

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

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## **Phase 2 Consultation Report**

January 2025



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**For questions about this report, please contact:**

Dominic Cobran

Senior Coordinator, Public Consultation Unit

[goldenmile@toronto.ca](mailto:goldenmile@toronto.ca)

416-338-2986

## Executive Summary

This report details the activities and feedback received during Phase 2 Consultation of the ReNew Golden Mile Environmental Assessment Study. Phase 2 Consultation took place between November 11 and December 10, 2024, and members of the public and interest groups were provided with opportunities to provide feedback on recommended alignments and street designs.

Public consultation activities engaged more than 100 individuals through two public meetings, an online survey, communications with landowners in the project area, as well as local interest groups, agencies and utilities and Indigenous Communities, and telephone and email communications.

Overall, the themes that emerged from public feedback were consistent with the previous feedback received during Phase 1. There was considerable support for recommended street designs, specifically addition of green spaces where possible, as well as the inclusion of cycle tracks.

Residents expressed concerns about the impact on existing community infrastructure, primarily regarding properties that support livability in the area, such as affordable apartments and local businesses.

Additionally, feedback received also encouraged staff to consider maintaining 4 motor vehicle travel lanes (two in each direction) for the O'Connor Drive Reconfiguration and Extension. This will help relieve congestion in the area between now and in the future when it is anticipated to become a denser area.

Staff will report to the Executive Committee of Council on January 28, 2025. Subject to Council's endorsement of the Recommended Preferred Designs, the Golden Mile EA Environmental Summary Report (ESR) final report document will be prepared and posted on the public record for 30-days, along with the Notice of Completion for the EA to complete phase 4 of the MCEA process.

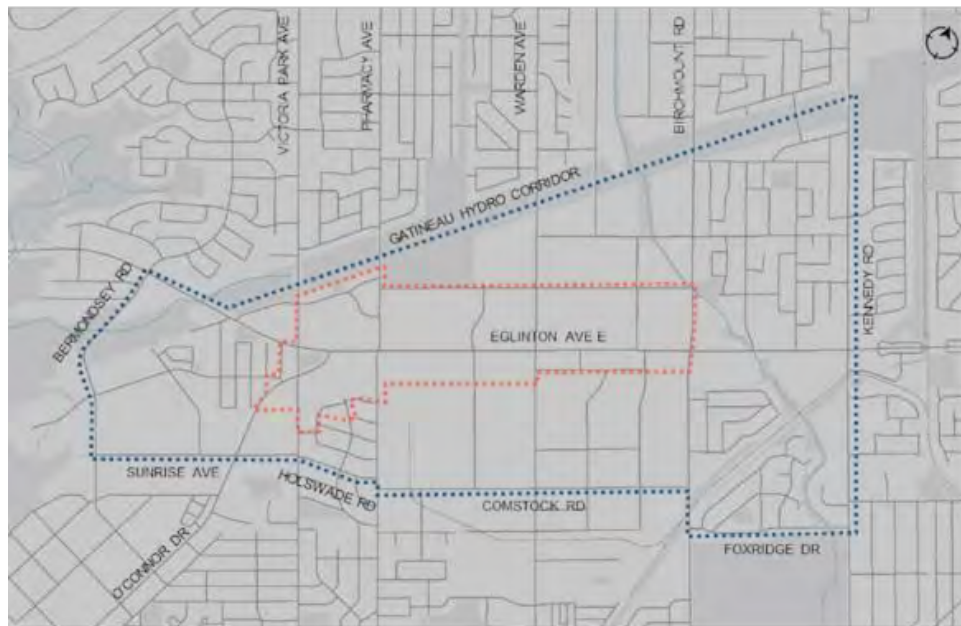


Attendees view a presentation at the November 26, 2024 Public Event at Clairlea Public School

## Project Summary

The City of Toronto is completing the ReNew Golden Mile Environmental Assessment (EA) Study to determine the design of new major streets and the design, realignment and/or extension of some existing major streets in the Golden Mile area. Street network improvements are needed to support the Golden Mile area's anticipated growth, and ensure people can drive, walk, roll, cycle and take transit safely and efficiently within and through the area. The Study builds on the preferred transportation solutions identified in the Golden Mile Transportation Plan (TMP) that was completed in 2020 as part of the Golden Mile Secondary Plan Study.

This report summarizes consultation activities and feedback received during Stage 2 consultation, taking place from November 11 – December 10, 2024.



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

The EA Study area is bound by Bermondsey Road to the west, the Gattineau Hydro Corridor Trail to the north, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south, and Kennedy Road to the east.

## Notification & Consultation Activities

### Notification

A variety of methods were used to notify interest groups and members of the public the week of November 11, 2024 about Phase 2 consultation:

- Project Webpage [www.toronto.ca/goldenmile](http://www.toronto.ca/goldenmile)
- Canada Post direct mail (20,015 addresses identified in study area)
- Email to project list (187 contacts)
- Email to interest group list including residents associations, community groups, organizations, institutions and elected officials (67 contacts)
- Email to Indigenous Communities
- Email to Agency and Utilities
- Social media posts via @GetInvolvedTO

## Activities

### Survey

An online survey was available from November 21, 2024 to December 2, 2024, that received 78 responses. The survey included background information on the project, followed by 31 questions about the project options, followed by optional demographic questions. Participation was anonymous.

### Public Events

The following events were held:

- A virtual Public Event held on November 21, 2024 from 6:30-8:30 pm, attended by 56 people.
- A Public Consultation Event held on November 26, 2024 from 6:00-8:00 pm at the Clairlea Public School, attended by 66 people.

The materials prepared for the events, including the information panels, presentation slides and survey were posted to the project webpage on November 21, 2024 and hard copy printed materials were made available upon request. A [Discussion Guide](#) was also provided as supplementary material.

### Phone & Email Comments

Members of the public and interest groups were invited to share comments and ask questions via phone, email, or written letter. A total of 8 comments were received between November 13 – December 2, 2024. All comments were recorded and reviewed for consideration and response by the project team.

### Agencies and Utilities

A total of 96 agencies and utilities were sent email notification about the project, including the recommended alignments and street design, along with an invitation to public consultation events and were also invited to share comments and ask questions via phone, email, or written letter.

A total of 5 comment submissions were received between November 15, 2024 – December 10, 2024. All comments were recorded and reviewed for consideration and response by the project team.

### Indigenous Communities

The following Indigenous communities were sent email notification describing the recommended and inviting opportunity to share comments and ask questions via phone, email, or written letter:

- Mississaugas of the Credit First Nation
- Williams Treaties First Nations
  - Chippewas of Georgina Island First Nation
  - Chippewas of Rama First Nation
  - Beausoleil First Nation
  - Curve Lake First Nation
  - Alderville First Nation
  - Mississaugas of Scugog Island First Nation
  - Hiawatha First Nation

## Feedback Summary

The following themes featured prominently across the feedback received:

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

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

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

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

Those who expressed concerns with the proposed design identified:

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

### **Reconfiguration of Craigton Drive**

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

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

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

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

Some people identified the need for parking. The reasons cited included ensuring there is parking for visitors to apartments and because of the reduction in surface parking lots with more condos being built. Some responses also suggested reducing sidewalk widths to increase space for green space. A larger linear Privately-owned Publicly-accessible Open Space (POPS) was secured in the 2200 Eglinton Avenue West development application at the intersection that will improve and expand access to the public realm at that intersection to support additional green space as well as safer crossings for pedestrians and people cycling.

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

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

### **Streetscape Improvements along Ashtonbee Road and Jonesville Crescent**

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

### **Other Themes**

Other noticeable themes suggested that the public wanted to see more parking supply in the project area, particularly where new roads are proposed. Some degree of skepticism about this effectiveness of consultation on the project, including the contents of consultation materials was also highlighted.

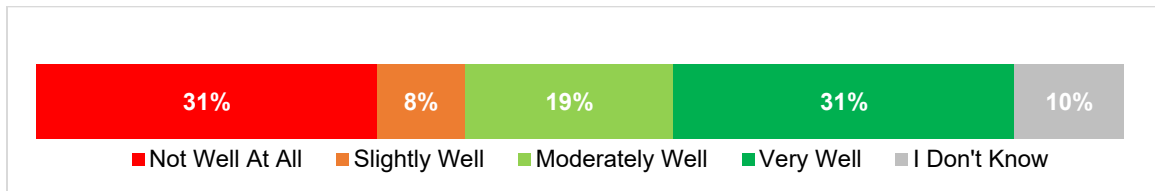


## Online Survey

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

### O'Connor Drive Reconfiguration & Extension

**Question: On a scale of 1-4, how well do you think the recommended alignments for the O'Connor Drive Reconfiguration and Extension address the area's future transportation needs for all road users, including people driving, walking or rolling and cycling?**



There were 48 responses to this question, with 50% of respondents stating that the recommended alignments for O'Connor Drive address the area's future transportation needs for all road users "moderately well" or "very well", while 39% responded "not well at all" or "slightly well". 10% did not know.

**Question: In a few words, please explain your responses provided on the recommended alignments for the O'Connor Drive Reconfiguration and Extension.**

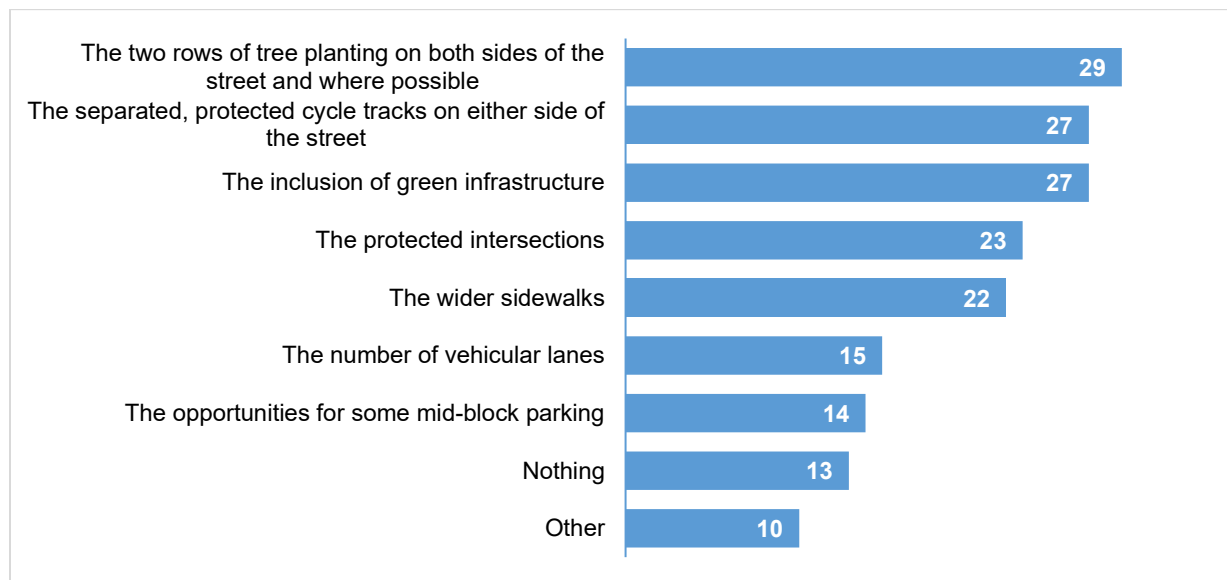
There were 35 responses to this question, summarized by themes below:

Topic	Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"><li>- Support for inclusion of active transportation options</li><li>- Supportive of the alignment if it keeps bikes off Eglinton Avenue</li><li>- Providing alternatives to cars will encourage cycling and make people less dependent on vehicular traffic</li><li>- The addition of cycle tracks is a good addition to encourage people to make short trips by bicycle within the study area</li></ul>
<b>Flow of Traffic</b>	<ul style="list-style-type: none"><li>- Reducing traffic lanes from four to two will increase traffic congestion and disturb traffic flow</li><li>- An extension will improve traffic flow in the area</li><li>- The extension could help reduce traffic during rush hour coming from Eglinton Avenue</li></ul>
<b>Impact to Property</b>	<ul style="list-style-type: none"><li>- The alternate alignment that has been advanced and is recommended takes away a disproportionate amount of private lands for the realignment. The EA must consider other options</li><li>- Need to understand how realignment will impact businesses on the road proposed to be closed</li><li>- O'Connor Drive Extension is too close to Eglinton Avenue at Warden Avenue and Birchmount Road, impacting the size of redevelopment lands</li></ul>
<b>Number of travel lanes</b>	<ul style="list-style-type: none"><li>- O'Connor Drive is not a local road and so needs to remain two lanes</li><li>- Traffic and congestion are on the increase and providing only 1 lane is a bad idea</li><li>- A configuration of two lanes in each direction will provide alternative thoroughfare from Victoria Park to Birchmount Park</li></ul>
<b>Street Configuration</b>	<ul style="list-style-type: none"><li>- Tight curve proposed will create a hazard</li><li>- Proposed shape of the road in relation to intersections feels dangerous for people driving and walking</li></ul>



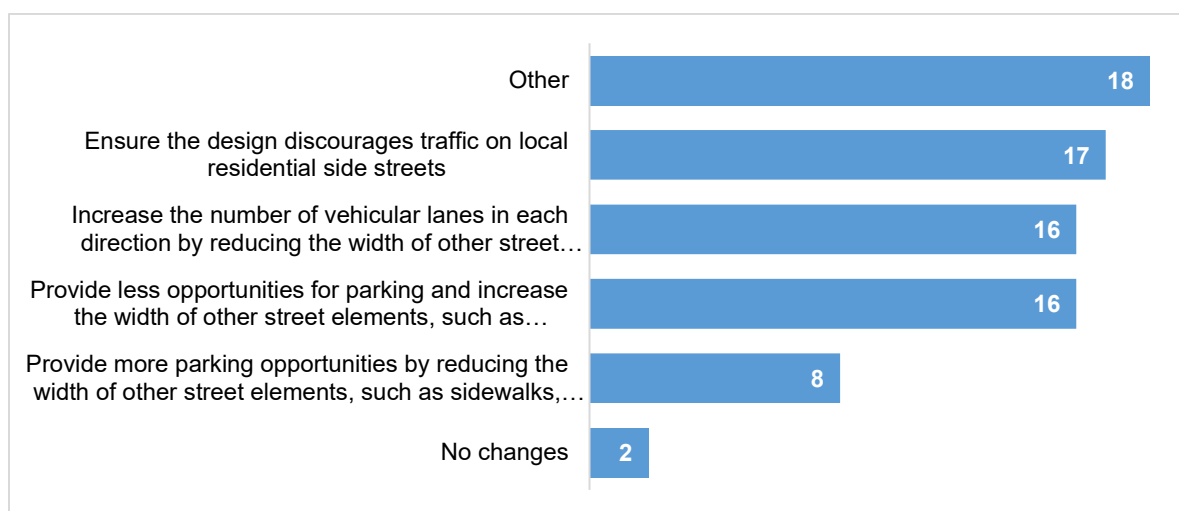
Topic	Comment Summary
Travel Operations	- People will not walk or bike the area and they are being accommodated too much
Other	<ul style="list-style-type: none"> <li>- Clearer, simpler visuals are needed for us to be able to understand the alignment and associated impacts, including what existing infrastructure would be removed</li> <li>- Plan will have a negative impact on the area, including job opportunities</li> <li>- Seeing many issues with this plan</li> </ul>

**Question: What do you like about the recommended street design for O'Connor Drive Reconfiguration & Extension?**



Respondents were able to provide multiple responses to this question. A total of 48 respondents provided responses. Between 27-29 respondents selected “the two rows of tree planting on both sides of the street and where possible”, “the separated, protected cycle tracks on either side of the street” and “the inclusion of green infrastructure”. Between 22-23 respondents selected “the protected intersections” and “the wider sidewalks”. Between 14-15 respondents selected “the number of vehicle lanes”, “the opportunities for mid-block crossing” and 10-13 respondents selected other features or do not like anything.

**Question: What would you change in the Recommended Street Designs, taking into consideration the City is working within a 27 metre street width for the O'Connor Drive Reconfiguration & Extension?**



Respondents were able to provide multiple responses to this question. A total of 48 respondents provided responses. Of those, 18 respondents selected “other”, between 16-17 respondents selected 35% “Ensure the design discourages traffic on local residential side streets”, “Increase the number of vehicular lanes in each direction by reducing the width of other street elements, such as sidewalks, cycle tracks and planting areas” and 8 respondents selected “Provide less opportunities for parking and increase the width of other street elements, such as sidewalks, cycle tracks and planting areas”.

Feedback specified by respondents who selected ‘Other’ are summarized below:

Topic	Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- No need for bike lanes</li> <li>- Consider adding bike storage and bike stations in high-traffic areas</li> <li>- Bike lanes do not need to be so wide</li> </ul>
<b>Impact to Existing Infrastructure</b>	<ul style="list-style-type: none"> <li>- Do not destroy affordable apartments or well-used shops</li> <li>- Maintain the current parking supply</li> </ul>
<b>Street Configuration</b>	<ul style="list-style-type: none"> <li>- Do not change the existing street/street pattern</li> <li>- Change where the road intersects with Warden Avenue, moving it further south</li> <li>- Preferred alignments are 2 and 5</li> <li>- Preferred alignments are 4 and 5, as City’s preferred alignment focuses on a disproportionate share of private lands</li> <li>- 27m is too wide/excessive</li> <li>- Slightly narrower sidewalks; have benches for sitting</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- Add speed bumps and limit access to side streets to protect the communities south of where the new segment of O’Connor Drive is proposed.</li> <li>- No mention made of development planning along the south side of the road extension</li> </ul>

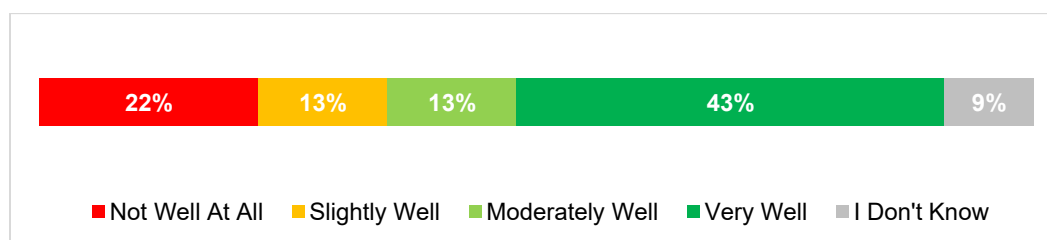
**Question: In a few words, please explain why you like certain aspects of the Recommended Designs or think changes should be made to the Recommended Designs to help the City understand your perspective.**

There were 34 responses to this question. These are summarized below:

Topic	Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- Improve conditions for cyclists and pedestrians</li> <li>- Recommended design makes traveling safer for people walking or cycling in the area</li> <li>- Bike lanes can be included in sidewalk designs but road lanes do not need to be removed</li> <li>- People walking and cycling should be able to move more freely in the area with more residential buildings being proposed</li> </ul>
<b>Flow of Traffic</b>	<ul style="list-style-type: none"> <li>- With incoming density, decreasing the current number of travel lanes will have a negative impact on traffic flow</li> </ul>
<b>Street Configuration</b>	<ul style="list-style-type: none"> <li>- Leave O'Connor Drive as it is currently</li> <li>- Space for sidewalks and bikes are too excessive</li> </ul>

## Reconfiguration of Craigton Drive

**Question: On a scale of 1-4, how well do you think the recommended alignment for Craigton Drive addresses the area's future transportation needs for all road users, including people driving, walking or rolling, and cycling?**



A total of 23 responses were received to this question, with 56% of respondents stating that the recommended alignment for Craigton Drive addresses the area's future transportation needs for all road users "moderately well" or "very well", while 35% responded "not well at all" or "slightly well". 9% did not know.

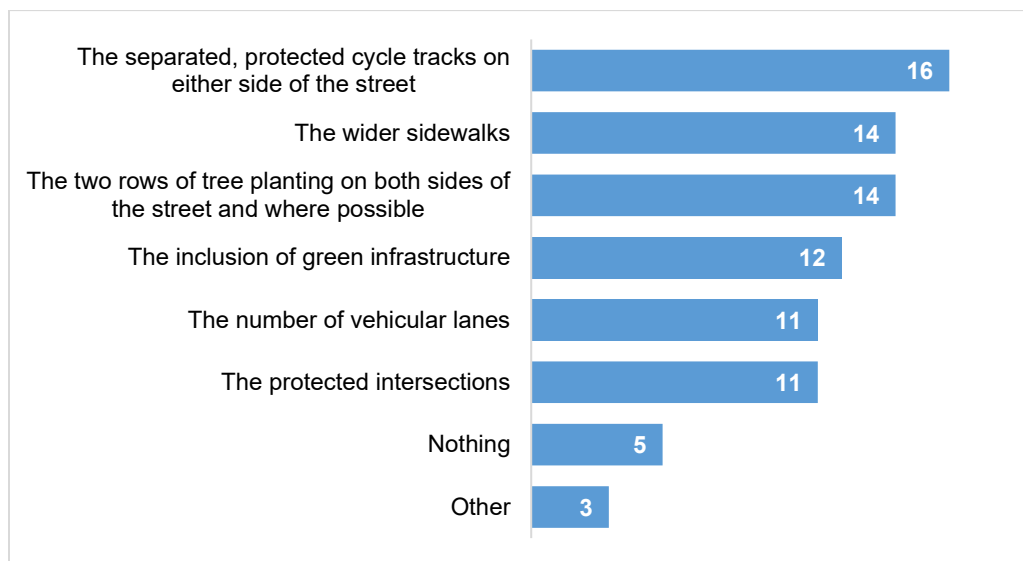
**Question: In a few words, please explain your responses provided for your response on the recommended alignments for the Craigton Drive Reconfiguration.**

There were 16 responses to this question, summarized by themes below:

Topic	Comment Summary
<b>Impact to existing infrastructure</b>	<ul style="list-style-type: none"> <li>- Do not want to see any demolition of existing apartments to implement the realignment</li> </ul>
<b>Support for Design</b>	<ul style="list-style-type: none"> <li>- Design offers alternate routes to access a busy road</li> <li>- Support for the proposed changes</li> <li>- Straightening the travel route is better and will improve connectivity</li> <li>- The design will better connect Craigton Drive and Ashtonbee Road</li> </ul>

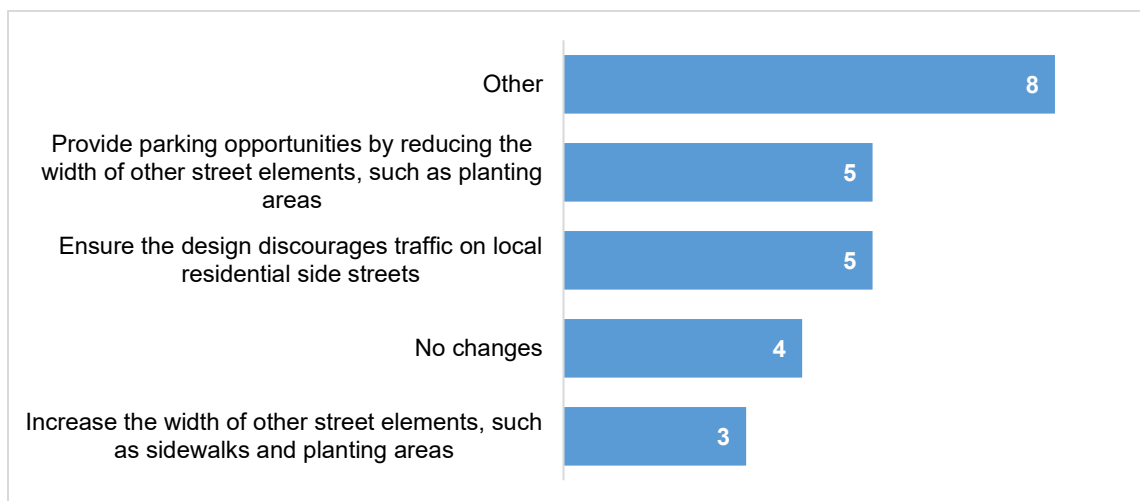
Topic	Comment Summary
Vehicle Travel	<ul style="list-style-type: none"> <li>- Proposal will help reduce traffic congestion from cars turning off Ashtonbee Road onto Pharmacy Drive</li> <li>- Connection to the intersection at Ashtonbee Road will make traffic seamless</li> <li>- Making a proper alignment is more beneficial for traffic flow</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Inquiry regarding extending Ashtonbee Road to the south of 1 Rannock Street and shifting the parking lot north</li> </ul>

**Question: What do you like about the Recommended Street Design for the Craigton Drive Reconfiguration?**



Respondents were able to provide multiple responses to this question. A total of 23 respondents provided responses. Of that number, between 14-16 respondents selected “The separated, protected cycle tracks on either side of the street”, “The wider sidewalks” and “the two rows of tree planting on both sides of the street and where possible”. Between 11 and 12 respondents selected “The inclusion of green infrastructure”, “the number of vehicular lanes” and “the protected intersections”. Between 3-5 respondents selected “nothing” or other design features.

**Question: What would you change in the Recommended Street Design taking into consideration the City is working within a 23 metre street width for the Craighton Drive Reconfiguration?**



Respondents were able to provide multiple responses to this question. A total of 23 respondents provided responses. Of that number, 8 selected “other”, 5 selected both “provide parking opportunities by reducing the width of other street elements, such as planting areas” and “ensure the design discourages traffic on local residential side streets”. Between 3-4 respondents selected “Increase the width of other street elements, such as sidewalks and planting areas” or “no changes”.

Feedback specified by respondents who selected ‘Other’ are summarized below:

Topic	Comment Summary
<b>Traffic Congestion</b>	- Design will encourage traffic on Craighton Drive
<b>Impact to Existing Infrastructure</b>	- Ensure that existing housing and quality of life is not disturbed - Unclear about impact to existing parking supply that currently exists
<b>Street Configuration</b>	- Add raised intersections to slow down cars and protect pedestrians - Unclear how protected intersections would work and how visible they will be to drivers when it snows or rains
<b>Other</b>	- Go about community consultation differently

**Question: In a few words, please explain why you like certain aspects of the Recommended Design or think changes should be made to the Recommended Design to help the City understand your perspective.**

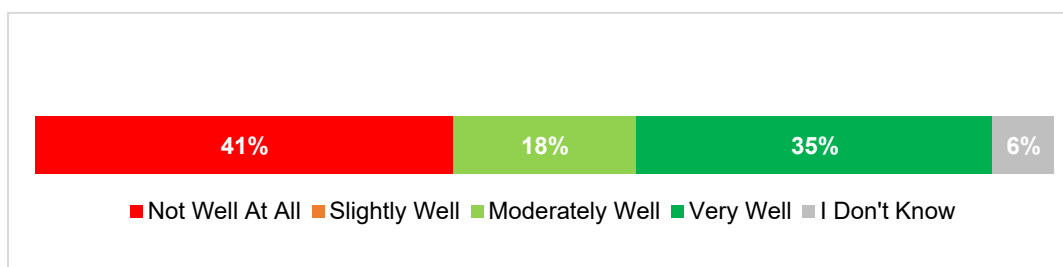
A total of 13 responses were received to this question and are summarized below:

Topic	Comment Summary
<b>Bikeway Types</b>	- There is a focus on safe and separated cycling connections - There is already an alternative cycling option along the Hydro corridor; not needed on the road
<b>Impact to Housing</b>	- Ensure existing housing is not disturbed; rental housing is important to the area

Topic	Comment Summary
<b>Parking</b>	<ul style="list-style-type: none"> <li>- Ensure parking is provided for visitors to apartments</li> <li>- More parking is needed because of reductions in surface lots and more condos being built</li> </ul>
<b>Street configuration</b>	<ul style="list-style-type: none"> <li>- For a residential area, it is suitable to have only two lanes</li> <li>- There is a lot of traffic on Craigton Drive, Ashtonbee Road and Pharmacy Drive because of how the road is currently aligned. The recommended alignment will improve traffic flow</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- The consultation process is flawed</li> </ul>

## Potential Realignment of Thermos Road and Sinnott Road

**Question: On a scale of 1-4, how well do you think the recommended alignment for Thermos Road and Sinnott Road addresses the area's future transportation needs for all road users, including people driving, walking or rolling and cycling?**



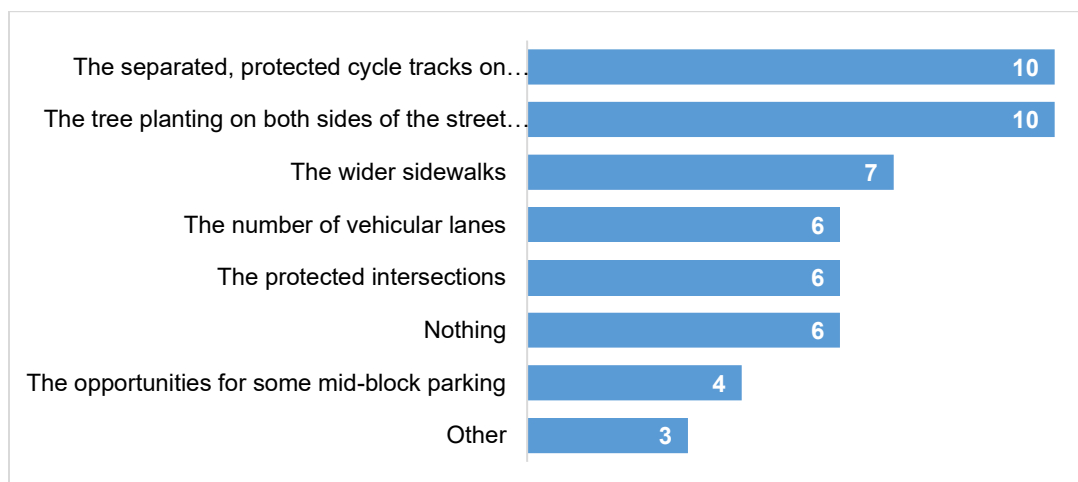
A total of 17 responses were received to this question, with 53% of respondents stating that the recommended alignment for Thermos Road and Sinnott Road addresses the area's future transportation needs for all road users "moderately well" or "very well", while 41% responded "not well at all" and 6% did not know.

**Question: In a few words, please explain your responses provided for the Recommended Alignment for Thermos Road and Sinnott Road.**

There were 11 responses to this question, summarized by themes below:

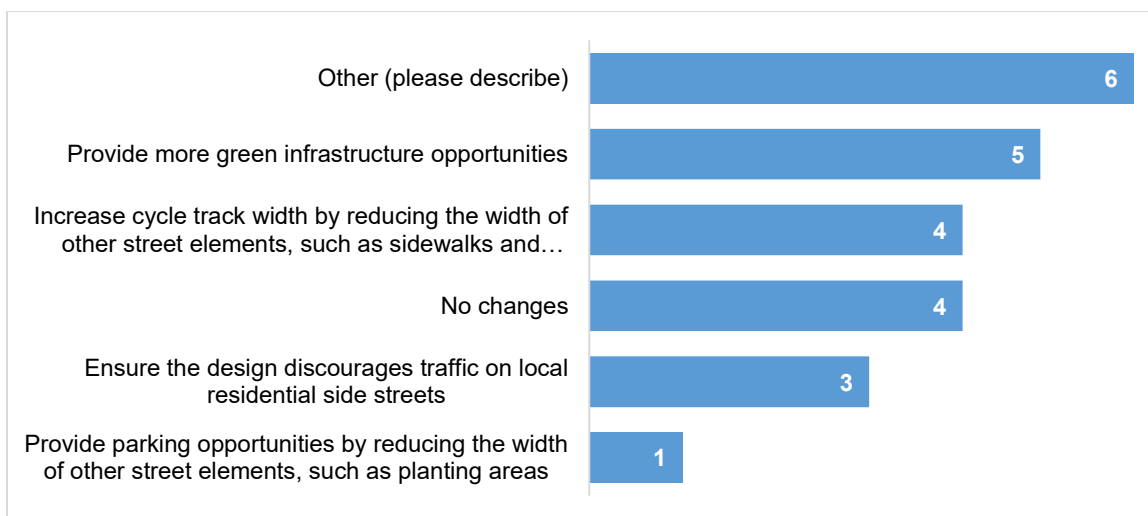
Topic	Comment Summary
<b>Street configuration</b>	<ul style="list-style-type: none"> <li>- The recommended alignment will help improve traffic flow</li> <li>- Consider expropriating a portion of the parking lot at Centennial College to connect Thermos Road and Sinnott Road and create a more aligned intersection</li> </ul>
<b>Support for Project</b>	<ul style="list-style-type: none"> <li>- This is providing more safety</li> <li>- This alignment is meeting design objectives</li> <li>- I support the proposed plan</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- There is no need for this</li> <li>- This is a flawed consultation process</li> </ul>

**Question: What do you like about the Recommended Street Design for Thermos Road and Sinnott Road Reconfiguration?**



Respondents were able to provide multiple responses to this question. A total of 17 respondents provided responses. Of that number, 10 selected both “the separated, protected cycle tracks on either side of the street” and “the tree planting on both sides of the street and where possible”, 7 selected “the wider sidewalks” and 6 selected either “the number of vehicular lanes”, “the protected intersections” or “nothing”. Between 3-4 respondents selected “other” features or “the opportunities for some mid-block parking”.

**Question: What would you change in the Recommended Street Design taking into consideration the City is working within a 23 metre street width for the Thermos Road and Sinnott Road Reconfiguration?**



Respondents were able to provide multiple responses to this question. A total of 17 respondents provided responses. Of that number, 6 selected “other”, between 4-5 respondents selected either “provide more green infrastructure opportunities”, “increase cycle track width by reducing the width of other street elements, such as sidewalks and planting areas.” or “no changes” and 3 respondents selected “ensure the design discourages traffic on local residential side streets”.



Feedback specified by respondents who selected ‘Other’ are summarized below:

Topic	Comment Summary
<b>Bike Lanes</b>	- No need for bike lanes
<b>Motor Vehicle Travel Lanes</b>	- More vehicle lanes are needed and not less
<b>General</b>	- This will have a negative and harmful effect on people in the area
<b>Street Configuration</b>	- Would prefer more greenery over wider sidewalks or bike lanes - Left turn lanes need to be added at Eglinton Avenue

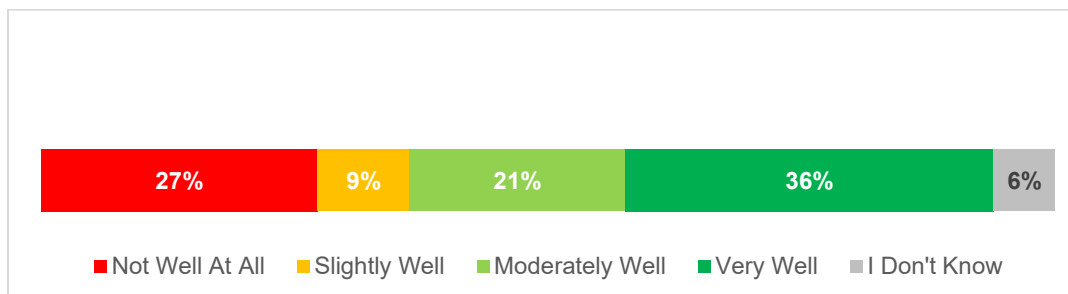
**Question: In a few words, please explain why you like certain aspects of the Recommended Design or think changes should be made to the Recommended Design to help the City understand your perspective.**

A total of 8 responses were received to this question and are summarized below:

Topic	Comment Summary
<b>Active Transportation</b>	- Improved cycling connections in the area that are separated, safe and further from the roadway - Ensure that protected cycle tracks are included in addition to protected intersections - Not many people cycle or walk here
<b>Impact to Housing</b>	- Ensure existing housing is not disturbed; rental housing is important to the area
<b>Parking</b>	- Ensure parking is provided for visitors to apartments - More parking is needed because of reductions in surface lots and more condos being built
<b>Street configuration</b>	- Sidewalks could be widened but vehicle lanes shouldn't be reduced - I like the idea of the realignment with bike lanes and green space - Not sure if wider sidewalks are necessary
<b>Other</b>	- Cannot comment without a realistic concept - This is not meaningful consultation

## New East-West Street: Golden Mile Boulevard

**Question: On a scale of 1-4, how well do you think the recommended alignment for Golden Mile Boulevard addresses the area's future transportation needs for all road users, including people driving, walking or rolling and cycling?**



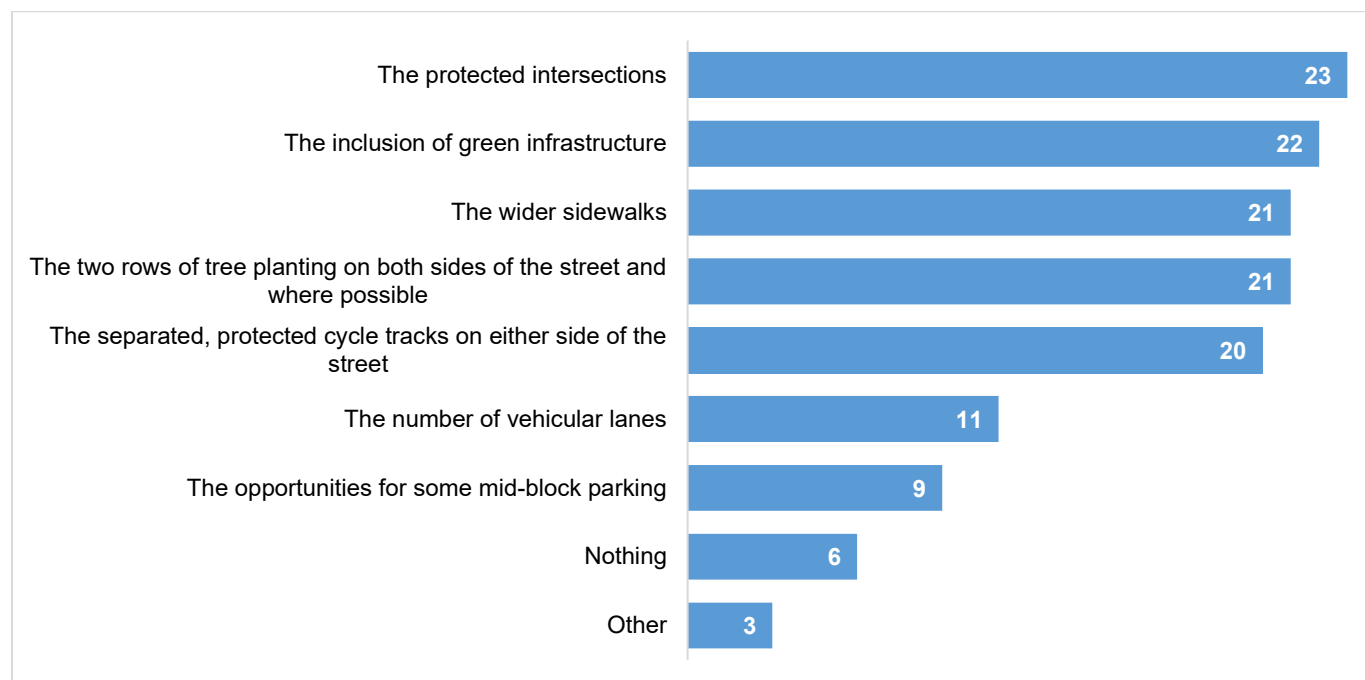
A total of 33 responses were received to this question, with 57% of respondents stating that the recommended alignment for Golden Mile Boulevard addresses the area's future transportation needs for all road users "moderately well" or "very well", while 36% responded "not well at all" or "slightly well" and 6% did not know.

**Question: In a few words, please explain your responses provided for the Recommended Alignment for Golden Mile Boulevard.**

There were 20 responses to this question, summarized by themes below:

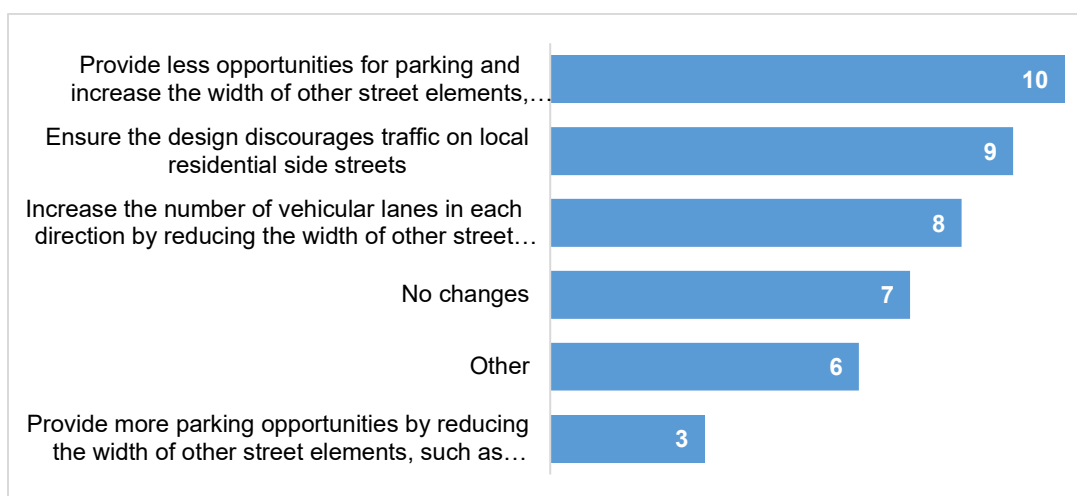
<b>Topic</b>	<b>Comment Summary</b>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- Addition of cycling tracks is essential, ensuring that future development in the area will be more accessible</li> </ul>
<b>Impact to Existing Infrastructure</b>	<ul style="list-style-type: none"> <li>- Concerned about what existing property will be destroyed to accommodate this road</li> <li>- Do not get rid of existing shops</li> <li>- This seems like it will cause a lot of disruption</li> <li>- Hopeful it will not cause disruption to the Ashtonbee Drive and Pharmacy Avenue intersection</li> <li>- Construction will result in disruption for businesses, but adding an alternative for Eglinton Avenue is a priority</li> </ul>
<b>Impact to traffic flow</b>	<ul style="list-style-type: none"> <li>- This will not help grid lock</li> <li>- The addition of this street will reduce traffic congestion in the area</li> </ul>
<b>Street configuration</b>	<ul style="list-style-type: none"> <li>- Unsure why the road needs to be curvy</li> <li>- The street needs to be two lanes in each direction</li> <li>- If the roads were wider, would support adding more of the other street design elements</li> </ul>
<b>Support for alignment</b>	<ul style="list-style-type: none"> <li>- Alignment will provide additional access for the commercial and residential properties in the area</li> <li>- This is providing alternatives to driving</li> <li>- I like the inclusion of this new street</li> <li>- Road is badly needed</li> <li>- I support the proposed plan</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding how future bus service and emergency vehicles can be accommodated</li> <li>- Golden Mile does not need this change</li> </ul>

**Question: What do you like about the Recommended Street Designs for Golden Mile Boulevard?**



Respondents were able to provide multiple responses to this question. A total of 33 respondents provided responses. Of that number, between 21-23 selected either/and “the protected intersections”, “the inclusion of green infrastructure”, “the wider sidewalks” and “the two rows of tree planting on both sides of the street and where possible.” A total of 20 respondents selected “the separated, protected cycle tracks on either side of the street”, between 9-11 selected “the opportunities for midblock parking” or “the number of vehicular lanes” and 3-6 respondents selected “nothing” or “other” features.

**Question: What would you change in the Recommended Street Designs taking into consideration the City is working within a 20 metre and 27 metre street width for Golden Mile Boulevard?**



Respondents were able to provide multiple responses to this question. A total of 33 respondents provided responses. Of that number, 9-10 selected “provide less opportunities for parking and increase the width of other street elements, such as sidewalks and planting areas”, and/or “ensure the design discourages traffic on local residential side streets” and 6-8 selected either “Increase the number of vehicular lanes in each direction by reducing the width of other street elements, such as sidewalks and planting areas”, “no changes” and/or “other”.

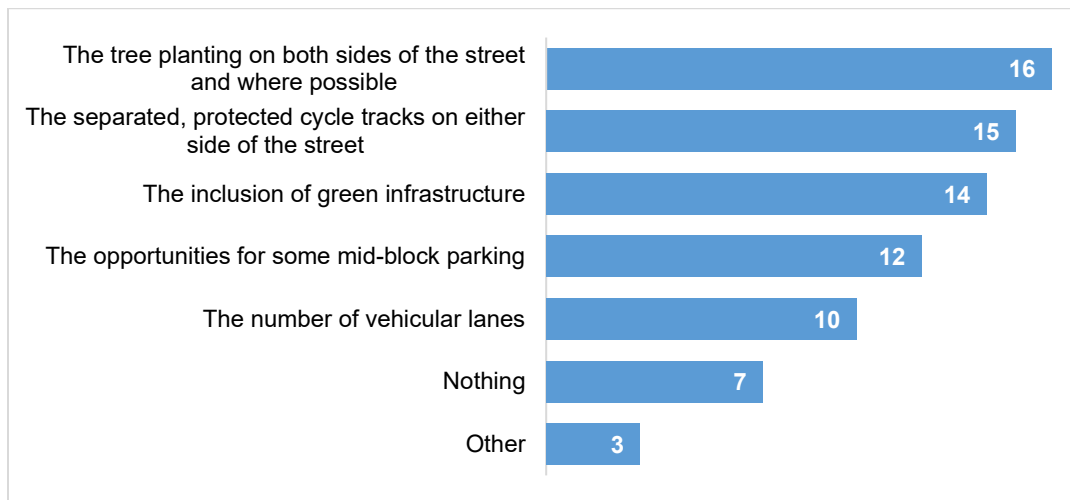
**Question: In a few words, please explain why you like certain aspects of the Recommended Designs or think changes should be made to the Recommended Designs to help the City understand your perspective.**

A total of 16 responses were received to this question and are summarized below:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> <li>- Ensure that cycle tracks are raised</li> <li>- Include improved cycling connections in the area that are as safe as possible</li> </ul>
Green Infrastructure	<ul style="list-style-type: none"> <li>- Green infrastructure is supported</li> <li>- I like the trees</li> <li>- No need for green spaces that rarely gets maintained</li> <li>- The area is in desperate need of additional green space</li> </ul>
Impact to Businesses	<ul style="list-style-type: none"> <li>- The City should have a say in the types of retail that retain spaces in new developments</li> <li>- Larger, affordable stores are needed in this area to keep jobs</li> <li>- Plazas and shops currently feel as though they are not as accessible and new roads will make it easier to get to them</li> </ul>
Motor Vehicle Travel Lanes	<ul style="list-style-type: none"> <li>- More motor vehicle travel lanes are needed</li> </ul>
Safety of Vulnerable Road Users	<ul style="list-style-type: none"> <li>- Protected intersections, dedicated turn lanes and shorter crossing distances for pedestrians make the street safer</li> </ul>
Other	<ul style="list-style-type: none"> <li>- This design provides more of a neighbourhood feel</li> <li>- Plan is a waste of resources and should be discarded</li> </ul>

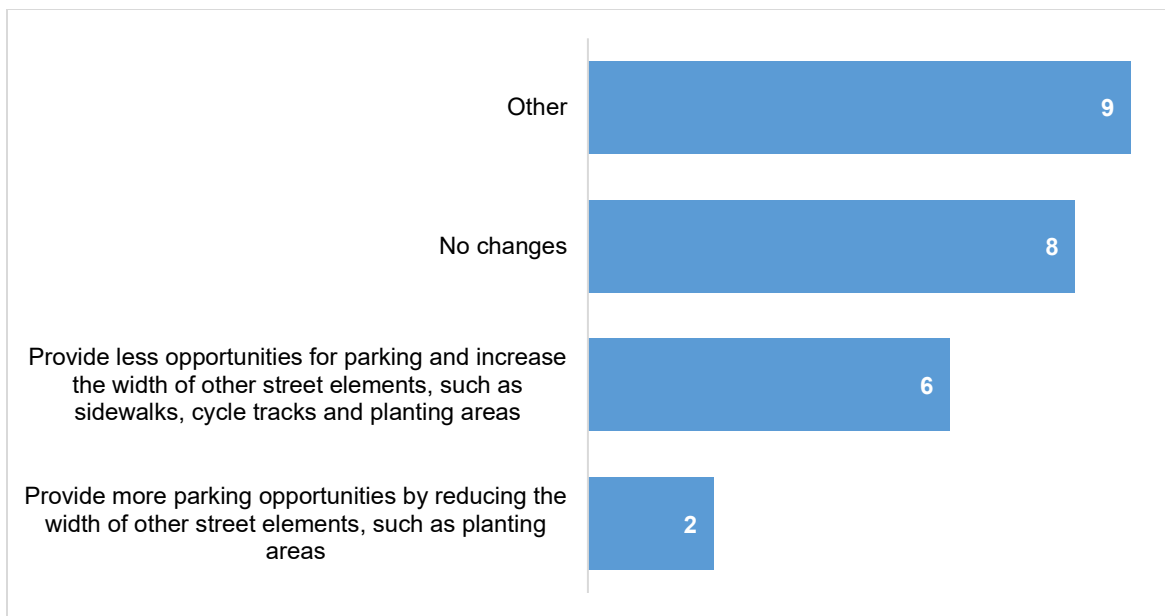
## Streetscape Improvements along Ashtonbee Road and Jonesville Crescent

**Question: What do you like about the streetscape improvements for Ashtonbee Road?**



Respondents were able to provide multiple responses to this question. A total of 23 respondents provided responses. Of that number, 14-16 selected “the tree planting on both sides of the street and where possible”, “the separated, protected cycle tracks on either side of the street” and/or “the inclusion of green infrastructure”. Another 10-12 respondents selected “the opportunities for some mid-block parking” and/or “the number of vehicular lanes”, 7 respondents selected “nothing” and 3 selected “other” features.

**Question: What would you change in the streetscape improvements taking into consideration the City is working within the existing 23 meter street width for Ashtonbee Road?**



Respondents were able to provide multiple responses to this question. A total of 23 respondents provided responses. Of that number, 8-9 selected “other” and/or “no changes”, 6 selected “provide less opportunities for parking and increase the width of other street elements, such as

sidewalks, cycle tracks and planting areas” and 2 selected “provide more parking opportunities by reducing the width of other street elements, such as planting areas.”

Feedback specified by respondents who selected ‘Other’ are summarized below:

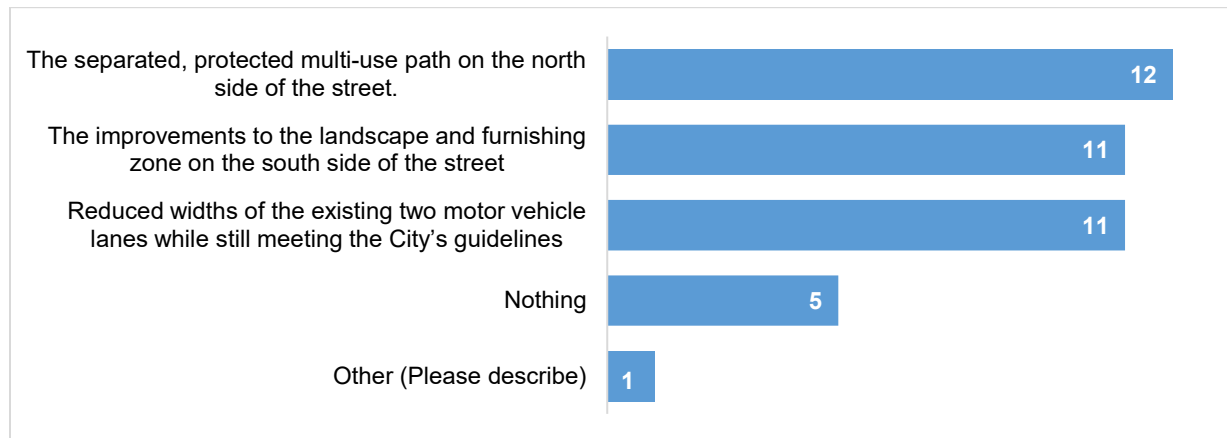
Topic	Comment Summary
<b>Connections</b>	- Add a connection from Ashtonbee Road to the Hydro Corridor Trail
<b>Space for vehicles</b>	<ul style="list-style-type: none"> <li>- More space for vehicles needed</li> <li>- If parking is reduced, side streets will be inundated</li> <li>- Pick-up and drop-off space would be effective if it was not also parking</li> <li>- Arrange for alternate parking options</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- This will not improve the area</li> <li>- Abandon this plan</li> <li>- Unsure what to suggest, because plans do not paint a full picture</li> </ul>

**Question: In a few words, please add any additional comments you would like to provide for the Ashtonbee Road streetscape improvements.**

A total of 15 responses were received to this question and are summarized below:

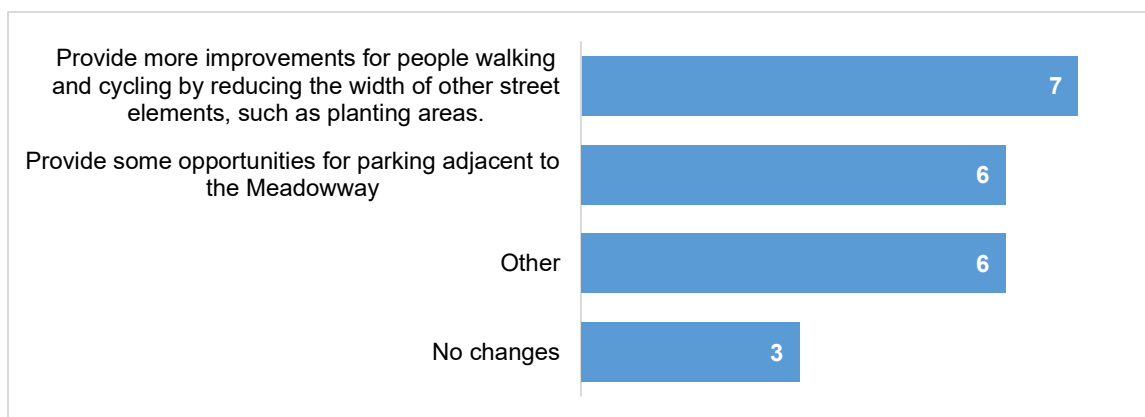
Topic	Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- Add a cycling connection from Ashtonbee Road to the Hydro Corridor Trail</li> <li>- Ensure that protected cycle tracks are included in addition to protected intersections</li> </ul>
<b>Green Infrastructure</b>	- This is a good example of prioritizing green infrastructure
<b>Parking &amp; drop-off/pick-up</b>	<ul style="list-style-type: none"> <li>- Parking is not needed in this section</li> <li>- This road is heavily used by vehicles for the recreational facilities and parking should be retained</li> <li>- I like the idea of a pickup and drop-off area, but it could potentially be misused as a parking area</li> </ul>
<b>Street configuration</b>	<ul style="list-style-type: none"> <li>- Ensure sidewalks are on both sides of the street for the entire segment</li> <li>- No need to make changes to the road</li> <li>- More lanes for cars are needed</li> <li>- Allow a possible space to allow transit vehicles to pass Eglinton Avenue in the future</li> </ul>
<b>Traffic calming</b>	- People currently speed too much along Ashtonbee Road, so a narrower roadway would calm traffic
<b>Other</b>	- This is not meaningful consultation

**Question: What do you like about the streetscape improvements for Jonesville Crescent?**



Respondents were able to provide multiple responses to this question. A total of 17 respondents provided responses were received. Of that number, 12 respondents selected “the separated, protected multi-use path on the north side of the street”, 11 selected both “the improvements to the landscape and furnishing zone on the south side of the street” and/or “reduced widths of the existing two motor vehicle lanes while still meeting the City’s guidelines” and 5 respondents selected ‘nothing’.

**Question: What would you change in the streetscape improvements taking into consideration the City is working within the existing 20 meter street width for Jonesville Crescent?**



Respondents were able to provide multiple responses to this question. A total of 17 respondents provided responses. Of that number, 7 respondents selected “provide more improvements for people walking and cycling by reducing the width of other street elements, such as planting areas”, 6 selected both “provide some opportunities for parking adjacent to the Meadowway” and/or “other” and 3 selected “no changes.”

Feedback specified by respondents who selected ‘Other’ are summarized below:

Topic	Comment Summary
Active Transportation	- Create better active transportation connections to the Meadowway
Motor Vehicle Access	- Inquiry regarding the ability of cars to access Jonesville Crescent from Eglinton Avenue
Parking	- Parking would be nice if it has no impact on community gardens



Topic	Comment Summary
General	<ul style="list-style-type: none"> <li>- Abandon this project</li> <li>- This will not improve the area</li> </ul>

**Question: In a few words, please add any additional comments you would like to provide for Jonesville Crescent streetscape improvements.**

A total of 9 responses were received to this question and are summarized below:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> <li>- Ensure that safety is prioritized for pedestrians and cyclists</li> <li>- Create safe and separated cycling connections</li> <li>- Ensure multi-use path is wide enough and provide a cycling/walking connection to the Meadoway</li> </ul>
Coordination of Projects	<ul style="list-style-type: none"> <li>- Ensure that implementation doesn't happen all at once</li> </ul>
Green Infrastructure	<ul style="list-style-type: none"> <li>- This is a good example of prioritizing green infrastructure</li> <li>- Increase multi-use trail width by reducing the landscaping zone</li> </ul>
Other	<ul style="list-style-type: none"> <li>- This is not meaningful consultation</li> <li>- Fully support these changes</li> </ul>

**Question: Please share any additional comments, concerns, observations, or suggestions related to the ReNew Golden Mile EA.**

A total of 33 responses were received to this question and are summarized by segments below:

Topic	Comment Summary
O'Connor Drive Reconfiguration and Extension	<ul style="list-style-type: none"> <li>- Add a cycling connection from Ashtonbee Road to the Hydro Corridor Trail</li> <li>- Ensure that protected cycle tracks are included in addition to protected intersections</li> </ul>
Green Infrastructure	<ul style="list-style-type: none"> <li>- This is a good example of prioritizing green infrastructure</li> </ul>
Parking & drop-off/pick-up	<ul style="list-style-type: none"> <li>- Parking is not needed in this section</li> <li>- This road is heavily used by vehicles for the recreational facilities and parking should be retained</li> <li>- I like the idea of a pickup and drop-off area, but it could potentially be misused as a parking area</li> </ul>
Street configuration	<ul style="list-style-type: none"> <li>- Ensure sidewalks are on both sides of the street for the entire segment</li> <li>- No need to make changes to the road</li> <li>- More lanes for cars are needed</li> <li>- Allow a possible space to allow transit vehicles to pass Eglinton Avenue in the future</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>- People currently speed too much along Ashtonbee Road, so a narrower roadway would calm traffic</li> </ul>
Other	<ul style="list-style-type: none"> <li>- This is not meaningful consultation</li> </ul>

## Public Events

During the November 21, 2024 Virtual Public Event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- The significant development of the area will be greatly enhanced by the completion of the trail connecting the East Don Trail to the Meadoway</li> <li>- There needs to be a way for cyclists to safely cross Eglinton Avenue</li> </ul>
<b>Alignment Configuration</b>	<ul style="list-style-type: none"> <li>- O'Connor is currently four lanes, concerned about it being reduced to two lanes, given increased gridlock, O'Connor Drive should have 4 lanes implemented</li> <li>- Inquiry regarding why O'Connor Drive is being extended to Birchmount Road</li> </ul>
<b>Cost &amp; Timeline</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding cost to expropriate properties identified and to construct roads</li> <li>- Inquiry regarding timeline for works to be completed</li> <li>- Inquiry into length of time between finalized designs and when construction of new roads begin</li> </ul>
<b>Environmental/Green Space</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding the addition of new parks or parkettes, as well as community centres to accommodate the density</li> </ul>
<b>Property Impacts</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding removal of water tower to accomplish alignment</li> <li>- Inquiry regarding potential impact to 2201 Eglinton Avenue East, given the building has heritage significance</li> <li>- Interest in seeing a list of retail that will remain versus ones that would be removed. Would like to keep many retail buildings as much as possible so that residents can continue to walk and not have to drive to access services</li> <li>- An extension of O'Connor Drive could mean more cars onto residential streets and impact to the people in Engelhart Crescent apartments</li> <li>- Scarborough Bomb Girls buildings are a heritage feature and should be protected</li> </ul>
<b>Road Safety</b>	<ul style="list-style-type: none"> <li>- The realignment of O'Connor Drive at Civic Road could make it dangerous for children crossing the street</li> <li>- Inquiry regarding whether the intersections will have sharper corners to promote slower turning speeds and make it safer for pedestrians and cyclists</li> </ul>
<b>General/Out of Scope</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding buildings using green infrastructure (e.g., energy efficiencies, green roofs, solar panels, bird-safe windows) and minimize waste during demolition. If not, the City should encourage it.</li> <li>- Apart from the hydro corridor - Gattineau Trail, and Pine Hills Cemetery, there is not much needed greenspaces for this significant level of development in the area</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- Inquiries regarding ways to access all consultation materials</li> </ul>

During the November 26, 2024 In-Person Public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>- Need clarity around the impact of the new provincial legislation on the bike lanes that as proposed as part of the designs</li> <li>- Inquiry regarding how e-scooters and self-driving vehicles will be accommodated in the Golden Mile area</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding how people with mobility devices will be accommodated</li> <li>- Inquiry regarding emergency vehicles being able to access the roadway to service vulnerable people when there is only one lane each direction</li> </ul>
<b>Alignment Configuration</b>	<ul style="list-style-type: none"> <li>- Ensure the turn at the O'Connor Drive reconfiguration is not sharp</li> </ul>
<b>Project Timelines</b>	<ul style="list-style-type: none"> <li>- Inquiries regarding how roads will be constructed and when construction will take place</li> </ul>
<b>Property Impacts</b>	<ul style="list-style-type: none"> <li>- Inquiry regarding the impact to the pumping station due to the Craigton Drive reconfiguration</li> </ul>
<b>Traffic Congestion</b>	<ul style="list-style-type: none"> <li>- The capacity issues at O'Connor Drive and Woodbine Avenue should be addressed before or in tandem with any reconfiguration or extension work</li> <li>- Reducing O'Connor Drive to only two lanes will cause significant congestion and make the current traffic situation worse</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- Consultations should have been held prior to completing drawings</li> </ul>

## Email and Phone Comments

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

Topic	Comment Summary
<b>Consider additional design elements to streetscape design</b>	<ul style="list-style-type: none"> <li>- Include accessible bike storage, changing facilities along Ashtonbee Road, as well as seating areas along the trails connections and near open public spaces</li> </ul>
<b>Concerns with Recommended O'Connor Drive Reconfiguration and Extension</b>	<ul style="list-style-type: none"> <li>- The design for the O'Connor Drive extension and reconfiguration is flawed, as the Clairlea community is impacted by cut-through traffic by driving from Eglinton Avenue to Danforth Avenue</li> <li>- O'Connor Drive should be left as-is and the Eglinton Square protected, along with Clairlea community</li> <li>- Extension will not solve congestion issues, but will result in more bottleneck</li> </ul>
<b>Environmental Considerations</b>	<ul style="list-style-type: none"> <li>- The project should be proposing addition of even more green space, especially as this area is planned to accommodate increased density</li> </ul>
<b>General</b>	<ul style="list-style-type: none"> <li>- The project/study area is too small and should be expanded so that traffic in areas close to the current project area is studied. The number of roads proposed will not accommodate the anticipated population growth</li> </ul>

## Agency and Utility Comments

Summarized comments below were received from the following agencies and utilities:

1. Ministry of Citizenship and Multiculturalism
2. Hydro One
3. Toronto Catholic District School Board
4. Trans-Northern Pipelines Inc
5. Ministry of Transportation

Topic	Comment Summary
<b>Archeological Assessment</b>	- Inquiry into the status of the Cultural Heritage Assessment Report archeological assessment
<b>Impact to Existing Infrastructure in the Project Area</b>	- There are existing high-voltage transmission facilities within the study area and the entity must be informed of any process before decisions are made - Agency has no infrastructure in the project area
<b>General</b>	- No comment at this time, but wish to be involved if proposed alignments extend beyond the current study area boundary - Request for record of public meetings held

## Indigenous Community Comments

No comments were received from Indigenous Communities.

## Interest Group & Property Owner Comment Submissions

A total of 6 comment submissions were received via email/mail from interest groups or property owners listed and summarized below:

1. Lakeshore Group, on behalf of Metro Ontario Real Estate
2. Dentons Canada LLP, on behalf of Samuel Sarick Ltd
3. Scargall Own-King LLP, on behalf of Stardel
4. Aird Berlis, on behalf of Choice REIT
5. Westdale Properties, on behalf of West Birchmount Holdings Inc
6. 2123619 Ontario Inc

Topic	Comment Summary
<b>Concerns with recommended alignment for O'Connor Reconfiguration and Extension</b>	- The recommended alignment and designs in May 2024 staff report conflict with the development approvals at 1880 to 1890 Eglinton Avenue East and 1523, 1525-1545 Victoria Park Avenue. - Not supportive of recommended alignment for O'Connor Extension (Alternative 1) as it will negatively private property at 1911-1921 Eglinton Avenue East by imposing a collector road through the development site and restricting the development potential of the lands.
<b>Further considerations for Recommended Alignment</b>	- Alternative 1 for the O'Connor Drive Reconfiguration is most similar to the street network outlined in the Golden Mile Secondary Plan and of most interest to property owners of 40 Eglinton Square - O'Connor Drive should intersect with Pharmacy Avenue as proposed in the development applications submitted by 40 Eglinton Square

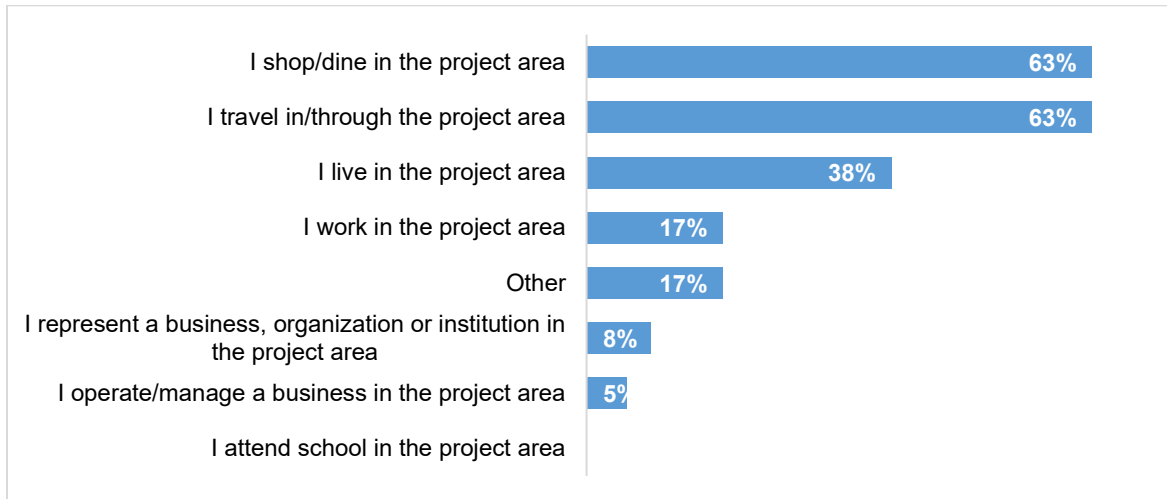
Topic	Comment Summary
<b>Consultation with Property Owners</b>	<ul style="list-style-type: none"> <li>- Property owners would like to continue to engage the City to refine alignment to minimize impact to private properties;</li> <li>- Request for more information on impacts to buildings at 2201 Birchmount Road</li> </ul>

## Appendices

### Survey Participant Demographics

A total of 78 survey respondents provided **mandatory** demographic information described below.

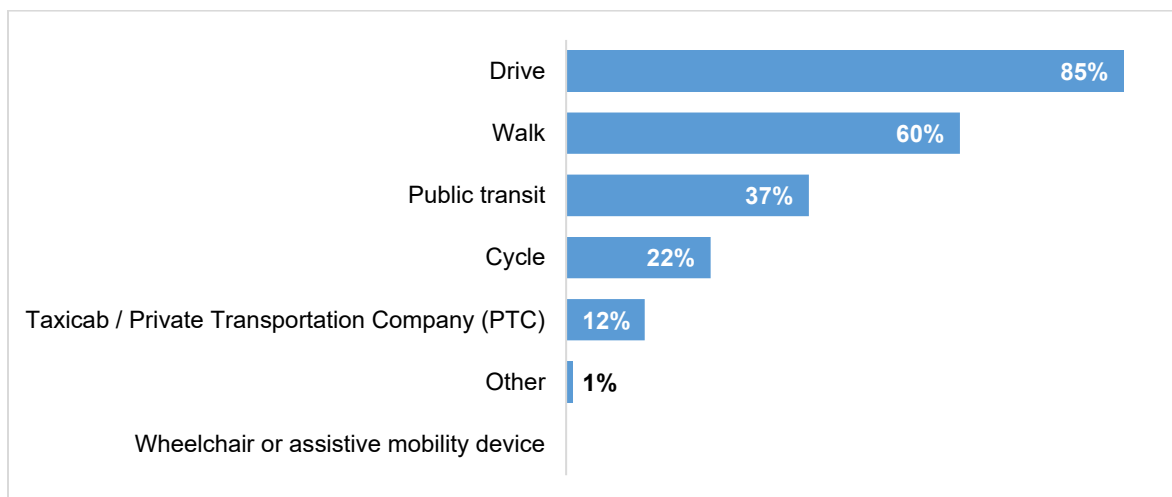
#### Relationship to the Golden Mile project area.



Respondents were allowed to provide multiple responses to this question. 63% of respondents shop/dine in the project area or travel in/through the project area. 38% live in the project area and 17% work in the project area or provided other responses, including:

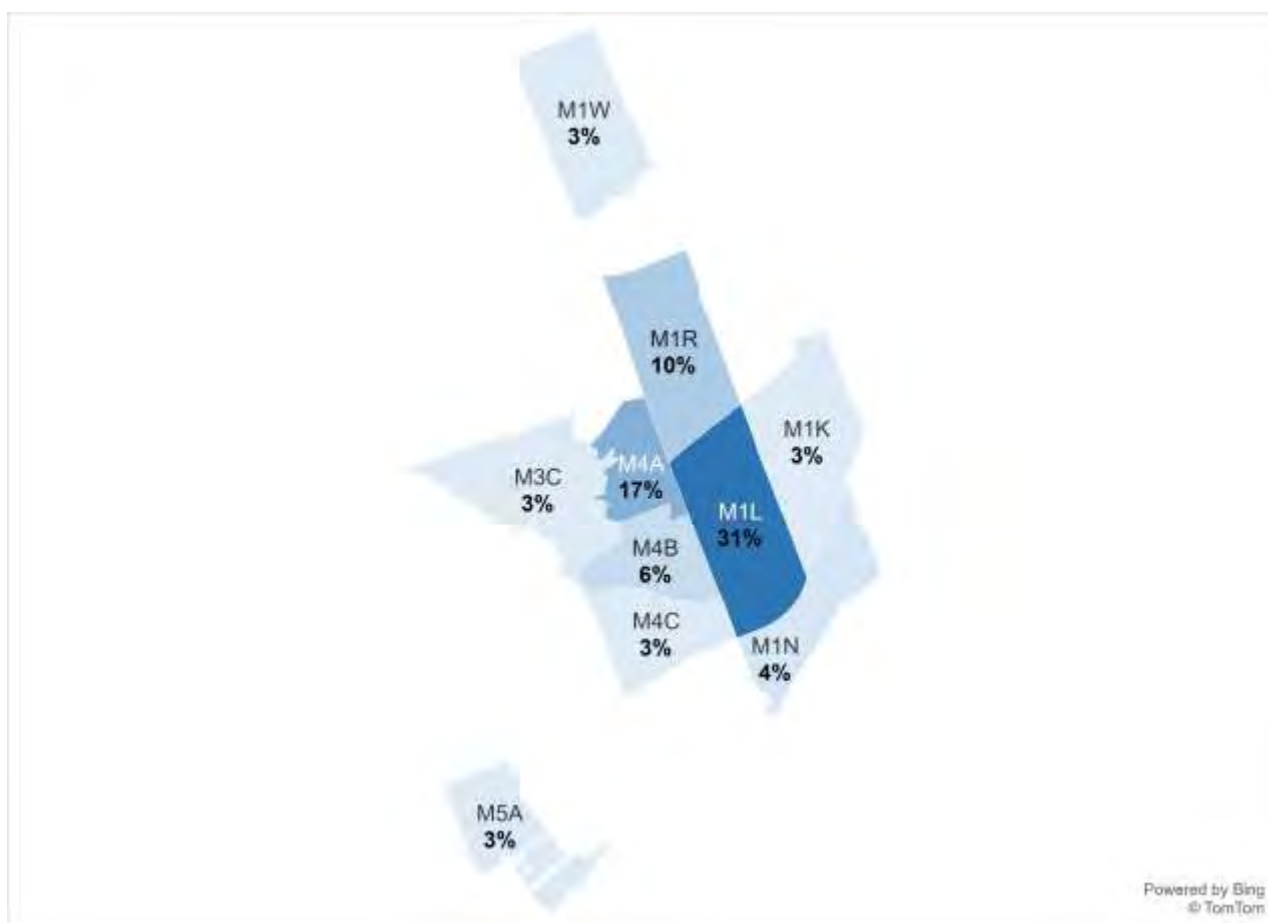
- Live close to the project area
- Grew up in the project area
- Own a business between Eglinton Avenue and Civic Drive

#### Typical Travel in or around the Golden Mile project area



There were 78 responses to this question, with respondents allowed to provide multiple responses to this question. 85% of respondents travel the project area by driving, 60% by walking and 37% by public transit.

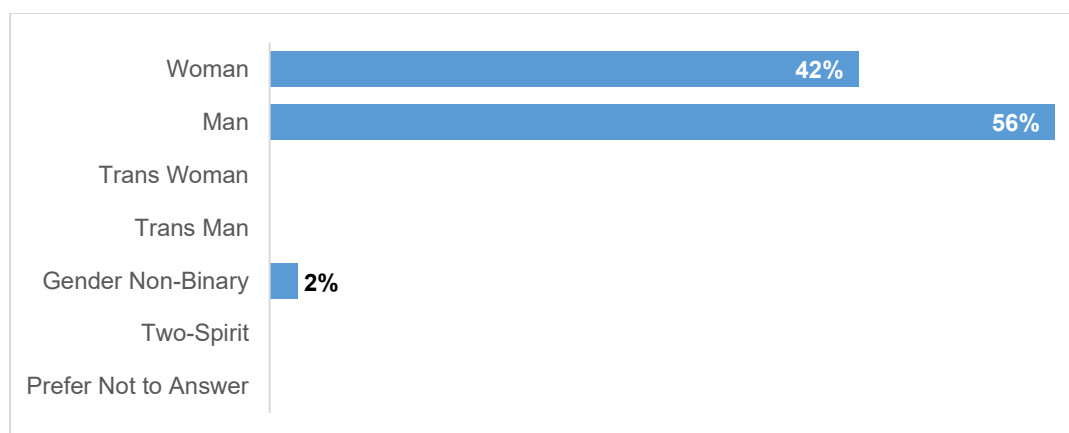
## Postal Code



A majority of the respondents (31%) live in the Golden Mile and Clairlea neighbourhoods, central neighbourhoods in the project area. A total of 17% live in the Victoria Village neighbourhood, a portion of which falls in the project area.

A total of 49 respondents provided responses to the following **optional** demographic questions:

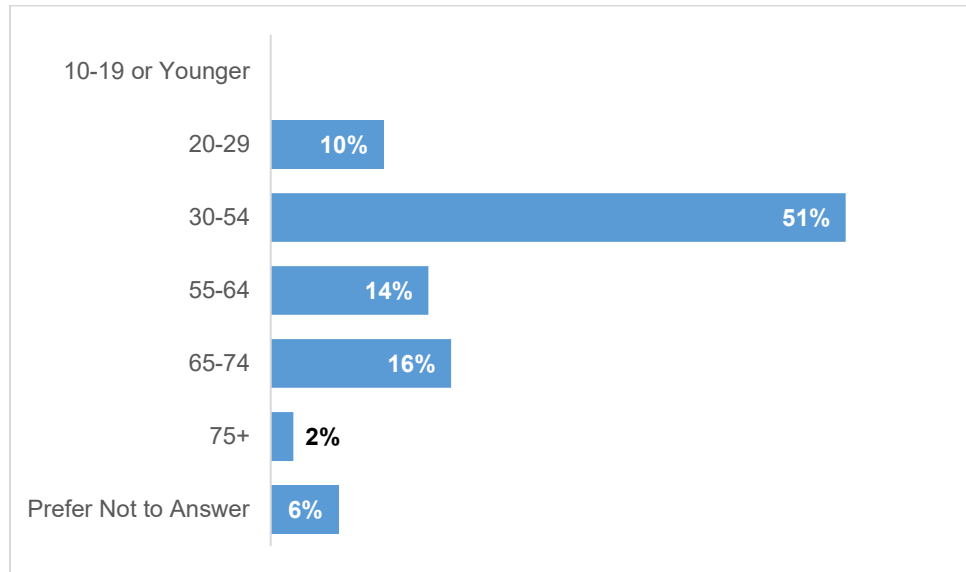
### Gender | n=48



Slightly more than half of survey respondents identified as men, followed by women.

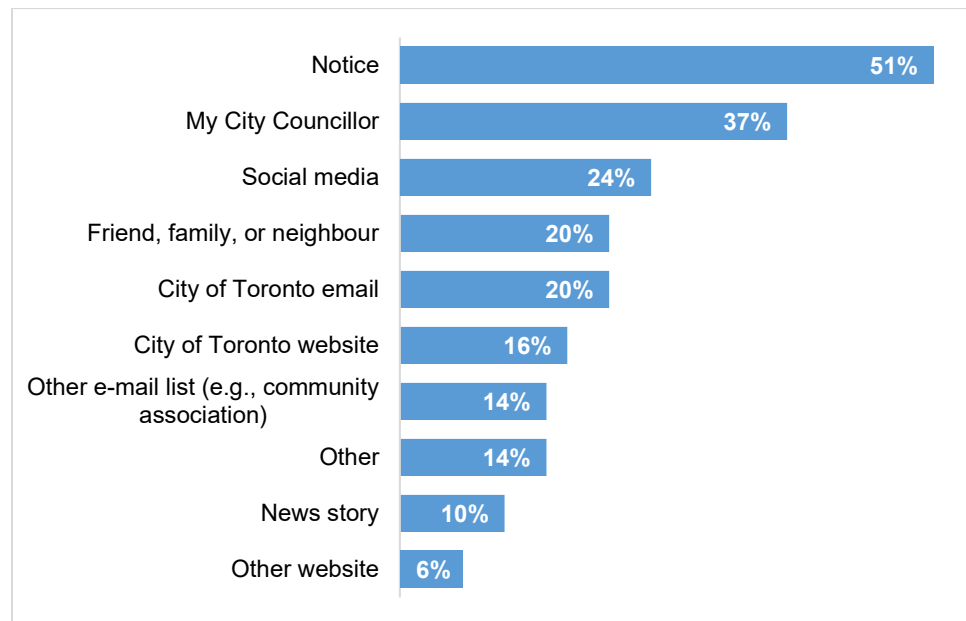


## Age | n=49



Most survey respondents are in the youth and working age categories.

## Point of Engagement | n=49



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by a City Councillor and social media.