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Appendix L.3

Stage 2 Consultation Materials

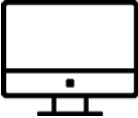
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November 5, 2024

ReNew Golden Mile:
Reconfigured & New Major Streets

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.

The City is inviting members of the public to a virtual public meeting to learn about the recommended street alignments and designs and provide feedback.

Learn More  View the project web page, including a presentation and other materials. Toronto.ca/goldenmile	Provide Feedback  Complete an online survey or request a printed copy. Submit comments by email, mail or phone. Comment deadline: December 2, 2024
Attend an Event*  *The same information will be presented on all dates.	
Virtual Public Meeting Presentation and Question & Answer period. Join online or by phone. Thursday, November 21, 2024 6:30 to 8:30 p.m. See project webpage for details.	Public Consultation Event Listen to a presentation, ask questions and speak one-on-one with staff. Tuesday, November 26, 2024 6:00 to 8:00 p.m. Clairlea Public School 25 Rosalind Crescent, Scarborough ON

*The location is wheelchair/mobility device accessible. If you have a specific accessibility need or require other accommodation, please contact us.

Process

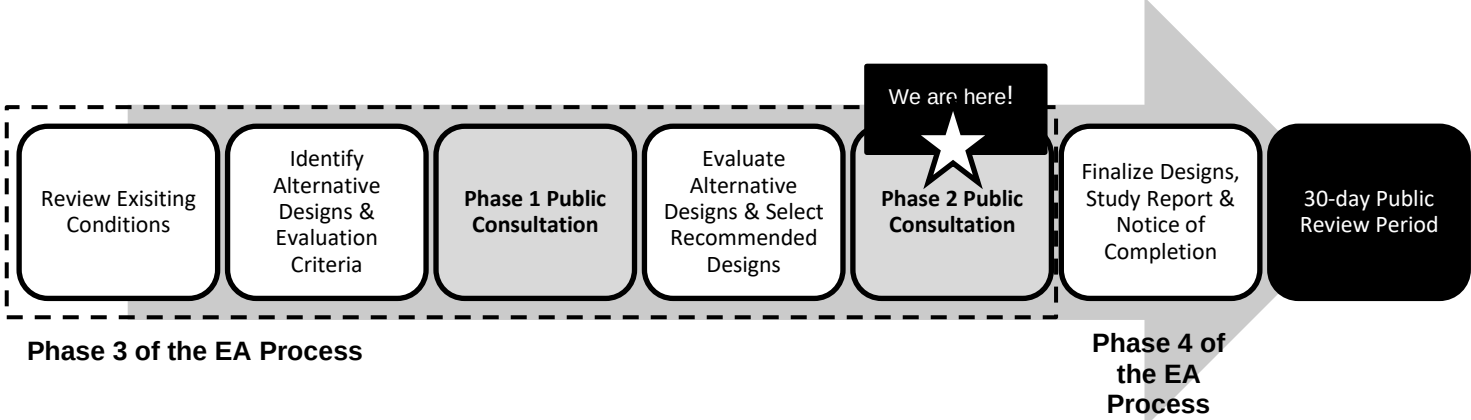
Since the first public consultation event (April 2023), the project team completed the detailed evaluation of alternative alignments and street designs for each new and reconfigured street, considering, among other matters, the need to support planned growth and improve network capacity and connectivity while supporting all road users of all ages and abilities, including pedestrians, cyclists and transit riders. The EA Study involves the development and evaluation of alternative street alignments and designs for the following street corridors:

- The potential reconfiguration of O’Connor Drive, along with an extension to Birchmount Road;
- A new east-west public street north of Eglinton Avenue East from Victoria Park Avenue to Birchmount Road (“Golden Mile Boulevard”);
- A realignment, widening and reconfiguration of Craigton Drive to directly connect to Ashtonbee Road; and
- A potential reconfiguration of or improvements to Thermos Road and Sinnott Road at the Eglinton Avenue East intersection.

For additional details on the EA Study and to review the alternatives and evaluation criteria presented at the first public consultation event, visit [Toronto.ca/goldenmile](#). Presentation materials and a discussion guide will be posted on the project website on November 21, 2024. An online survey will also be made available until December 2, 2024 for people to provide feedback and input into the EA Study.

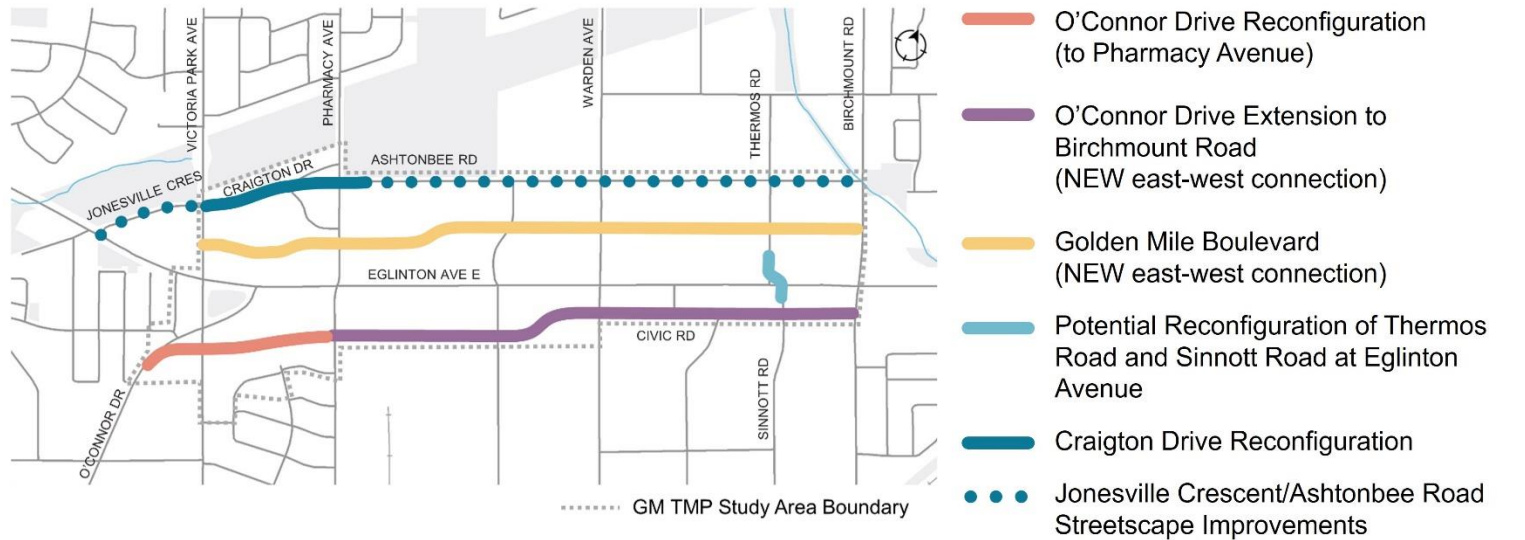
The EA Study is following the **Municipal Class Environmental Assessment** process for the above **Schedule C** road projects, which promotes good environmental planning by determining and managing the potential effects of a project before implementation. The EA process includes identifying the problem or opportunity to be addressed, developing and evaluating a range of alternative solutions and design options, providing opportunities for public input, and identifying recommended alignments.

The ReNew Golden Mile Study is completing Phases 3 and 4 of the EA process and continues to build on earlier phases completed through the Golden Mile Transportation Master Plan (TMP).



Additionally, the EA Study has been exploring potential streetscape improvements for Jonesville Crescent and Ashtonbee Road from Pharmacy Avenue to Birchmount Drive that do not trigger the Municipal Class EA Process. The proposed improvements will also be presented at the public consultation events.

Map of the Street Corridors the City is Studying



Next Steps

Following the second phase of public consultation, the project team will refine the recommended alternatives and present a report with final preferred alignments and street designs to the City of Toronto's Executive Committee. If endorsed by Committee, and subsequently by Toronto City Council, the Study Report will be prepared and filed in the public record for 30 days for public review.

More Information

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* Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

如果需要普通话协助, 请拨 311

ReNew Golden Mile: Reconfigured and New Major Streets Environmental Assessment

Phase 2 Consultation Report

January 2025



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For questions about this report, please contact:

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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.

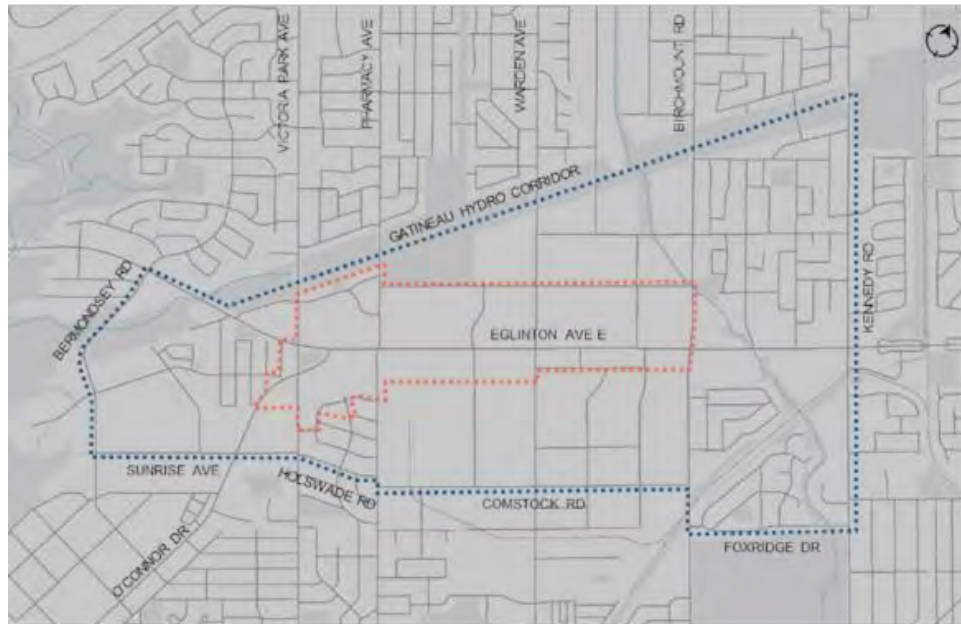


Attendees view a presentation at the November 26, 2024 Public Event at Clairlea Public School

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
- 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
 - o Chippewas of Georgina Island First Nation
 - o Chippewas of Rama First Nation
 - o Beausoleil First Nation
 - o Curve Lake First Nation
 - o Alderville First Nation
 - o Mississaugas of Scugog Island First Nation
 - o 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

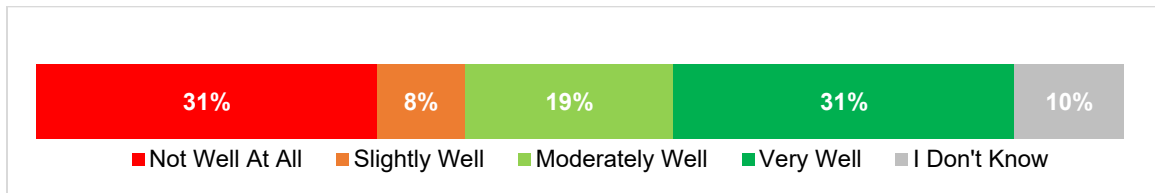
Other noticeable themes suggested that the public wanted to see more parking supply in the project area, particularly where new roads are proposed. Some degree of skepticism about this effectiveness of consultation on the project, including the contents of consultation materials was also highlighted.

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.

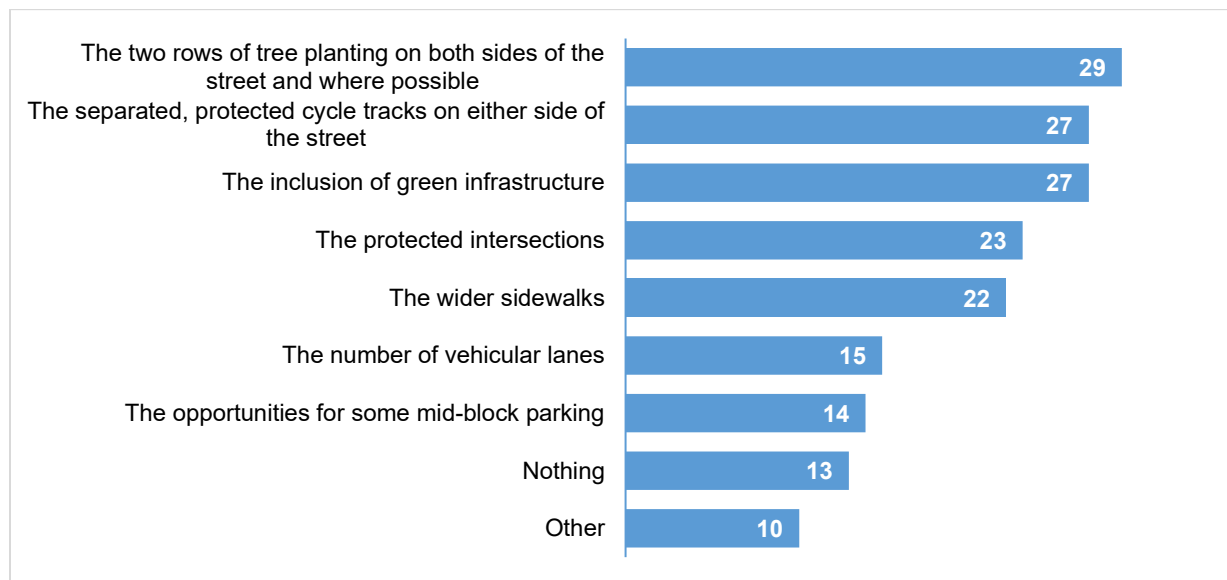
Question: In a few words, please explain your responses provided on the recommended alignments for the O'Connor Drive Reconfiguration and Extension.

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

Topic	Comment Summary
Active Transportation	- Support for inclusion of active transportation options - Supportive of the alignment if it keeps bikes off Eglinton Avenue - Providing alternatives to cars will encourage cycling and make people less dependent on vehicular traffic - The addition of cycle tracks is a good addition to encourage people to make short trips by bicycle within the study area
Flow of Traffic	- Reducing traffic lanes from four to two will increase traffic congestion and disturb traffic flow - An extension will improve traffic flow in the area - The extension could help reduce traffic during rush hour coming from Eglinton Avenue
Impact to Property	- 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 - Need to understand how realignment will impact businesses on the road proposed to be closed - O'Connor Drive Extension is too close to Eglinton Avenue at Warden Avenue and Birchmount Road, impacting the size of redevelopment lands
Number of travel lanes	- O'Connor Drive is not a local road and so needs to remain two lanes - Traffic and congestion are on the increase and providing only 1 lane is a bad idea - A configuration of two lanes in each direction will provide alternative thoroughfare from Victoria Park to Birchmount Park
Street Configuration	- Tight curve proposed will create a hazard - Proposed shape of the road in relation to intersections feels dangerous for people driving and walking

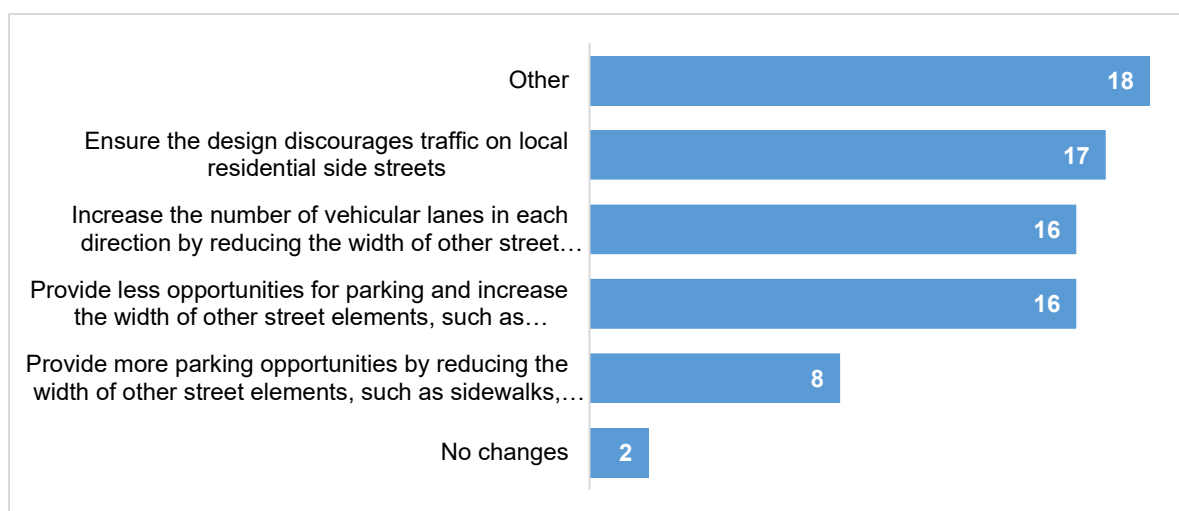
Topic	Comment Summary
Travel Operations	- People will not walk or bike the area and they are being accommodated too much
Other	- Clearer, simpler visuals are needed for us to be able to understand the alignment and associated impacts, including what existing infrastructure would be removed - Plan will have a negative impact on the area, including job opportunities - Seeing many issues with this plan

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
Active Transportation	- No need for bike lanes - Consider adding bike storage and bike stations in high-traffic areas - Bike lanes do not need to be so wide
Impact to Existing Infrastructure	- Do not destroy affordable apartments or well-used shops - Maintain the current parking supply
Street Configuration	- Do not change the existing street/street pattern - Change where the road intersects with Warden Avenue, moving it further south - Preferred alignments are 2 and 5 - Preferred alignments are 4 and 5, as City’s preferred alignment focuses on a disproportionate share of private lands - 27m is too wide/excessive - Slightly narrower sidewalks; have benches for sitting
Other	- 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. - No mention made of development planning along the south side of the road extension

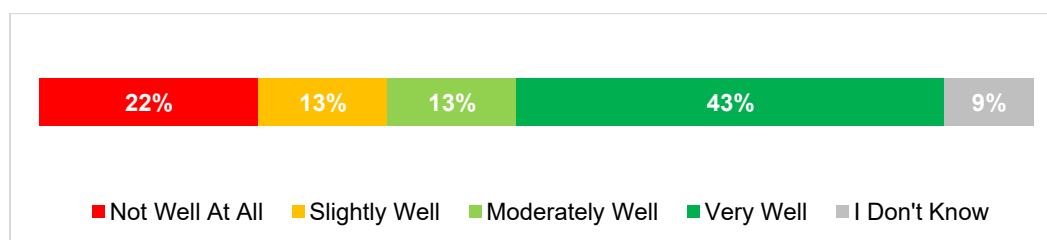
Question: In a few words, please explain why you like certain aspects of the Recommended Designs or think changes should be made to the Recommended Designs to help the City understand your perspective.

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

Topic	Comment Summary
Active Transportation	- Improve conditions for cyclists and pedestrians - Recommended design makes traveling safer for people walking or cycling in the area - Bike lanes can be included in sidewalk designs but road lanes do not need to be removed - People walking and cycling should be able to move more freely in the area with more residential buildings being proposed
Flow of Traffic	- With incoming density, decreasing the current number of travel lanes will have a negative impact on traffic flow
Street Configuration	- Leave O'Connor Drive as it is currently - Space for sidewalks and bikes are too excessive

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.

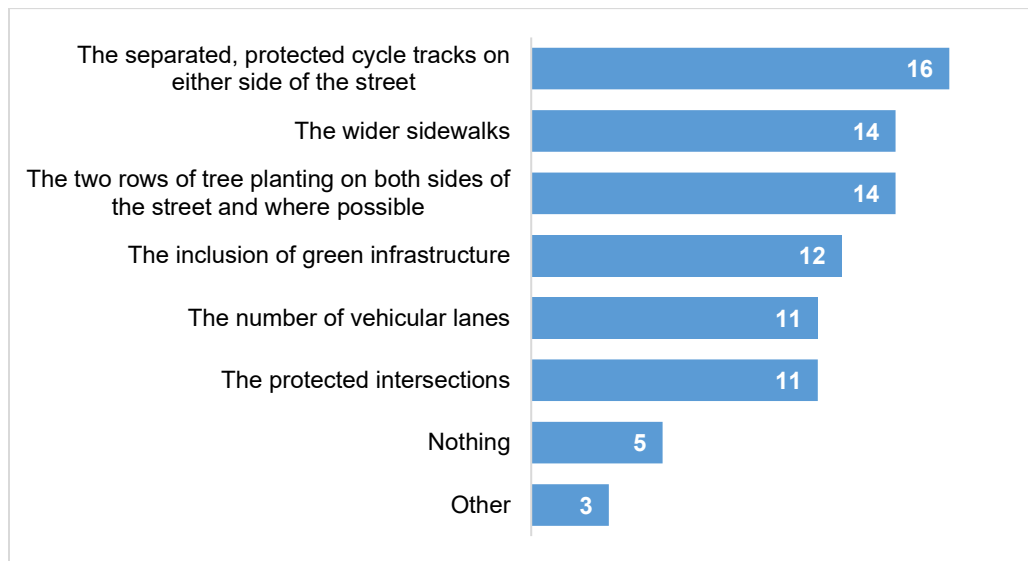
Question: In a few words, please explain your responses provided for your response on the recommended alignments for the Craigton Drive Reconfiguration.

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

Topic	Comment Summary
Impact to existing infrastructure	- Do not want to see any demolition of existing apartments to implement the realignment
Support for Design	- Design offers alternate routes to access a busy road - Support for the proposed changes - Straightening the travel route is better and will improve connectivity - The design will better connect Craigton Drive and Ashtonbee Road

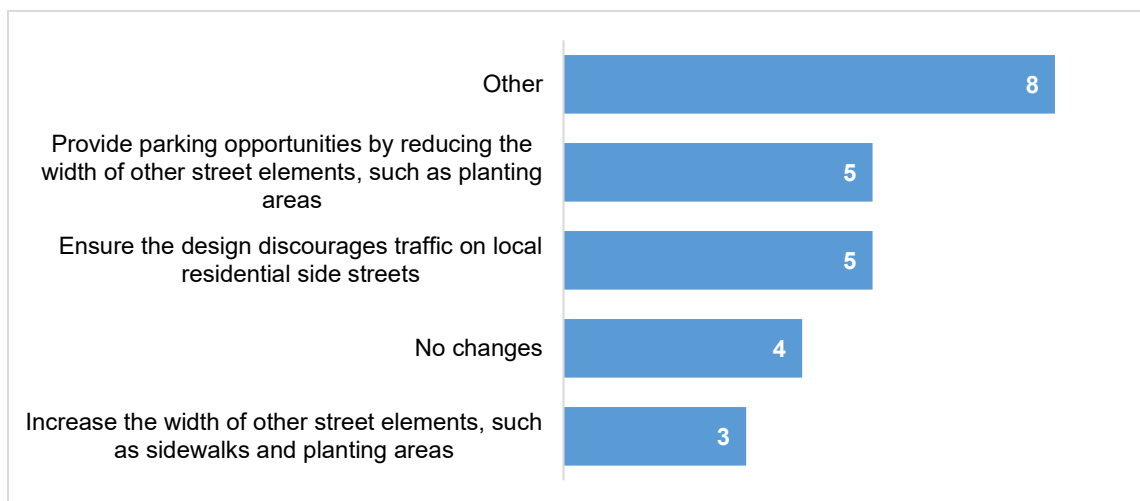
Topic	Comment Summary
Vehicle Travel	- Proposal will help reduce traffic congestion from cars turning off Ashtonbee Road onto Pharmacy Drive - Connection to the intersection at Ashtonbee Road will make traffic seamless - Making a proper alignment is more beneficial for traffic flow
Other	- Inquiry regarding extending Ashtonbee Road to the south of 1 Rannock Street and shifting the parking lot north

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
Traffic Congestion	- Design will encourage traffic on Craighton Drive
Impact to Existing Infrastructure	- Ensure that existing housing and quality of life is not disturbed - Unclear about impact to existing parking supply that currently exists
Street Configuration	- 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
Other	- 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.

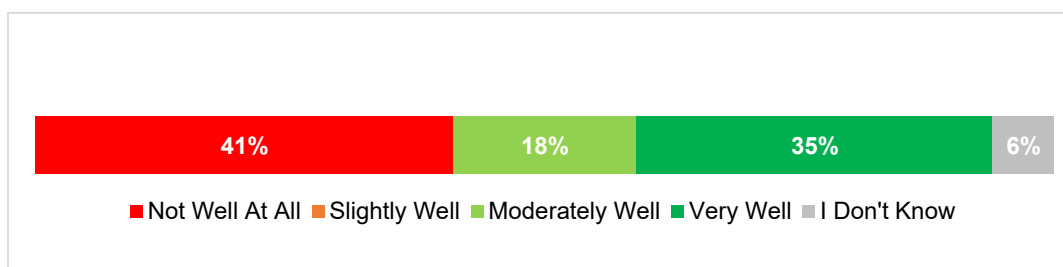
A total of 13 responses were received to this question and are summarized below:

Topic	Comment Summary
Bikeway Types	- 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
Impact to Housing	- Ensure existing housing is not disturbed; rental housing is important to the area

Topic	Comment Summary
Parking	- Ensure parking is provided for visitors to apartments - More parking is needed because of reductions in surface lots and more condos being built
Street configuration	- For a residential area, it is suitable to have only two lanes - 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
Other	- The consultation process is flawed

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?



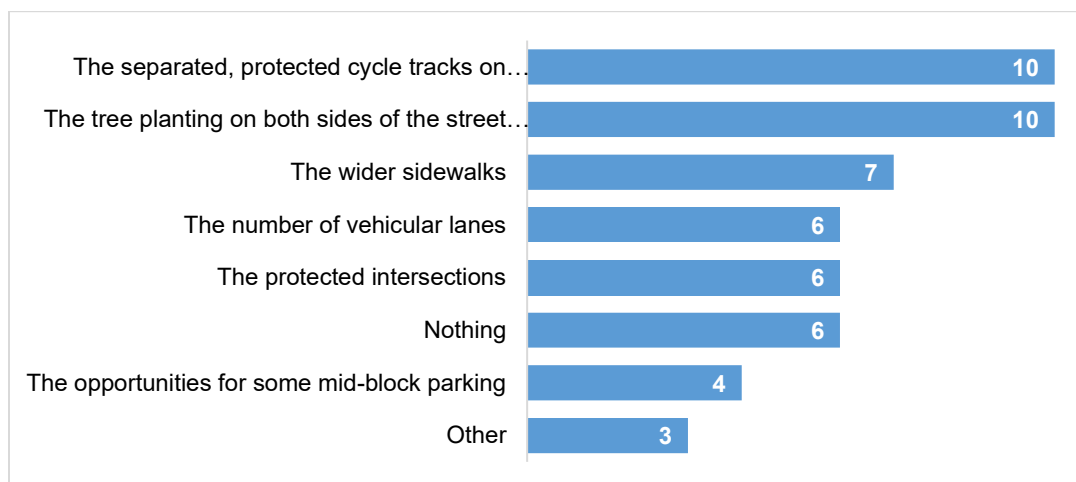
A total of 17 responses were received to this question, with 53% of respondents stating that the recommended alignment for Thermos Road and Sinnott Road addresses the area's future transportation needs for all road users "moderately well" or "very well", while 41% responded "not well at all" and 6% did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

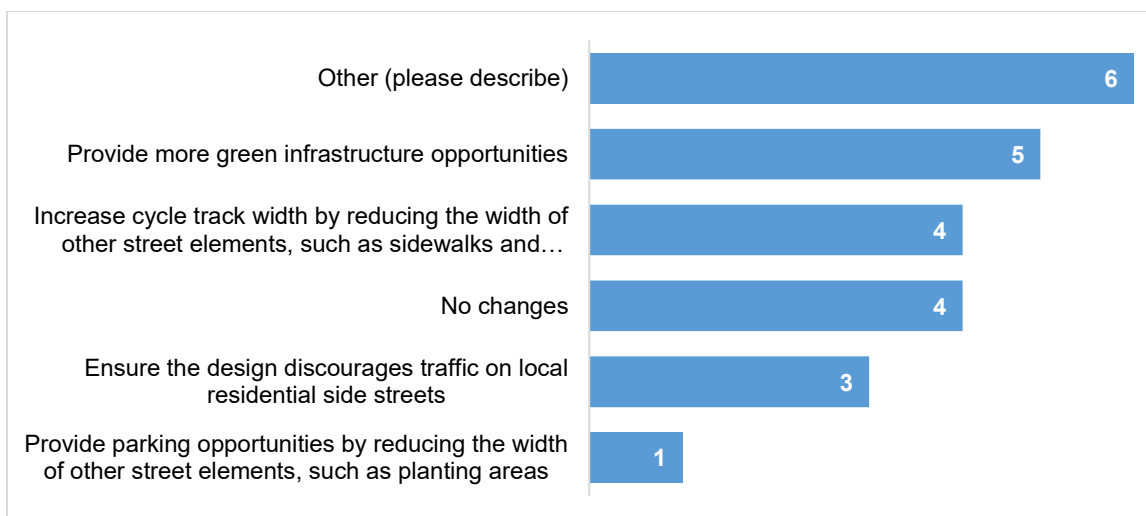
Topic	Comment Summary
Street configuration	- The recommended alignment will help improve traffic flow - Consider expropriating a portion of the parking lot at Centennial College to connect Thermos Road and Sinnott Road and create a more aligned intersection
Support for Project	- This is providing more safety - This alignment is meeting design objectives - I support the proposed plan
Other	- There is no need for this - This is a flawed consultation process

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

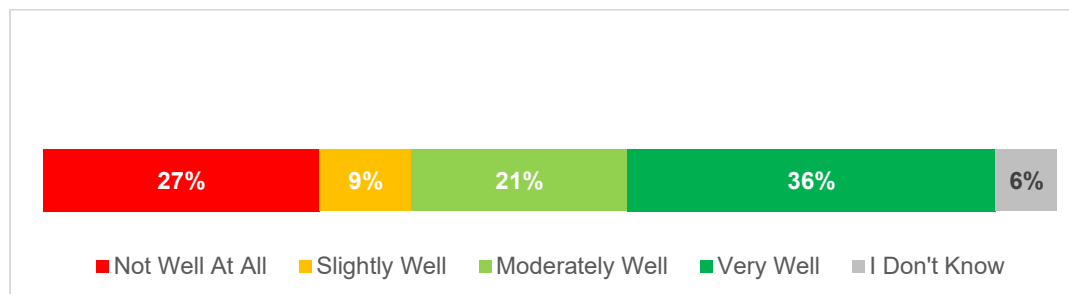
Question: In a few words, please explain why you like certain aspects of the Recommended Design or think changes should be made to the Recommended Design to help the City understand your perspective.

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

Topic	Comment Summary
Active Transportation	- 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
Impact to Housing	- Ensure existing housing is not disturbed; rental housing is important to the area
Parking	- Ensure parking is provided for visitors to apartments - More parking is needed because of reductions in surface lots and more condos being built
Street configuration	- 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
Other	- 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?



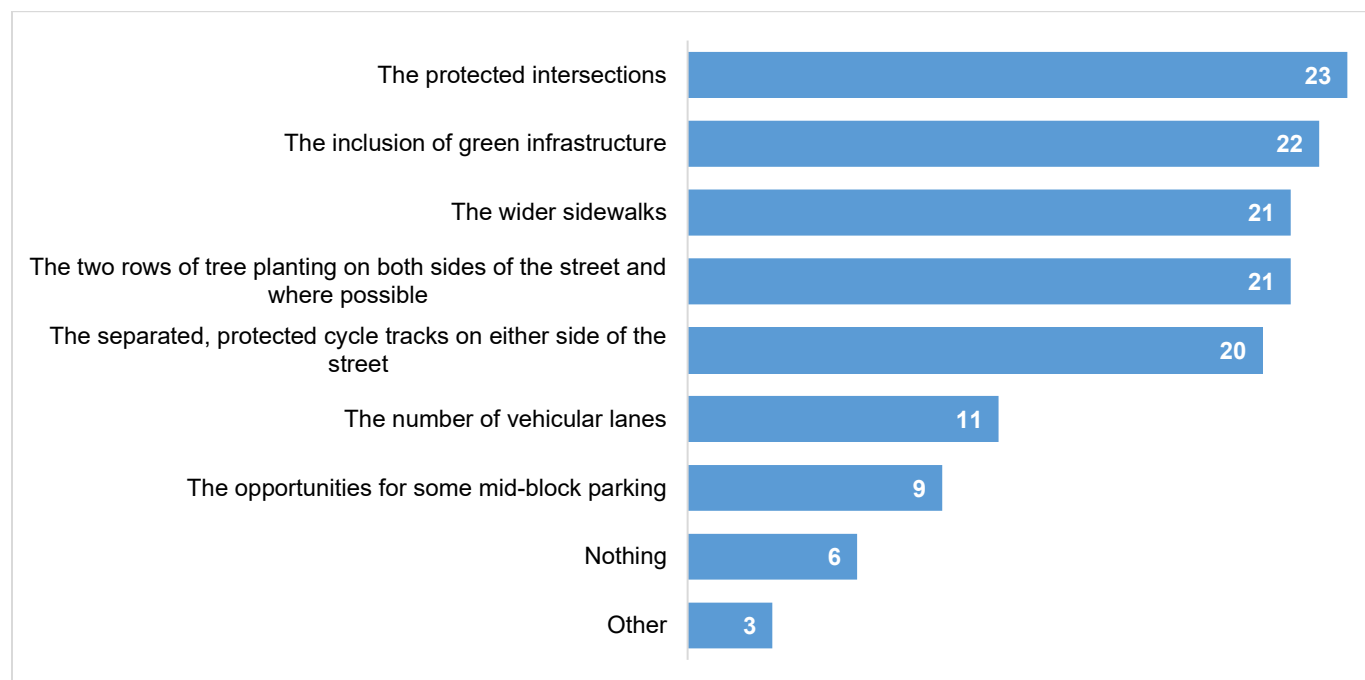
A total of 33 responses were received to this question, with 57% of respondents stating that the recommended alignment for Golden Mile Boulevard addresses the area's future transportation needs for all road users "moderately well" or "very well", while 36% responded "not well at all" or "slightly well"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

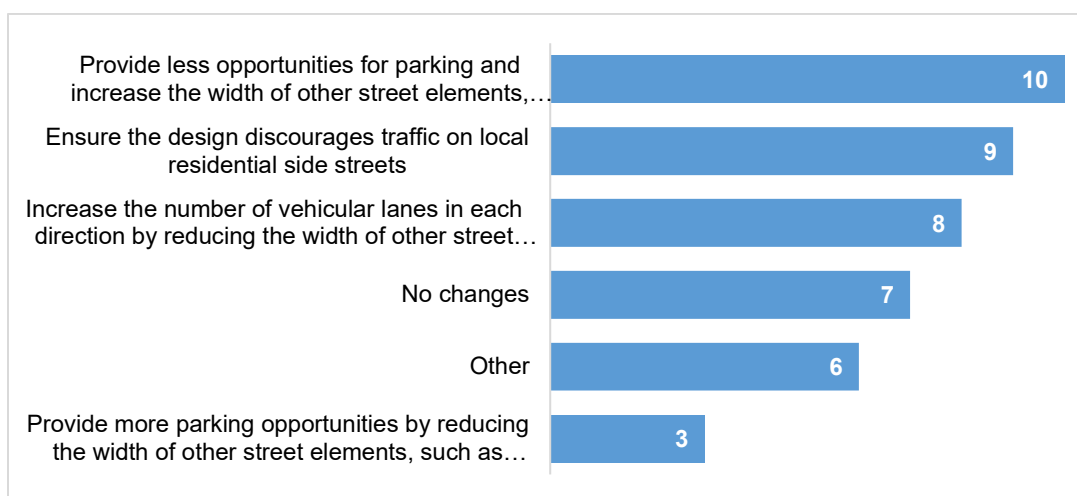
Topic	Comment Summary
Active Transportation	- Addition of cycling tracks is essential, ensuring that future development in the area will be more accessible
Impact to Existing Infrastructure	- Concerned about what existing property will be destroyed to accommodate this road - Do not get rid of existing shops - This seems like it will cause a lot of disruption - Hopeful it will not cause disruption to the Ashtonbee Drive and Pharmacy Avenue intersection - Construction will result in disruption for businesses, but adding an alternative for Eglinton Avenue is a priority
Impact to traffic flow	- This will not help grid lock - The addition of this street will reduce traffic congestion in the area
Street configuration	- Unsure why the road needs to be curvy - The street needs to be two lanes in each direction - If the roads were wider, would support adding more of the other street design elements
Support for alignment	- Alignment will provide additional access for the commercial and residential properties in the area - This is providing alternatives to driving - I like the inclusion of this new street - Road is badly needed - I support the proposed plan
Other	- Inquiry regarding how future bus service and emergency vehicles can be accommodated - Golden Mile does not need this change

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”.

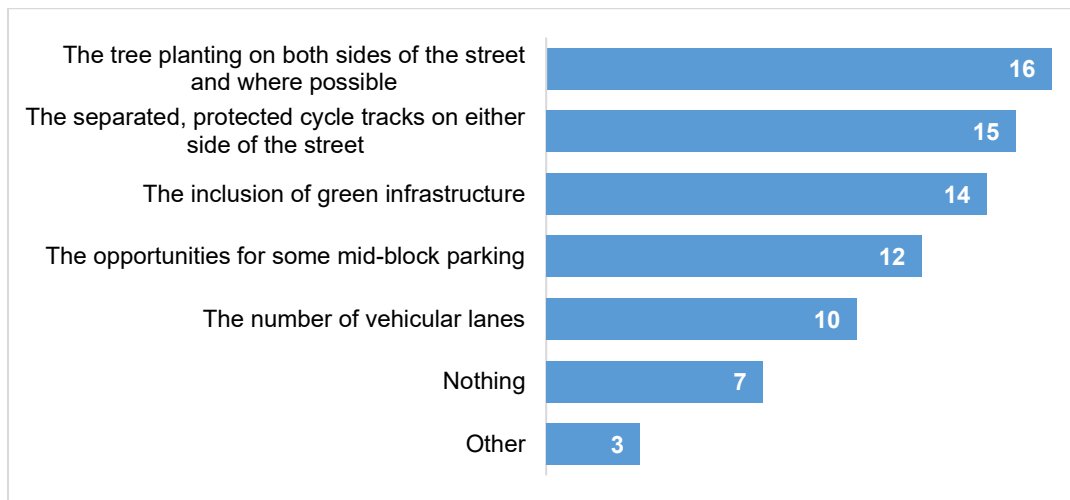
Question: In a few words, please explain why you like certain aspects of the Recommended Designs or think changes should be made to the Recommended Designs to help the City understand your perspective.

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

Topic	Comment Summary
Active Transportation	- Ensure that cycle tracks are raised - Include improved cycling connections in the area that are as safe as possible
Green Infrastructure	- Green infrastructure is supported - I like the trees - No need for green spaces that rarely gets maintained - The area is in desperate need of additional green space
Impact to Businesses	- The City should have a say in the types of retail that retain spaces in new developments - Larger, affordable stores are needed in this area to keep jobs - Plazas and shops currently feel as though they are not as accessible and new roads will make it easier to get to them
Motor Vehicle Travel Lanes	- More motor vehicle travel lanes are needed
Safety of Vulnerable Road Users	- Protected intersections, dedicated turn lanes and shorter crossing distances for pedestrians make the street safer
Other	- This design provides more of a neighbourhood feel - Plan is a waste of resources and should be discarded

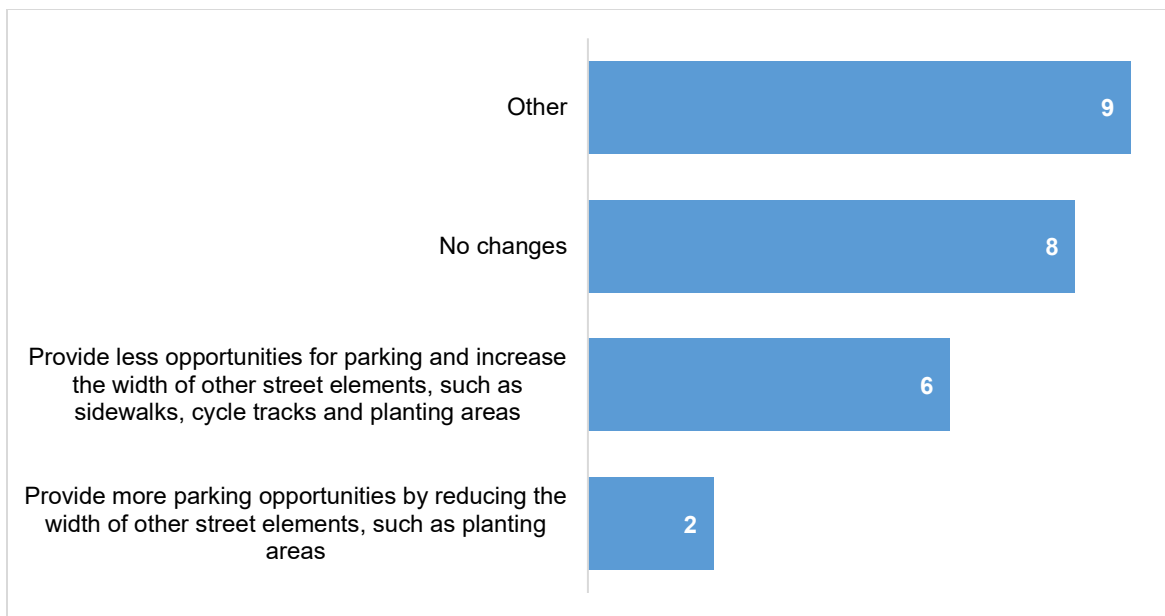
Streetscape Improvements along Ashtonbee Road and Jonesville Crescent

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:

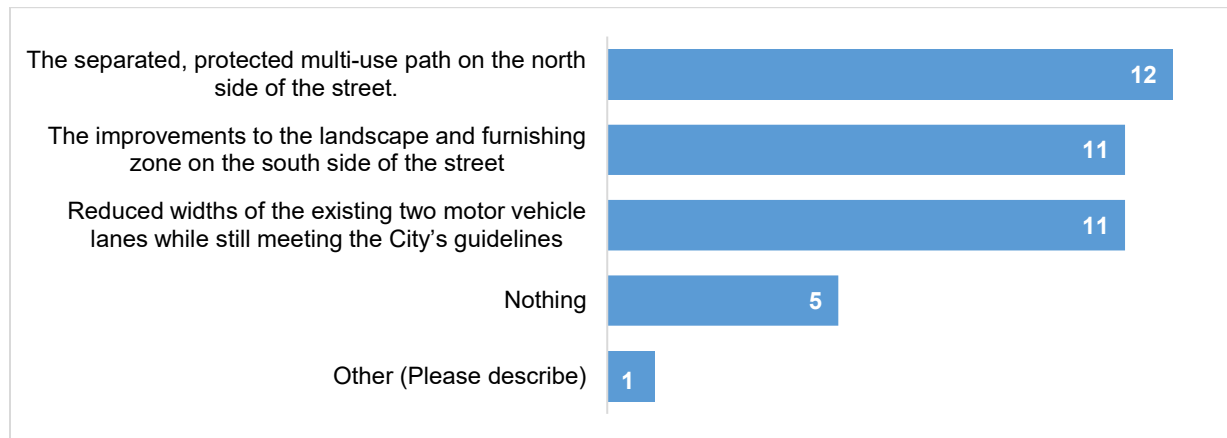
Topic	Comment Summary
Connections	- Add a connection from Ashtonbee Road to the Hydro Corridor Trail
Space for vehicles	- More space for vehicles needed - If parking is reduced, side streets will be inundated - Pick-up and drop-off space would be effective if it was not also parking - Arrange for alternate parking options
Other	- This will not improve the area - Abandon this plan - Unsure what to suggest, because plans do not paint a full picture

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:

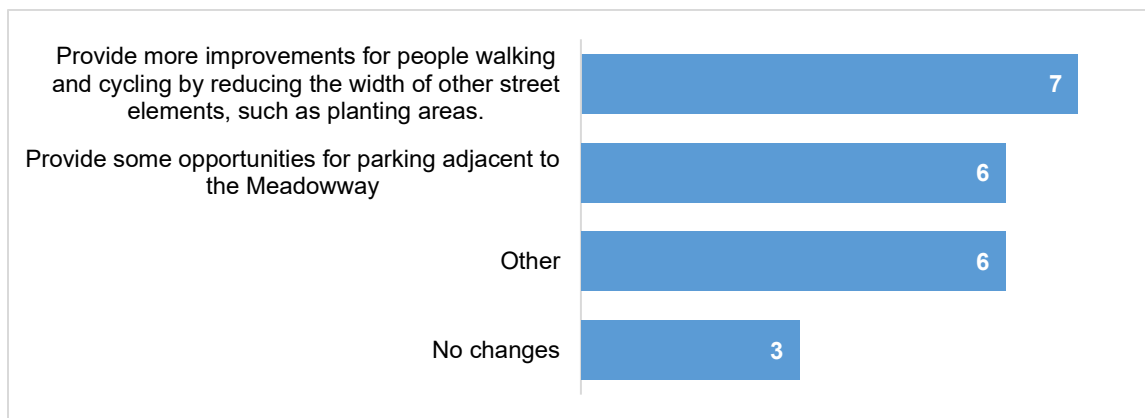
Topic	Comment Summary
Active Transportation	- Add a cycling connection from Ashtonbee Road to the Hydro Corridor Trail - Ensure that protected cycle tracks are included in addition to protected intersections
Green Infrastructure	- This is a good example of prioritizing green infrastructure
Parking & drop-off/pick-up	- Parking is not needed in this section - This road is heavily used by vehicles for the recreational facilities and parking should be retained - I like the idea of a pickup and drop-off area, but it could potentially be misused as a parking area
Street configuration	- Ensure sidewalks are on both sides of the street for the entire segment - No need to make changes to the road - More lanes for cars are needed - Allow a possible space to allow transit vehicles to pass Eglinton Avenue in the future
Traffic calming	- People currently speed too much along Ashtonbee Road, so a narrower roadway would calm traffic
Other	- 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	- Abandon this project - This will not improve the area

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	- Ensure that safety is prioritized for pedestrians and cyclists - Create safe and separated cycling connections - Ensure multi-use path is wide enough and provide a cycling/walking connection to the Meadoway
Coordination of Projects	- Ensure that implementation doesn't happen all at once
Green Infrastructure	- This is a good example of prioritizing green infrastructure - Increase multi-use trail width by reducing the landscaping zone
Other	- This is not meaningful consultation - Fully support these changes

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	- Add a cycling connection from Ashtonbee Road to the Hydro Corridor Trail - Ensure that protected cycle tracks are included in addition to protected intersections
Green Infrastructure	- This is a good example of prioritizing green infrastructure
Parking & drop-off/pick-up	- Parking is not needed in this section - This road is heavily used by vehicles for the recreational facilities and parking should be retained - I like the idea of a pickup and drop-off area, but it could potentially be misused as a parking area
Street configuration	- Ensure sidewalks are on both sides of the street for the entire segment - No need to make changes to the road - More lanes for cars are needed - Allow a possible space to allow transit vehicles to pass Eglinton Avenue in the future
Traffic calming	- People currently speed too much along Ashtonbee Road, so a narrower roadway would calm traffic
Other	- This is not meaningful consultation

Public Events

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

Topic	Question and Comment Summary
Active Transportation	- The significant development of the area will be greatly enhanced by the completion of the trail connecting the East Don Trail to the Meadoway - There needs to be a way for cyclists to safely cross Eglinton Avenue
Alignment Configuration	- 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 - Inquiry regarding why O'Connor Drive is being extended to Birchmount Road
Cost & Timeline	- Inquiry regarding cost to expropriate properties identified and to construct roads - Inquiry regarding timeline for works to be completed - Inquiry into length of time between finalized designs and when construction of new roads begin
Environmental/Green Space	- Inquiry regarding the addition of new parks or parkettes, as well as community centres to accommodate the density
Property Impacts	- Inquiry regarding removal of water tower to accomplish alignment - Inquiry regarding potential impact to 2201 Eglinton Avenue East, given the building has heritage significance - 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 - An extension of O'Connor Drive could mean more cars onto residential streets and impact to the people in Engelhart Crescent apartments - Scarborough Bomb Girls buildings are a heritage feature and should be protected
Road Safety	- The realignment of O'Connor Drive at Civic Road could make it dangerous for children crossing the street - Inquiry regarding whether the intersections will have sharper corners to promote slower turning speeds and make it safer for pedestrians and cyclists
General/Out of Scope	- 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. - Apart from the hydro corridor - Gatineau Trail, and Pine Hills Cemetery, there is not much needed greenspaces for this significant level of development in the area
Other	- Inquiries regarding ways to access all consultation materials

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

Topic	Question and Comment Summary
Active Transportation	- Need clarity around the impact of the new provincial legislation on the bike lanes that as proposed as part of the designs - Inquiry regarding how e-scooters and self-driving vehicles will be accommodated in the Golden Mile area
Accessibility	- Inquiry regarding how people with mobility devices will be accommodated - Inquiry regarding emergency vehicles being able to access the roadway to service vulnerable people when there is only one lane each direction
Alignment Configuration	- Ensure the turn at the O'Connor Drive reconfiguration is not sharp
Project Timelines	- Inquiries regarding how roads will be constructed and when construction will take place
Property Impacts	- Inquiry regarding the impact to the pumping station due to the Craigton Drive reconfiguration
Traffic Congestion	- The capacity issues at O'Connor Drive and Woodbine Avenue should be addressed before or in tandem with any reconfiguration or extension work - Reducing O'Connor Drive to only two lanes will cause significant congestion and make the current traffic situation worse
Other	- Consultations should have been held prior to completing drawings

Email and Phone Comments

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

Topic	Comment Summary
Consider additional design elements to streetscape design	- Include accessible bike storage, changing facilities along Ashtonbee Road, as well as seating areas along the trails connections and near open public spaces
Concerns with Recommended O'Connor Drive Reconfiguration and Extension	- 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 - O'Connor Drive should be left as-is and the Eglinton Square protected, along with Clairlea community - Extension will not solve congestion issues, but will result in more bottleneck
Environmental Considerations	- The project should be proposing addition of even more green space, especially as this area is planned to accommodate increased density
General	- 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

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
Archeological Assessment	- Inquiry into the status of the Cultural Heritage Assessment Report archeological assessment
Impact to Existing Infrastructure in the Project Area	- 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
General	- 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
Concerns with recommended alignment for O'Connor Reconfiguration and Extension	- 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.
Further considerations for Recommended Alignment	- 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

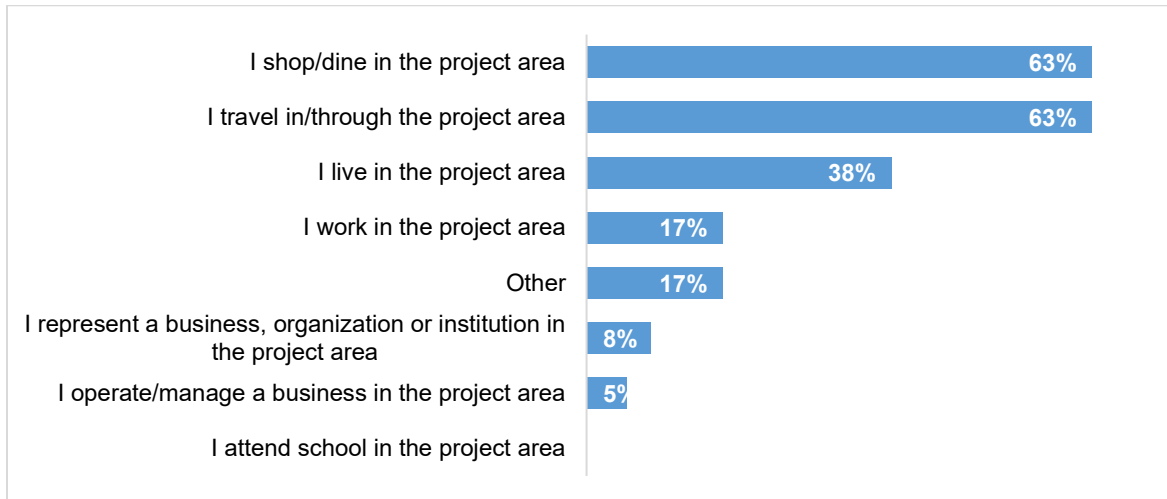
Topic	Comment Summary
Consultation with Property Owners	- Property owners would like to continue to engage the City to refine alignment to minimize impact to private properties; - Request for more information on impacts to buildings at 2201 Birchmount Road

Appendices

Survey Participant Demographics

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

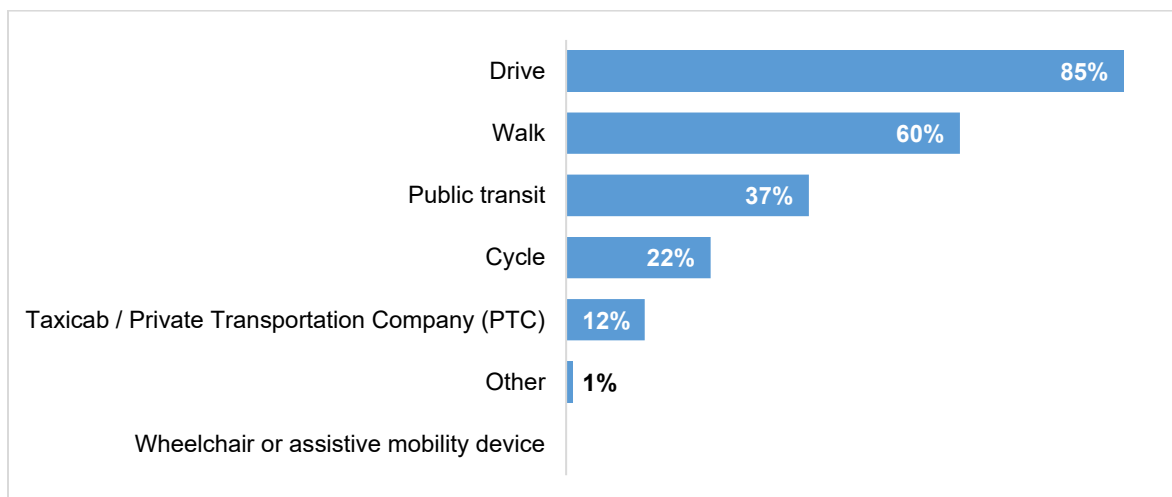
Relationship to the Golden Mile project area.



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:

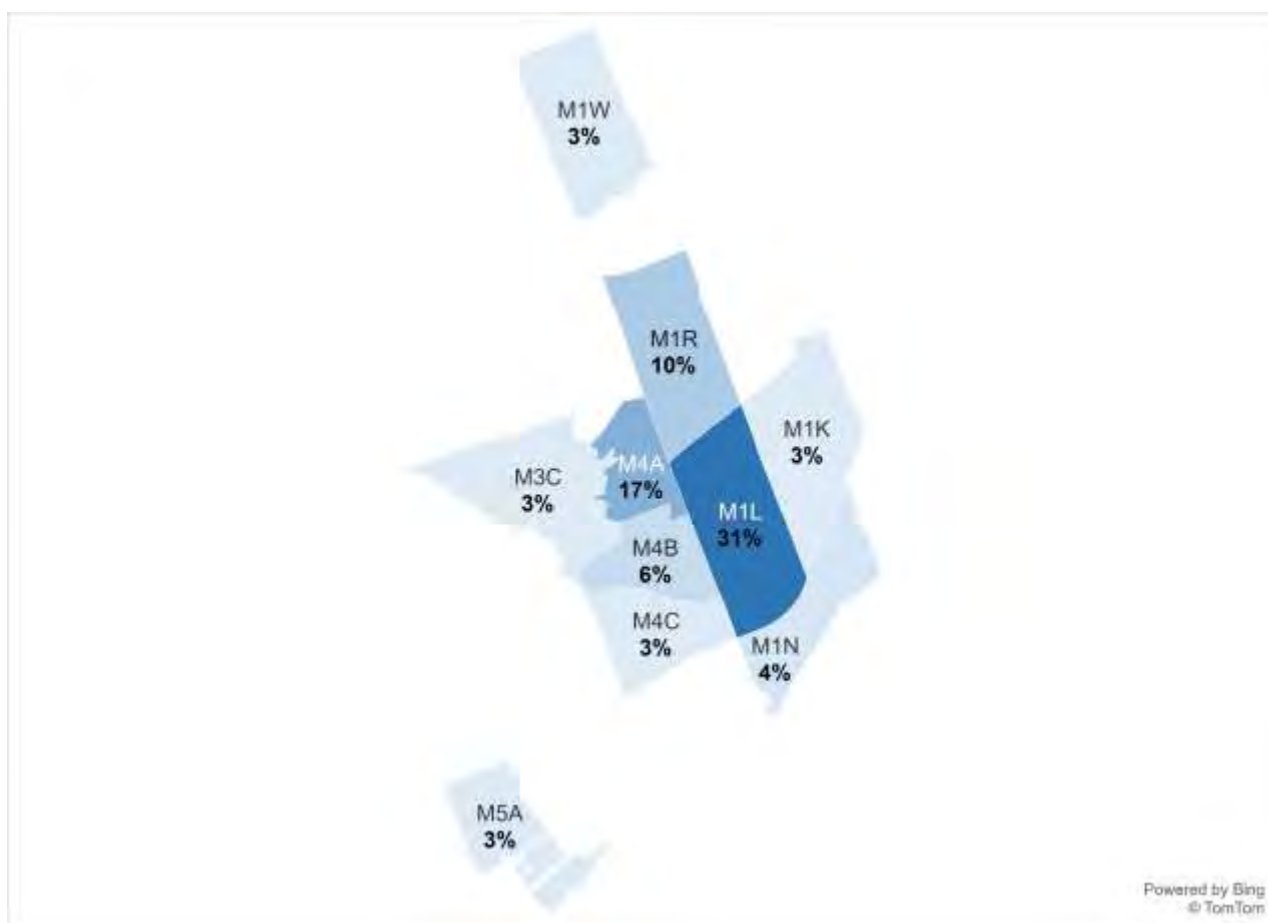
- Live close to the project area
- Grew up in the project area
- Own a business between Eglinton Avenue and Civic Drive

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.

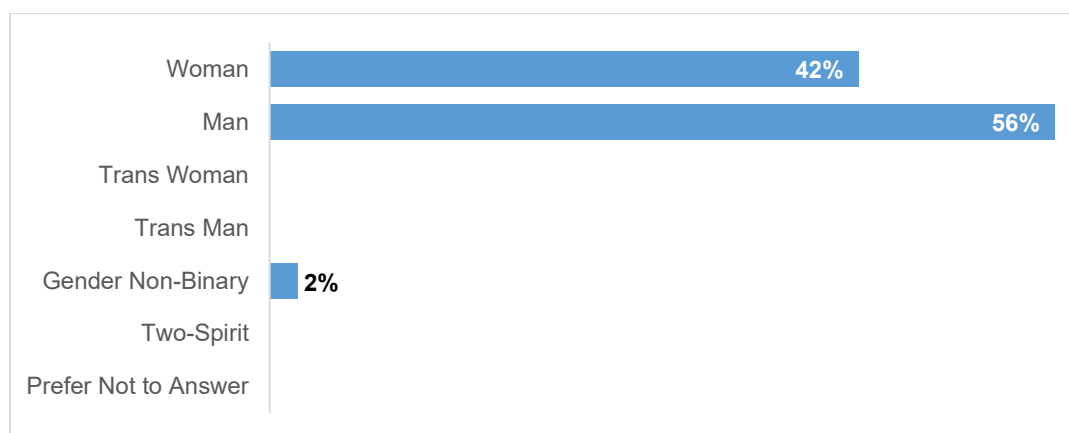
Postal Code



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.

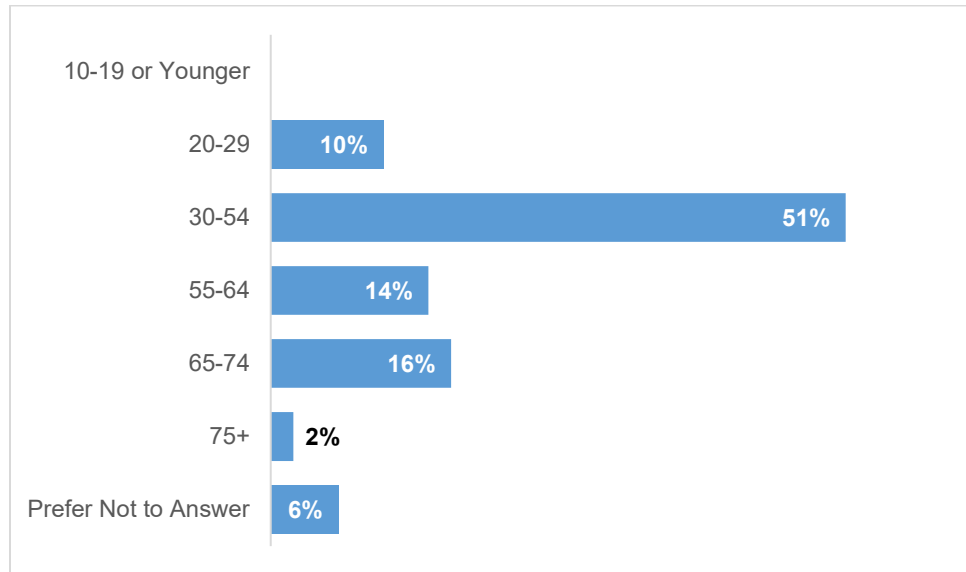
A total of 49 respondents provided responses to the following **optional** demographic questions:

Gender | n=48



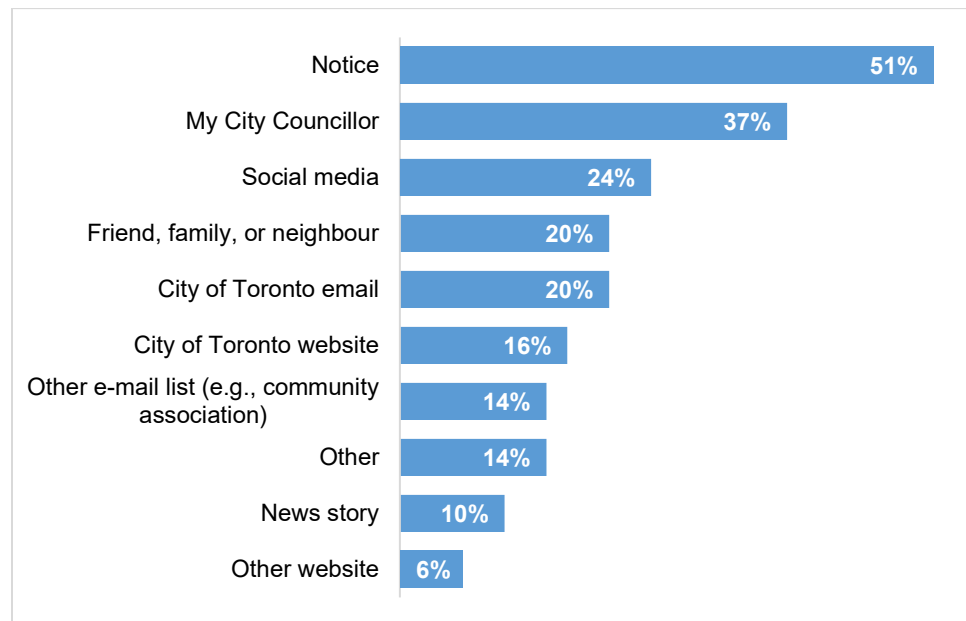
Slightly more than half of survey respondents identified as men, followed by women.

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.



ReNew Golden Mile: Reconfigured and New Major Streets Environmental Assessment

Second Public Meeting

November 21, 2024

Land Acknowledgement



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit, as well as the Williams Treaties (which covers Scarborough) signed with multiple Mississaugas and Chippewa bands.



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

Introductions



City of Toronto

Cassidy Ritz – Project Director, Strategic Capital Coordination Office

Philip Morse – Senior Project Manager, Capital Projects and Program, Transportation Services

Sonali Praharaj – Senior Project Manager, Major Projects, Transportation Services

Steve Turco – Senior Transportation Planner, Transportation Planning

Nasim Norouzi – Transportation Planner, Transportation Planning

Emily Caldwell – Senior Planner, Community Planning

Xue Pei – Program Manager, Urban Design

Xinqi Wang – Senior Urban Designer, Urban Design

Dominic Cobran – Senior Coordinator, Public Consultation Unit

Michael Carroll – Coordinator, Public Consultation Unit

HDR Consulting Team

Heather Templeton – Project Manager

Justin Jones – Deputy Project Manager

Brittany Zhang – Project Coordinator

Using WebEx



WebEx looks different in some browsers and on mobile.

The screenshot shows the WebEx interface with the following elements and annotations:

- Top Bar:** Webex Meeting Info Show Menu Bar
- Speaking:** Daniela Castellanos Forero (Host)
- Participants (2):** Mark De Miglio (he,him) Cohost, me; Daniela Castellanos Forero Host
- Bottom Bar:** Mute, Start video, Share, Raise Hand, Leave Meeting, Participants, Chat

Annotations with arrows pointing to the bottom bar controls:

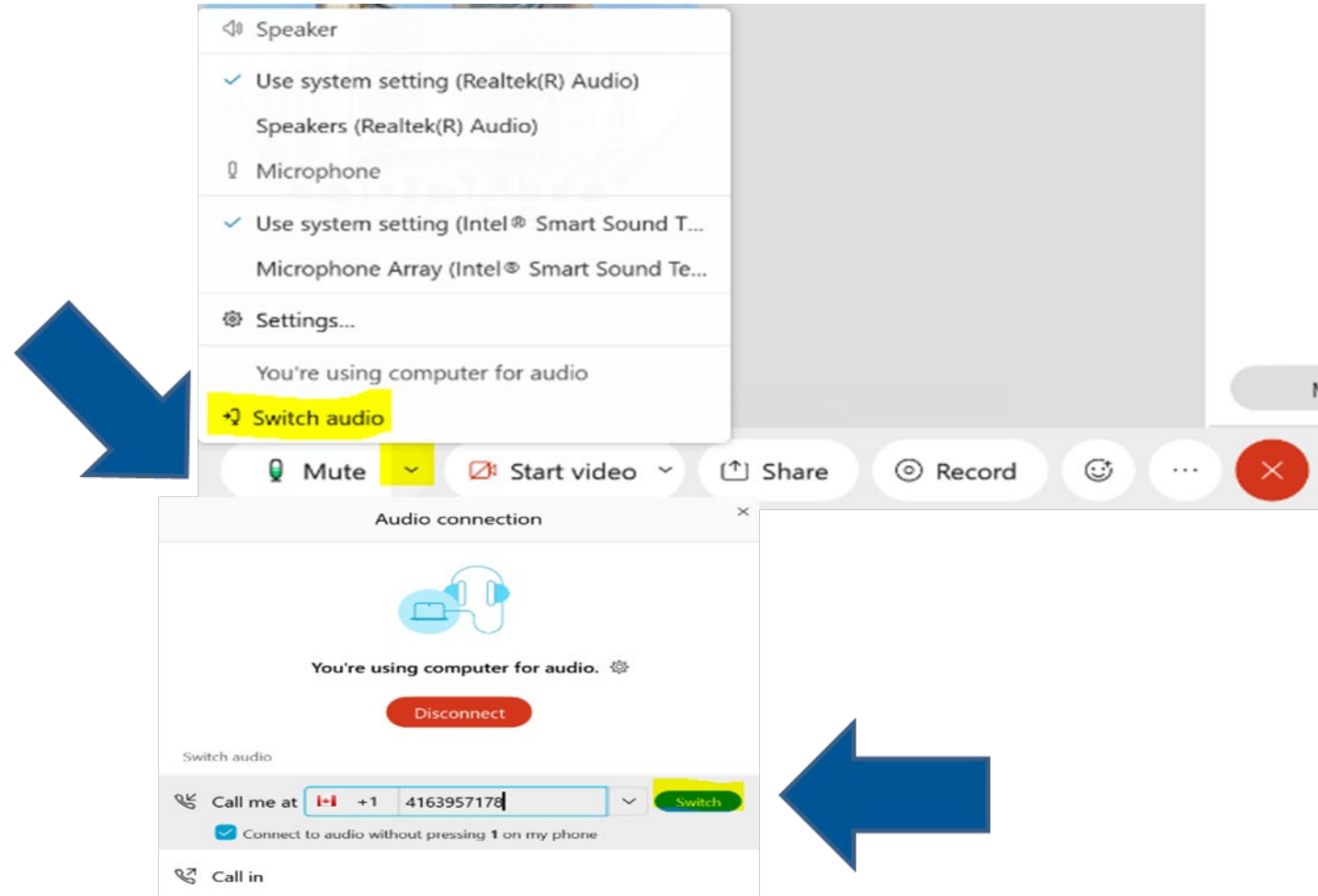
- Enable Closed Captioning:** Points to the CC icon.
- Mute/Unmute Mic:** Points to the Mute button.
- Start/Stop Video:** Points to the Start video button.
- Share Screen:** Points to the Share button.
- Raise Hand:** Points to the Raise Hand button.
- Leave Meeting:** Points to the red X button.
- Open/Close Participants Chat:** Points to the Participants and Chat buttons.

Webex Functions – Audio Trouble?



WebEx can call you!

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



Still Not Working? Try This!



Call Into the Meeting

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

When prompted for a meeting number,
enter:

2866 417 7735

Participating by Computer

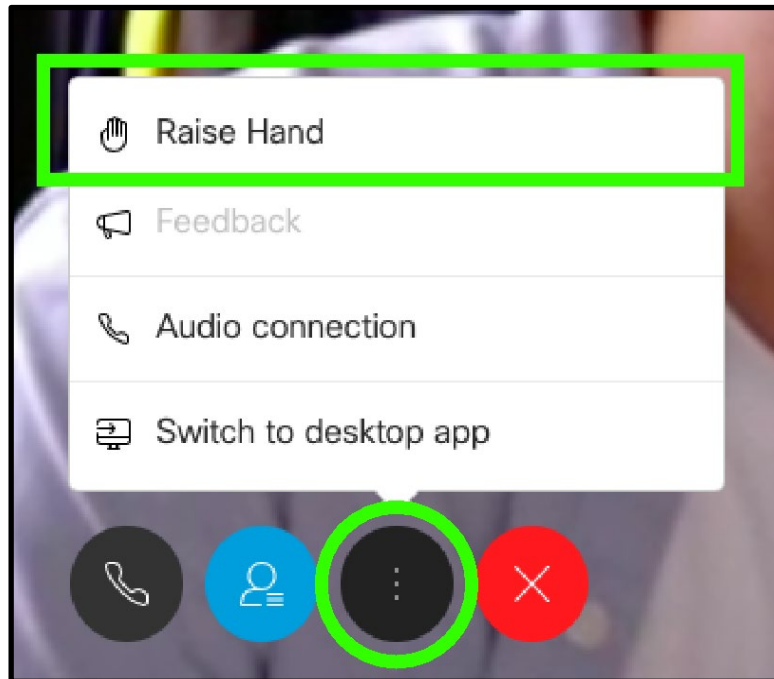


Raise your
hand or
type your
question



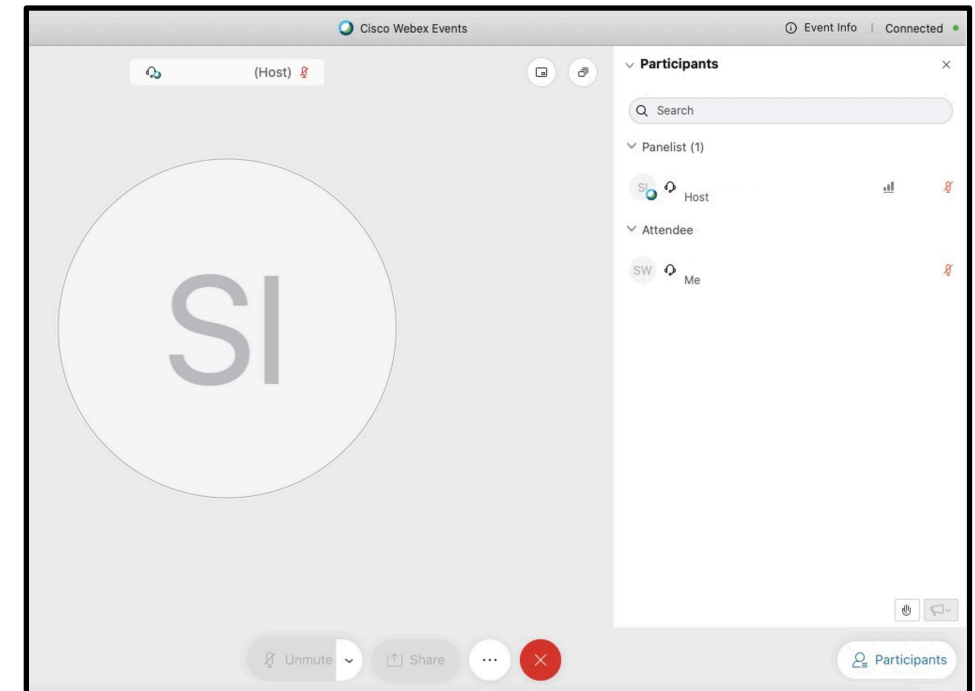
Via the internet browser

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



Via the Webex App

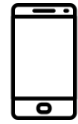
Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Participating by Smartphone or Tablet

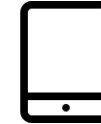
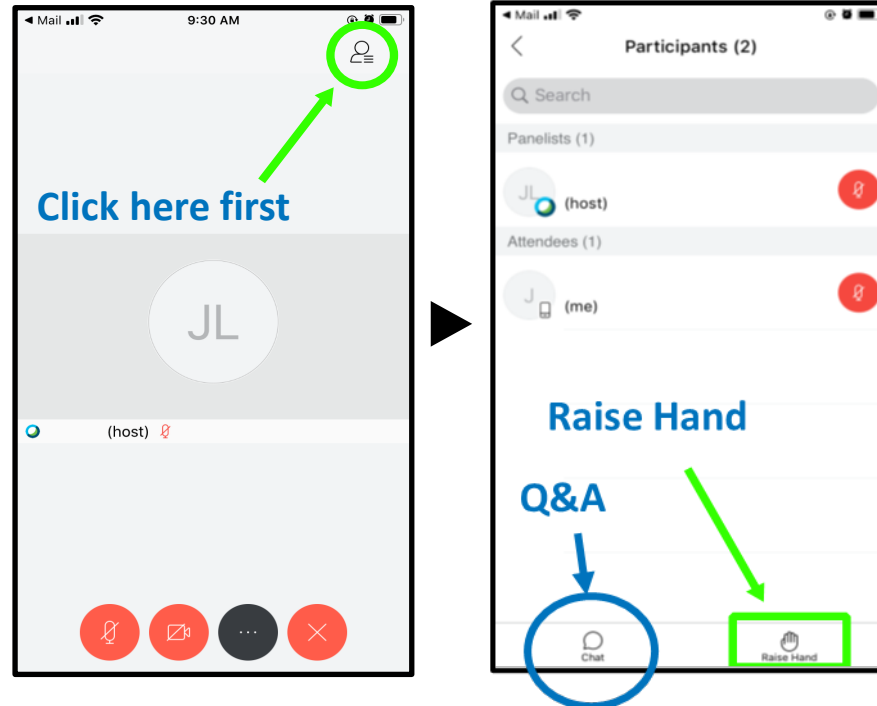


Raise your
hand or
type your
question



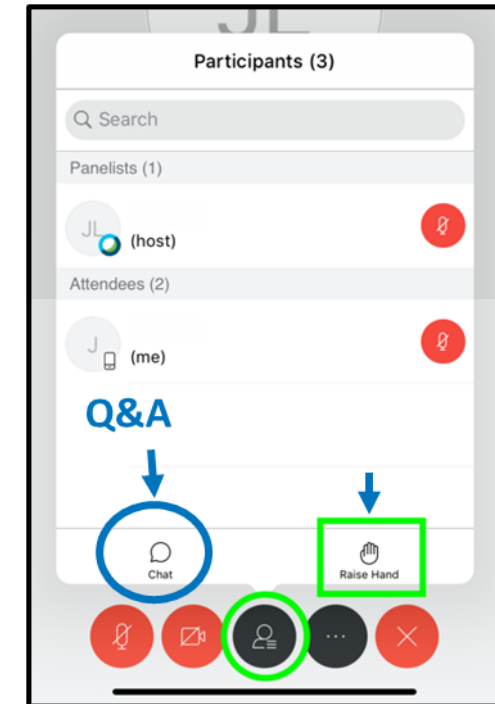
For smartphones

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



For tablets

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



Raising your hand by phone



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

Code of Conduct



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



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

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

Purpose of Today's Meeting



Study Overview



Recap of Alternatives and Evaluation



Recommended Street Designs



Next Steps

Study Overview and Recap of the Phase 1 Public Consultation

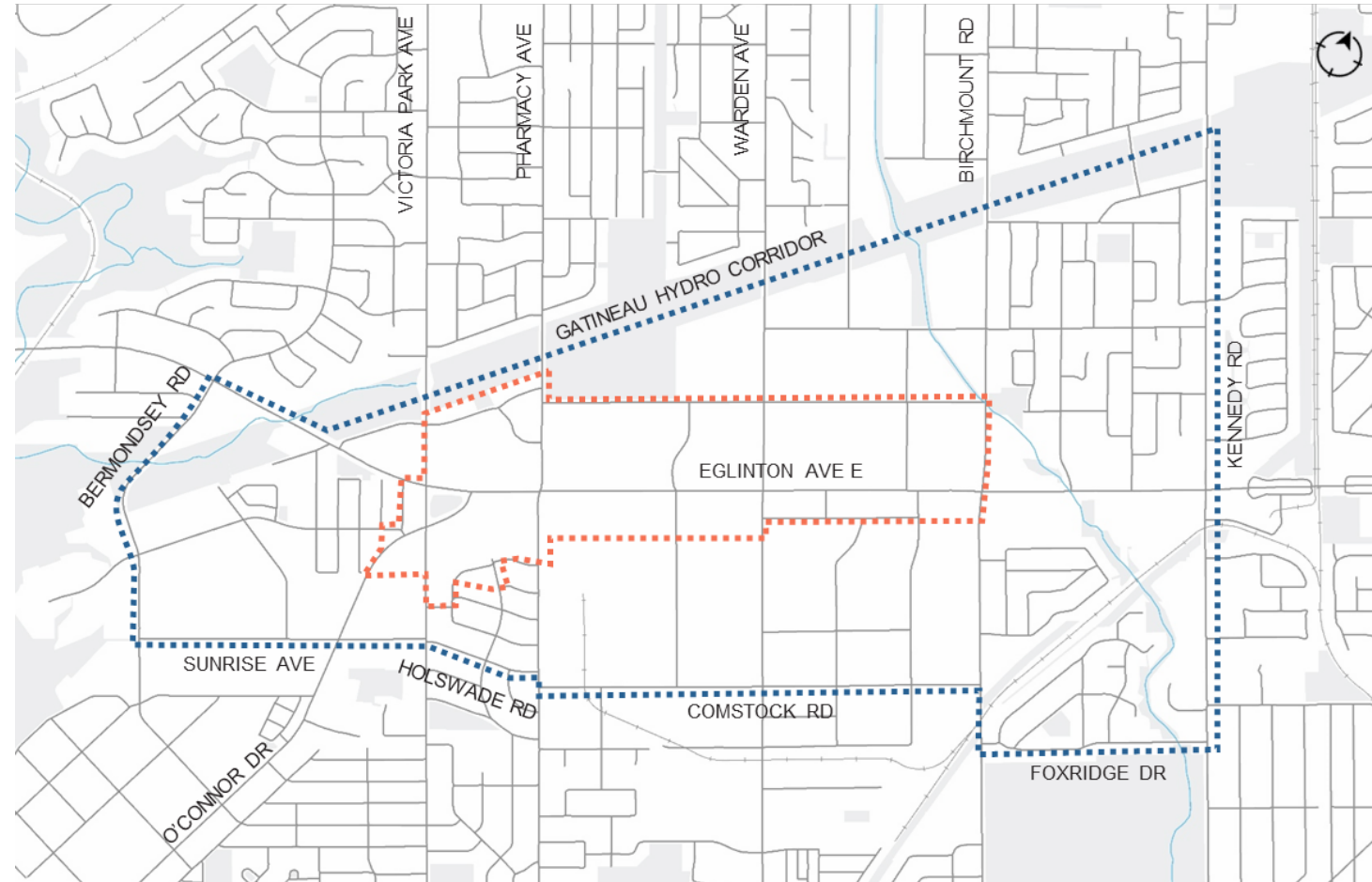


Study Overview



Schedule 'C' Municipal Class Environmental Assessment (EA) for transportation infrastructure in the Golden Mile area

- Builds on recommendations from the Golden Mile Secondary Plan (GMSP) completed and Golden Mile Transportation Master Plan (TMP) completed in 2020.
- The study area is bounded by the Gatineau Hydro Corridor Trail to the north, Bermondsey Road to the west, Sunrise Avenue, Holswade Road, Comstock Road, Foxridge Drive to the south, and Kennedy Road to the east.

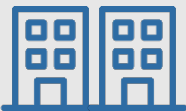


- GM EA Study Area Boundary
- GM TMP Study Area Boundary

Golden Mile TMP – Problems and Opportunities



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

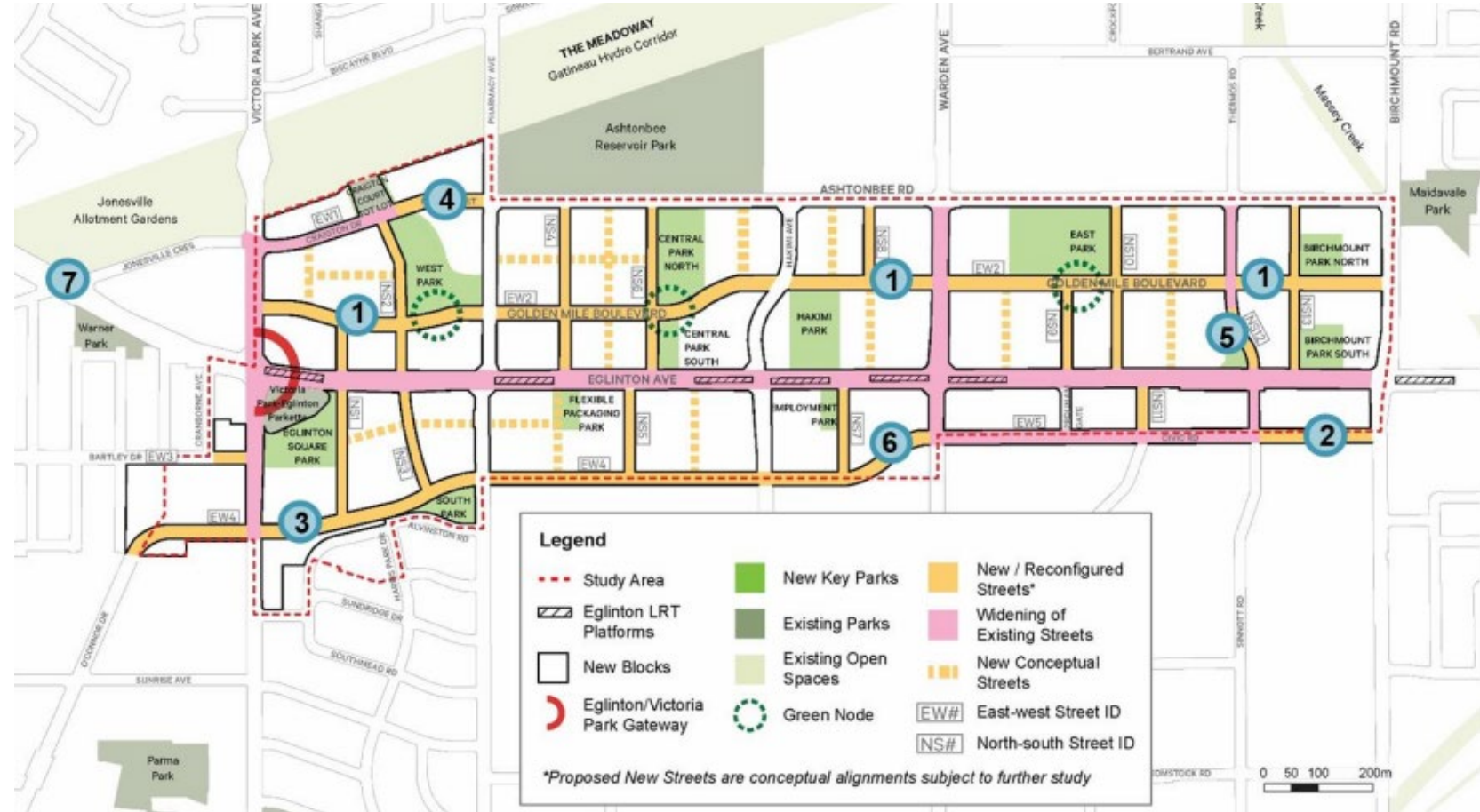
Problem		Opportunity	
	The Golden Mile was planned and built predominantly for cars		Create comfortable and accessible streets for all ages and abilities
	No formal cycling facilities within the area		Create various mobility options where possible to encourage an active community and lifestyle
	Future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

Golden Mile TMP Preferred Street Network

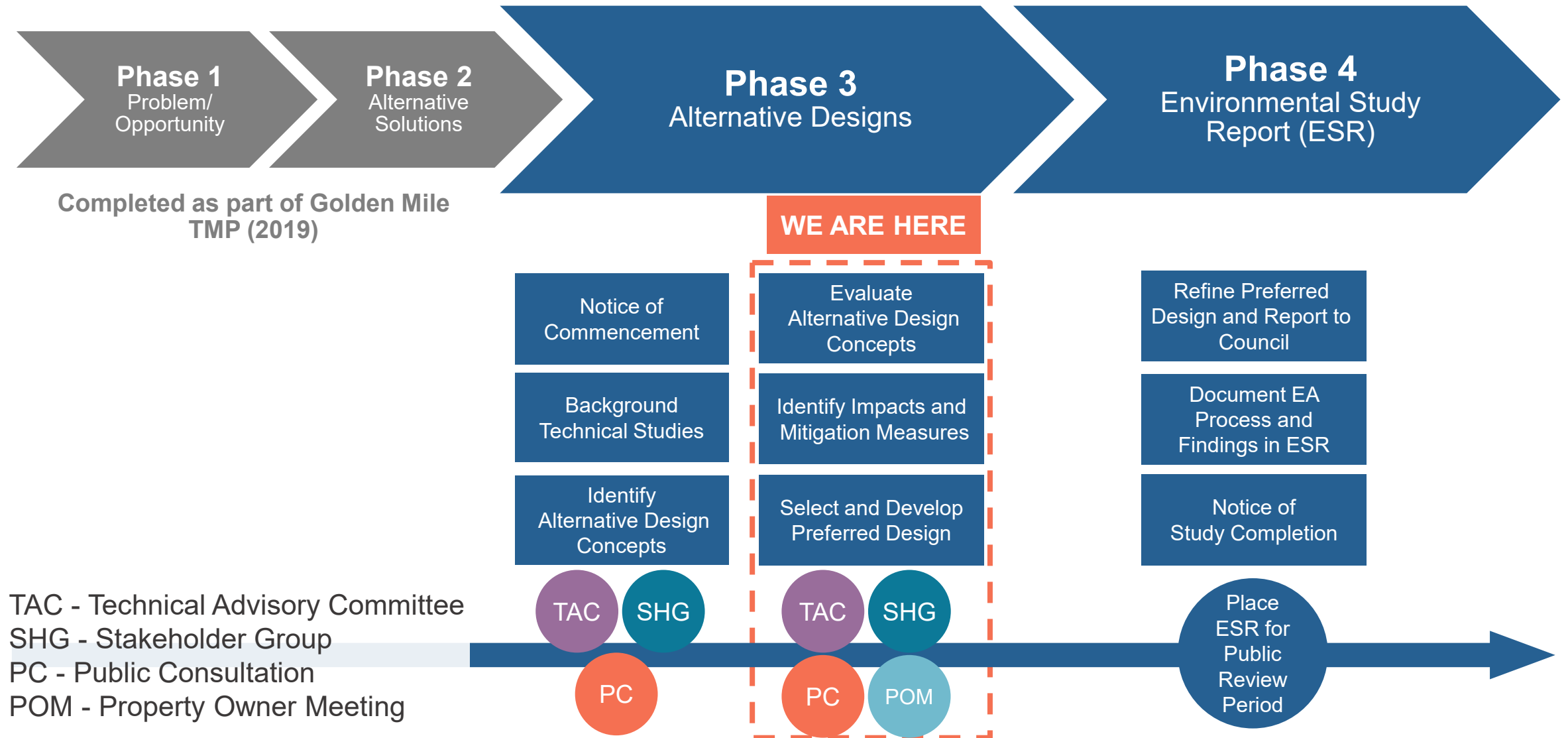


The TMP identified five Schedule C road projects that trigger the requirement to complete Phases 3 and 4 of the MCEA to determine preferred alignments and designs

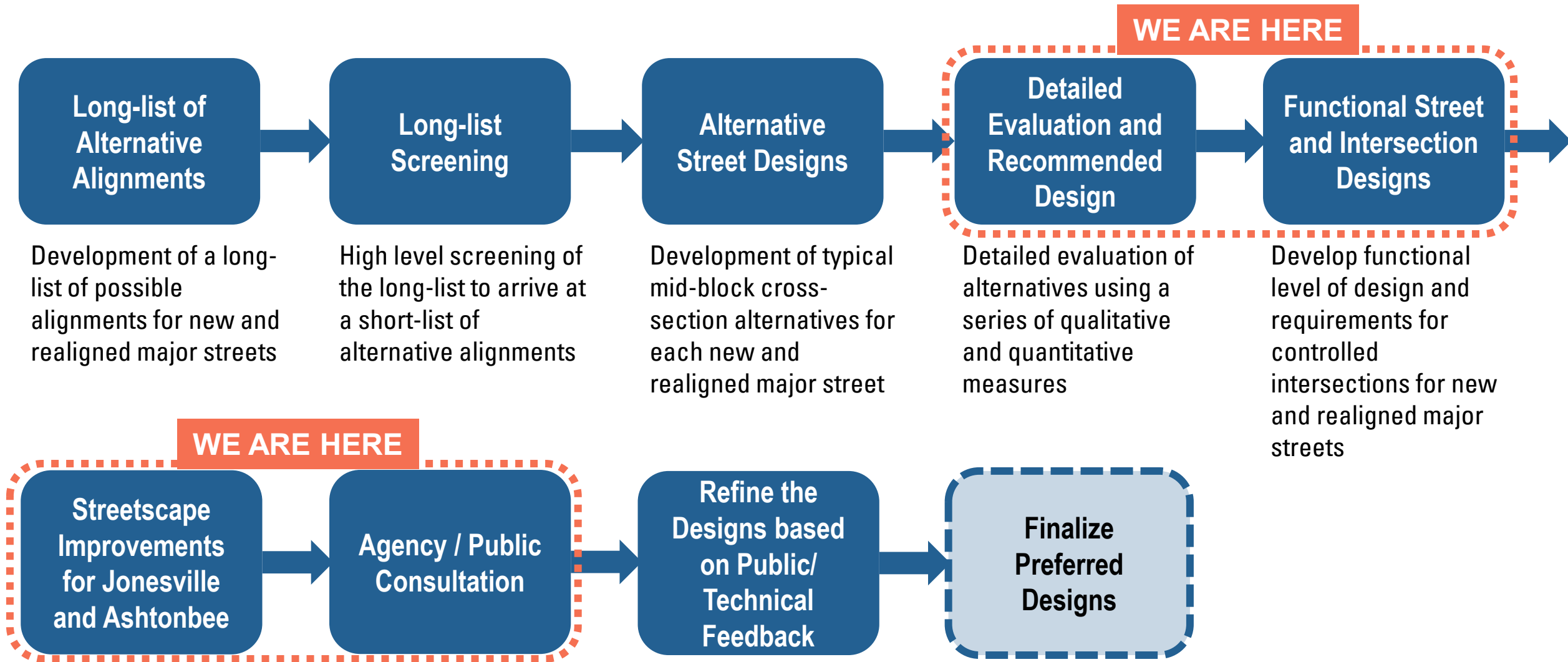
- ① Golden Mile Boulevard
- ② O'Connor Drive Extension (Pharmacy Ave to Birchmount Rd)
- ③ O'Connor Drive Reconfiguration (West of Pharmacy Ave)
- ④ Craighton Drive/Ashtonbee Road Realignment
- ⑤ Thermos Road/Sinnott Road Intersection



Municipal Class Environmental Assessment (EA) Process



Developing Preferred Designs



Recap of Policies, Plans & Guidelines Informing This Study



This study is informed by several policies, plans and guidelines as instructed by City Council:



Official Plan Policies



Vision Zero Road Safety Plan



TransformTO: Climate Action Strategy



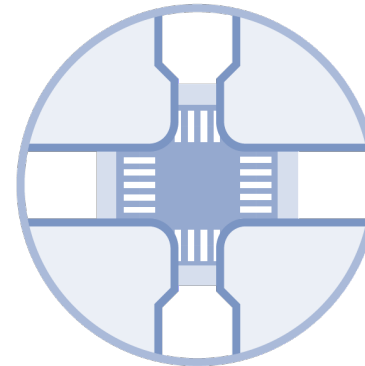
Golden Mile Secondary Plan & Urban Design Guidelines



Green Street Technical Guidelines & Standards



Complete Street Guidelines



Intersection Design Best Practices



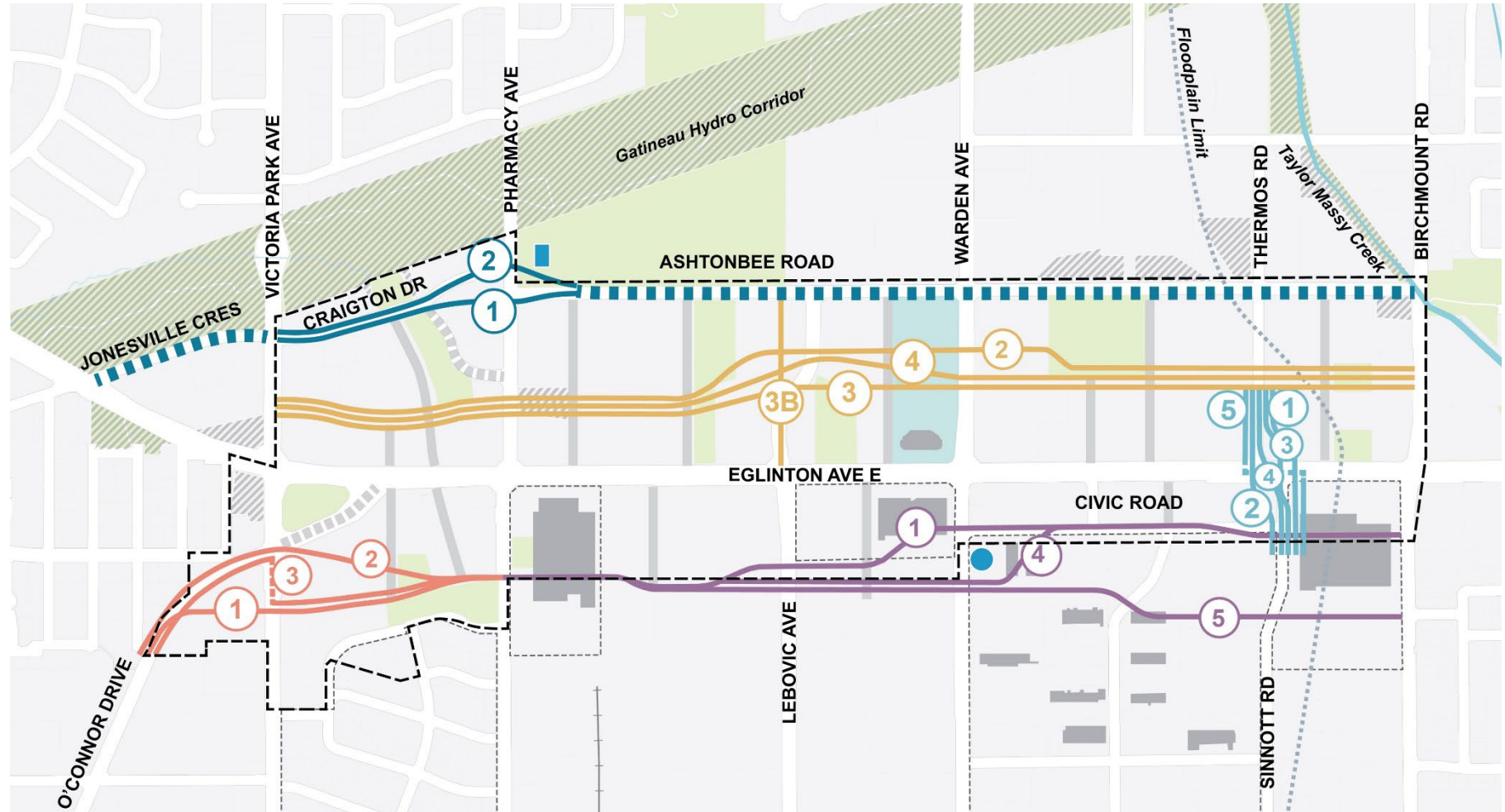
Golden Mile Transportation Master Plan

Recap of the Short-listed Alternative Alignments



A total of 17 short-listed alternative alignments for the five EA street corridors were presented at the first public consultation meeting, highlighted on the map below along with key features of the study area

- ① Short-list Alternatives
- O'Connor Drive Reconfiguration
- O'Connor Drive Extension
- Golden Mile Boulevard
- Reconfiguration of Thermos and Sinnott Roads
- Craigton Drive Reconfiguration
- Ashtonbee and Jonesville Streetscape Improvements
- Streets to be decommissioned
- Toronto Water Tower
- Water Pumping Station
- Potential Cultural Heritage Resource / Building
- Archeological Potential
- Listed on the Heritage Register
- New Conceptual Local Streets
- Existing and Proposed Parks / Open Spaces
- Golden Mile Secondary Plan Area



Recap of the Alternative Street Designs



A total of **16 mid-block alternative street designs** for the five EA street corridors were presented at the first public consultation meeting. Each mid-block alternative design considered the **Official Plan's planned right-of-way widths**. There were also **design constants** in all of the alternatives and **design variables**

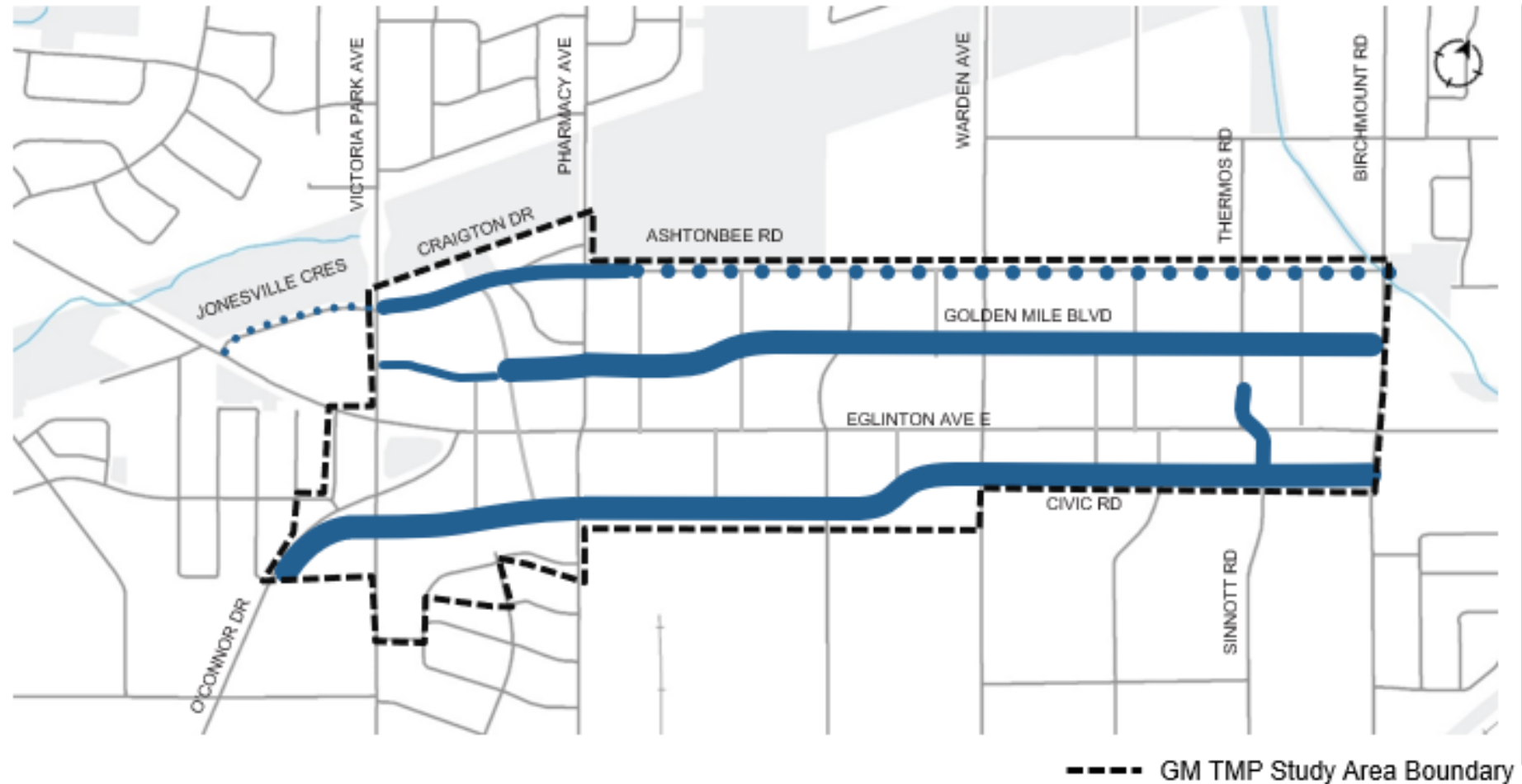
	Active Transportation		Travel Lanes		Public Realm		Parking		Utilities
									
Design Constants across the Alternatives	Sidewalks on both sides of the street		Protected bikeways lanes on both sides of the street		Lane widths using the City's guidelines and accommodate two-way traffic		Space for street trees, landscaping and street furniture		Compatibility with existing subsurface and overhead utilities
Design Variables in the Different Alternatives	Sidewalk width varies 2.1m - 3.6m and depending on the street		Bikeway width varies 1.8m - 2.6m and depending on the street		Number of vehicular lanes vary (2, 3 and 4) for the O'Connor Drive Reconfiguration		Width, location, and number of rows of trees/ planting areas		On-street parking considered in some alternatives

Recap of Official Plan Street Widths



The widths for each street are based on the planned street widths in the City's Official Plan, as shown below

- 20m Collector Road
- 23m Collector Road
- 27m Collector Road
- Existing Street



Note: Additional street width may be required at some intersections to allow for the required functionality of the intersection that will be secured in accordance with Official Plan policy 2.2.5. See functional plans.

Recap of Evaluation Criteria



An initial set of evaluation criteria to evaluate the alternatives were also presented at the Phase 1 Public Consultation. The evaluation criteria has since been refined to take into account feedback received during the Phase 1 consultation

Transportation



Creates an Accessible Street Network



Improves Public Transportation



Emergency & Incident Response



Meets Desired Design Criteria and Standards



Multimodal Network Capacity & Efficiency

Policy Framework



Provides Equitable Transportation Choices



Compatibility with Planning Policy

Natural Environment



Impacts to the Natural Environment

Economical



Area Development



Impacts on Private Property and Businesses

Healthy Communities



Impact to Air Quality



Impact on Noise Levels



Creates Place-making Opportunities



Connects to/from Destinations

Cultural Heritage



Maintains or Enhances Archaeological Resources & Traditional Uses of Indigenous People



Maintains and Enhance Cultural Heritage Resources

Engineering and Cost



Engineering Feasibility & Cost



Potential Sources of Soil Contamination



Construction Phasing/Staging

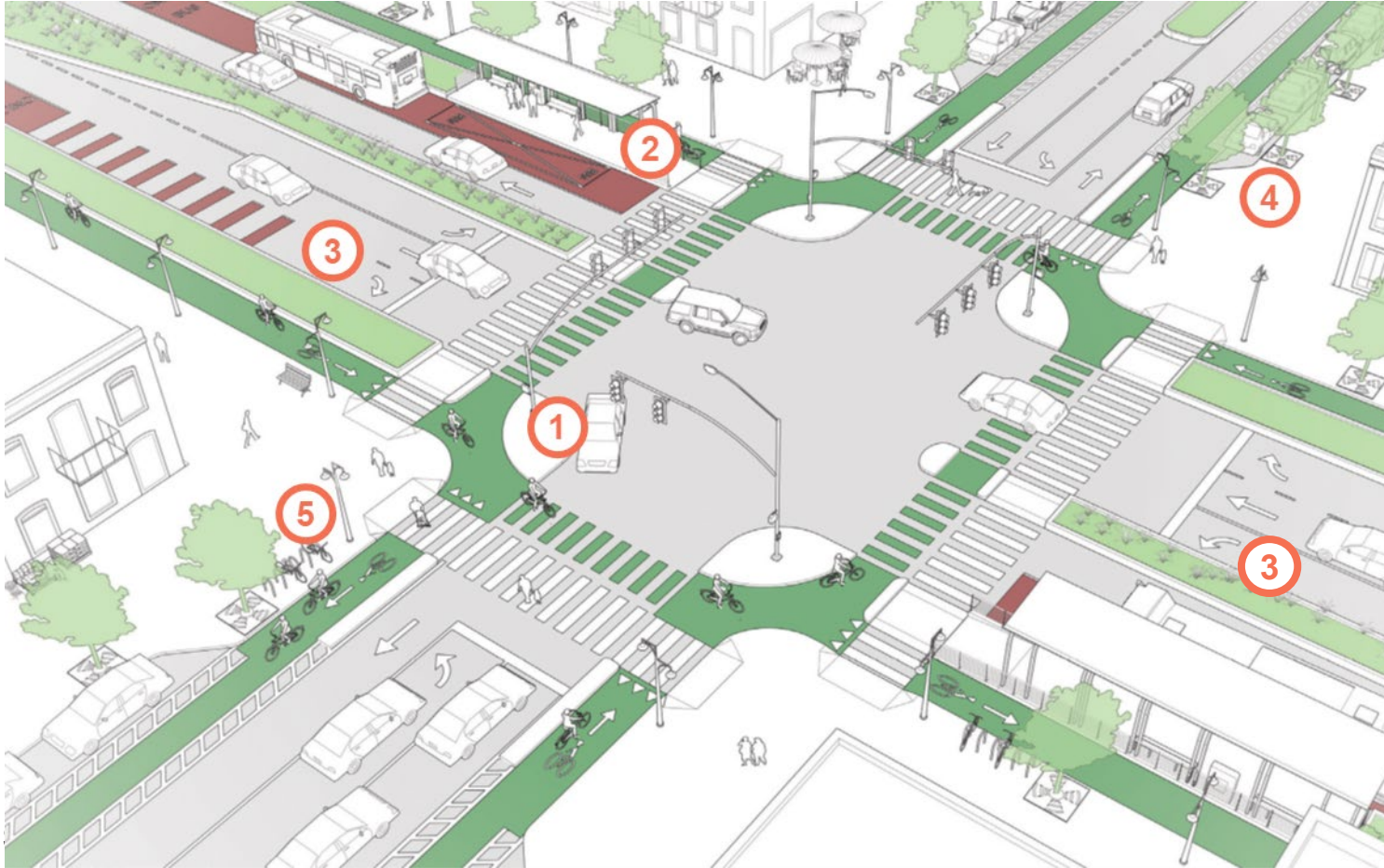


Management of Contaminated Soils



Existing Municipal Infrastructure & Utilities

Recap of Intersection Features



The Phase 1 Public Consultation identified that protected intersections would be advanced as part of developing recommended designs. In some instances, these types of intersections along with the need to accommodate other functional requirements require additional property. Functional requirements can include:

- ① Corner medians to protect cyclists
- ② Transit stops
- ③ Right and/or Left Turning Lanes
- ④ Green Infrastructure
- ⑤ Traffic poles and light standards

What We Heard from Phase 1 Public Consultations



Phase 1 Public Consultation activities began in December 2022. Activities included **three meetings** between the City and developers, **a virtual Interest Group meeting**, **a virtual public event** and **an online public survey** where the proposed alignments and evaluation criteria were presented. Feedback from the public included the following:



Desire for Greenspace

Preserving and improving greenspace, including the addition of trees, has been expressed as a top priority



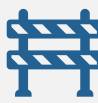
Traffic Congestion

Maintaining sufficient traffic flow on main roads should be prioritized to reduce traffic on residential roads



Economic Impacts

Local businesses are important to the community and construction impacts to existing businesses should be strongly considered in the evaluation of alternatives



Construction Duration, Impacts & Disruption

Resistance to new roads and re-alignments have been strongly expressed due to the potential impacts to residential areas, commercial properties, and community services, such as the ECLRT, from construction

What We Heard from Phase 1 Public Consultations >>

Continued common feedback from the public.



Pedestrian & Cyclist Safety

Residents voiced concerns for traffic calming, meeting accessibility requirements, elderly mobility and safety, and wider sidewalks.



Parking Availability

It was noted that existing parking options are expensive and infrequently available. Concerns were raised about parking availability as the neighbourhood continues to grow and change.



Amenity Availability

Concerns were raised regarding the accessibility of grocery and healthcare facilities nearby, and the preservation of original Golden Mile retail such as Eglinton Square Mall.



Study Background Information

Residents wished to learn more about the use of the Transportation Master Plan (TMP) and Secondary Plan (SP) to inform the EA study of future community growth trends and needs of the neighbourhood.

Alternative Refinement and Evaluation



Refinements to Alternatives



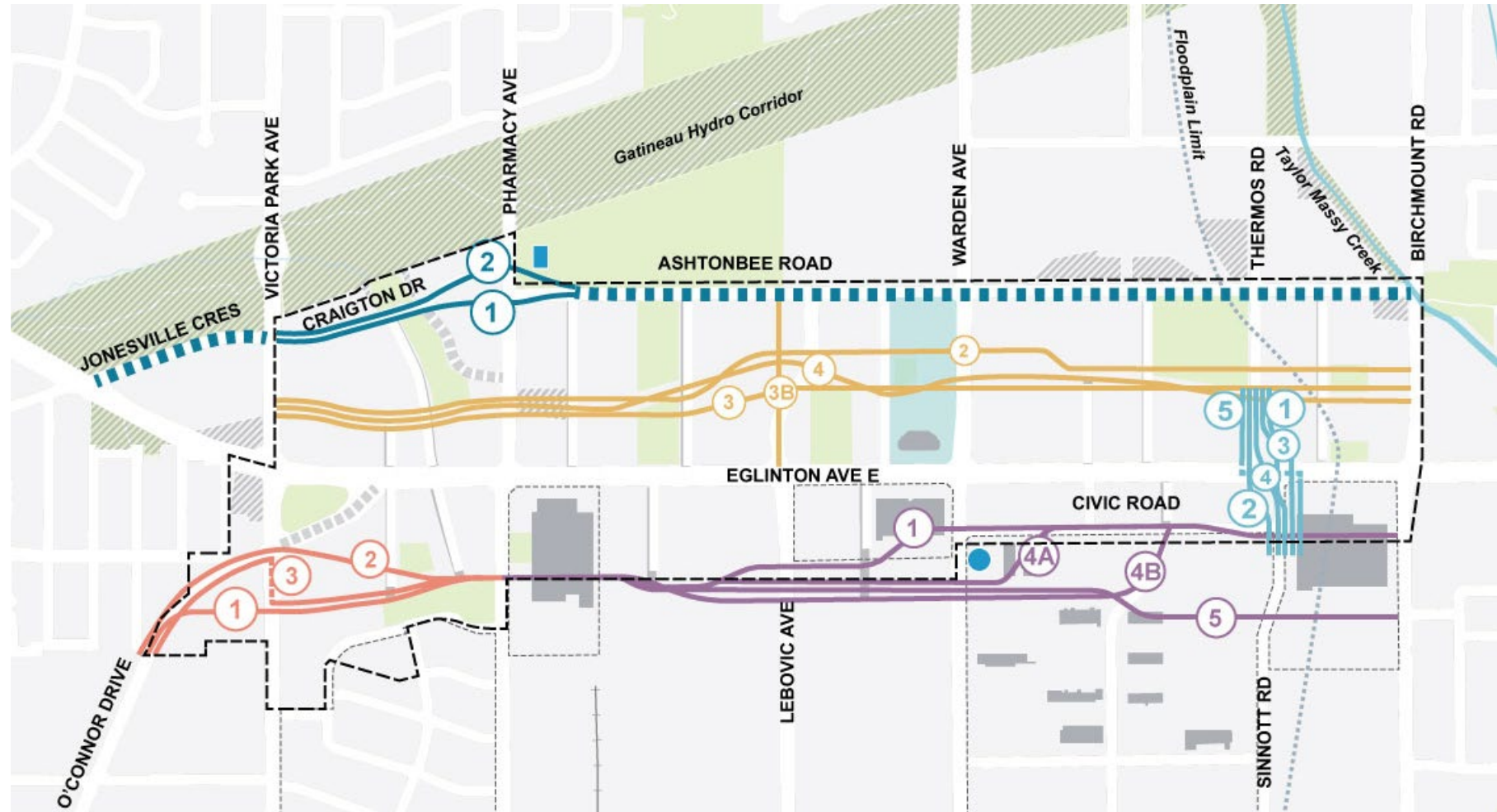
Based on feedback during Phase 1 consultation as well as continued discussions with landowners and developers, refinements to some of the Alternatives were made:

- **Minor adjustments were made to some Alternative Alignments** to reflect feedback and discussions with area developers with active applications:
 - Alternative 4 for the Golden Mile Boulevard;
 - Alternative 1 for the O'Connor Drive Reconfiguration; and
 - Alternative 1 for the O'Connor Drive Extension
- **A new Alternative Alignment (4B) was added and evaluated to the O'Connor Drive Extension.** The new Alignment generally reflected an alternative suggested by a landowner
- **Minor adjustments to street element widths** were made to some Alternative Street Designs to ensure functional intersections and consistent sidewalks

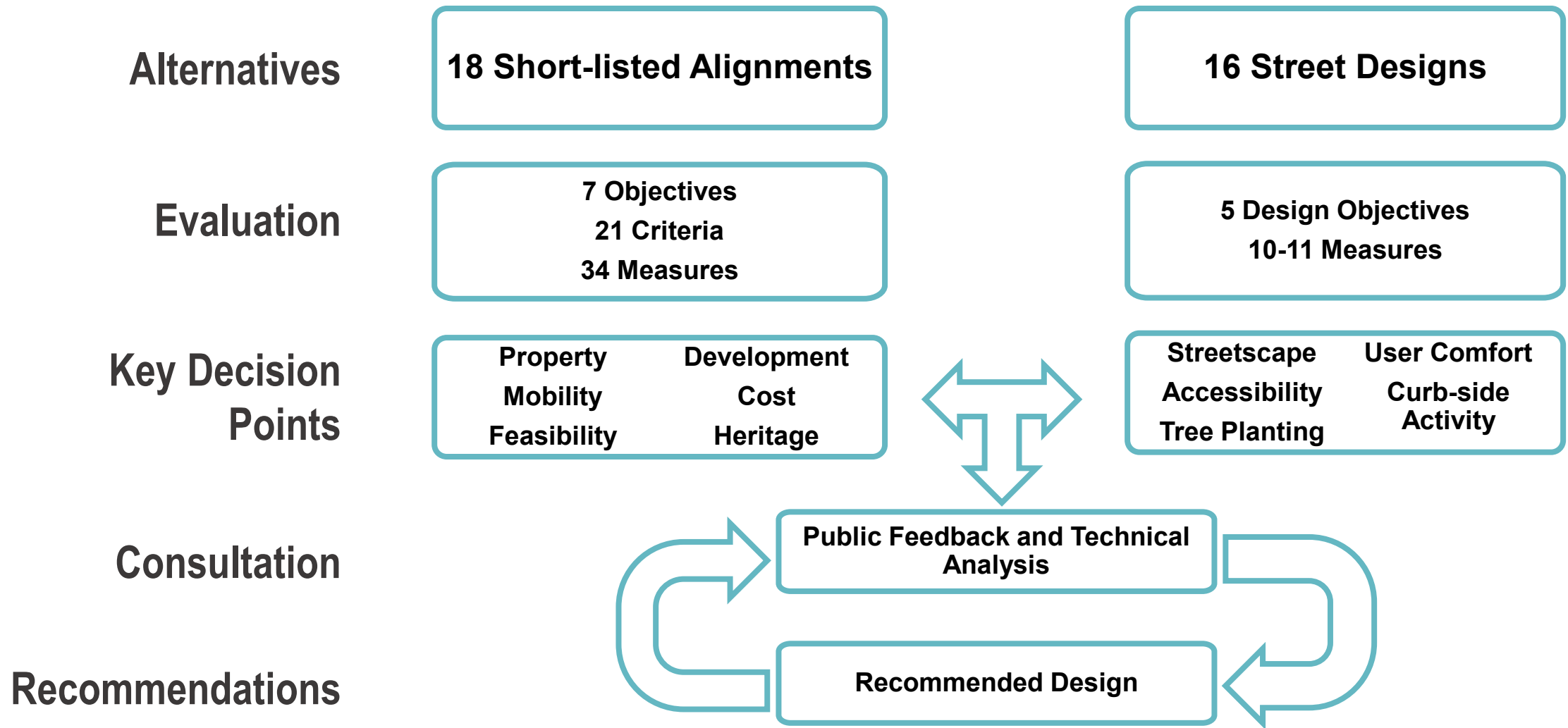
Final Short-listed Alternative Alignments



- 1 Short-list Alternatives
- O'Connor Drive Reconfiguration
- O'Connor Drive Extension
- Golden Mile Boulevard
- Reconfiguration of Thermos and Sinnott Roads
- Craigton Drive Reconfiguration
- ■ ■ Ashtonbee and Jonesville Streetscape Improvements
- - - Streets to be decommissioned
- Toronto Water Tower
- Water Pumping Station
- Potential Cultural Heritage Resource / Building
- Archeological Potential
- Listed on the Heritage Register
- New Conceptual Local Streets
- Existing and Proposed Parks / Open Spaces
- Golden Mile Secondary Plan Area



Evaluation Process



Discussion Guide Example



The [discussion guide](#) serves as supplementary material that summarizes the evaluation process. It includes information such as alternatives, scoring, and key decision points, helping the reader to understand the reasoning behind each recommendation.

Recommended Alignments and Designs

Summary of Recommendation

O'Connor Drive Reconfiguration
Based on the Street Alignment Evaluation Framework, Alternative 1 is the recommended alternative [...]

Diagrams Showing the Alternatives

Alternative Alignments and Designs



Evaluation and Scoring

Evaluation Tables

Category	Alternative 1	Alternative 2	Alternative 3
TRANSPORTATION	+	+	-
POLICY FRAMEWORK	+	+	-

Key decision points

Summary of the Evaluation

Transportation: Alternatives 1 and 2 are preferred from a transportation perspective as the continuous connection reduces travel times and [...]

Evaluating Impact to Private Property



Type of Property Impact

- Impacts to existing rental residential units
- Impacts to existing business anticipated to remain for the foreseeable future
- Significant loss of development viability and/or status of development approvals to date

- Sites not anticipated to redevelop where the majority of a site or a building is impacted requiring full acquisition

- Minor impacts (e.g. small land area consisting of existing landscaped areas or surface parking)
- Active development sites early in development approvals or sites anticipated to redevelop in the future

Evaluation Considerations

- Avoid alternatives that impact any existing rental housing due to the housing crisis
- Identify land swap opportunities and policies to support redevelopment in the medium- to longer-term
- Address in evaluation and where possible advance location-specific impact mitigations

- Calculate the land area of the site as part of the evaluation and measure severity depending on total property requirement for an alternative

- Optimize road geometry, where possible, to reduce required land area for minor impacts
- Secure land through development approvals in accordance with the City of Toronto Act and/or Planning Act

Recommended Alignments and Network

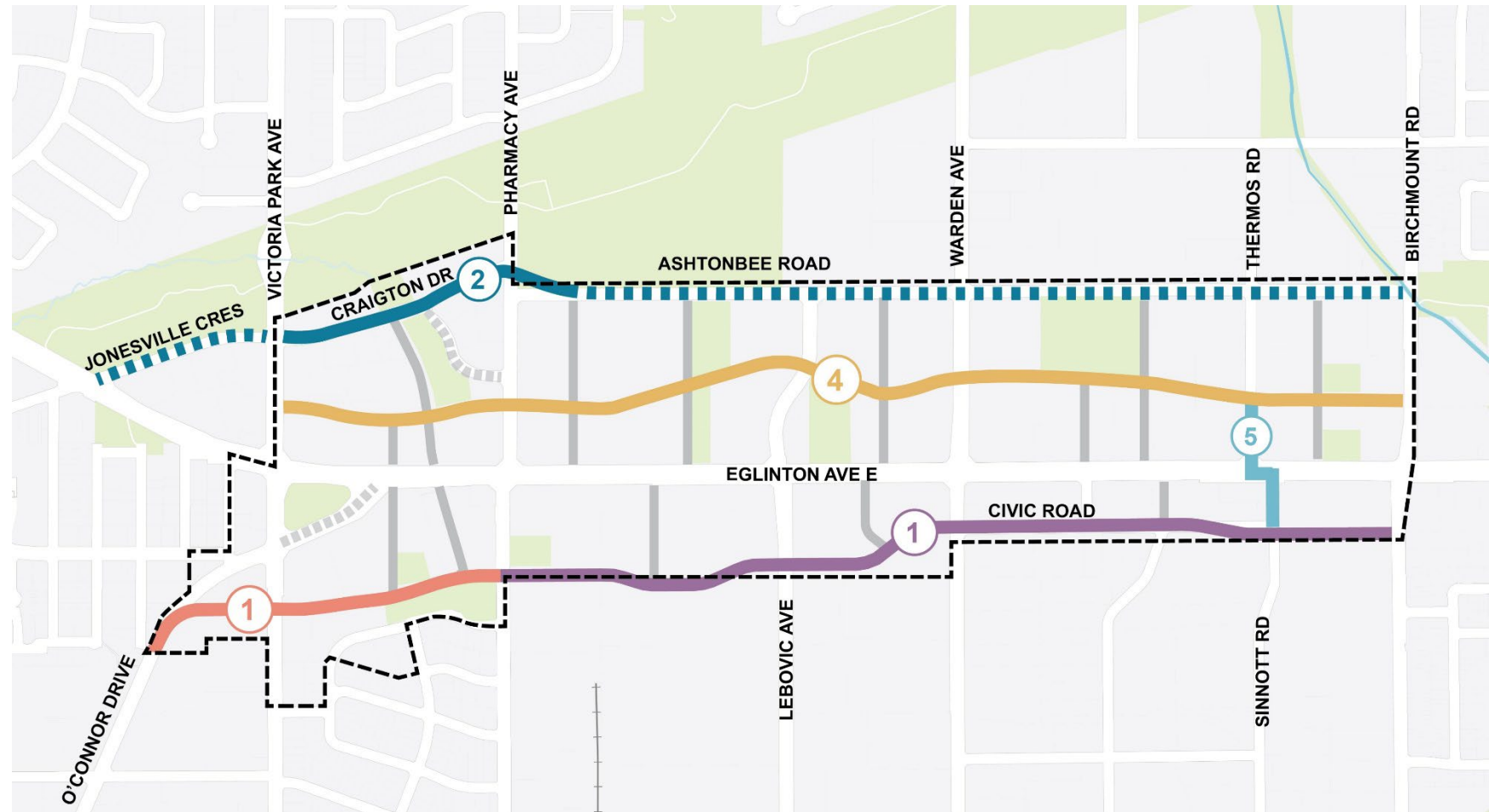


Recommended Alignments



The diagram below presents the recommended street alignments based on a detailed evaluation of alternatives and through feedback from the public and various agencies and landowners

-  O'Connor Drive Reconfiguration
-  O'Connor Drive Extension
-  Golden Mile Boulevard
-  Maintain off-set intersection at Thermos Road and Sinnott Road with improvements
-  Craigton Drive Reconfiguration
-  Ashtonbee Road and Jonesville Crescent Streetscape Improvements
-  Streets to be decommissioned
-  Conceptual local streets, not part of the EA
-  Golden Mile Secondary Plan Area



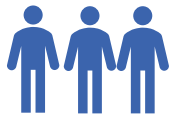
Future Traffic Needs and Performance



Future population and employment growth will continue to increase travel into, out of and within the Golden Mile.

New development will create a compact, mixed-use community that supports more trips by transit, walking and cycling and reduces reliance on cars.

Previous GMSP Forecast



43,000

Population



20,000 of employment is forecasted in both the GMSP and the updated forecast

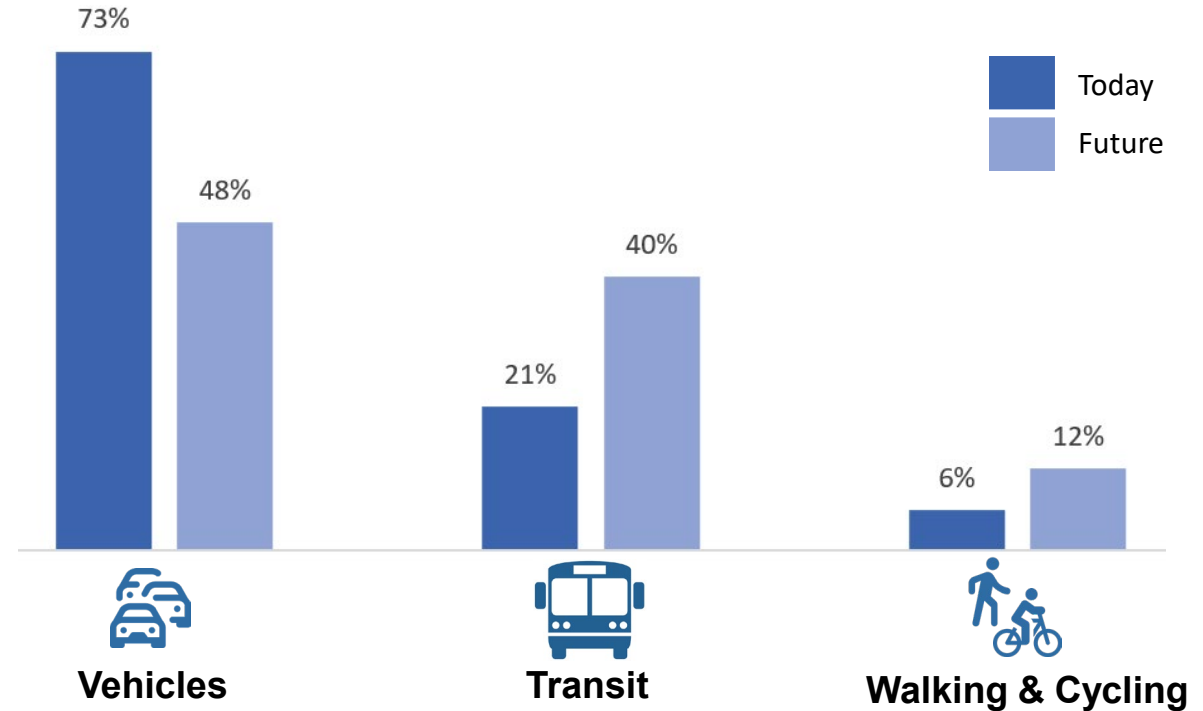
Updated Forecast Based on Development Trends



57,500

Population

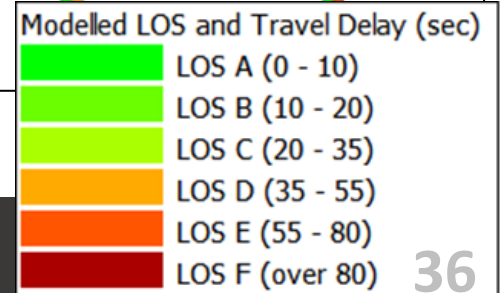
Many people in Golden Mile drive for short trips. In the future, more people will live or work near rapid transit stations. The wider sidewalks and cycle tracks will encourage more walking and cycling for short trips.



Future Traffic Needs and Performance



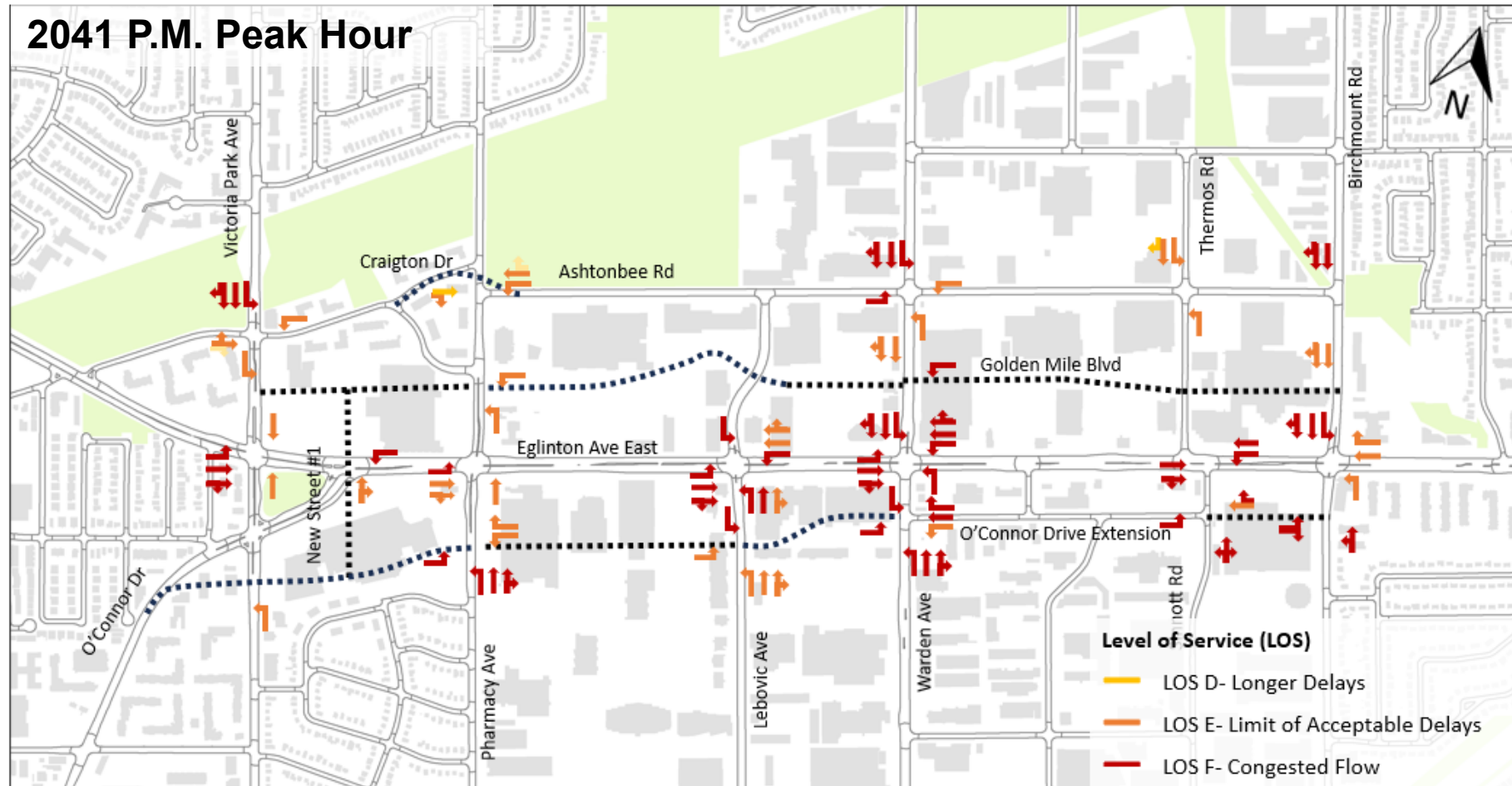
The future (2041) P.M. Peak traffic operations analysis or traffic modelling completed for the recommended street network illustrates below that overall traffic flows as expected for the PM Peak Hour.



Future Traffic Needs and Performance



The future (2041) traffic operations analysis results illustrate where delays are anticipated at intersections in the Golden Mile shown as Level of Service (LOS).



Level of Service (LOS) reflects the experience a road user can expect at an intersection. LOS ranges from A to F, where “A” represents a generally smooth travel through the intersection, whereas “F” signifies that delays can be expected.

Only travel movements with LOS E or F are shown in the graphic below, all other movements are anticipated to function at a level of D or higher.

In an urban setting like the City of Toronto, it is common to encounter LOS E or F at a busy intersection.

Recommended Street Network



Detailed transportation analysis also informed intersection controls and confirmed the closure of specific street segments

Several existing roads are proposed to be closed:

- The portion of Craigton Drive between Rannock Street and Pharmacy
- Eglinton Square from Victoria Park Avenue to Eglinton Avenue
- The portion of O'Connor Drive from the realignment to Eglinton Square.
- Access to Bartley Drive would be closed from O'Connor Drive.



Recommended Transit and Eco-mobility Network

The diagram below presents the transit, cycling and eco-mobility hub network proposed in the study area, which will provide people with choice on how to move around and help people connect to destinations, day-to-day activities and to the broader city sustainably

- New Cycle Tracks on EA streets
 - New Multi-use Trail on Jonesville Avenue
 - Existing Bike Lanes on Eglinton Avenue
 - Planned Bikeway Connection (Victoria Park Avenue Complete Street Feasibility Study)
 - Planned Bikeway Connection on Non-EA streets
 - Existing Meadowway multi-use trail
 - Planned multi-use trail
 - Eglinton LRT
 - Transit priority improvements
 - Existing and Proposed Parks / Open Spaces
 - Golden Mile Secondary Plan Area
- Ecomobility Hubs**
- Large Scale (Transit Interchanges at LRT stops)
 - Medium Scale (Autos, Bikes)
 - Small Scale (Bike Share)



Craigton Drive Reconfiguration

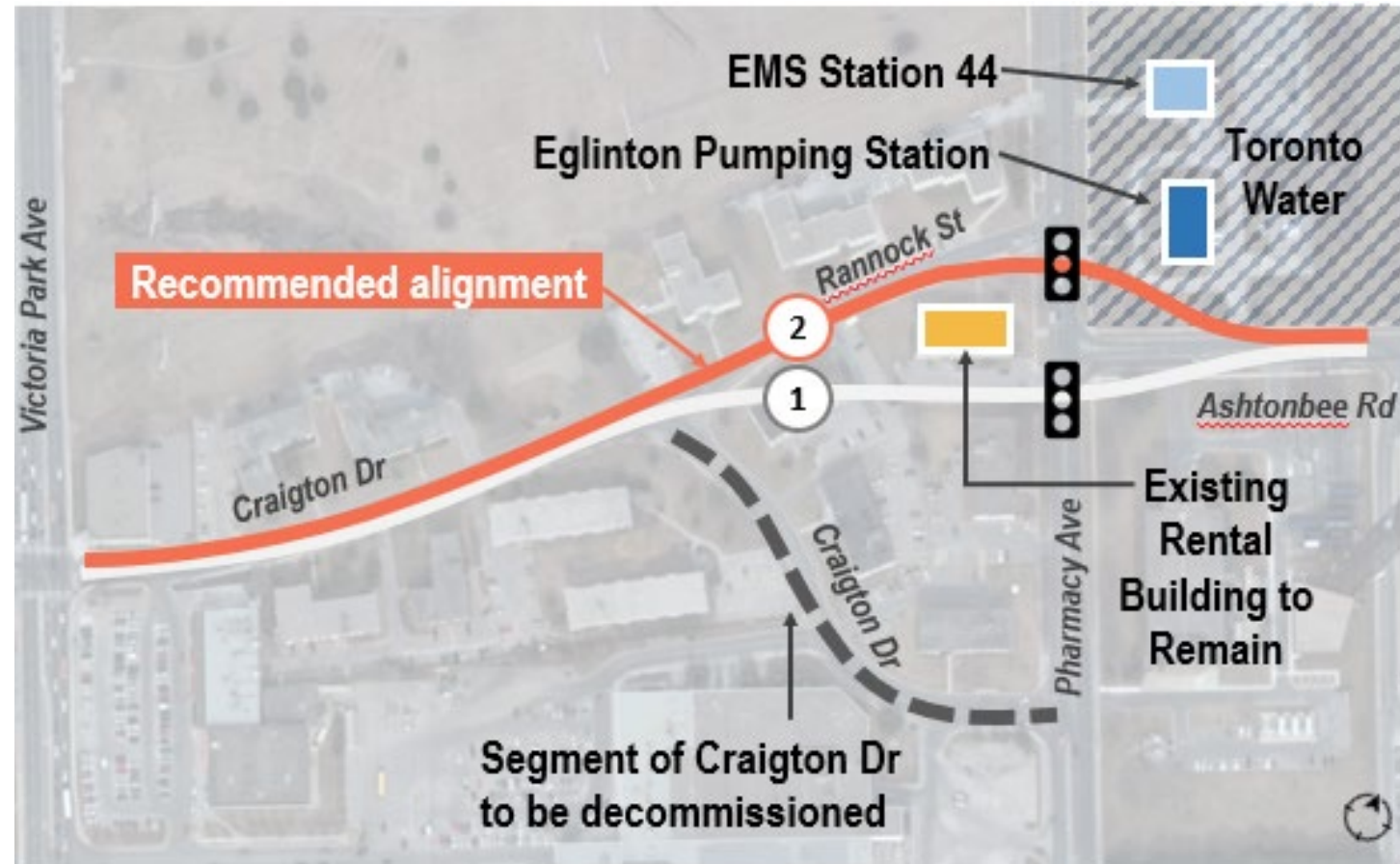
Additional Analysis at Preliminary and Detailed Design



The Craigton Drive Reconfiguration recommendation requires additional mitigation measures in order for the realignment to proceed to maintain and protect for future operations of the Eglinton Pumping Station

Transportation Services will complete more detailed analysis during preliminary and detailed design of the re-aligned street to:

- Reduce impacts to transmission mains and water valves that would be located under the roadway;
- Include safety measures to protect the Pumping Station building; and
- Relocate the EMS station within the area or reduce its footprint to free up land in the northwest quadrant of Toronto Water's site to ensure Toronto Water has sufficient contiguous land for the critical water infrastructure needs and long-term operational and maintenance requirements.



O'Connor Drive Reconfiguration

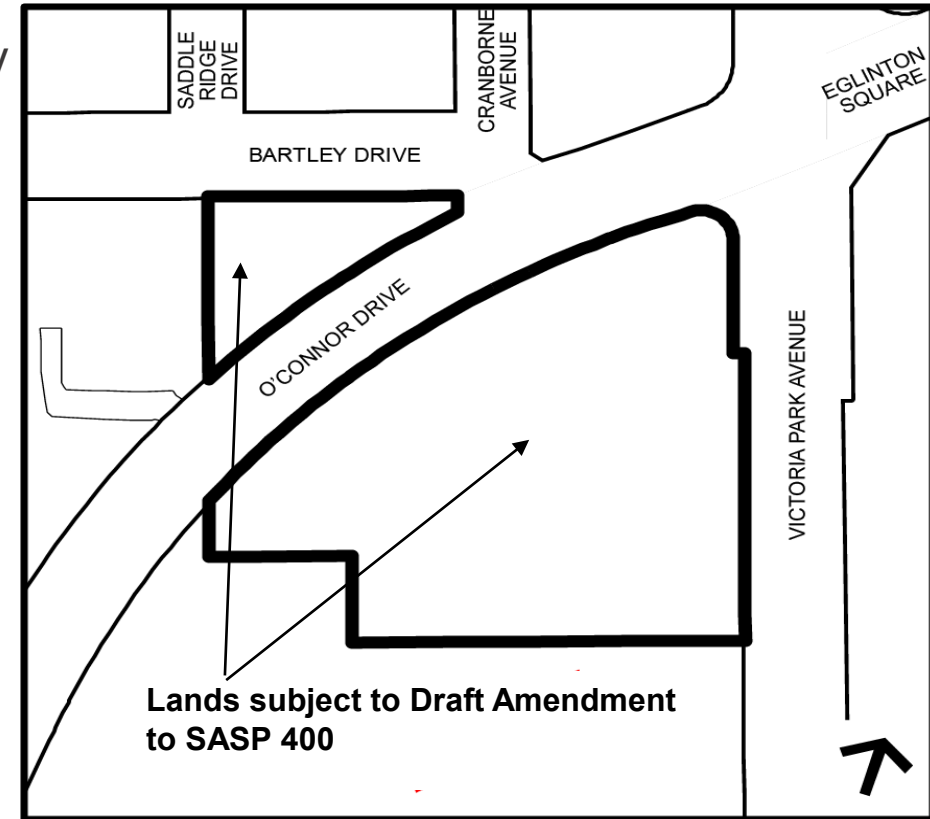
West of Victoria Park Avenue



O'Connor Drive Reconfiguration has implications for the lands west of Victoria Park Avenue to be addressed through Official Plan policies

City staff are drafting amendments to Site Area Specific Policy (SASP) 400 in the Official Plan to provide direction on:

- Requiring consolidation of lands to deliver the O'Connor Drive Reconfiguration through development approval
- Built form, land use and public realm objectives
- Potential implementation mechanisms



O'Connor Drive Reconfiguration

East of Victoria Park Avenue

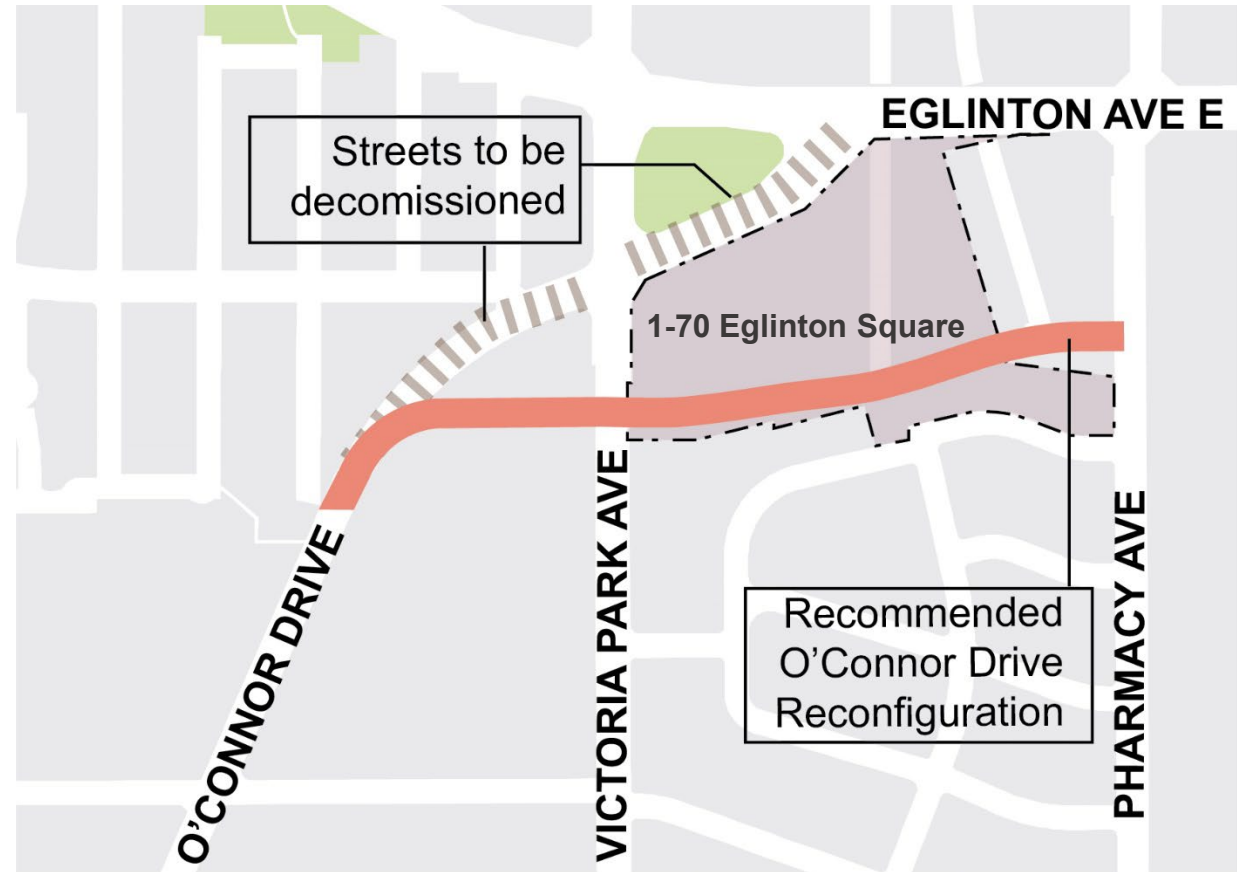


O'Connor Drive Reconfiguration has implications for the lands east of Victoria Park Avenue.



City staff are drafting amendments to the site-specific Official Plan policies and Zoning By-law provisions for the lands at 1-70 Eglinton Square to:

- Update the alignment of the O'Connor Drive Reconfiguration between Victoria Park Avenue and Pharmacy Avenue
- Provide direction on built form and public realm adjustments to accommodate the recommended alignment for the O'Connor Drive Reconfiguration



Q&A Period



Question or
Comments?
We want to hear from
you!

Recommended Street Designs



O'Connor Drive Reconfiguration and Extension

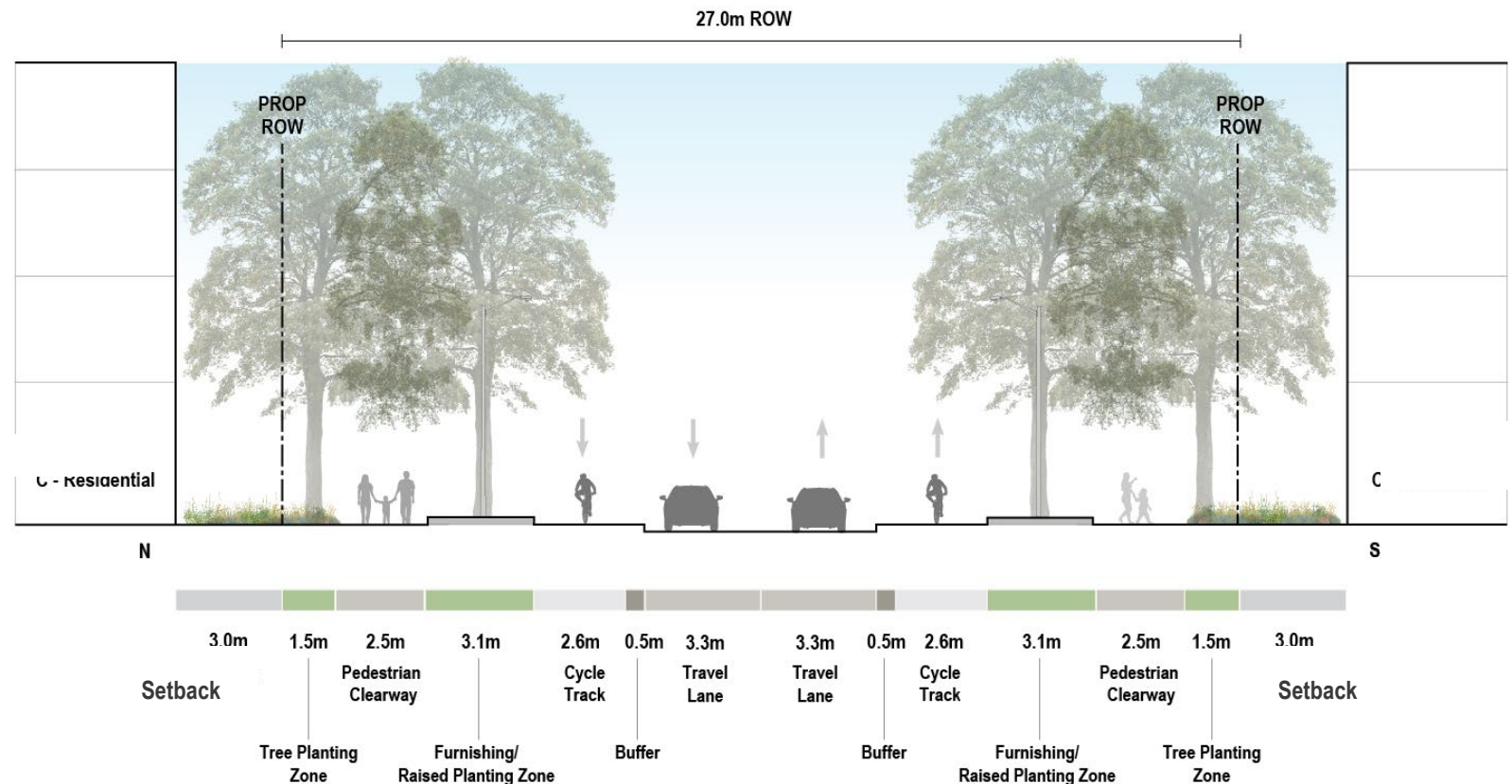
Typical Mid-Block Design (27.0m)

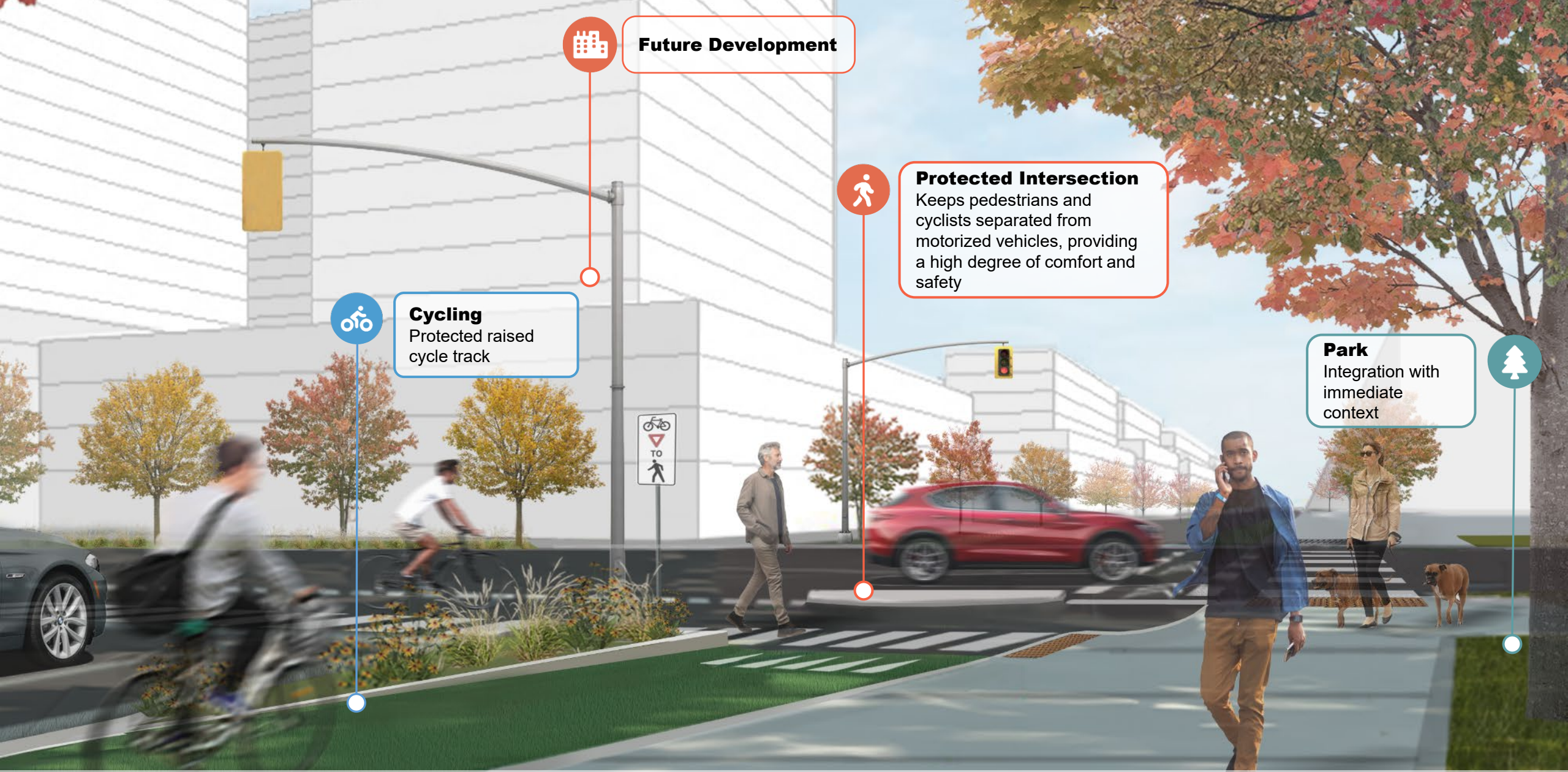


Alternative C4 and Alternative D2 are the Recommended Street Designs for the O'Connor Drive Reconfiguration and Extension to support the existing and planned uses along the two corridors

The typical mid-block condition for the Recommended Street Design has:

- **Two motor vehicle traffic lanes** (one in each direction);
- **Protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- Generous space allocated to **two planting areas** on both sides of the street; and
- Opportunities for some **lay-by parking mid-block** to support curbside activity.





Future Development



Cycling

Protected raised cycle track



Protected Intersection

Keeps pedestrians and cyclists separated from motorized vehicles, providing a high degree of comfort and safety



Park

Integration with immediate context

Artistic rendering of O'Connor Drive and Pharmacy Avenue intersection

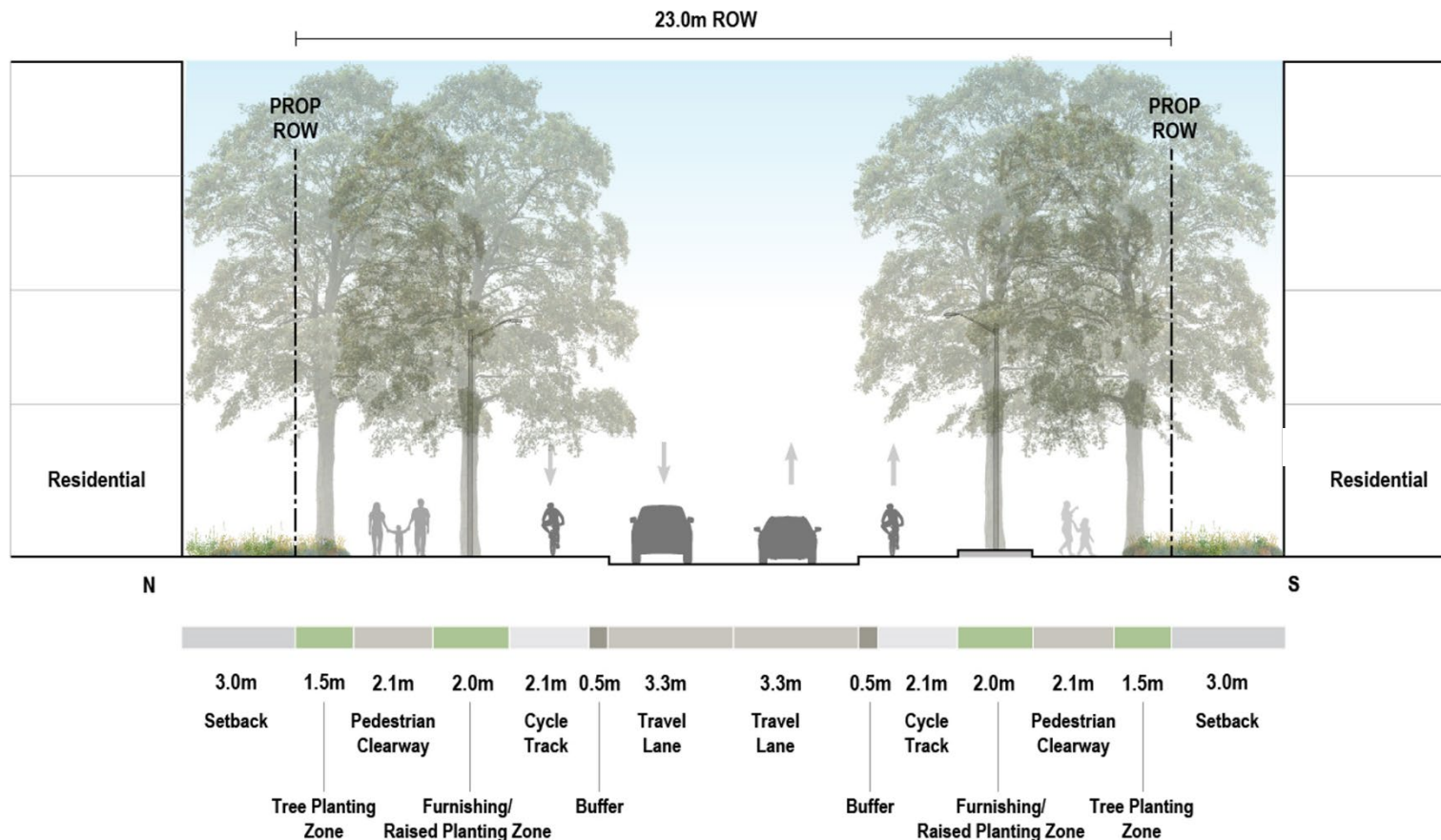
Craigton Drive Reconfiguration

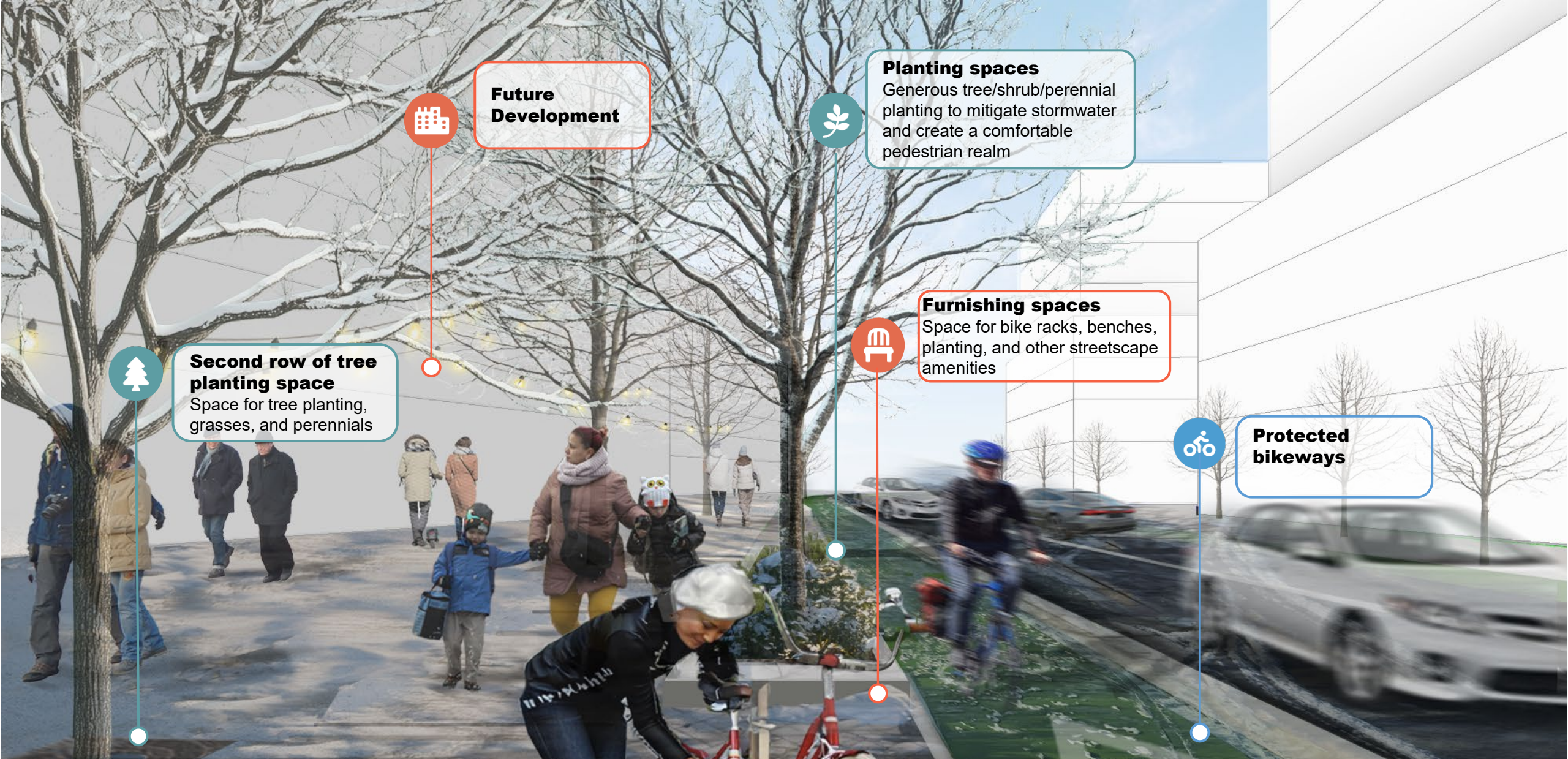
Typical Mid-Block Design(23m ROW)

Alternative E2 is the Recommended Street Design for the Craigton Drive Reconfiguration to support the existing and planned uses along the corridor

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.1m wide sidewalks** on both sides of the street; and
- Generous space allocated to **two planting areas** on both sides of the street;





Future Development

Planting spaces

Generous tree/shrub/perennial planting to mitigate stormwater and create a comfortable pedestrian realm

Furnishing spaces

Space for bike racks, benches, planting, and other streetscape amenities

Protected bikeways

Second row of tree planting space

Space for tree planting, grasses, and perennials

Artistic rendering of Craigton Drive, east of Victoria Park Avenue

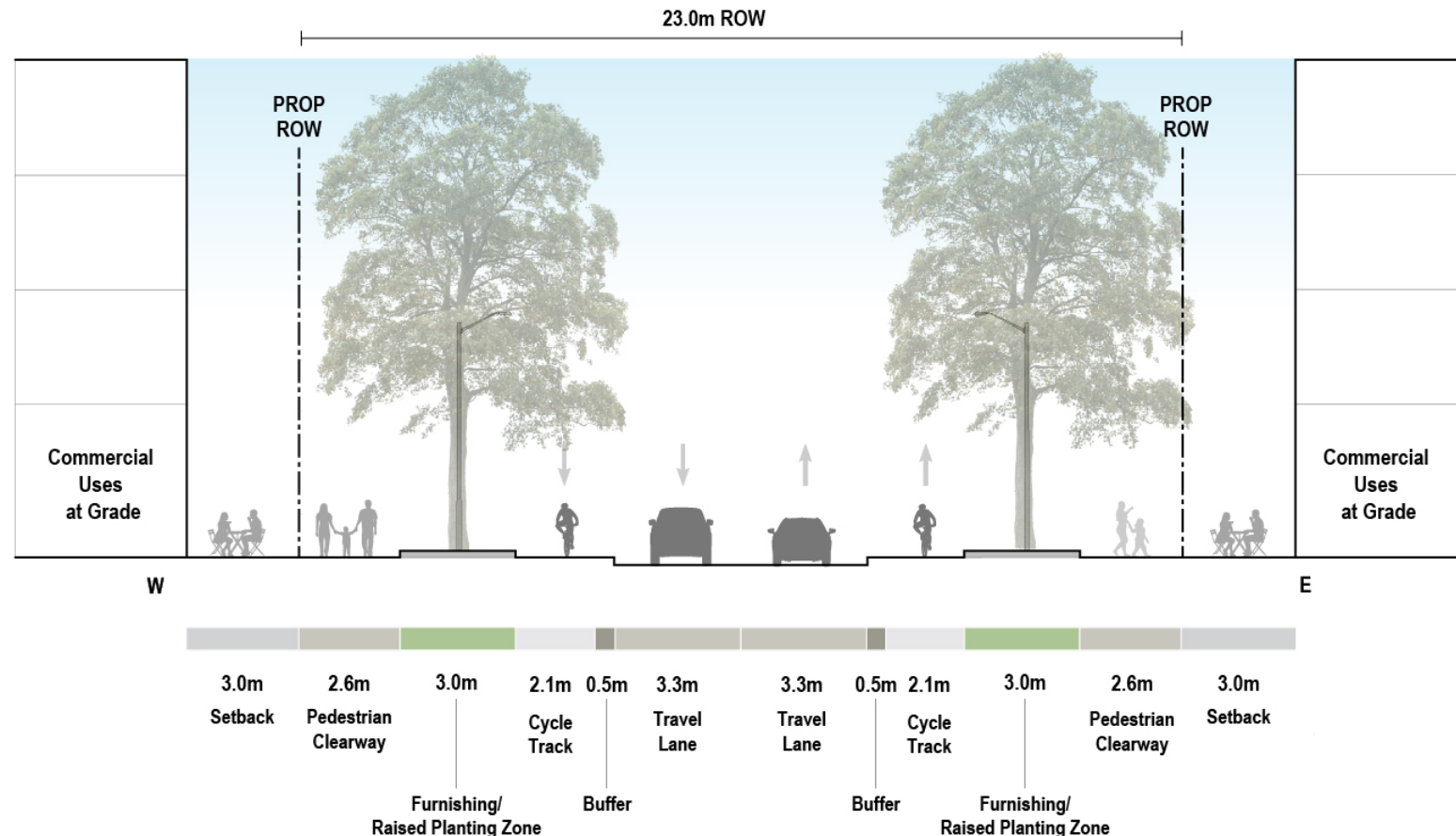
Thermos Road and Sinnott Road

Typical Mid-Block Street Sections (23m ROW)

Alternative F1 is the Recommended Street Design for Thermos Road and Sinnott Road to support the existing and planned uses along the corridor

The typical mid-block condition for the Recommended Street Design has:

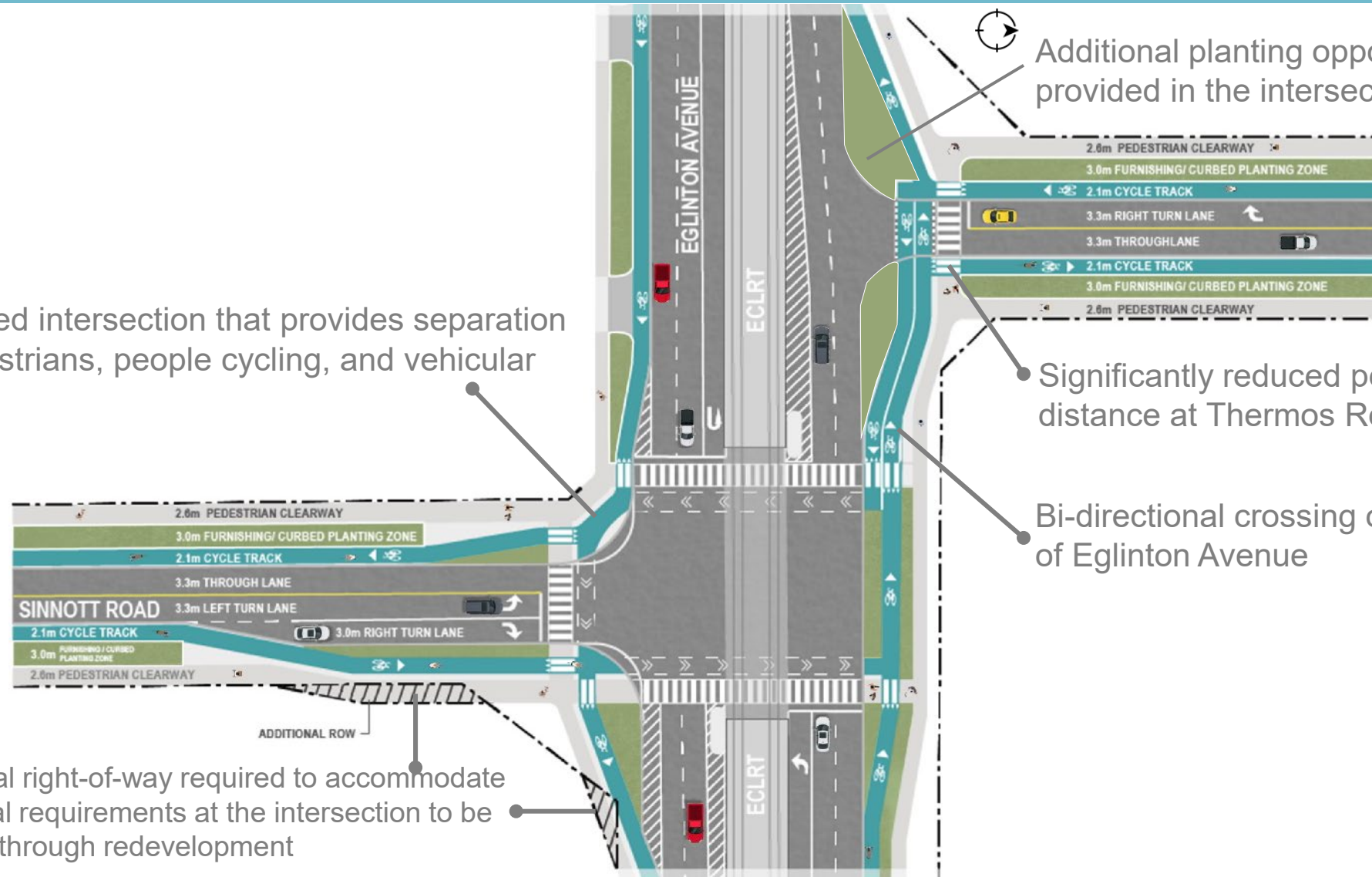
- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.6m wide sidewalks** on both sides of the street; and
- generous space allocated to **planting and furnishing areas** on both sides of the street;



Thermos Road and Sinnott Road



Protected intersection that provides separation of pedestrians, people cycling, and vehicular traffic

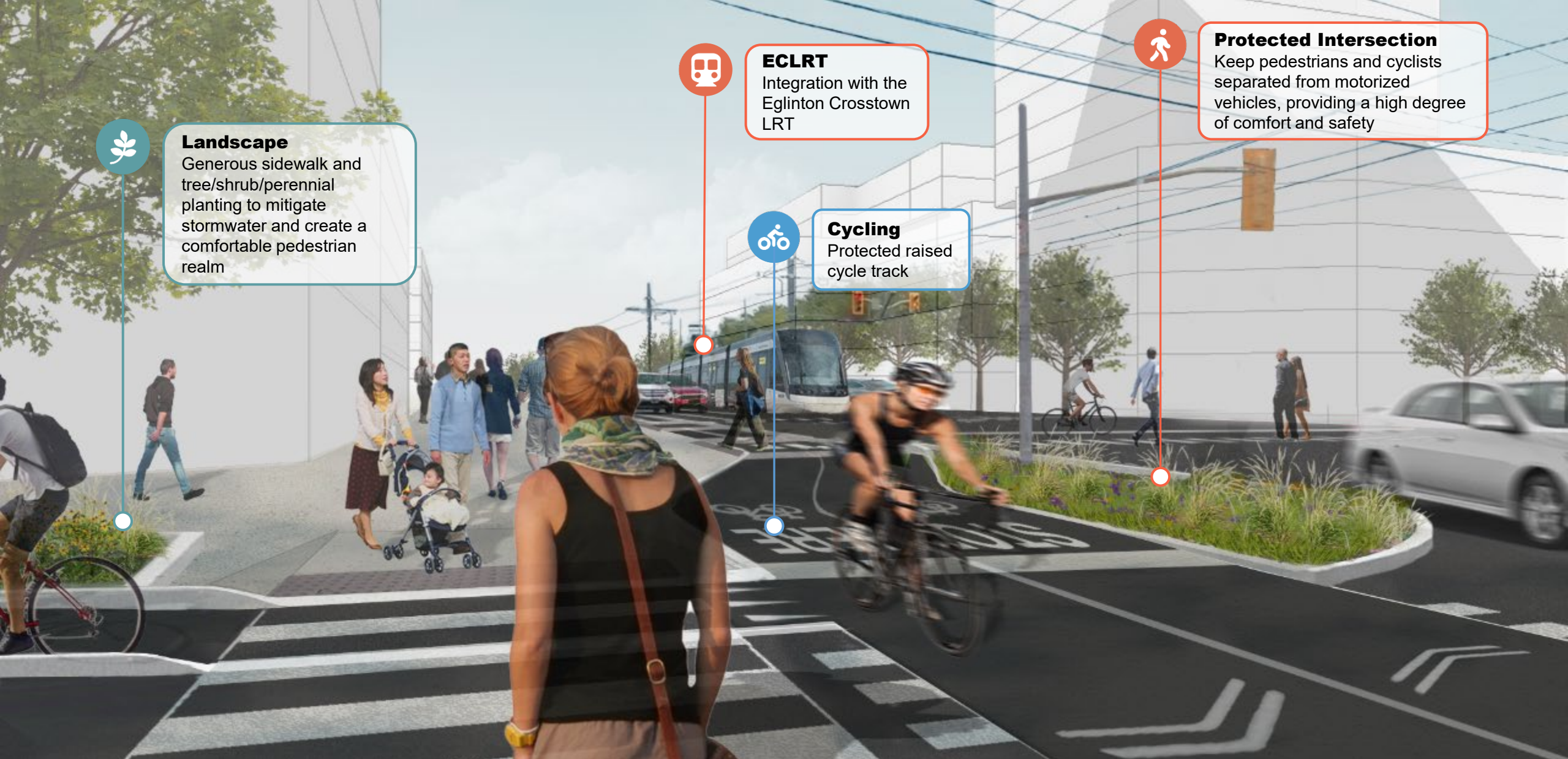


Additional planting opportunities provided in the intersection

Significantly reduced pedestrian crossing distance at Thermos Road

Bi-directional crossing on the north side of Eglinton Avenue

Additional right-of-way required to accommodate functional requirements at the intersection to be secured through redevelopment



Landscape
Generous sidewalk and tree/shrub/perennial planting to mitigate stormwater and create a comfortable pedestrian realm

ECLRT
Integration with the Eglinton Crosstown LRT

Cycling
Protected raised cycle track

Protected Intersection
Keep pedestrians and cyclists separated from motorized vehicles, providing a high degree of comfort and safety

Artistic rendering of the Thermos Road and Eglinton Avenue intersection

Golden Mile Boulevard

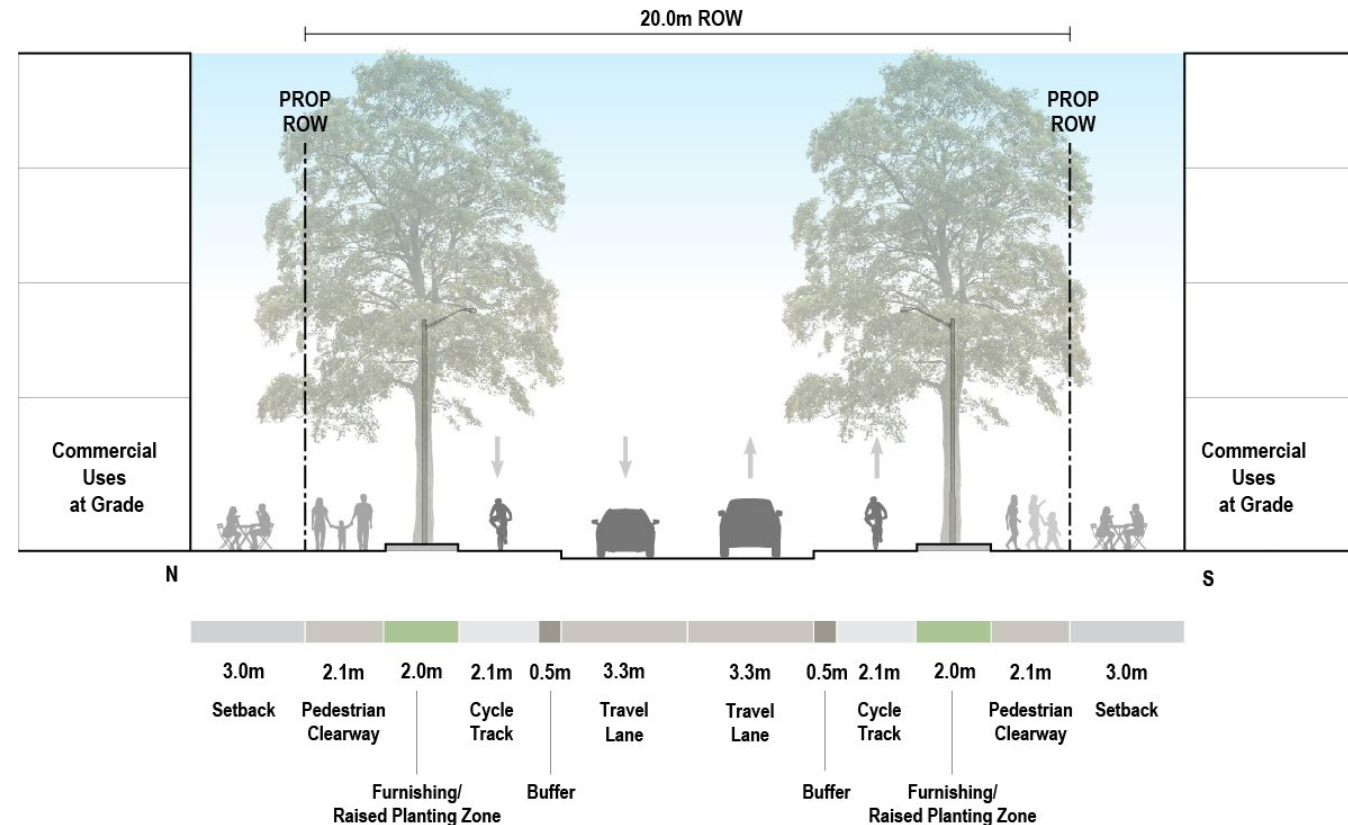
Typical Mid-Block Street Sections (20m ROW)

Alternative B2 is the Recommended Street Design for Golden Mile Boulevard between Victoria Park Avenue and West Park to support the existing and planned uses along the corridor.

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.1m wide sidewalks** on both sides of the street; and
- **two planting areas** on both sides of the street;

Victoria Park Avenue to West Park



Golden Mile Boulevard

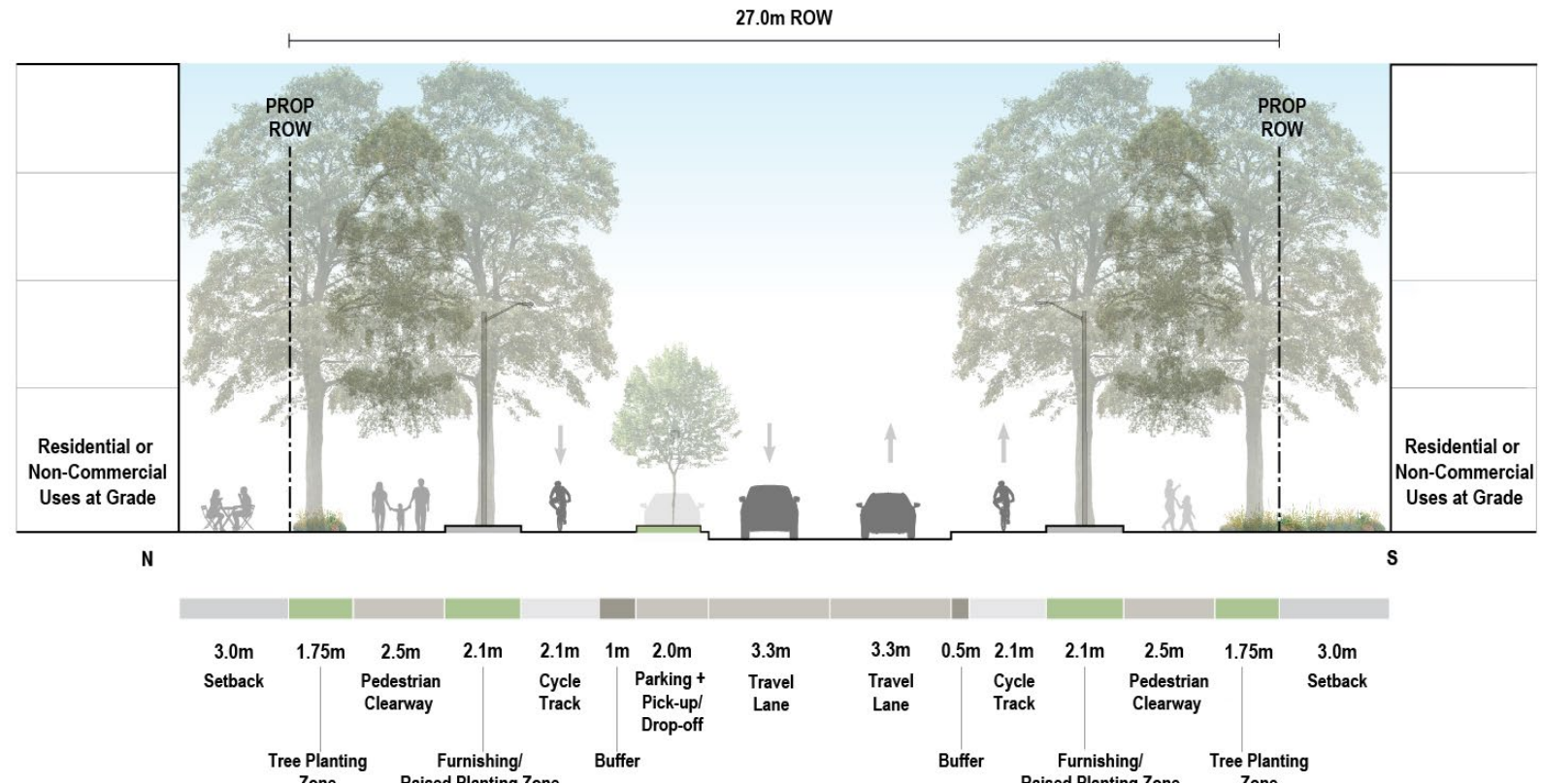
Typical Mid-Block Street Sections (27m ROW)

Alternative A2 is the Recommended Street Design for Golden Mile Boulevard between West Park and Birchmount Road to support the existing and planned uses along the corridor.

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- generous space allocated to **two planting areas** on both sides of the street; and
- opportunities for some lay-by parking mid-block to support curbside activity.

West Park to Birchmount Road





Placemaking
Spill-out space for future buildings



Tree Planting Zone
Space for tree planting, grasses, and perennials



Cycling
Protected raised cycle track



Protected Intersection
Keep pedestrians and cyclists separated from motorized vehicles, providing a high degree of comfort and safety

Artistic rendering of Golden Mile Boulevard and Hakimi Avenue intersection



Future Residential Development

Massing from Golden Mile Secondary Plan. Mid-rise buildings, 5-11 stories



Cycling

Protected raised cycle track



Retail Use Setback

Spill-out space for future retail buildings



Tree Planting Zone



Future Park

Recreational space near retail and housing

Artistic rendering of Golden Mile Boulevard, east of Warden Avenue

Ashtonbee Road

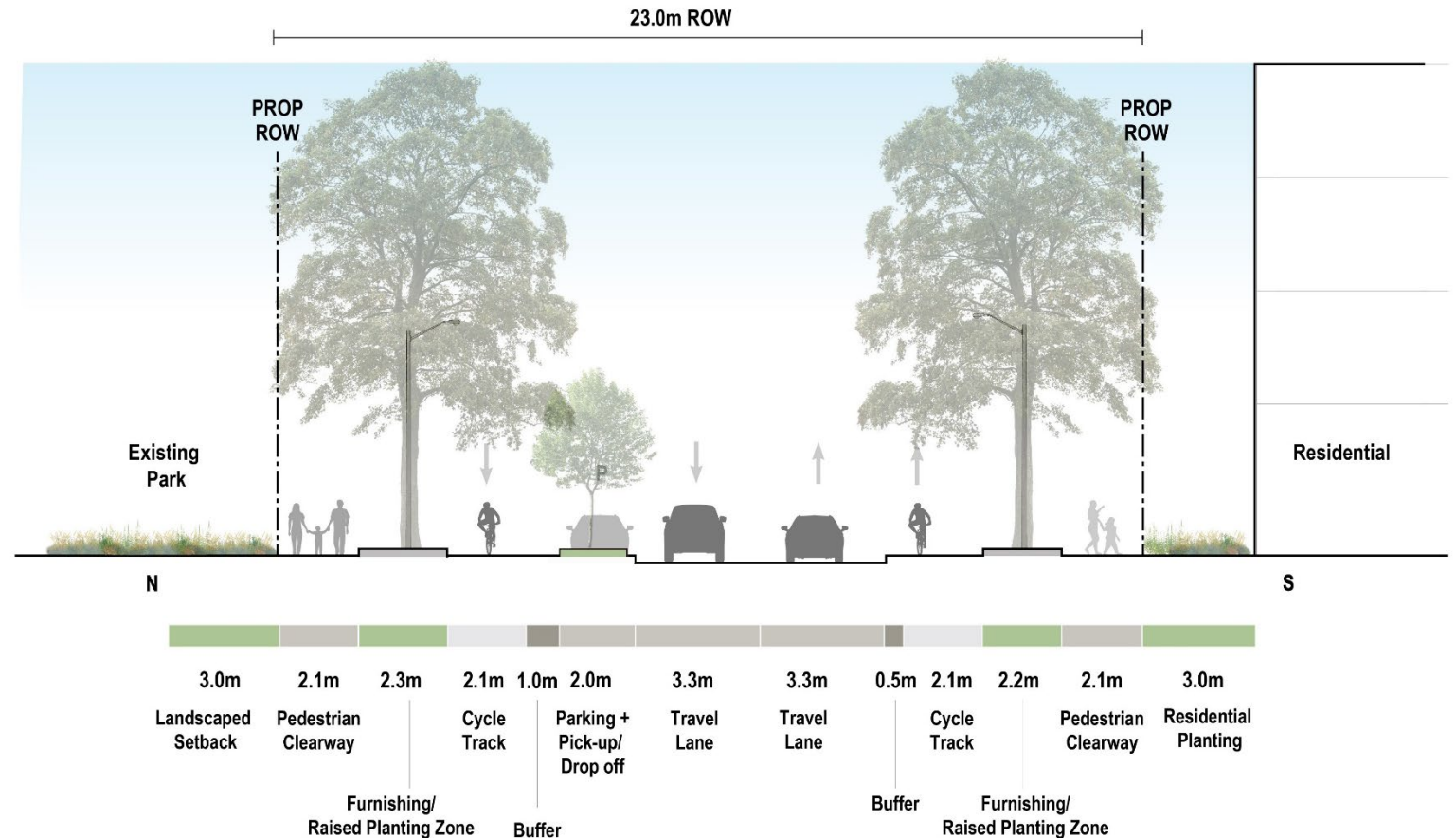
Streetscape Improvements



Ashtonbee Road streetscape improvements are recommended when the street requires reconstruction within the existing street width to support the existing and planned uses along the corridor

The typical mid-block condition for the streetscape improvements has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- **planting and furnishing areas** on both sides of the street; and
- opportunities for some lay-by parking mid-block to support curbside activity.



Jonesville Crescent

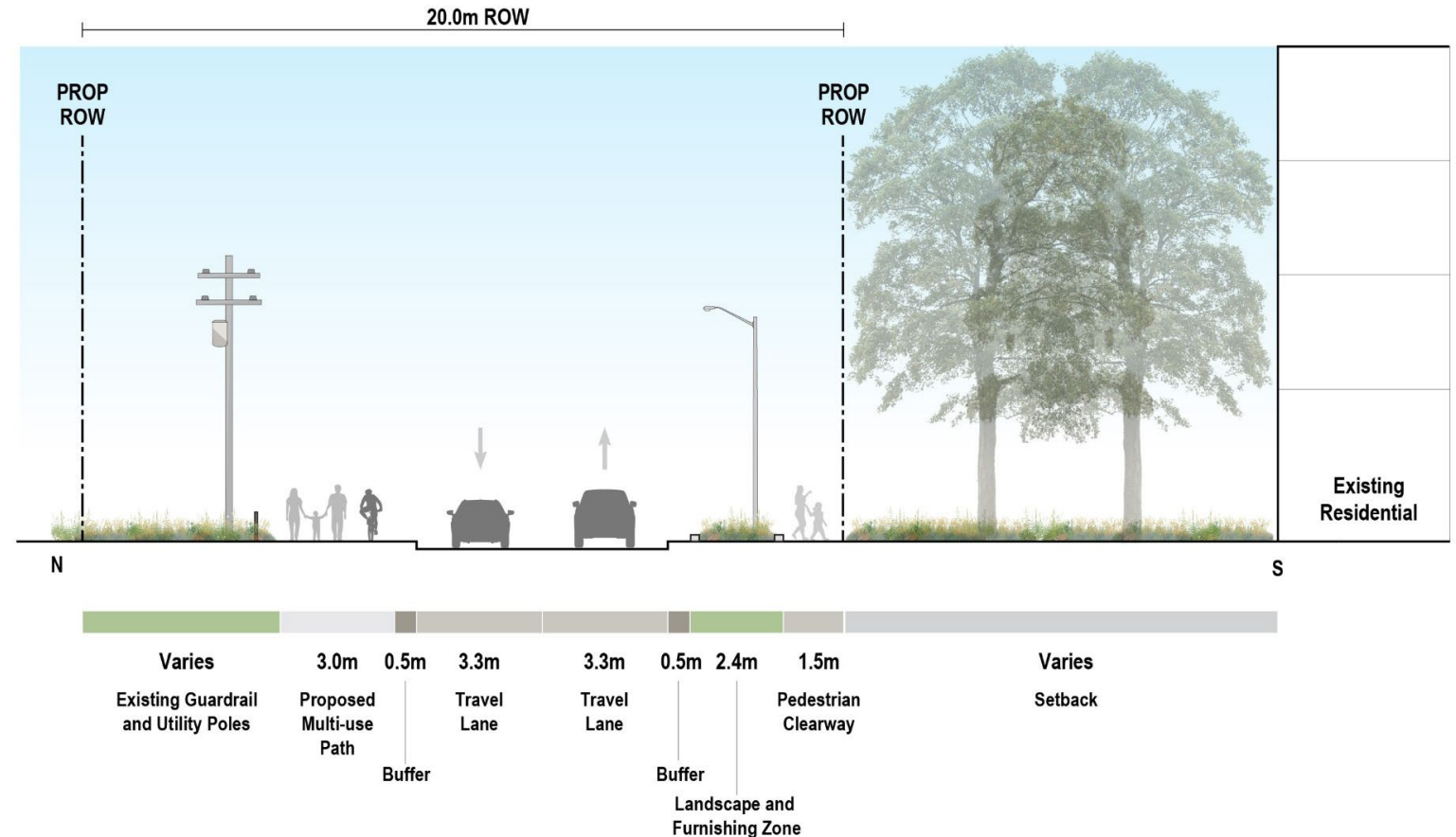
Streetscape Improvements



Jonesville Crescent streetscape improvements are recommended when the street requires reconstruction within the existing street width to support the existing and planned uses along the corridor

The typical mid-block condition for the streetscape improvements has:

- **two motor vehicle traffic lanes** (one in each direction);
- **3.0m multi-use path** on north side;
- **improved landscape and furnishing zone** to the south side of the street;
- **existing sidewalk** on the south side of the street.



Q&A Period



Question or
Comments?
We want to hear from
you!

Next Steps

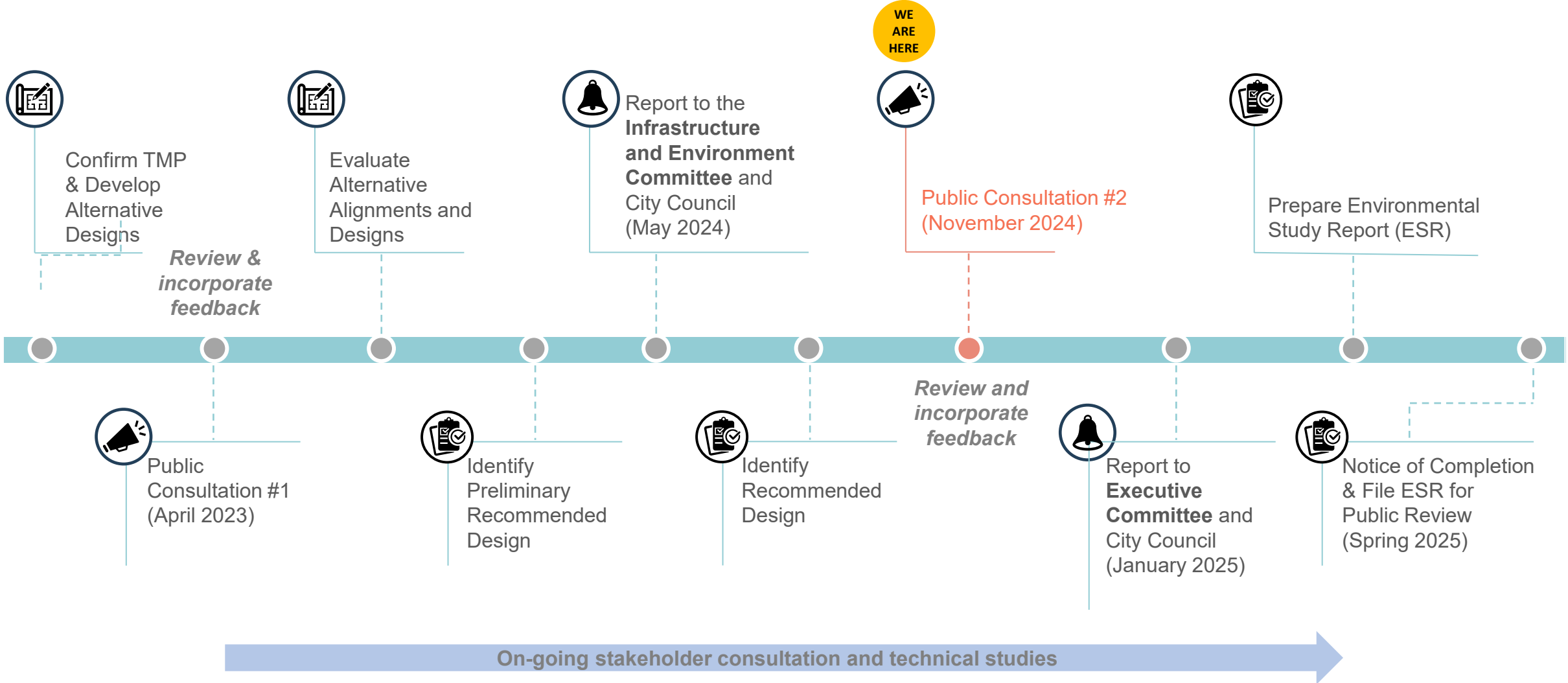


Survey Questions



- How well do you think the recommended alignments address the area's future transportation needs for all road users, including people driving, walking or rolling, and cycling? **Why?**
- What do you like about the recommended street design for different streets? **Why?**
- What would you change in the Recommended Street Designs? **Why?**

Next Steps



Share Your Feedback and Stay Connected



Learn more about the project, complete the survey and subscribe to receive project updates:

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

Comment Deadline: December 2, 2024

Questions? Contact:

Dominic Cobran (he/him)
Senior Consultation Coordinator
Public Consultation Unit
City of Toronto
Tel: 416-338-2986
Email: goldenmile@toronto.ca

Thank You

