertaking a Regeneration Area Study for the properties east of Warden Avenue, north of Civic Road, east to Birchmount Road. The City recommends redesignating the area to a Regeneration Area, which is reflected as part of the Official Plan Amendment and is currently with the Province for review.</p>
Property Impact and Cultural Heritage	Q: I am the property manager at 2201 Eglinton Avenue East and am kindly asking if this heritage building will be impacted from Sinnott Road to Birchmount Road?	<p>A: A Cultural Heritage Evaluation Report/ Heritage Impact Assessment would be needed to assess the detailed impacts to 2201 Eglinton Avenue East. The front portion of the building which is the oldest portion of the building would have more heritage significance. The alignment currently avoids the front portion of the building.</p> <p>City heritage staff has indicated that there is interest in the contemporary design of the building, in particular the facade along Eglinton Avenue. We can continue to look at it through the Regeneration Area Study.</p>
Property Impact	Q: Would the water tower need to be removed?	A: No impacts are proposed to the site of the water tower.
Alignment Configuration	Q: Why is O'Connor Drive being extended to Birchmount Road?	<p>A: This extension was a recommendation that emerged from the Golden Mile Transportation Master Plan (2019), which identified that Eglinton Avenue is heavily congested currently, as such, a parallel east-west connection is needed to support future development in the area and off-load some traffic from Eglinton Avenue for users making local trips.</p> <p>The O'Connor Drive extension would be achieved through a significant</p>

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		amount of time as the area redevelops.
Traffic Operations	<p>Q: What factors were considered in determining what consists of a "short trip"?</p> <p>What about the current and forecasted population?</p>	<p>A: The traffic model we used took into consideration all modes of travel, the model would account for the possibility of mode shift as active transportation and transit options are improved. In general, long trips are considered to be more than a 15-minute walk and is modelled as a trip taken by a vehicle.</p>
Traffic Operations	<p>C: I am a representative of BA Group working on 1911 Eglinton Avenue East. We have some concerns regarding the back-to-back left turns.</p>	<p>R: Detailed intersection timing evaluations will be developed during future stages of design and development. Signalized intersection locations have been confirmed with the City of Toronto's Traffic Engineering team to operate acceptably.</p>
Alignment Configuration	<p>C: O'Connor is currently four lanes; I am concerned about it being reduced to two lanes.</p>	<p>R: For the section of O'Connor Drive Reconfiguration, we did consider a four-lane cross-section during the first Public Consultation Event from Victoria Park to Pharmacy Avenue. Further details are provided in the Discussion Guide that can be found on the Study website.</p>
Future Development	<p>Q: I understand development and change but has there been any consideration of impact by removing precious employment lands which keep people working & living closely together and reducing travel times?</p>	<p>A: This is outside the scope of this EA Study.</p>
Alignment Configuration	<p>C: Considering the concerns raised by presenters of significant volume of cars, I hope you are implementing 4 lanes (2 each way) to reduce gridlock.</p>	<p>R: In the traffic modeling for the area, a 4-lane cross-section for O'Connor Drive was reviewed. Due to property constraints at intersections, a 4-lane cross-section can only offer a left-turn lane, a through lane and a shared through-right lane. In the 2-lane cross-section, O'Connor Drive offers a dedicated left turn lane, a through lane and a dedicated right turn lane at all major intersections. This lane configuration operates similarly to the 4-lane configuration, offering some</p>

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		<p>time savings in the westbound PM peak period, but no additional travel time benefits along the corridor.</p> <p>The 4-lane configuration also results in insufficient space for the required setbacks for cycling facilities on O'Connor Drive, resulting in a much lower quality experience for people walking and cycling. Because of the minimal benefit of the additional lanes in the mid-block condition and the significant negative impact to the provision of green infrastructure and multi-modal safety, the 4-lane cross-section is not recommended.</p>
Traffic Safety	<p>Q: I'm wondering whether the intersections will have sharper corners to promote slower turning speeds and make it safer for pedestrians and cyclists?</p>	<p>A: All intersections are being designed using Protected Intersection designs to provide shorter crossing distances for people walking and cycling while also reducing corner radii to reduce vehicle speeds, improve visibility for drivers, and improve overall safety.</p>
Property Impact	<p>Q: I've lived in the Golden Mile Area for 21 years. I'm trying to visualize the O'Connor Drive extension specifically from O'Connor Drive. to Pharmacy Avenue. Do you plan to use the road behind the SASP Land and then behind the Eglinton Square along Alivinston? I frequently walk along the back roads to get to the back of Eglinton Square. Your extension will mean more cars in that area and will impact the residents on those streets. Where will the people living in Engelhart Crescent apartments go to?</p>	<p>A: The proposed O'Connor Drive alignment does not impact the Englehart Crescent apartments. The existing mall would be demolished as Eglinton Square is subject to redevelopment. The sidewalks on O'Connor Drive will be significantly wider than current sidewalks, and will also have two rows of trees and be set back much farther from vehicular traffic, providing a more comfortable experience.</p> <p>The alignments are available on the City's website for review.</p>
Property Impact	<p>Q: Where will the existing big box stores remain?</p>	<p>A: The City cannot demand the provision of a specific store, that is the landowner's prerogative. It is also becoming more common for big box stores to be incorporated into the base of towers.</p>

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Project Timeline and Costs	Q: What is the expected start date for this project in terms of construction and expropriation. Also, how much is the City anticipating spending for such expropriation and construction? Thank you.	A: The construction depends on individual developers' timelines, but can be expected to take place over the next 20-30 years. Wherever possible, the City seeks to secure transportation infrastructure through development.
Property Impact	C: Thank you for your answer, but smaller versions of Ikea/Canadian Tire do not offer the experience and selection that locals have become accustomed to. Will No Frills be rebuilt as a No Frills, or replaced with another grocery store like a small, more expensive boutique (e.g., Sobeys Urban Fresh)? I feel like my concerns are being skirted rather than addressed.	R: The City cannot dictate what stores can be provided at the existing No Frills location. That is a discussion between the landowner and No Frills.
Property Impact	Q: How long will this project take?	A: As previously indicated, the full buildout of the roads could take ~20 to 30 years.
Environment and Greenspace	Q: Are buildings going to use green infrastructure (e.g., energy efficiencies, green roofs, solar panels, bird-safe windows) and minimize waste during demolition? If not, please encourage it, thanks.	A: The City is working with developers to implement green design features, as well as implementing green streets for all new streets.
Active Transportation	C: The significant development to the area will be greatly enhanced by the completion of the trail connecting the East Don Trail to the Meadoway. Though not in scope for this conversation, there needs to be a way for cyclists to safely cross Eglinton.	R: Comment noted.
Emergency Services	Q: What about safety? First responders need quick access and it's already a concern along the Danforth where vehicles can't move. Two lanes won't solve that along with forecasted congestions. Please seriously reconsider	A: EMS, Toronto Fire and other first responders have been involved through every stage of the project. They have not raised concerns, and at many intersections in a four-lane cross-section option the peak hour delay time is, in fact, longer than in the two-lane configuration because of the shared through-right lane as opposed to the dedicated right turn lane that the

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		two-lane option provides at intersections.
Property Impact	C: Hi, Philip, this is Ingrid Beausoleil from Kingsett Capital, owner of the Eglinton Square Mall. I noticed you are showing a multi-use path east of Victoria Park Avenue through our approved podium/towers. Not sure what is intended here in light of our approval. We obviously take issue with this.	R: The City is open to meeting with impacted landowners and developers to further discuss the impacts. There are roll plans available on the study website that shows the impacts to properties.
Environment and Greenspace	C: Apart from the hydro corridor - Gattineau Trail, and Pine Hills Cemetery, there is not much needed greenspaces for this significant size development.	R: The proposed developments within the Golden Mile Secondary Plan area include numerous parks and greenspaces. In addition, both O'Connor Drive and Golden Mile Boulevard include double rows of trees on either side of the roadway to enhance greenspace.
Costs	Q: Who's paying for the O'Connor Drive Extension project? Taxpayers or developers?	A: Where possible, the City is letting development pay for the new roads.
Project Timelines	Q: How long after the designs are finalized would it be before initial construction begins? Is there a timeline, or only as development progresses?	A: Construction would advance as the developments progress.
Traffic Operations	C: Per the example on Ashtonbee Road today, there are only two lanes (one each way), and it's consistently congested, so four lanes are needed to keep traffic moving safely.	R: As the City staff noted previously, due to property constraints at intersections, a 4-lane cross-section can only offer a left-turn lane, a through lane and a shared through-right lane. In the 2-lane cross-section, O'Connor Drive offers a dedicated left turn lane, a through lane and a dedicated right turn lane at all major intersections. The 4-lane configuration also results in insufficient space for the required setbacks for cycling facilities on O'Connor Drive, resulting in a much lower quality experience for people walking and cycling. Furthermore, a new east-west connection will be added through the introduction of Golden Mile Boulevard

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		to alleviate traffic on Ashtonbee Road, so Ashtonbee Road is proposed to remain two-lanes.
Future Development	C: Maybe the city should be set expectations since they have given a green light to developer.	R: Comment noted.
Cultural Heritage	C: Scarborough Bomb Girls buildings are a heritage feature.	R: The heritage potential of buildings on GECO lands have been noted for this EA Study.
Future Development	Q: Are the condo developments going to be affordable?	A: This is outside the scope of this EA Study.
Consultation	Q: I am sorry I could not attend earlier. Will this deck be accessible after the call?	A: The presentation and all other materials are available at toronto.ca/goldenmile .
Future Development	C: People need jobs and removing employment lands is taking away from living & working communities	R: Comment noted.
Traffic Operations	C: You need to look at O'Connor Drive volumes vs residential side streets volumes.	R: Volumes on all corridors were evaluated using both a macro model of the entire GTHA and a micro model of the specific study area.
Environment and Greenspace	Q: Will there be new parks or parkettes? What about community centres for the 40,000 people living there?	A: The proposed developments within the Golden Mile Secondary Plan area include numerous parks and greenspaces.
Consultation	Q: After the meeting, can I receive a copy of the Q & As?	A: The project team will produce a consultation report that will summarize all feedback received. It will include all questions asked at the public meeting, and be posted to the project webpage, and sent to the project email list once ready.
Future Development	Q: Also, how is the city planning to relocate businesses that are going to get expropriated, that have been in the area for more than 20 years? These businesses are essential and need to stay.	A: This is outside the scope of this EA Study.

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Consultation	Q: Being able to ask questions doesn't mean there will be change. How can I know that my concerns are being seriously considered?	A: Participants are welcome to submit comments to the project team at any point throughout the project.
Consultation	C: Thank you for the presentation and taking the time to get through so many of the questions.	R: Comment noted.
Consultation	C: Thanks to everyone on the team for your efforts.	R: Comment noted.

Total Participants: 56

Project Team and Panelists

Councillors' Offices:

Ward 16

- Mary Campbell on behalf of Councillor Joe Burnside

Ward 20

- Councillor Parthi Kandavel

Ward 21

- Councillor Michael Thompson
- Monique Lisi

City of Toronto:

- Cassidy Ritz - Transportation Services
- Philip Morse - Transportation Services
- Sonali Praharaj - Transportation Services
- Steve Turco - Transportation Planning
- Nasim Norouzi – Transportation Planning
- Emily Caldwell – Community Planning
- Xue Pei – Urban Design
- Xinqi Wang – Urban Design
- Dominic Cobran - Public Consultation Unit
- Nathalie Forde - Public Consultation Unit
- Robyn Shyllit - Public Consultation Unit
- Michael Carroll - Public Consultation Unit

Consultants:

- Heather Templeton - HDR
- Justin Jones – HDR
- Brittany Zhang - HDR