



Environmental Study Report

ReNew Golden Mile: Reconfigured & New
Major Streets Schedule 'C' Class
Environmental Assessment

City of Toronto

FINAL

Part 1 of 3

September 2026

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Executive Summary

E1- Introduction

The City of Toronto has completed a Municipal Class Environmental Assessment (MCEA) study to determine the design of new and reconfigured major streets in the Golden Mile area of Scarborough. This Environmental Study Report (ESR) documents the process and findings of Phases 3 and 4 of the Schedule 'C' MCEA process. This Study is referred to as the ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study (ReNew Golden Mile EA).

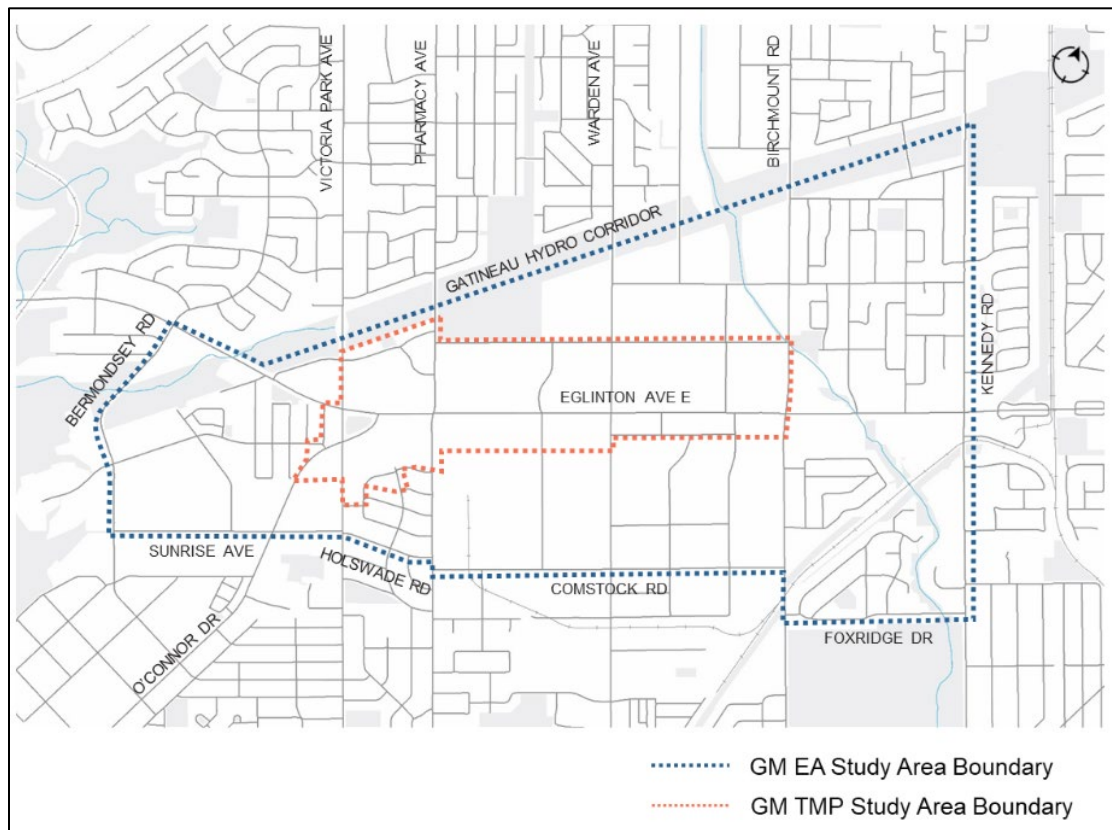
The Study builds on the recommendations of the Golden Mile Secondary Plan (SP), adopted by City Council in October 2020, and the Golden Mile Transportation Master Plan (TMP), adopted in August 2020, both of which completed Phases 1 and 2 of the EA process.

The purpose of the Study is to improve the transportation network to accommodate the current and future transportation needs of all users of all ages and abilities — pedestrians, cyclists, transit users, and motorists for the Golden Mile area. The Golden Mile TMP and SP identified the following transportation network improvements to be considered during Phases 3 and 4 of the Study:

- O'Connor Drive – determining the Preferred Alignment for the reconfiguration from Victoria Park Avenue to Pharmacy Avenue, and extension to Birchmount Road;
- Golden Mile Boulevard – a new East-West public street from Victoria Park Avenue to Birchmount Road;
- Craigton Drive – determining the Preferred Alignment for the widening and reconfiguration from Victoria Park Avenue to Birchmount Road;
- Thermos Road & Sinnott Road – determining the preferred intersection design at Eglinton Avenue East; and
- Streetscape improvements along Jonesville Crescent/Craigton Drive and Ashtonbee Road from Eglinton Avenue East to Birchmount Road.

The Study area is located in the Scarborough district, generally bounded by Bermondsey Road to the west, the Gattineau Hydro Corridor Trail to the north, Sunrise/Comstock/Foxridge to the south, and Kennedy Road to the east. The broader Golden Mile SP boundary extends from Victoria Park Avenue to Birchmount Road, and from Ashtonbee Road to Southmead/Civic Road (**Figure E1**).

Figure E1: Study Area



E2- Problem and Opportunity Statement

The Golden Mile area is expected to change significantly with the introduction of the Eglinton Crosstown LRT (ECLRT). The existing street network lacks connectivity to support comfortable and safe pedestrian, cycling and transit use. Eglinton Avenue East is the only east-west continuous street through the area and currently experiences congestion in the peak periods.

With the ECLRT and planned redevelopment, there is an opportunity to renew the Golden Mile area with a finer grained complete streets network that is safe, comfortable, and connected for users of all ages and abilities.

E3- Preferred Design

The Preferred Street Designs best align with the project's objectives for improving transportation service while thoughtfully addressing broader project impacts and incorporating appropriate mitigation strategies. These plans will transform the Golden Mile street network to accommodate all modes of transportation and transform the streetscape and public realm. This plan includes wider pedestrian clearways, dedicated cycling tracks, improved transit connectivity, protected intersections, new signalized

crossing opportunities, street trees and enhanced plantings (including landscaped medians), and opportunities for public art and street furniture.

The Preferred Alignments are presented in **Figure E2** and the Preferred Cross-sections for each street are presented in **Table E1**. The preliminary cost estimate provided in this table is based on 2025 values and includes costs for road work, addition of streetlights and traffic signals, storm sewers, landscaping, traffic control, and engineering services; however, property acquisition costs and utility relocations costs are not included in the estimate.

Figure E2: Preferred Alignments

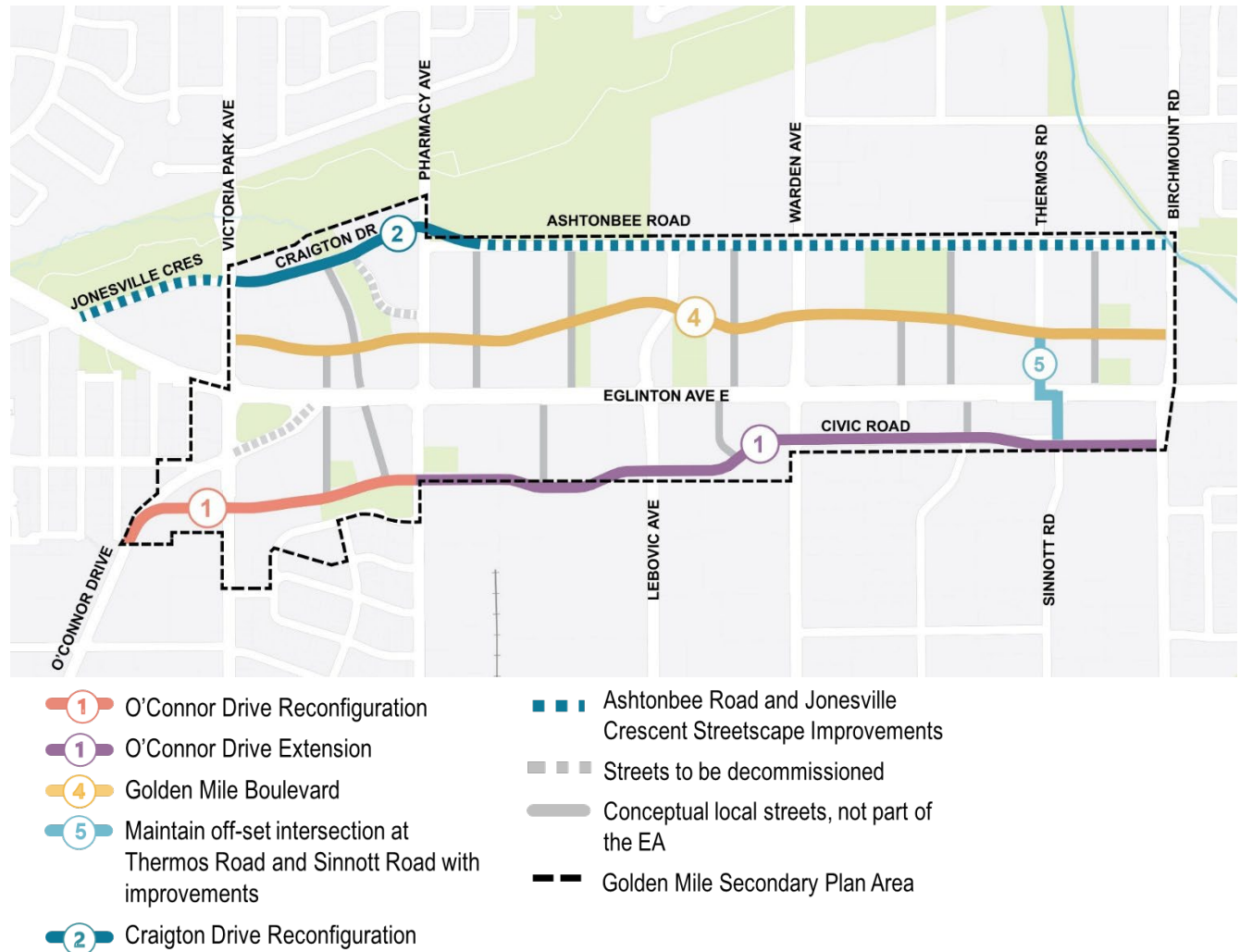
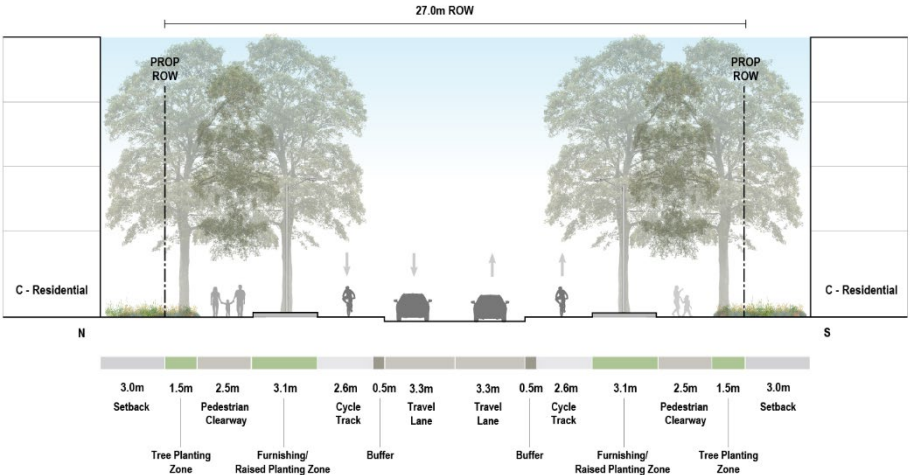
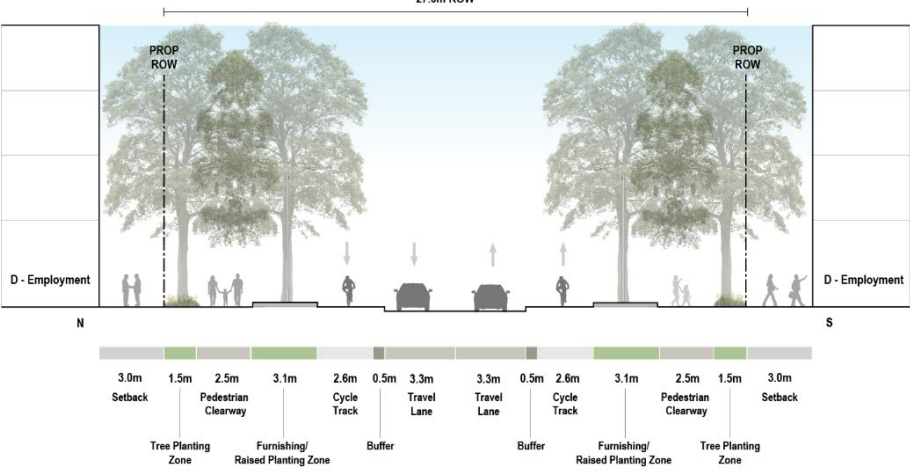
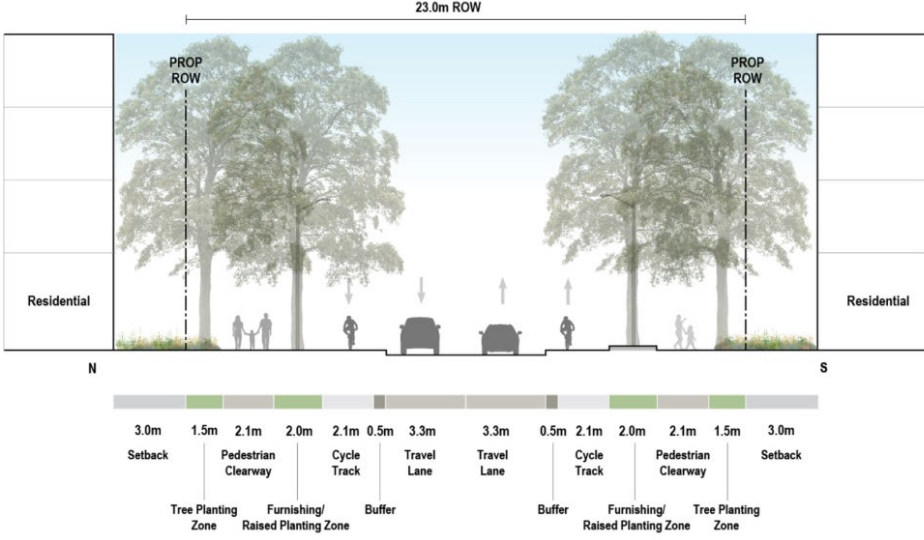
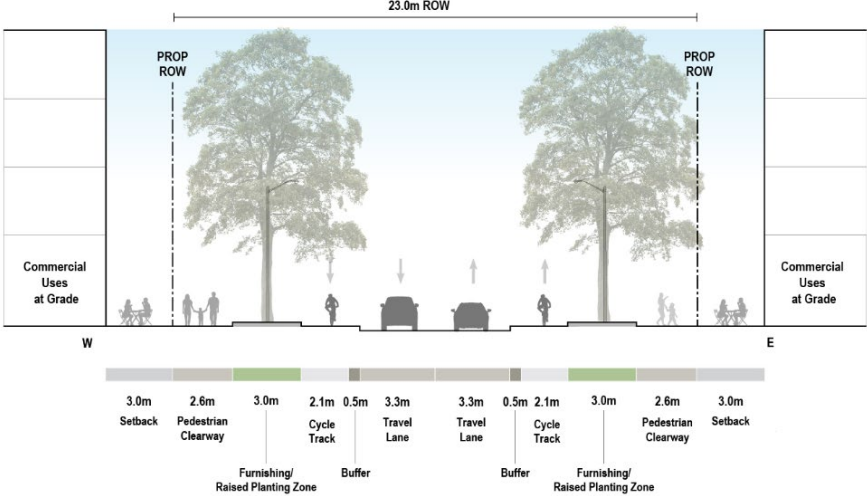


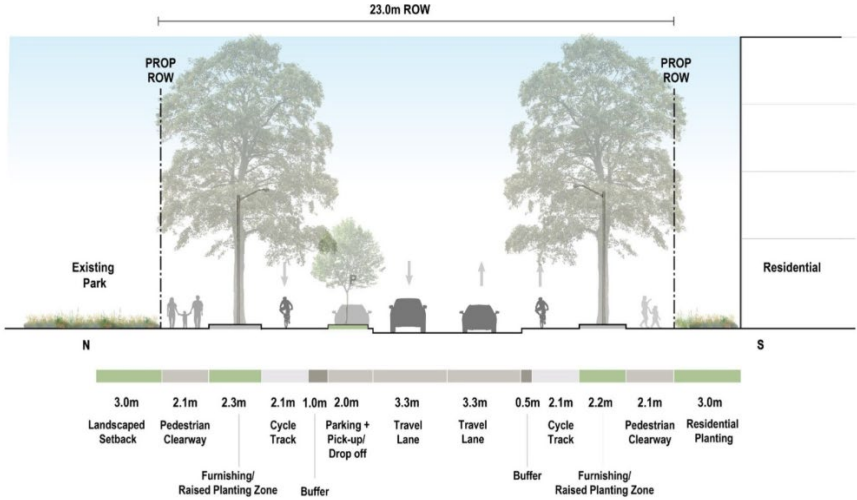
Table E1: Preferred Designs

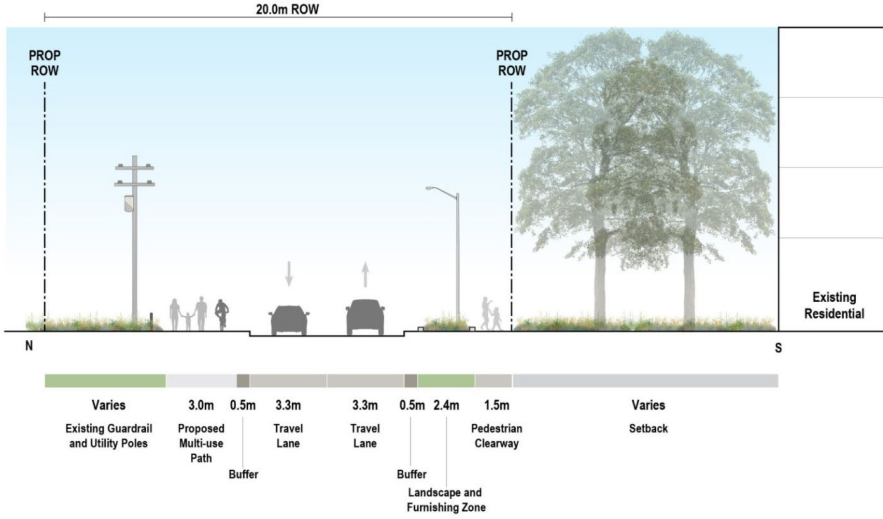
	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
O'Connor Drive	O'Connor Drive is reconfigured to provide a continuous connection from Victoria Park Avenue to Pharmacy Avenue and extended to Birchmount Road via Civic Road. See Figure E3 for the cross-section of the O'Connor Drive reconfiguration. See Figure E4 for the cross-section of the O'Connor Drive extension. The detailed design and implementation of the O'Connor Drive reconfiguration is to be developed through the Official Plan Amendment process. The detailed design for the O'Connor Drive extension is to be completed by developers through development review processes and implemented gradually with the development of the individual land parcels. The existing portion of Civic Road at the intersection with Sinnott Road may be delivered as a future City capital project.	Figure E3: O'Connor Drive Reconfiguration Cross-Section  Figure E4: O'Connor Drive Extension Cross-Section 	\$91,414,000

Study Corridor	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
Golden Mile Boulevard	A new east-west public street is proposed from Victoria Park Avenue to Birchmount Road. The 20 m Right of Way (ROW) segment (Victoria Park to West Park Avenue) features 2.1 m bikeways, 2.1 m pedestrian sidewalks, and a 2.0 m furnishing zone. The 27 m ROW segment (West Park to Birchmount Road) provides 2.1 m bikeways, 2.5 m pedestrian sidewalks, 2.1 m planting zones, and a parking lane. Both segments include protected intersections and opportunities for new utility installations. See Figure E5 for the cross-section of Golden Mile Boulevard between Victoria Park Avenue and West Park. See Figure E6 for the cross-section of Golden Mile Boulevard between West Park and Birchmount Road. The detailed design for Golden Mile Boulevard is to be completed by developers through development review processes and implemented gradually with the development of the individual land parcels.	Figure E5: Golden Mile Boulevard Cross-Section Between Victoria Park Avenue and West Park Figure E6: Golden Mile Boulevard Cross-Section Between West Park and Birchmount Road	\$78,078,000

Study Corridor	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
Craigton Drive	Craigton Drive is realigned north of Ashtonbee Road within a 23 m ROW, minimizing property and business impacts while improving north-south connectivity. The cross-section provides 2.1 m bikeways, 2.1 m pedestrian sidewalks, and a generous 2.0 m planting/furnishing zone. Close coordination with Toronto Water is required at the Pharmacy Avenue water supply pumping station to determine the appropriate timing to realign Craigton Drive when Toronto Water is due for an upgrade to their infrastructure in this area. See Figure E7 for the cross-section of Craigton Drive. It is anticipated that some of the improvements proposed in the Preferred Design will be achieved through development review processes when the adjacent sites redevelop. However, the future intersection of Craigton Drive and Pharmacy Avenue may be delivered as a future City capital project, from the existing intersection of Craigton Dr and Rannock Street to the east side of Pharmacy Avenue and Ashtonbee Road.	Figure E7: Craigton Drive Cross-Section  The diagram illustrates the cross-section of Craigton Drive within a 23.0m Right-of-Way (ROW). The layout is symmetrical around a central travel lane. From left to right (North to South), the components are: Setback: 3.0m Tree Planting Zone: 1.5m Pedestrian Clearway: 2.1m Furnishing/Raised Planting Zone: 2.0m Cycle Track: 2.1m Buffer: 0.5m Travel Lane: 3.3m Travel Lane: 3.3m Buffer: 0.5m Cycle Track: 2.1m Furnishing/Raised Planting Zone: 2.0m Pedestrian Clearway: 2.1m Tree Planting Zone: 1.5m Setback: 3.0m Additional labels include 'PROP ROW' (Proposed Right-of-Way) lines, 'Residential' areas on either side, and a north-south orientation (N to S). Icons of people walking, a cyclist, and cars are used to represent the intended users of the space.	\$23,244,000

Study Corridor	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
Thermos Road & Sinnott Road	The existing alignment is retained (do-nothing plus active transportation improvements), avoiding impacts to the ECLRT right-of-way and requiring no property acquisition. The cross-section provides 2.1 m bikeways, 2.6 m pedestrian sidewalks, and a 3.0 m planting/furnishing zone. At the Sinnott Road/Eglinton Avenue East intersection, the crosswalk and crossride on the east leg have a limited setback of 1.6 m due to the ECLRT platform, and separated signal phasing is recommended. See Figure E8 for the cross-section of Thermos Road and Sinnott Road intersection at Eglinton Avenue East. It is anticipated that some of the active transportation improvements proposed under the Preferred Design will be achieved through the redevelopment of sites adjacent to Thermos Road and Sinnott Road.	Figure E8: Thermos Road and Sinnott Road Cross-Section  The diagram illustrates the cross-section of the Thermos Road and Sinnott Road intersection at Eglinton Avenue East. The total width of the Right of Way (ROW) is 23.0m. The layout is symmetrical, with a central travel lane (3.3m) flanked by cycle tracks (2.1m) and pedestrian clearways (2.6m). The outer edges include setbacks (3.0m) and planting/furnishing zones (3.0m). The diagram also shows commercial uses at grade on the sides and a central buffer zone.	\$6,550,000

Study Corridor	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
Ashtonbee Road (Streetscape Improvements)	Ashtonbee Road improvements are limited to streetscape enhancements within the existing right-of-way, providing 2.1 m bikeways, 2.1 m pedestrian sidewalks, and a generous 2.2 m planting/furnishing zone, as well as midblock lay-by parking. No modifications to existing lane configurations are proposed. Implementation will occur through the City's capital program (north side) and development review processes (south side). See Figure E9 for the cross-section of Ashtonbee Road. The streetscape improvements on the south side of Ashtonbee Road would be implemented through site plan redevelopment by developers through development review processes and implemented gradually with the development of the individual land parcels. While the streetscape improvements on the north side of Ashtonbee Road would be implemented by the city through capital projects.	Figure E9: Ashtonbee Road Cross-Section  The diagram illustrates the cross-section of Ashtonbee Road, showing a 23.0m Right-of-Way (ROW) from North (N) to South (S). The layout includes an existing park on the north side, followed by a landscaped setback (3.0m), a pedestrian clearway (2.1m), a cycle track (2.3m), a parking area with pick-up/drop-off (2.1m), a travel lane (1.0m), another travel lane (2.0m), a buffer (3.3m), a cycle track (3.3m), a buffer (0.5m), a cycle track (2.1m), a pedestrian clearway (2.2m), and residential planting (2.1m). The total width of the proposed right-of-way is 23.0m. The diagram also shows existing trees, a residential area to the south, and a north-south orientation.	\$38,000,000

Study Corridor	Description of Preferred Design and Implementation Considerations	Cross Section	Preliminary Cost Estimate
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 roadway design includes two 3.3 m vehicle lanes. An improved active transportation connection to Eglinton Avenue and the Meadoway Trail will be provided through the addition of a 3 m multi-use path on the north side, separated from vehicular lanes by a buffer. The existing 1.5 m sidewalk on the south side will remain unchanged, while the landscape and furnishing zone on that side will be enhanced. There will be no changes to the locations of the existing guardrail and utility poles. See Figure E10 for the cross-section of Jonesville Crescent. The streetscape improvements on the south side of Jonesville Crescent would be implemented through site plan redevelopment by developers through development review processes and implemented gradually with the development of the individual land parcels. While the streetscape improvements on the north side would be implemented by the city through capital projects.	Figure E10: Jonesville Crescent Cross-Section  The diagram illustrates the cross-section of Jonesville Crescent with a total Right-of-Way (ROW) of 20.0m. The layout is symmetrical around a central travel lane. From left to right (North to South), the components are: Varies: Existing Guardrail and Utility Poles (width varies). 3.0m: Proposed Multi-use Path. 0.5m: Buffer. 3.3m: Travel Lane. 3.3m: Travel Lane. 0.5m: Buffer. 2.4m: Landscape and Furnishing Zone. 1.5m: Pedestrian Clearway. Varies: Setback. Additional features include trees on the south side, a street light, and a utility pole on the north side. The diagram is labeled with 'PROP ROW' at both ends and 'N' (North) and 'S' (South) at the bottom. A legend on the right indicates 'Existing Residential'.	\$5,120,000



E4- Consultation

Public consultation was carried out across two stages throughout the study, consistent with the MCEA requirements. A Notice of Study Commencement was issued the week of April 3, 2023, circulated to 14,695 addresses, provincial and municipal agencies, eight Indigenous communities, and various interest groups.

Stage 1 Consultation (Spring 2023) introduced the Study context, existing and future conditions, design alternatives, and evaluation framework. Activities included a virtual interest group meeting with developers (February 2023), a virtual public event attended by over 70 participants (April 2023), an online survey with 96 responses, and phone/email submissions from 5 parties. Key feedback themes from Stage 1 included: general support for the evaluation framework with requests for greater weight on economic impacts; strong desire to prioritize traffic flow and vehicular capacity; support for green space and tree planting; and concern about disruption to existing businesses and communities, drawing comparisons to the ECLRT construction experience.

Stage 2 Consultation (Fall 2024) presented the Recommended Designs and collected feedback to further refine and develop the Preferred Designs. Outreach reached 20,015 direct mail addresses, 187 email contacts, 67 interest groups, 96 agencies and utilities, and Indigenous communities. Activities included a virtual public event attended by 56 participants (November 2024), an in-person event at Clairlea Public School attended by 66 participants (November 2024), an online survey with 78 responses, and 8 written submissions were received. Feedback was broadly supportive of the proposed designs, with particular support for physically separated cycle tracks, double rows of trees, green infrastructure, and protected intersections. Concerns were raised about the number of vehicular lanes (particularly for emergency access), property and business impacts along the O'Connor Drive corridor, and the need for parking supply in the Study area. The proposed Craigton Drive and Thermos/Sinnott Road designs received broad support.

Agency Consultation: A Technical Advisory Committee (TAC) comprising City departments, Toronto Transit Commission, Metrolinx, Toronto Region Conservation Authority, Toronto Water, emergency services, school boards, and the Ministry of Citizenship and Multiculturalism held three meetings throughout the study. Federal, provincial, and local agencies and utilities were consulted.

Indigenous Consultation: Of the eight Indigenous communities notified, the Mississaugas of Scugog Island First Nation engaged during Stage 1 Consultation; no responses were received in Stage 2 Consultation.

E5- Potential Environmental Impacts, Mitigation Measures, and Future Commitments

A summary of anticipated environmental impacts, proposed mitigation measures, and future commitments to be addressed during detailed design, construction, and/or operation phases are provided below in **Table E2**.

Table E2: Summary of Impacts, Mitigations, and Future Commitments

Discipline	Impacts	Mitigation Measures	Future Commitments
Natural Environment	Vegetation removal is anticipated to affect manicured lands only; no naturalized vegetation will be removed. A total of 434 trees is identified for removal (with 26 potentially injured and 1,193 to be retained). No direct impacts to fish or fish habitat are anticipated. SAR field investigations found no butternut trees and no active chimney swift nesting habitat within the Study area.	All removed trees will be replaced per City of Toronto Urban Forestry compensation ratios (up to 3 replacement trees per removal), with cash-in-lieu compensation of \$583 per tree where on-site planting is not feasible. No vegetation removal between April 1 and August 31 to protect nesting migratory birds; no tree removal between May 1 and November 15 to protect bat maternity roost habitat; implementation of Tree Protection Plans and Tree Protection Zones; erosion and sedimentation controls; and on-site spill management capacity throughout construction.	Implement an Erosion and Sedimentation Control Plan and Spills Management Plan. Adhere to seasonal restrictions for vegetation removal and tree pruning. Implement Tree Protection Plans and replace removed trees per City compensation ratios.
Cultural Heritage	Direct adverse impacts are anticipated to C.H.L. 2 (former GECO lands) and B.H.R. 2 (2201 Eglinton Avenue East, former SKF plant), both of which fall within the O'Connor Drive extension right-of-way. Indirect construction vibration impacts are anticipated for two buildings at 15 and 17 Civic Road, which are heritage attributes within C.H.L. 2.	Cultural Heritage Evaluation Reports and Heritage Impact Assessments will be completed during detailed design. Baseline vibration monitoring and a vibration monitoring plan are also required. A cultural heritage commemoration and interpretation strategy for the Golden Mile will be developed in consultation with City Heritage Planning staff.	Complete Cultural Heritage Evaluation Reports for C.H.L. 2 and B.H.R. 2. Prepare Heritage Impact Assessments if cultural heritage value is confirmed. Implement baseline vibration monitoring and a vibration monitoring plan for 15 and 17 Civic Road. Develop a cultural heritage commemoration and interpretation strategy for the Study area.



Discipline	Impacts	Mitigation Measures	Future Commitments
Archaeology	Most of the Study area is extensively disturbed and lacks archaeological potential. Lands east of Pharmacy Avenue retain archaeological potential and require Stage 2 Archaeological Assessment (test pit survey at five-metre intervals) prior to construction.	N/A	Complete Stage 2 Archaeological Assessment for lands east of Pharmacy Avenue prior to construction. Conduct further assessment if the Study area is expanded.
Noise and Air Quality	Most noise receptors will experience minor changes (less than 5 dBA). Five residential receptors near the O'Connor Drive extension are projected to exceed 55 dBA and increase by more than 5 dBA; the feasibility of a noise barrier will be evaluated during detailed design. The air quality screening analysis indicates that the Project is expected to result in substantial reductions in emissions of criteria air contaminants (CACs), greenhouse gases (GHGs), key volatile organic compounds (VOCs), and polycyclic aromatic hydrocarbons (PAHs), relative to pre-Project conditions.	Construction noise will be managed through adherence to City by-laws, Zones of Influence forms, proactive community communication, and a Construction Air Quality and Noise Management and Mitigation Plan (AQNMMP). The Future Build scenario projects major reductions in criteria air contaminants and greenhouse gas emissions compared to the no-build baseline, driven by fleet electrification, mode shift, and cleaner fuels.	Evaluate feasibility of a noise barrier along the O'Connor Drive extension. Adhere to City noise and vibration by-laws during construction. Develop and implement a Construction Air Quality and Noise Management and Mitigation Plan. Support electrification and mode shift during operation. The Ministry of Environment, Conservation, and Parks recommends that non-chloride dust suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures, please refer to Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. (Cheminfo Services Inc. prepared for Environment Canada, March 2005).
Contamination and Source Water Protection	A subsurface investigation will be required to confirm or refute potential contamination from the 115 identified PSCs. A hazardous and designated substance survey will be required for buildings predating the 1970s that are to be demolished. The Study area falls within the Toronto Source Protection Area but does not contain direct threats to drinking water.	Stormwater management strategies will offset increased impervious surface impacts on groundwater infiltration.	A subsurface investigation, including soil and groundwater sampling and analysis, will be required to confirm or refute potential contamination associated with identified potentially contaminating sites (PSCs). Given that much of the Study area was developed between the 1940s and 1970s, a hazardous materials and designated substances survey will also be needed where existing buildings or infrastructure are to be decommissioned or demolished to accommodate the proposed roadway works.

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1 Introduction and Background

The City of Toronto has completed the ReNew Golden Mile Municipal Class Environmental Assessment (MCEA). The purpose of this Study, referred to as ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study (ReNew Golden Mile EA), is to determine the design of new major streets and realignment and/or extension of existing major streets identified in the Golden Mile Area. The Study completed Phases 3 and 4 of the Schedule 'C' MCEA process, building on the recommended improvements in the Golden Mile Secondary Plan (SP) that was completed in 2020 and the Golden Mile Transportation Master Plan (TMP) that completed Phases 1 and 2 of the EA process.

This Environmental Study Report (ESR) documents the Study process and findings to Phases 3 and 4 of the MCEA process.

1.1 Study Purpose

The purpose of the ReNew Golden Mile EA Study is to improve the transportation network to accommodate the current and future transportation needs of all users of all ages and abilities – pedestrians, cyclists, transit users and motorists for the Golden Mile Area.

The Golden Mile TMP and SP identified the following transportation network improvements to be considered during Phases 3 and 4 of the Study:

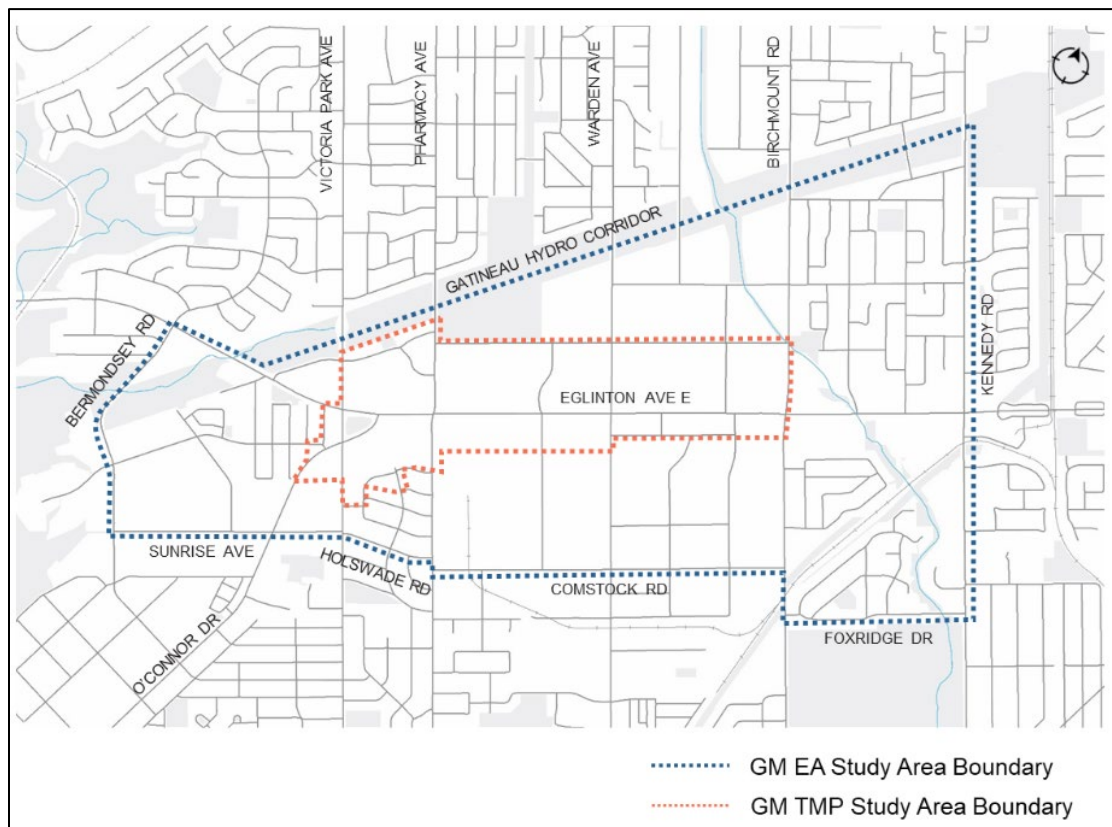
1. O'Connor Drive – determining the Preferred Alignment for the reconfiguration from Victoria Park Avenue to Pharmacy Avenue, and extension to Birchmount Road;
2. Golden Mile Boulevard – a new East-West public street from Victoria Park Avenue to Birchmount Road;
3. Craigton Drive – determining the Preferred Alignment for the widening and reconfiguration from Victoria Park Avenue to Birchmount Road;
4. Thermos Road & Sinnott Road – determining the preferred intersection design at Eglinton Avenue East; and
5. Streetscape improvements along Jonesville Crescent/Craigton Drive and Ashtonbee Road from Eglinton Avenue East to Birchmount Road.

1.2 Study Area

The Golden Mile area is located in the Scarborough district situated around Eglinton Avenue East in the City of Toronto. The ReNew Golden Mile EA Study area is bounded by Bermondsey Road to the west, the Gattineau Hydro Corridor Trail to the north, Sunrise Avenue, Comstock Road, and Foxridge Drive to the south, and Kennedy Road to the east. The EA Study transportation analysis will also consider the broader travel network found within the Golden Mile SP study boundary, which is generally bounded by Ashtonbee Road to the north, Southmead Road/Civic Road to the south, Birchmount Road to the east, and O'Connor Drive/Victoria Park Ave to the west.

The Study area is shown in **Figure 1-1**.

Figure 1-1: Study Area



1.3 Environmental Assessment Process

The ReNew Golden Mile EA is being completed to satisfy the MCEA (2024), which is an approved process under the Ontario Environmental Assessment Act (EAA). This Study is being carried out as a Schedule 'C' study in accordance with the MCEA process.

1.3.1 Ontario Environmental Assessment Act

The EAA provides for the protection, conservation, and management of the environment in Ontario. The EAA applies to municipalities and to activities including municipal road projects. Activities with common characteristics and common potential effects may be assessed as part of a “class” and are therefore approved subject to compliance with the pre-approved Class EA process.

1.3.1.1 Municipal Class Environmental Assessment Process

The Municipal Class Environmental Assessment (MCEA) (Municipal Engineer's Association, October 2000, last amended 2024) process is an approved Class EA process under the EAA that applies to infrastructure projects including roads, water, and wastewater. This process provides a comprehensive planning approach to consider alternative solutions and evaluate their impact on a set of criteria (e.g., transportation, environmental, social, and engineering considerations) and determine mitigating measures to arrive at a preferred alternative for addressing the problem (or opportunity). The Class EA process involves a rigorous public consultation component that includes various provincial and municipal agencies, Indigenous communities, and the public, at each of the Study stages.

The ReNew Golden Mile EA was undertaken in accordance with the requirements of the MCEA process. Due to the type of project, anticipation for potential effects, and estimated capital costs, the ReNew Golden Mile EA is defined as a Schedule ‘C’ Study, which involves either the construction of new facilities or major modifications to existing facilities. Modifications to existing facilities could include road widening, intersection improvements, and/or other operational improvements.

The sequence of activities within the approved Class EA process leading to project implementation are described as follows:

- **Phase 1** (Problem and Opportunity) – Identify the problem or opportunity.
- **Phase 2** (Alternative Solutions) – Identify alternative solutions to address the problem or opportunity considering the existing environment and establish the preferred solution considering public and agency input.
- **Phase 3** (Alternative Design Concepts for Preferred Solution) – Examine alternative methods of implementing the preferred solution, based on the existing environment, public and agency input, anticipated environmental effects, and methods of minimizing negative effects and maximizing positive effects.

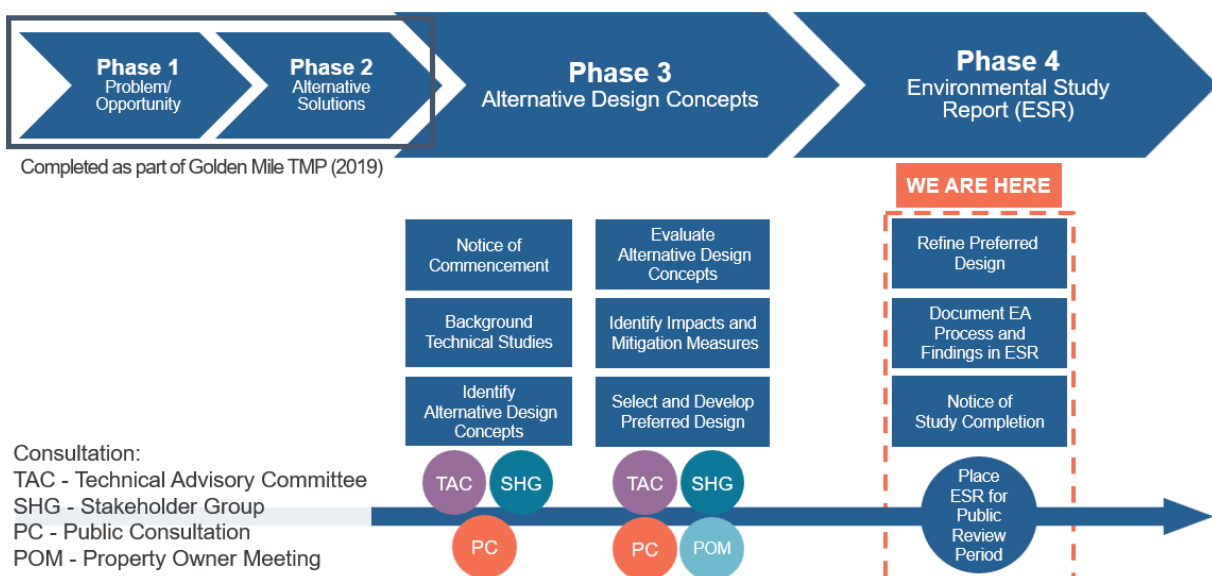
- **Phase 4** (Environmental Study Report) – Document in an Environmental Study Report (ESR) a summary of the Study background, problem statement, alternative solutions, alternative designs, and the public consultation process. Place the ESR on public record for a minimum 30 calendar days for review and notify completion of the ESR and opportunity for Section 16 Order requests.
- **Phase 5** (Implementation) – This phase involves detailed design and the preparation of contract/tender documents followed by construction, operation, and monitoring, is not within the scope of the ReNew Golden Mile EA.

1.3.1.2 ReNew Golden Mile EA Master Plan Process

The Golden Mile TMP fulfilled the requirements of the MCEA Phases 1 and 2 and therefore formed the basis for this subsequent Schedule C project. The ReNew Golden Mile EA completed Phases 3 (Alternative Designs) and 4 (Environmental Study Report) of the MCEA process and establishes the preferred street alignments, cross-sections and designs of new and reconfigured streets to support future development and growth. This process is illustrated in **Figure 1-2**.

The TMP satisfied Phases 1 and 2 of the MCEA process by establishing the Problem and Opportunity Statement and identifying the preferred alternative solution. The TMP then concludes by recommending further study for key transportation recommendations, where the ReNew Golden Mile EA was identified as a high priority study to advance the planning and preliminary design for new major streets and re-alignment of existing major streets.

Figure 1-2: ReNew Golden Mile MCEA Process



1.3.2 Section 16 Orders

MCEA 2024 provides an opportunity to request a higher level of study for Schedule B and C studies through a Section 16 Order request to the Minister of the Environment, Conservation and Parks (MECP) on the grounds that the order may prevent, mitigate or remedy adverse impacts on the existing Aboriginal and treaty rights of the Aboriginal peoples of Canada as recognized and affirmed in section 35 of the Constitution Act, 1982. The opportunity for a Section 16 Order will be outlined in the Notice of Completion.

1.3.3 Canadian Impact Assessment Act

Under the Canadian Impact Assessment Act (IAA) (S.C. 2019, c. 28, s. 1), a federal impact assessment may be required for projects that constitute a “designated project” as identified in the Physical Activities Regulations (SOR/2019-285). This project list is intended to focus federal impact assessments on major projects with the greatest potential to cause adverse effects in areas of federal jurisdiction.

The ReNew Golden Mile EA does not constitute a “designated project” under the Physical Activities Regulations and therefore does not require an impact assessment under the IAA.

2 Planning Policy Context

A summary of the provincial and municipal planning and policy context and background studies are provided in this section as they relate to the ReNew Golden Mile EA.

2.1 Related Studies and Initiatives

Planning for the Golden Mile Area started with the Eglinton Connects Planning Study adopted by Council in May 2014. The city subsequently initiated a study in 2017 to develop a vision and planning framework for the Golden Mile area to meet future demands. The Golden Mile SP was subsequently completed in 2019 and adopted by City Council in October 2020. The Golden Mile TMP was completed in November 2019.

The current EA Study will develop, evaluate and recommend preliminary design options for the transportation network improvements identified in the Golden Mile TMP. The ReNew Golden Mile EA builds on the TMP to complete Phases 3 and 4 of the MCEA process.

2.1.1 Eglinton Connects

The Eglinton Connects Planning Study was adopted by Council in May 2014. The Study extended from Jane Street to Kennedy Road and examined the future land uses, built form, public realm and road layout along this 19 km portion of Eglinton Avenue.

The Golden Mile was identified as one of six Focus Areas with capacity to accommodate future residential, mixed-use, and/or employment growth. The Study recommended the preparation of a Secondary Plan for the Golden Mile area. There are five proposed surface Light Rail Transit (LRT) stops in the Golden Mile area. These LRT stops are located at Victoria Park Avenue, Pharmacy Avenue, Lebovic/Hakimi Avenues, Warden Avenue, and Birchmount Road.

2.1.2 Golden Mile Secondary Plan

The Golden Mile SP, adopted by Council in October 2020, established a comprehensive vision and planning framework for the historic Golden Mile in Scarborough. The SP Study area encompasses lands generally bound by Victoria Park Avenue/Cranborne Avenue to the west, Ashtonbee Road/Hydro Corridor to the north, Birchmount Road to the east, and an irregular boundary to the south. The SP Study area is characterized by mostly auto-oriented retail uses, with large amounts of surface parking and a built environment which poses challenges for pedestrians and cyclists. The vision and planning framework forms the foundation of the SP and Urban Design Guidelines, and other planning tools, which support existing and future employment, mixed use and

residential uses. The Golden Mile SP guides the anticipated growth to recommended locations, identifies public realm and built form, and identifies plans for community services and facilities needed to meet the existing and future needs of the Golden Mile area.

2.1.3 Golden Mile Transportation Master Plan (TMP)

The Golden Mile TMP, adopted by Council in August 2020, provides a blueprint for improving the quality, availability and integration of multi-modal travel options in the Golden Mile area through a fine-grid network of public streets for users of all ages and abilities, which are necessary structuring elements of the area and will facilitate the creation of a complete community. The Golden Mile TMP also supported the development of the planning framework of the Golden Mile SP to support continued employment investment and intensification along the Eglinton Avenue corridor, as well as residential uses, community facilities, a revised street and block plan, and public realm improvements to serve local resident and working populations.

The TMP followed Phase 1 and Phase 2 of the MCEA by defining a problem and/or opportunity statement, followed by identifying and evaluating a range of alternative solutions to select one or more preferred solutions, and documenting the impacts and rationale for the preferred solution. The TMP and associated background technical reports are supporting documents for this Class EA.

The TMP satisfied Phases 1 and 2 of the MCEA for the municipal roadway infrastructure for this ReNew Golden Mile EA.

2.2 Provincial Planning Context

Provincial planning policies, summarized in **Table 2-1**, were reviewed to identify their relevance to the ReNew Golden Mile EA.

Table 2-1: Provincial Planning Policies

Provincial Planning Document	Directions	Impact to ReNew Golden Mile EA
Provincial Planning Statement, Ontario, 2024	The Provincial Planning Statement clearly sets out the provincial government’s vision for land use, providing specific directions on planning and development, including: 3.2 Transportation Systems:	The ReNew Golden Mile EA will consider projected needs for both people and goods, encourage travel demand management and consider all travel modes.



Provincial Planning Document	Directions	Impact to ReNew Golden Mile EA
	1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles. 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. 3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.	
Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)	Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022), provides a 30-year vision of a transportation system that provides safe, efficient, and convenient options for people and businesses and supports the well-being and economic prosperity of the region into the future. The plan's aim includes: • Actions to Fight Gridlock; • Actions to Improve Transit Connectivity; • Actions to Give Users More Choice; • Actions to Keep Goods Moving; and • Actions for a Safe and Inclusive Transportation System.	The ECLRT is adjacent to the ReNew Golden Mile EA, which will consider providing access to transit by active transportation facilities, such as bike lanes, that connects to transit stations and stops, as well as improvements to transit stops, stations and vehicles, to accommodate secure bicycle transportation and storage, where feasible.
2041 Regional Transportation Plan for the Greater Toronto and	The Big Move is the Greater Toronto and Hamilton Area's (GTHA's) multi-modal long-range regional transportation plan. Since 2008 this plan has been providing strategic direction for planning, designing and	The Kennedy GO station (Stouffville GO Regional Train Line) is located on the eastern limits of the ReNew Golden Mile EA Study area.

Provincial Planning Document	Directions	Impact to ReNew Golden Mile EA
Hamilton Area, Metrolinx (2018)	building a regional transportation network that enhances quality of life, environment, and prosperity. The Big Move sets the context for the GO Expansion project [formerly known as Regional Express Rail (RER)], a frequent all-day, two-way express rail service on existing GO Rail lines with 15-minute frequencies using future electrification infrastructure. In order to support the expanded services, improvement to infrastructure is needed: • Track expansion, including upgrade of existing structures within corridor such as culverts, bridges; • Grade separations; • Maintenance and storage facilities; • Electrification infrastructure; • Station Expansion (parking, building, pedestrian access, etc.); and • New station(s) along corridor that will optimize ridership and minimize delay. As of 2018, the 2008 Big Move has been updated to the 2041 Regional Transportation Plan (RTP).	This line is identified as part of the 15-minute bi-directional GO Regional Express Rail (RER) network to be implemented by 2041.
Transit Supportive Guidelines, Ministry of Transportation (2012)	The transit-supportive guidelines build off of the Provincial Policy statement in order to identify the best practices in Ontario, North America and beyond for building transit supportive communities through the use of applicable land-use planning principles, urban design, and transit operations. Key Directions for street planning network include: • Street networks are fine-grained and interconnected to provide efficient transit services and connections to transit stops;	The proposed road network improvements to the ReNew Golden Mile EA shall be planned in consideration of the Transit Supportive Guidelines.

Provincial Planning Document	Directions	Impact to ReNew Golden Mile EA
	• Eliminate unnecessary jogs or breaks in the network; • Spacing of arterial and collector roads should support a maximum 400 m walk from the interior of a block to a transit stop, and facilitate higher levels of walking and cycling; and • Access routes to transit stops, such as pedestrian pathways or local roads, should be spaced no greater than 200 m apart. Key directions for planning around major transit station areas include: • A rational progression of facilities from passenger pick-up and drop-off / bus transfer / parking areas to ticketing and wayfinding, safe and comfortable waiting areas, and finally to transit loading areas; • Organize surface parking areas into smaller modules to facilitate defined walking and cycling paths to the stations and establish future development parcels over time; • Prioritize pedestrian access; and • Limit free surface parking where frequent feeder transit service is available.	

2.3 City of Toronto Policy Framework

The following City of Toronto planning and policy documents were reviewed and summarized for their relevance to the ReNew Golden Mile EA.

2.3.1 City of Toronto Official Plan

The City of Toronto Official Plan (OP) implements Provincial directions identified in the previous section and outlines the City's goals and vision. The City's OP highlights the need to integrate land use and the transportation network, maintain the existing network in a state of good repair, and looks to make better use of existing infrastructure. The policies also aim to balance the needs of existing and future users within the right-of-way (ROW) by accommodating pedestrians, people with mobility aids, transit, bicycles,

automobiles, utilities, and landscaping. In addition, the OP provides for the design of high-quality public realm for streets, parks, open spaces, and buildings, which provide a setting for community life, economic health and social equality.

2.3.1.1 Transportation policies

Official Plan Amendment (OPA) 274 was completed as part of the City's Review of Official Plan Transportation Policies and provides official policy direction on ensuring the integration of land use and transportation planning as follows:

“The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the city. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.”

The OP's transportation policy focuses on integrated transportation and land use planning, sustainability, active transportation, complete streets, accessibility, travel demand management, and goods movement. Integrating land use and transportation planning involves recognizing the relationship between the two areas as fundamental to improving accessibility.

Transit service should be improved in targeted growth areas, while development should be directed to transportation nodes and corridors. Street design should adhere to the principles of “Complete Streets”, that are safe and accessible for all users and modes. The revised plan contains stronger protection for pedestrians and cyclists and encourages design that facilitates these modes. Transportation studies for major developments should include Transportation Demand Management (TDM) strategies, to ensure that infrastructure will be efficiently utilized, especially roadways and parking spaces. Finally, priority should be placed on protecting 400-series highways and other goods-movement arterials – essential elements of the regions freight distribution network - while also ensuring their compatibility with surrounding land uses. These are the guiding premises between the transportation policies introduced by OPA 274 and should guide future planning initiatives.

The following policies on streets are particularly relevant to the Golden Mile area:

1. Defined ROW widths for major streets throughout the City in Map 3. In the ReNew Golden Mile EA Study area, this includes Eglinton Avenue (45 m and

over from Bermondsey Road to Victoria Park Avenue, and 36 m from Victoria Park Avenue to Kennedy Road), Kennedy Road (27 m), Bermondsey Road (27 m), O'Connor Drive (27 m), Victoria Park Avenue (30 m), Pharmacy Avenue (27 m), Warden Avenue (30 m), and Birchmount Avenue (30 m);

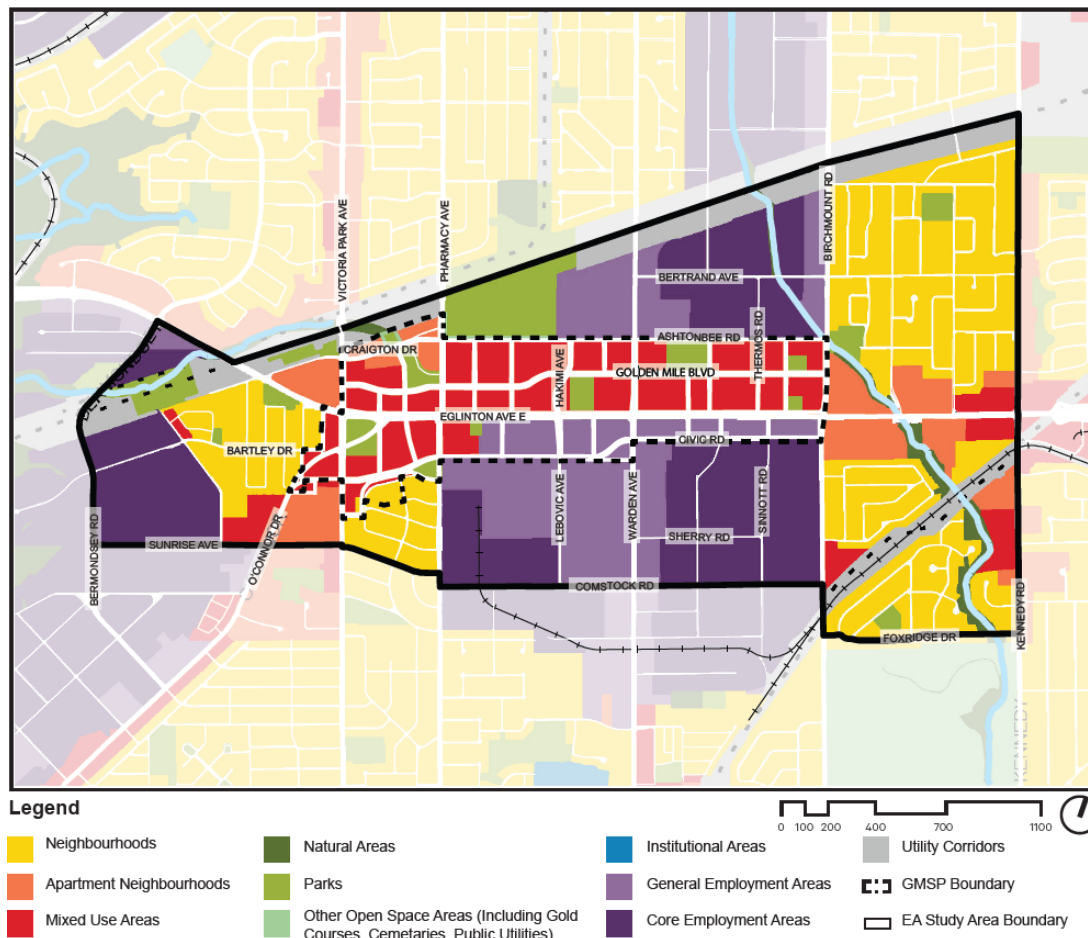
2. Identified higher order transit corridors throughout the City in Map 4 and surface transit priority segments in Map 5. The Eglinton Avenue corridor is identified across the City of Toronto in both maps while Victoria Park Avenue is identified in Map 5;
3. Provide connections with adjacent neighbourhoods;
4. Promote a connected grid of streets that offers safe and convenient travel options;
5. Divide larger sites into smaller development blocks using new public streets that provide access and address for new development;
6. Implement a Complete Streets approach to develop a street network that provides adequate space for pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, motorists, utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
7. Provide access for emergency vehicles.

OPA 274 also includes provisions for supporting transportation network improvement opportunities for existing and new developments and provides for strong consideration for multi-modal review of development application.

2.3.1.2 Land Use

The Study area comprises of mixed use, general and core employment, parks, utility corridor and neighbourhood and apartment neighbourhood areas, as illustrated in **Figure 2-1**. The ReNew Golden Mile EA Study area includes neighbourhoods, Ionview, Victoria Village, O'Connor-Parkview, Parma Court, Clairlea, Kennedy Park, Scarborough Junction and Bermondsey. The Wexford neighbourhood touches the edge of the Study area boundary. There are some areas of employment by the western boundary and directly adjacent to the Study area including the Wexford and Dorset Employment District.

Figure 2-1: Study Area Land Use Designations



2.3.2 City of Toronto Complete Streets Guidelines

The City of Toronto's Complete Streets Guidelines (2017) was developed to be considered in all street design projects in the City of Toronto, which is most applicable in the planning and preliminary design project phases. The City's vision for complete street is built on the vision for streets in the City's Official Plan. The guideline emphasizes the City's vision for complete streets that should be designed for people, for placemaking and for prosperity.

Design Streets for People - Safety for all road users is a key priority and Toronto is committed to minimizing traffic injuries and fatalities. Streets are places where everyone should feel safe, comfortable and connected. Streets should enhance human and environmental health by providing a range of safe, inviting and attractive choices for mobility and integrate all modes into a seamless network. Streets should provide accessible sidewalk facilities that include clear, direct, unobstructed and continuous paths of context-sensitive width for all road users—regardless of physical ability or age.

Design Streets for Placemaking - Streets are more than just corridors for movement, they are also important public spaces, occupying more than a quarter of the city's land area. Streets are places where people meet, linger and socialize, creating communities and shaping people's experiences of their city. This important placemaking role for streets should be considered in tandem with their transportation roles. Streets should reflect the existing and planned function, scale and character of the neighbourhoods and communities that surround them, responding to and respecting the local context and character, as well as their civic role in the city. Streets should also help minimize impacts on climate and the environment, such as by providing generous tree canopy, and should strive to incorporate innovative stormwater management features.

Design Streets for Prosperity - Supporting economic vitality, enhancing social equity, and being flexible & cost effective. Objectives that target prosperity might include designing to support retail and shopping, creating connected and safe routes to support travel to employment, and allowing for incremental change over time.

The Complete Street Guidelines describe a range of street types in Toronto and is intended to be considered in all street design projects in the City of Toronto. It outlines the steps involved in street design and provides an overview of the design principles and considerations for the key components and functions of streets (i.e., the design for pedestrians, cycling, transit, green infrastructure, roadways, and intersections).

The ReNew Golden Mile EA represents an opportunity to transform the proposed street network improvements into Complete Streets and design the future street network for all users.

2.3.3 City of Toronto Vision Zero Road Safety Plan

Toronto's Vision Zero Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The Plan prioritizes the safety of the most vulnerable road users across six emphasis areas through a range of extensive, proactive, targeted and data driven initiatives. The plan includes over 50 measures across four key pillars – engineering, enforcement, technology, and education. The plan outlines measures based on six emphasis areas: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive driving and distraction.

The ReNew Golden Mile EA provides an opportunity to implement many of the recommendations contained within the Vision Zero Plan across the Study area. **Table 2-2** lists several measures contained within the Plan that may inform the EA study.

Table 2-2: Vision Zero Initiatives

Emphasis Area	New or Enhanced Measure
Pedestrians	- Pedestrian Safety Corridors - Pedestrian street lighting improvements - Automated pedestrian detection - Pavement marking improvements - Accessibility improvements - Advance green for pedestrians - New corner radius design - No Right turn on red prohibitions - Connecting discontinuous sidewalks - Road safety audits at high-risk locations - Innovative local road pedestrian crossovers - Removal of right turn slip lanes
School Children	- School Safety Zones - Driver feedback signs - Automated enforcement pilot - Active and safe routes to schools
Older Adults	- Senior Safety Zones - Increased crossing times - Reduced crossing distances - New midblock crossings
Cyclists	- Automated cyclist detection - Advance green for cyclists - Signalized crossings for cyclists - Enhanced cycling facilities including cycle tracks and bike boxes
Motorcyclists	- Motorcycle warning signs - Consideration of motorcyclist issues in road safety audits
Aggressive Driving and Distractions	- Geometric safety improvements and traffic calming - LED signage depicting prohibited turns - Reduced speed limits - Red light cameras

2.3.4 City of Toronto Streetscape Manual User Guide

The City's Streetscape Manual was developed as a reference tool to help guide design, construction and maintenance of sidewalks and boulevard improvements on Toronto's arterial road network. The Manual follows a hierarchy of streetscape types, emphasizes design quality and amenity in the public realm and providing specifications for paving,

trees, medians, lighting and street furniture. The Streetscape Manual has a mapping reference tool that shows each streetscape type, shown in **Table 2-3**.

Table 2-3: City of Toronto Street Types

Street Type	Sub-Type
Main Street	Special Type; Major Type; Existing Main Type; and Emerging Main Type.
Green Street	Scenic Type; and Intermediate Type.
Special Area Type	N/A

The Golden Mile comprises of main streets and green streets, as illustrated in **Figure 2-2**. The Streetscape Manual will be used in conjunction with the City’s Complete Streets Guidelines.

Figure 2-2: City of Toronto Streetscape Manual Map



2.3.5 City of Toronto 'Green Street' Technical Guidelines

“Green” streets are designed to capture rainwater at its source, where it falls, providing water for plants and trees to grow, and act as a natural filter to clean the water before it makes it into local waterways. The benefits of having “green” streets are:

- Enhance the extent and health of the urban forest;
- Mitigate the urban heat island effect;
- Manage stormwater runoff to help mitigate flooding and enhance water quality;
- Reduce stormwater run-off within the right-of-way by promoting infiltration of water into the ground to sustain groundwater systems and maintain inflow patterns and evapotranspiration through plants and trees;
- Enhance air quality; and
- Conserve energy.

The City of Toronto 'Green Street' Technical Guidelines was created to provide guidance, standards and selection tools for the planning, design, integration and maintenance of green infrastructure on roads and streets to replace existing grey infrastructure. The guidelines provide a range of green infrastructure options appropriate for each street type and conditions.

The ReNew Golden Mile EA provides an opportunity to implement green infrastructure on roads and streets as outlined in City of Toronto Streetscape Manual User Guide. This Guideline will be used in conjunction with the Complete Streets Guidelines and Streetscape Manual.

3 Existing and Future Conditions

3.1 Transportation

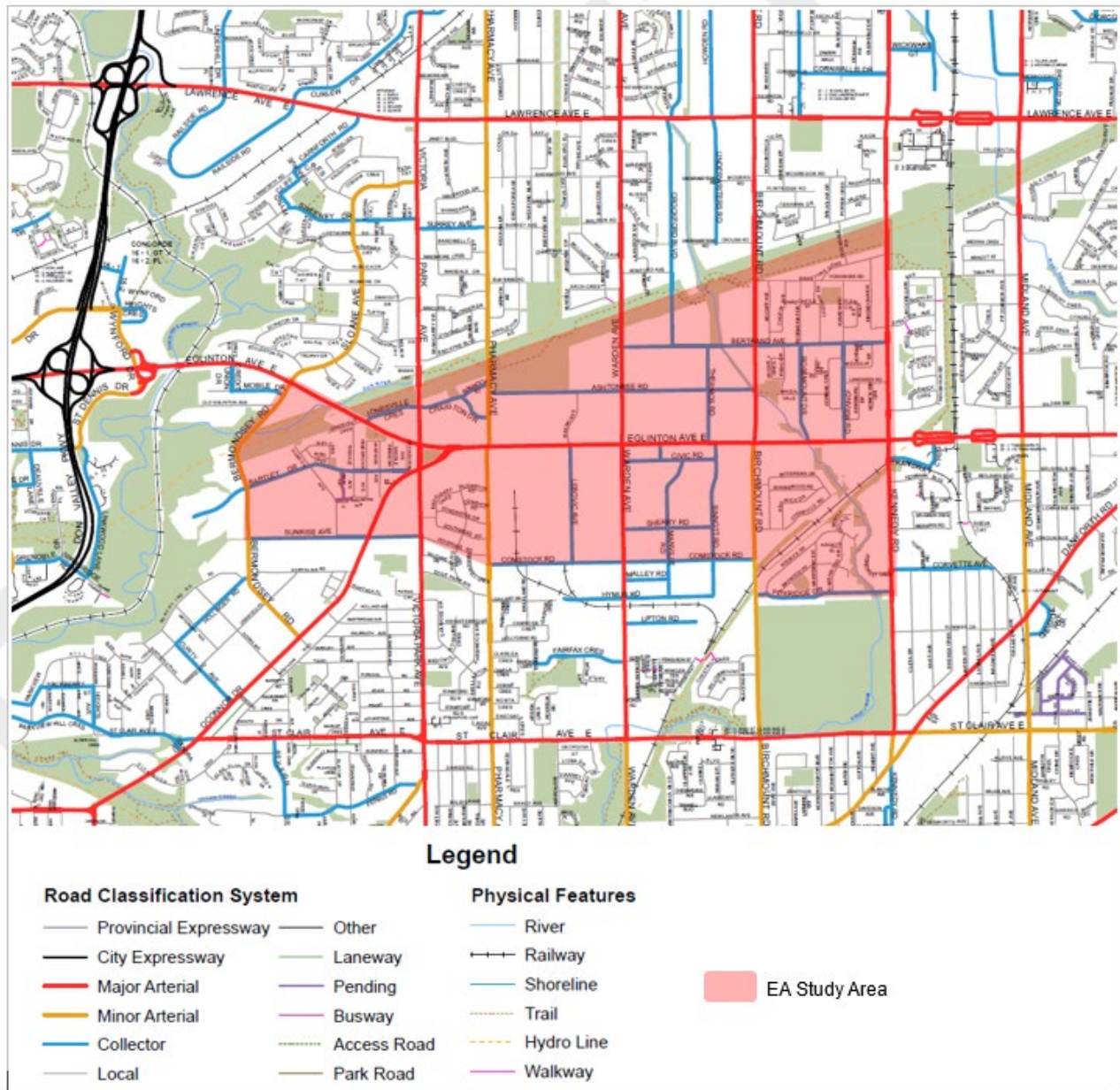
A Transportation Analysis Report was prepared as part of this Study, and can be found in **Appendix A**. The following sections provide an overview of key findings. The existing conditions of this study represent the pre-Eglinton Crosstown LRT (ECLRT) construction conditions for the year 2013. When the ReNew Golden Mile EA Study traffic analysis was initiated, the ECLRT was still under construction, and the City decided to reference traffic volumes from pre-ECLRT construction as the existing condition for the baseline of the traffic analysis. It is noted that in 2026 Eglinton Avenue East is operating with four general purpose lanes plus a dedicated LRT transit corridor. The ECLRT opened to the public in February 2026.

3.1.1 Auto

3.1.1.1 Existing Road Network

The existing road network in the Study area is presented in **Figure 3-1**.

Figure 3-1: Existing Road Network



Key roadways and corridors within the Study area include:

- **Eglinton Avenue East** – a major arterial corridor operating with a six-lane cross-section throughout the Study area (in 2013). The posted speed limit for this corridor is 60 km/h throughout the Study area.
- **O'Connor Drive** – a major arterial corridor with a four-lane cross-section throughout the Study area. The posted speed limit on O'Connor Drive is 60 km/h.

- **Victoria Park Avenue** – a major arterial corridor with a four-lane cross-section throughout the Study area. Within the Study area, these corridors operate with a four-lane cross-section, and with a posted speed limit of 60 km/h.
- **Lawrence Avenue East and St Clair Avenue East** – major east-west arterial corridors that bound the mesoscopic Study area to the north and south, respectively. The posted speed limit is 60 km/h on Lawrence Avenue E and St. Clair Avenue E.

Other collector roadways within the Study area were considered in the traffic modelling, including Craigton Drive, Ashtonbee Road, Bartley Drive, Sunrise Avenue, Comstock Road, Foxridge Drive, Thermos Road, Bertrand Avenue, Lebovic Avenue, etc.

3.1.1.2 Existing Auto Level of Service

The existing intersection operational analysis was conducted for the pre-ECLRT construction conditions, representing transportation conditions in 2013. The traffic operational analysis was conducted using an extensive detailed Aimsun-based hybrid model (i.e., microscopic plus mesoscopic models), which was developed and calibrated considering road network, origin-destination pattern, travel time, transit operations and driving behaviour. The model simulates 2013 auto and truck traffic demands for both the morning and afternoon weekday peak periods and weekend afternoon peak period conditions.

Overall intersection levels of service (LOS) are summarized in **Figure 3-2** and **Figure 3-3**, for the weekday morning and afternoon peak hours, respectively.

Figure 3-2: Existing (2013) Weekday AM Peak Hour (8:00 AM – 9:00 AM)



Figure 3-3: Existing (2013) Weekday PM Peak Hour (4:30 PM – 5:30 PM)



The results of the analysis indicate that Eglinton Avenue East generally operates with an acceptable level of services during peak hour conditions. However, high delays and congestion at some of the major intersections along Eglinton Avenue East, (i.e., at Victoria Park Avenue, Pharmacy Avenue, and at Warden Avenue) reduce the network capacity and affect traffic progression. There are limited alternative routes available to travel in the east-west direction. The discontinuity (missing links and intersection jogs) and low capacity (two-lane cross-section, multiple property accesses) for parallel east-west increase traffic demands on Eglinton Avenue East.

With the ECLRT now running, the Study area segment of Eglinton Avenue East operates with four general-purpose lanes with a dedicated LRT transit facility. With the ECLRT in operation, the auto demand, as well as vehicular capacity on the Eglinton Avenue East corridor, could be reduced, possibly improving the vehicular level of service. With the proposed Golden Mile SP, a finer-grained street network with additional east-west corridors could significantly increase the network capacity and relieve the traffic congestion along Eglinton Avenue East. The finer road network will also encourage more active transportation within the Study area.

3.1.1.3 Future (2041) Auto Level of Service (LOS)

Traffic operations for the Future (2041) Full Build-out Conditions were assessed using the calibrated Aimsun hybrid model with the TMP network recommendations. Preliminary traffic analysis results indicate that both the weekday morning peak and weekend periods experience significant delays, with LOS E or F at most intersections. For the afternoon peak period, network gridlock caused by high traffic demand prevented the generation of realistic results.

To address network capacity issues, the City agreed to a proposed 10% trip reduction, along with revised population and employment forecasts. Using the trip reduction and revised land use data, the 2041 Full Build-out intersection operational analysis (Base Case scenario) for the afternoon peak hour condition was updated. A traffic signal assessment was conducted for new and modified intersections based on the aforementioned traffic volumes. Synchro analysis was performed under the assumption that intersections would initially operate with unsignalized controls. From a traffic operations perspective, all assessed intersections are recommended for traffic signals, except for the following three intersections, which are expected to achieve adequate LOS under unsignalized control:

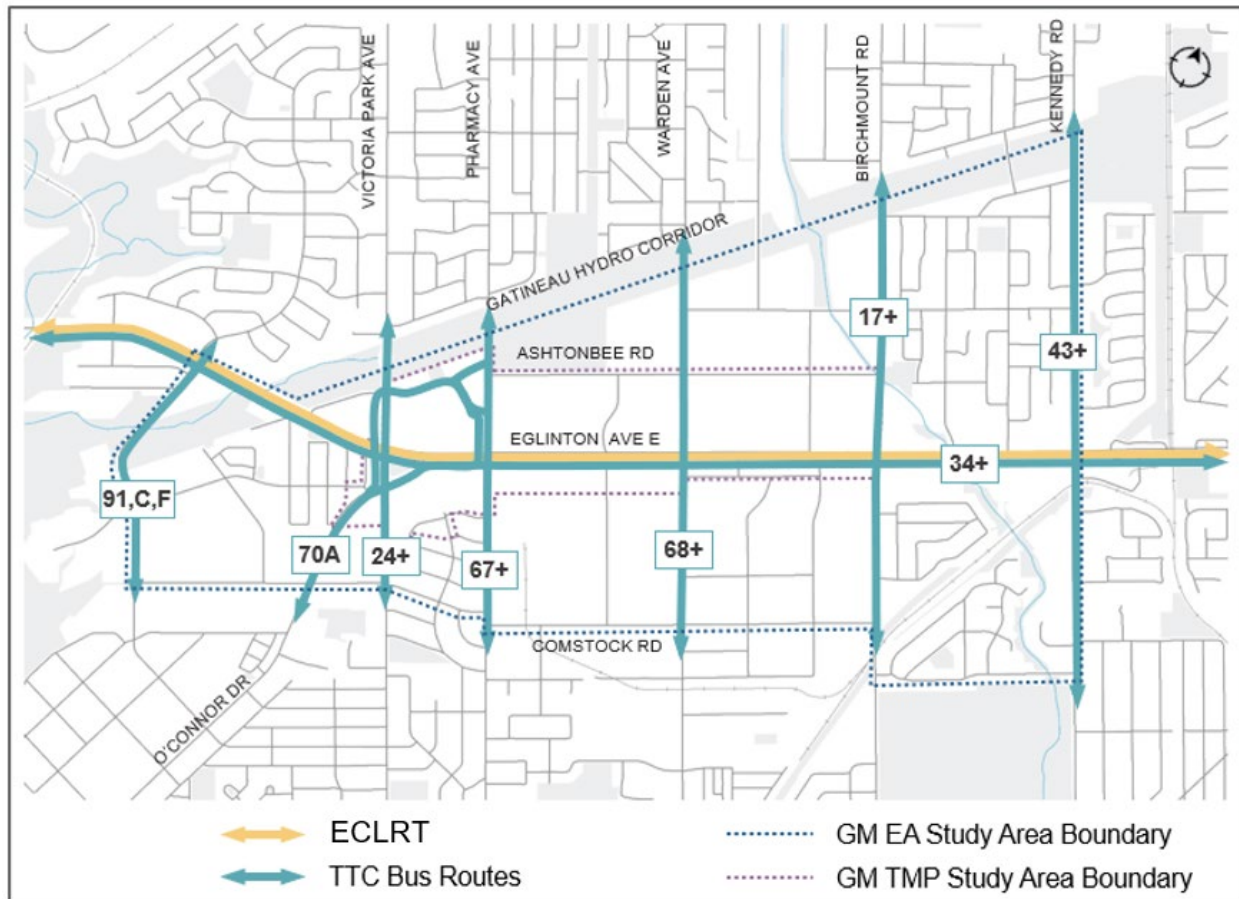
- Golden Mile Boulevard and New Public Street #1 (northbound stop-sign controlled, east-west direction operating free-flow);
- Golden Mile Boulevard and Thermos Road (all-way stop); and
- O'Connor Drive and New Public Street #1 (southbound stop-sign controlled, east-west direction operating free-flow).

3.1.2 Transit Network

3.1.2.1 Existing Transit Service

The transit network within the Study area includes both inter-regional transit (GO Transit) and local transit (Toronto Transit Commission, TTC). The Kennedy GO train station is located east of the Kennedy Road and Eglinton Avenue intersection, servicing GO Transit's Stouffville line. The TTC operates bus services along all major and minor arterials streets. Bus routes along all major and minor arterial streets provide frequent service, at headways of 10 minutes or better, during the weekday peak periods. Overnight bus routes include the 224 Eglinton East, 242 Kennedy Road, and 324 Victoria Park Ave. The ECLRT is now in operation. See **Figure 3-4** for the existing transit service within the Study area.

Figure 3-4: Existing (2013) Transit Service Within the Study Area



3.1.2.2 Existing Transit Level of Service (LOS)

The Transit Level of Service (TLOS) was evaluated for the Study area signalized intersections and segments based on the available transit infrastructure. Overall, most of the intersections within the Study area meet the target LOS for transit. For the intersections that did not meet the target LOS, this was primarily due to low pedestrian levels of service (PLOS) scores, high delays for transit movements, and a lack of transit priority measures. Various mitigation measures such as transit signal priority (TSP), dedicated transit lanes, queue jumps, and enhanced pedestrian infrastructure would improve the TLOS at intersections within the Study area.

Many of the road segments within the Study area meet the target LOS for transit. For the segments that did not meet the target LOS, this was primarily due to low PLOS scores, a lack of amenities for passengers, and a lack of dedicated ROW or intersection priority measures. Various mitigation measures such as transit signal priority (TSP), dedicated transit lanes, bus shelters, seating, and enhanced pedestrian infrastructure could improve the TLOS along segments within the Study area.

3.1.3 Active Transportation Network

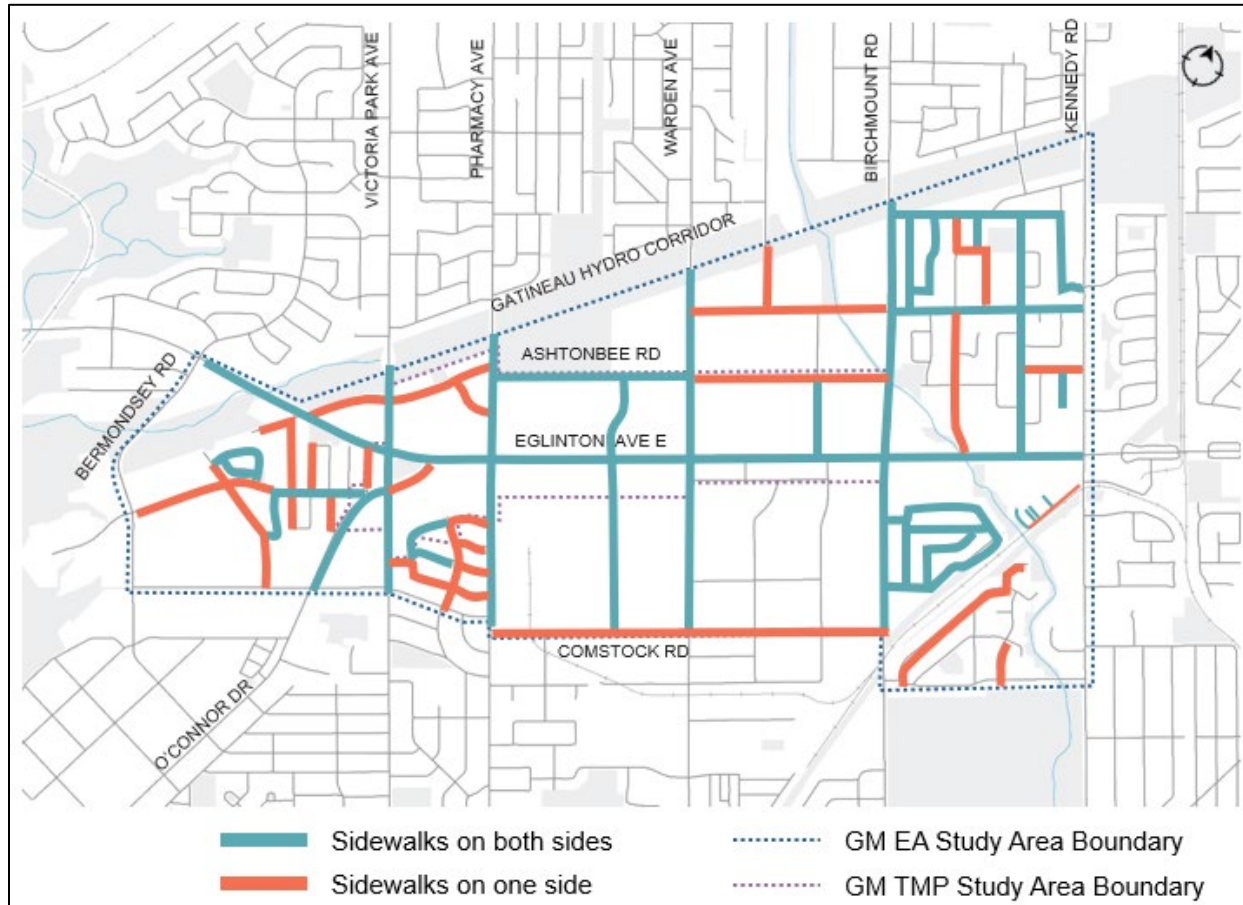
3.1.3.1 Existing Pedestrian Network

Within the Study area, pedestrian infrastructure is generally provided to connect the various residential and commercial zones. More than half of the streets only have sidewalks on one side of the street, and there are some with no sidewalks at all. Some existing sidewalks are narrow and do not meet current City standards. Sidewalks are also located directly adjacent to roadway with no separation. Gaps in the pedestrian network within the Golden Mile SP Study area include:

- No sidewalk on the north side of Craigton Drive;
- No sidewalk on the north side of Rannock Street;
- No sidewalk on the south side of Ashtonbee Road between Warden Avenue and Birchmount Road;
- No sidewalk on the south side of Eglinton Square; and
- No pedestrian crossing at the east approach of Eglinton Avenue East and Eglinton Square.

The remaining roadways within the SP Study area have sidewalks on both sides (see **Figure 3-5**), and the remaining signalized intersections within the Study area include 'marked' pedestrian crossings at all approaches.

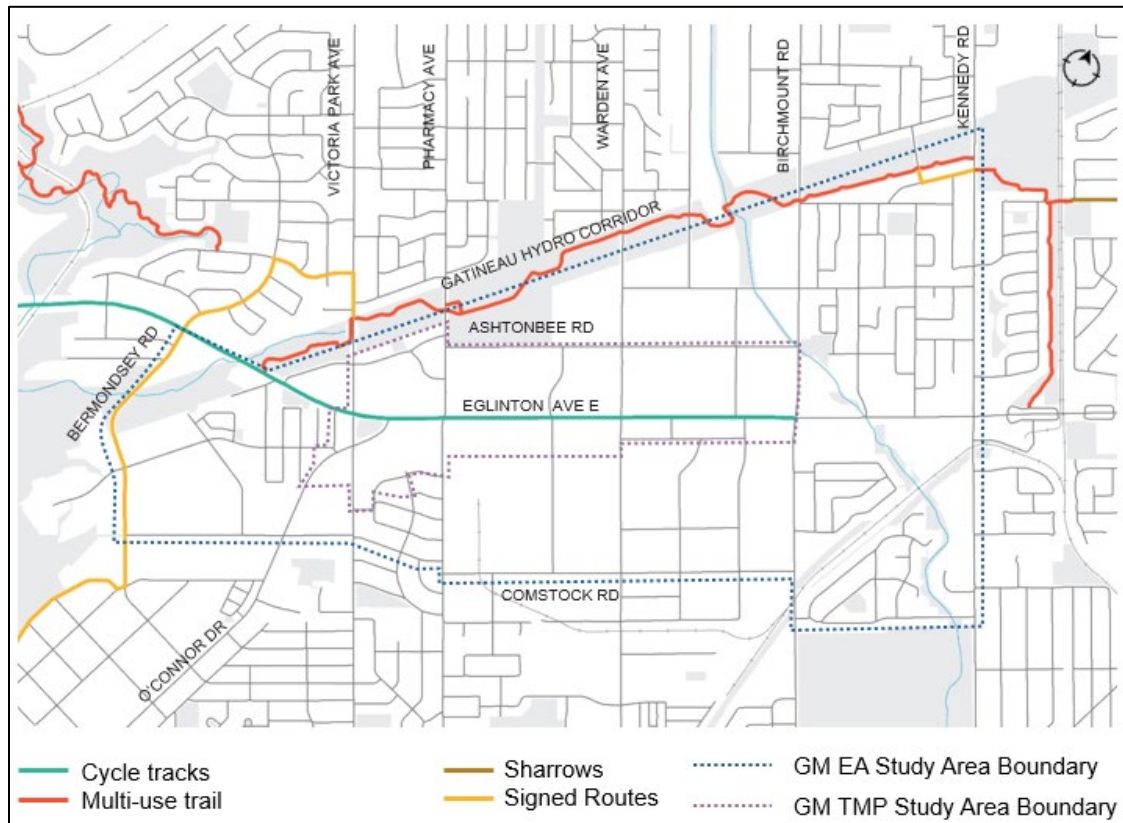
Figure 3-5: Existing Pedestrian Facilities



3.1.3.2 Existing Cycling Network

The Study area does not have dedicated cycling facilities (see **Figure 3-6**). Through ECLRT construction, bike lanes have been recently added to Eglinton Avenue. The Meadoway multi-use trail is located along the Gatineau Hydro Corridor.

Figure 3-6: Existing Cycling Facilities



3.1.4 Future (2041) Transit and Active Transportation Levels of Service

A multi-modal level of service (MMLOS) analysis was conducted for pedestrian and transit modes, following the Ontario Traffic Council's (OTC's) Guide (January 2022), for the roads and intersections located within the Golden Mile SP Study area. Overall, most of the intersections and roadway segments within the Study area did not meet the target LOS for pedestrians. At intersections, low LOS (D/E) is primarily caused by a lack of enhanced pedestrian measures, large turning radii, long cycle lengths, and a high number of uncontrolled conflicts per approach. Along road segments, low LOS (D/E) is primarily due to narrow pedestrian facilities, narrow buffers between the pedestrian facilities and vehicles, and long distances between controlled crossings.

Various mitigation measures including implementing LPIs, reducing cycle lengths, widening sidewalks/boulevards, prohibiting turning movements, and implementing mid-block pedestrian crossings would improve the PLOS within the Study area. The ECLRT implemented left-turn restrictions at various intersections along Eglinton Avenue East, which will improve PLOS at those intersections by reducing uncontrolled conflicts. A finer-grained street network is needed to enhance connectivity within the Golden Mile SP area to improve mobility for all modes.

Most of the intersections and roadway segments within the Study area meet the target LOS for transit. The low PLOS and vehicular delays at some intersections and roadway segments could potentially affect the transit LOS; lack of transit priority measures and dedicated ROW could also cause reduced LOS D/E for transit. Potential mitigation measures including TSP, dedicated transit lanes, queue jumps, bus shelters, seating, and enhanced pedestrian infrastructure are expected to improve the TLOS within the Study area. Under future conditions, the ECLRT will improve the transit level of services on the Eglinton Avenue East corridor, as it will have a dedicated ROW and shelters.

The TMP identified that the existing built form encourages driving by requiring pedestrians to walk long distances to reach their destinations, often across surface parking lots.

The TMP recommended:

- A finer-grained street network to enhance connectivity within the Golden Mile SP area to improve mobility for all modes;
- Dedicated and separated cycling facilities throughout the Golden Mile SP Study Area. Separate sidewalks were also intended to be included alongside cycling facilities except where shared-use facilities are implemented; and
- Traffic signals at high volume locations to provide protected crossing locations.

For the five corridors within the ReNew Golden Mile EA Study area:

- Bike facility (cycle track or bike lanes) was recommended on O'Connor Drive and its extension, and further extended along Civic Road to Birchmount Road;
- Cycle track was recommended on Craigton Drive;
- Bike lane or raised cycle track was recommended on Golden Mile Boulevard;
- Bike facility (cycle track or bike lanes) was recommended on Thermos Road / Sinnott Road; and
- Cycle track was recommended on Ashtonbee Road.

The TMP recommends transit priority improvements on Victoria Park Avenue and Warden Avenue to serve north-south transit demand through the Golden Mile SP Study Area. The exact nature of these improvements is subject to further study, and planning and implementation of the preferred street network should be coordinated with the TTC to ensure that adequate space is provided to accommodate TTC needs.

3.2 Socio Economic Environment

This section provides an overview of the socio-economic environment within the Study area, which focuses on the following:

- Planned future growth, as envisioned through the Golden Mile SP;
- Key background information related to urban design, streetscape and land use; and
- Summary of site-specific development applications, and an analysis of the potential implications relative to the existing and planned street network.

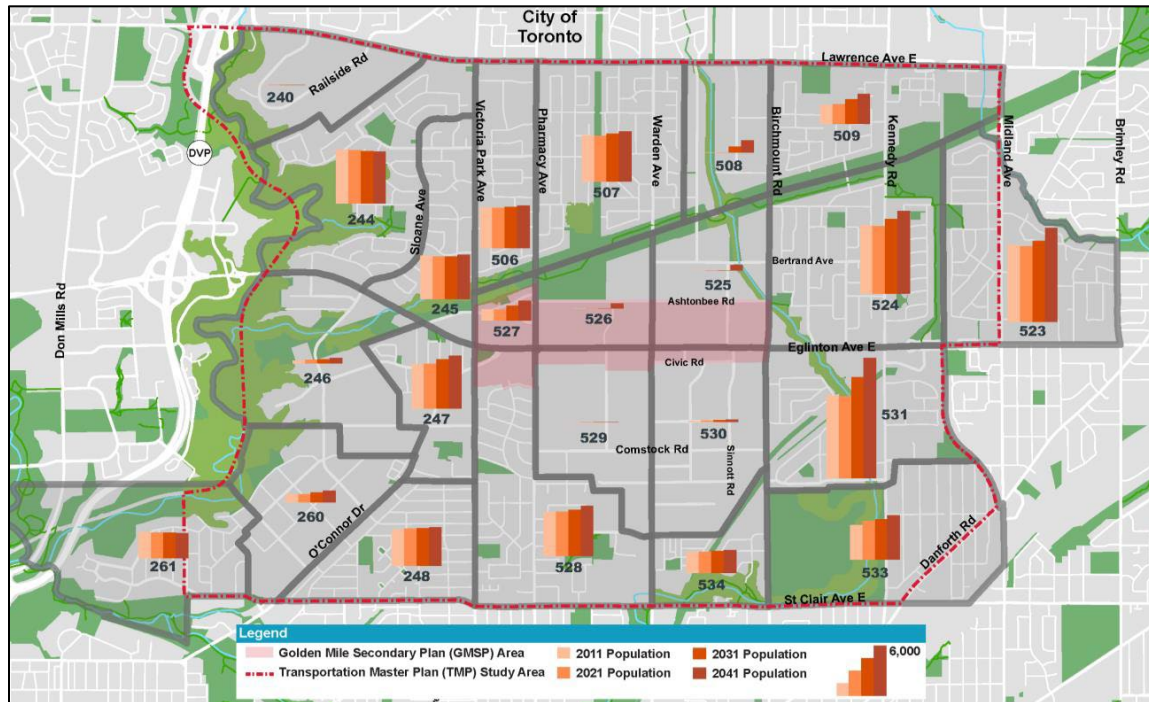
Detailed findings can be found in the Land Use Background Context Memorandum provided in **Appendix B**.

3.2.1 Population and Employment Growth

The Golden Mile TMP identified the population and employment forecasts for the TMP Study area based on the City's "Low with SmartTrack" for population and "Scenario 2 medium with SmartTrack" for employment as presented in **Figure 3-7** and **Figure 3-8** which illustrate the population and employment growth by traffic zone, respectively. The City's approach at the time of the TMP study initiation was to use this policy forecast for planning studies.

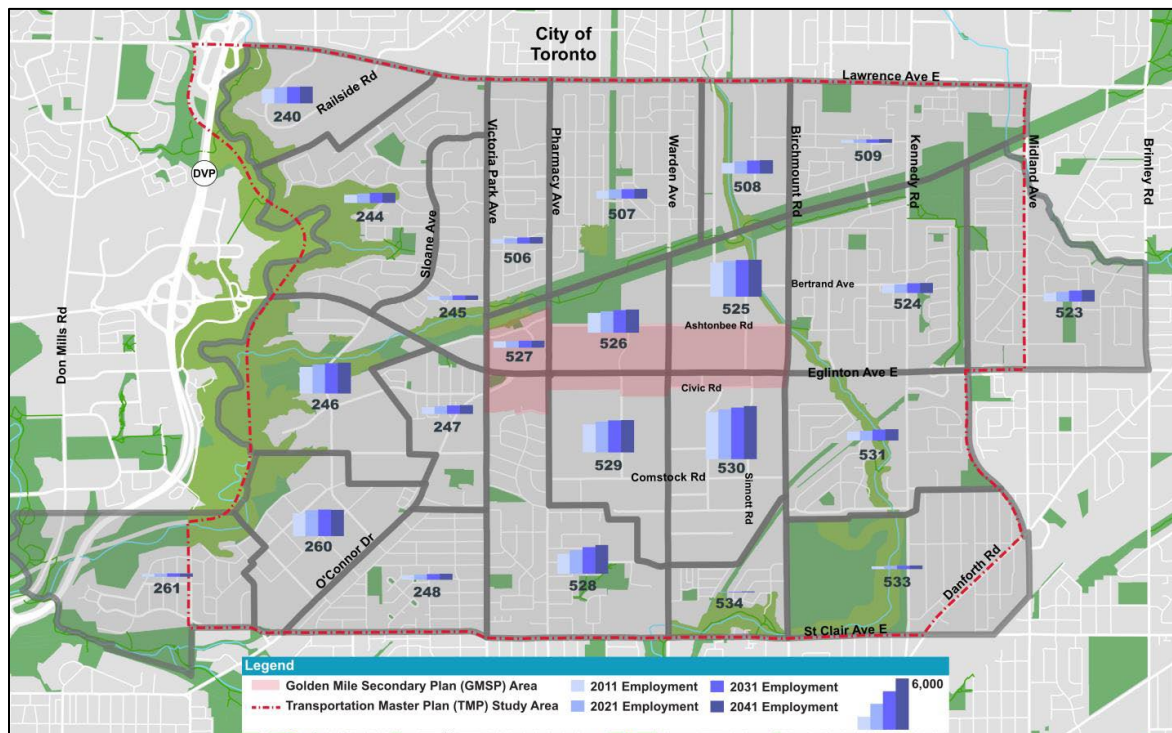
The previous Golden Mile SP population forecast of 43,000 has increased to 57,500 based on updated forecasts from development trends. The previous Golden Mile SP employment forecast of 20,000 has remained the same based on updated forecasts from development trends.

Figure 3-7: Population Growth (2011 - 2041)



Source: City of Toronto – “Low with SmartTrack” population growth scenario

Figure 3-8: Employment Growth (2011 - 2041)

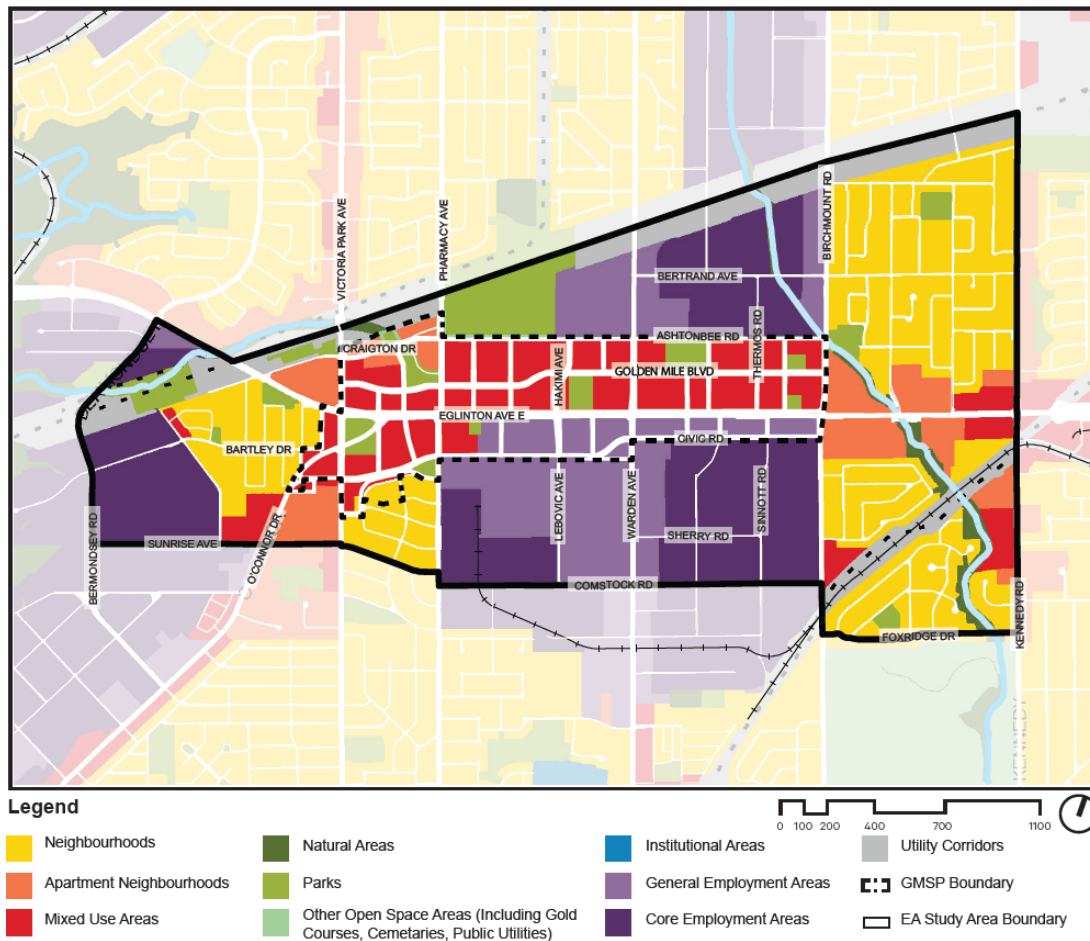


Source: City of Toronto – “Scenario 2 - Medium with SmartTrack” employment growth scenario

3.2.2 Land Use Context

The Study area is made up of a broad range of land use designations, including Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, Natural Areas, Parks, General Employment Areas, Core Employment Areas, and Utility Corridors (See **Figure 3-9**).

Figure 3-9: Official Plan Land Use Designations



Mixed Used Areas (which permit a broad range of commercial, residential and institutional uses) are concentrated within close proximity to Eglinton Avenue East, adjacent to pockets of Apartment Neighbourhoods, General Employment and Core Employment areas. Existing uses within the Mixed-Use Areas are typically comprised of large-format retail outlets. However, these large sites are currently undergoing a shift toward true mixed-use intensification, encouraged by the development of the ECLRT.

Neighbourhoods are generally located away from Eglinton Avenue East to the north or south of Mixed-Use Areas or Apartment Neighbourhoods. Larger tracts of Neighbourhoods are located to the east of the Study area between Birchmount Road

and Kennedy Road, to the west of Victoria Park Avenue and south of the Eglinton Square Mall.

Employment uses, including Core and General Employment Areas, make up the largest land use within the Study area, occupying large tracts of land south of Eglinton Avenue East (between Pharmacy Avenue and Birchmount Road) and north of Ashtonbee Road (west of Birchmount Road). A third pocket of employment lands can be found east of Bermondsey Road, at the Study area's western boundary. Employment lands tend to be made up of large parcels, featuring manufacturing and processing facilities and retail along with large areas of surface parking.

Along the northern boundary of the Study area, is the Gatineau Hydro Corridor, also referred to as The Meadoway, an area that carries a Utility Corridor designation.

The Meadoway will feature a 16 km multi-use trail for walking, cycling and other non-motorized uses, with the potential for new and enhanced public spaces and gathering areas within and adjacent to the hydro corridor. It can be accessed from Victoria Park Avenue, Pharmacy Avenue, Ashtonbee Reservoir Park, Warden Avenue and Birchmount Road. Finally, the Taylor-Massey Creek runs diagonally across the Study area's western lands, starting just west of Kennedy Road on the south, and extending west of Birchmount Road at the Study area's northern boundary.

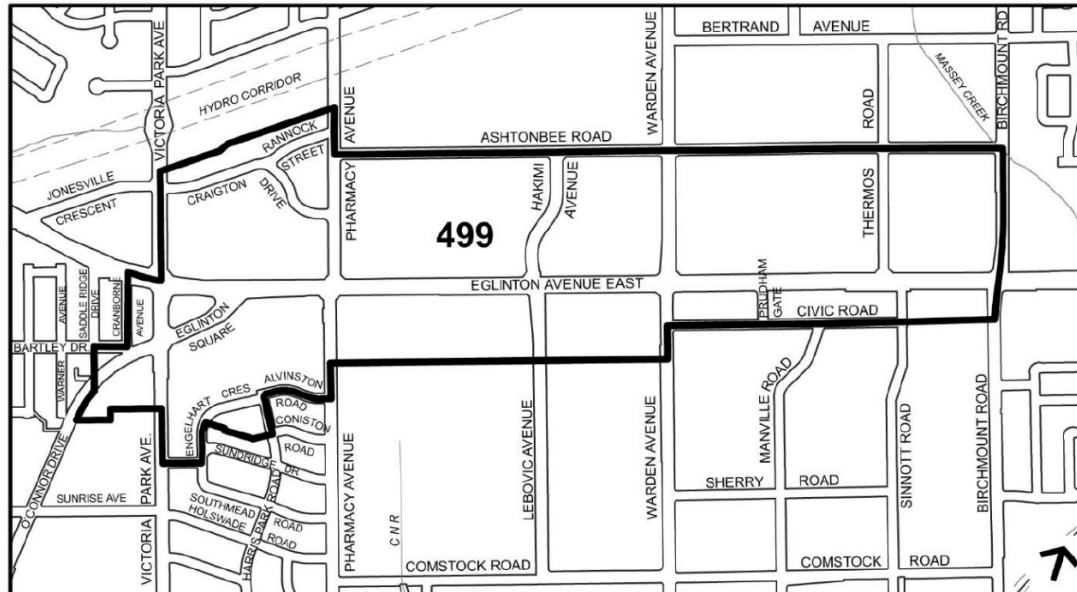
3.2.2.1 Planned Future Context

On October 30, 2020, City Council adopted the policies of the Golden Mile SP, through Official Plan Amendment No. 499 ("OPA 499"), along with the UDG for the Golden Mile Study Area. OPA 499 has subsequently been appealed by various parties.

OPA 499 was the culmination of several years of study and public consultation in relation to the ECLRT and built on the recommendations of the Eglinton Connects Planning Study (2014).

Initiated in May 2016, the Golden Mile SP Study set out to establish a vision and comprehensive planning framework for the 113-hectare area of the City along Eglinton Avenue East, generally between Victoria Park Avenue and Birchmount Road (see **Figure 3-10**).

Figure 3-10: Boundary of Golden Mile Secondary Plan Area (OPA 499)



The resulting Golden Mile SP seeks to accommodate a balance of residential, commercial, and employment uses together with community uses, while establishing the framework for a comfortable and attractive public realm. The Golden Mile SP Includes an emphasis on multi-modal transportation, anchored by the ECLRT, with new streets and improved mobility benefiting the new mixed-use community, existing employment areas and residential neighbourhoods.

The Vision developed through the Golden Mile SP is as follows:

The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto.

To achieve the Vision, a series of structuring elements were identified that would serve as the foundation for the planning framework, which included:

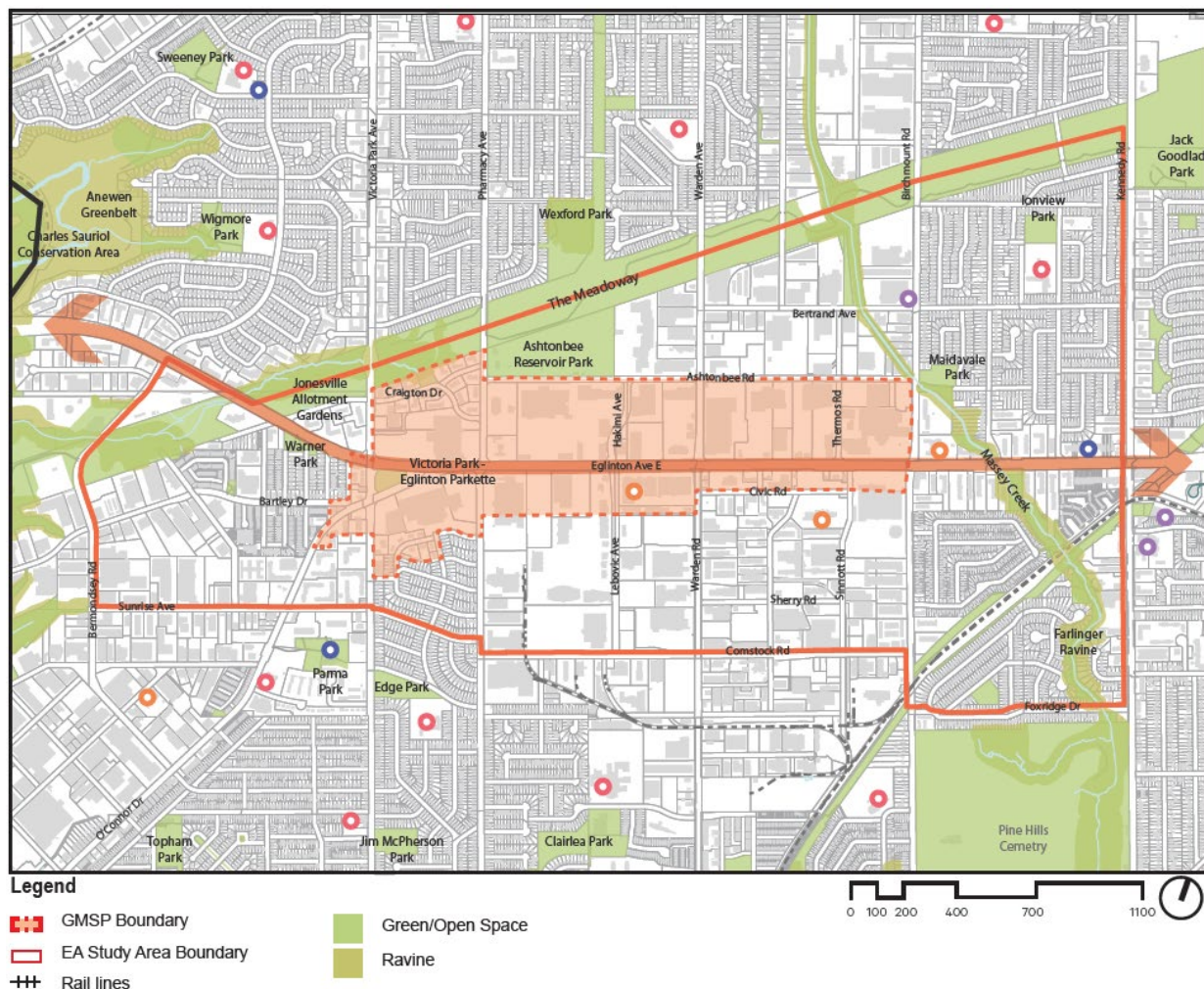
- Re-configured / widened / improved existing streets;
- New streets;
- Eglinton Avenue East / Victoria Park Avenue Gateway;
- Transit Nodes / LRT stops;

- Existing parks and open spaces;
- Ten key new parks; and
- Green nodes.

3.2.3 Parks and Open Space

The Study area includes a small amount of parkland. Existing parks are mostly located near/within the existing residential areas and the areas that historically featured large-format retail or low-rise employment uses, are largely absent of any significant landscaping or open space features as shown in **Figure 3-11**.

Figure 3-11: Existing Parks and Open Space



Two significant open space / natural area corridors, The Meadowway and Massey Creek, connect the Study area to the open space system beyond the Study area boundary. These corridors also connect to several of the neighbourhood-focused parks within the Study area, including Eglinton Ravine Park and Maidavale Park (situated along Massey

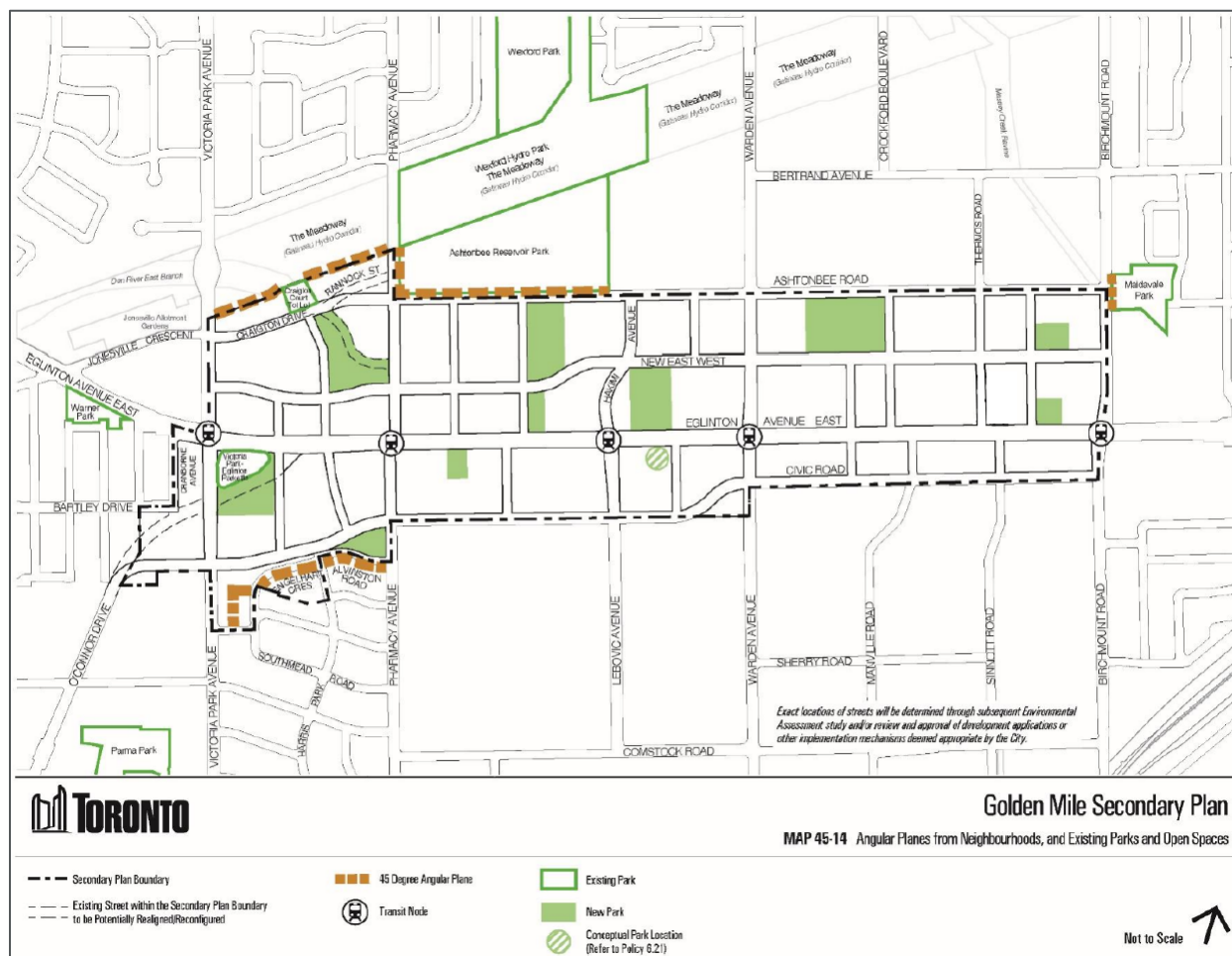
Creek), and Ashtonbee Reservoir Park and Craigton Court Tot Lot (connected to The Meadoway).

Beyond these identified parks, four other neighbourhood parks serve the area. Warner Park and Victoria Park – Eglinton Parkette are both located near Eglinton Avenue East and Victoria Park Avenue, while Maywood Tot Lot serves the neighbourhood near Birchmount Road and Foxridge Drive, and Lonview Park supports the neighbourhood west of Kennedy Road, south of the hydro corridor.

3.2.3.1 Future Parks and Open Spaces

The existing lands designated as Parks and Open Space Areas will be supplemented over time by the addition of new public parks that will be provided through redevelopment within the Golden Mile. A series of new parks will be distributed throughout the Golden Mile on existing and new streets to support the increased population of residents, visitors and workers due to the future redevelopment within the Golden Mile. Supporting the planned Parks and Open Spaces, a network of Green Nodes will be provided along Golden Mile Boulevard in areas that front onto planned parks, including West Park, Central Park and East Park see (**Figure 3-12**). These Green Nodes are anticipated to serve as centres of community and cultural activity.

Figure 3-12: Golden Mile SP Existing Parks and Open Spaces



3.2.4 Active Developments

At the time of this study (July 2023), there are 17 active development applications currently under review within the Study Area, as summarized in **Table 3-1** and seen in more detail in **Figure 3-13**.

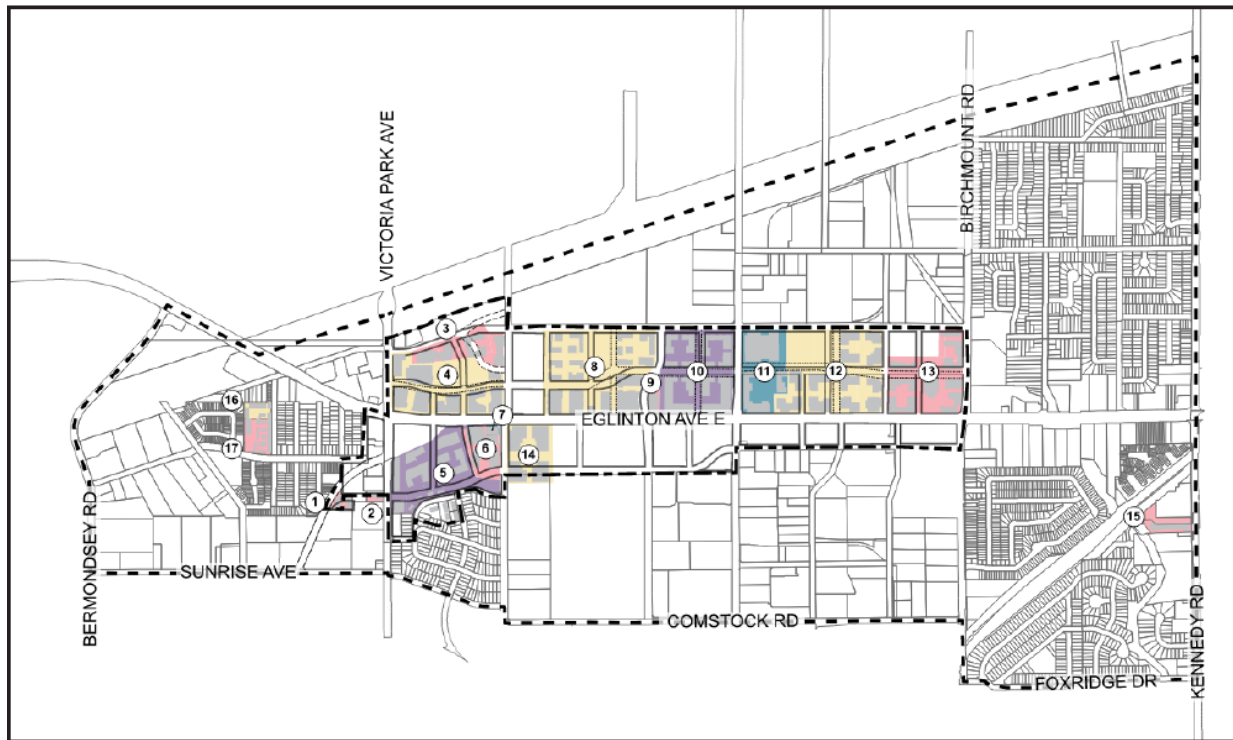
Table 3-1: Development Applications

No.	Development / Proponent Name	Site Address	Status (updated March 2023)
1	Artlife	1861 O'Connor Drive	OLT Settlement (Zoning By-Law Amendment)
2	Vitmont Holdings	1460 Victoria Park Avenue	OLT Settlement (Zoning By-Law Amendment)
3	Starlight	1 Rannock Street; 860 Pharmacy Avenue; 9, 15, 19, 23, 32, and 40 Craighton Drive	OLT Settlement (Official Plan Amendment)



No.	Development / Proponent Name	Site Address	Status (updated March 2023)
4	Choice	1880-1892 Eglinton Avenue East; 1523, 1525-1545 Victoria Park Avenue	OLT Settlement (Zoning By-Law Amendment)
5	KingSett	1-70 Eglinton Square; 1431 and 1437 Victoria Park Avenue; 14, 18, 19, 22, 23 and 26 Engelhart Crescent	OLT Settlement (Zoning By-Law Amendment)
6	Metro	40 Eglinton Square	Under Review
7	Optical	100 Eglinton Square	Under Appeal
8	Calloway REIT	1900 Eglinton Avenue East	OLT Settlement (Official Plan Amendment)
9	Yorkreal	1910 Eglinton Avenue East	Council Approval (Zoning By-Law Amendment)
10	Madison Group	880-900 Warden Avenue; 20-50 Ashtonbee Road; 1920-1940 Eglinton Avenue East	OLT Settlement (Official Plan Amendment)
11	Cosmetica	1960 Eglinton Avenue East; 191 Ashtonbee Road	Under Appeal
12	RioCan	1966-2050 Eglinton Avenue East; 50 Thermos Road	OLT Settlement (Official Plan Amendment)
13	Dundead (Dream)	2200-2206 Eglinton Avenue East; 1020 Birchmount Road	OLT Settlement (Zoning By-Law Amendment)
14	Flexipacking	1891 Eglinton Avenue East	Under Appeal
15	Brosko Property Management	712 Kennedy Road	Under Review
16	Nascent Developments Inc	78 Tisdale Avenue	Under Appeal
17	Bartley TH Fund Inc	104-110 Bartley Drive	Council Approval (Zoning By-Law Amendment)

Figure 3-13: Development Applications



3.3 Natural Environment

The natural heritage investigation and tree inventory were conducted by LGL Limited to identify existing environmental conditions within the Study area for vegetation, wildlife, and species at risk (SAR), including areas and/or features of environmental sensitivity and/or significance. The Natural Environmental Report and the Arborist Report are provided in **Appendix C** and **Appendix D**.

3.3.1 Aquatic

The Study area is located within the Don River watershed and the Lower East Don (Wilson Brook) and the Taylor Massey Creek subwatersheds. Within the Study area Taylor Massey Creek crosses Birchmount Road at its intersection with Ashtonbee Road. The watercourse is regulated by the Toronto and Region Conservation Authority (TRCA). No fish were observed during field investigations, and the area is anticipated to be indirect fish habitat only. There are no aquatic SAR within or in proximity to the Study area.

3.3.2 Vegetation

Vegetation communities identified within the Study area consist of cultural communities including cultural meadow and thicket, areas where regular or past disturbances have

occurred. Overall, the cultural vegetation communities delineated were observed to be in a generally disturbed state with a high proportion of invasive and/or non-native species.

Maintained and/or retained areas including manicured areas comprised a large portion of the Study area. These include areas that are regularly mown with amenity trees planted or retained, and are associated with residential and commercial development, roadsides, and park land. Manicured areas consist of areas of grass dominated habitat and planted amenity trees, which includes a wide range of deciduous and coniferous trees and shrubs.

Forest communities found within the Study area are typically small, forested areas, surrounded by urban hardscape and/or cultural vegetation communities. Several of these communities are located within the TRCA Regulation Limit associated with Wilson Brook and Taylor Massey Creek. Many of these forest communities contain a high proportion of invasive and/or non-native species.

Overall, the vegetation communities identified within the Study area are considered widespread and common in Ontario and are secure globally. The list of Ecological Land Classifications (ELC) ecosites documented in the Study area are: Dry-Fresh Poplar Deciduous Forest / Sumac Cultural Thicket, Dry-Fresh Deciduous Forest, Dry-Fresh Exotic Deciduous Forest, Fresh-Moist Lowland Deciduous Forest, Fresh-Moist Lowland Deciduous Forest, Dry – Moist Old Field Meadow, Sumac Cultural Thicket, Phragmites Mineral Meadow Marsh, and Manicured Grasses and Planted Shrubs and/or Trees.

A total of 1655 trees were identified and assessed during the tree inventory. Trees within the Study area range in size from 2 cm to 96 cm diameter at breast height (DBH) and are generally in good to fair condition. The majority of trees within the Study area were planted as streetscape and amenity features on residential and commercial properties, parklands and within road ROWs.

A total of 80 plant species were recorded within the Study area, of which six could only be identified to genus and are not included in the following calculations. Of the 74 plants identified to species, 34 (46%) species were identified native to Ontario, and 40 species (54%) were considered introduced and non-native to Ontario. Through secondary source data 1 SAR, butternut trees, was identified within the vicinity of the Study area, however field investigations did not locate any existing butternut trees within the Study area. Four plant species identified as Special Concern by TRCA were found planted/seeded within the Study area and are White Spruce, Ninebark, Sweet Ox-eye and Nodding Wild Rye. These species are all considered provincially secure.

Kentucky coffee tree, a tree species regulated as Threatened under the Ontario Endangered Species Act (2007), was observed within the Study area. Thirty-two

instances of Kentucky coffee tree were observed as planted streetscape and amenity trees. Consultation with Ministry of Environment, Conservation and Parks (MECP) Management Biologists have advised that streetscape Kentucky coffee-trees within the City of Toronto are likely to be cultivars, and do not require Endangered Species Act authorizations.

3.3.3 Wildlife

Wildlife and wildlife habitat were found to be unevenly distributed within the Study area. Much of the landscape within the Study area is comprised of urban residential (buildings with manicured properties and planted trees) or commercial lands (parking lots, large buildings, etc.), which constitute poor quality wildlife habitat. The Gatineau Hydro Corridor along the north side of the Study area and the narrow riparian corridor around Taylor Massey Creek comprise the only relatively large, contiguous stretches of habitat in the Study area. There are no non-linear natural areas present and no wetlands or forests. The landscape within the Study area provides habitats for species that utilize urban settings and are tolerant of anthropogenic landscapes. In general, the natural heritage features located within the Study area support a small, highly tolerant assemblage of wildlife species which are a mix of species tolerant of anthropogenic environments and human disturbance.

A total of 15 wildlife species were identified as occurring in the Study area. Of the 15 species, 13 were bird species. Bird species were recorded across the Study area; however, higher species diversity was noted along the northern boundary along the hydro corridor (north of Jonesville Crescent, Craigton Drive, and Ashtonbee Road). Breeding evidence was obtained for one species, Cedar Waxwing. Most of the other species observed can be expected to breed within the scattered trees and on / in the buildings/structures. Some species were only visiting the Study area to forage as no breeding habitat is present.

Several of the bird species identified within the Study area are protected under the Migratory Birds Convention Act (MBCA). One bird species, Chimney Swift, is regulated as “Threatened” under the Ontario Endangered Species Act, 2007 and the Canada Species at Risk Act (SARA).

The remaining two wildlife species were mammal species: Eastern Gray Squirrel and Raccoon. The mammal activity was found in all the residential area habitats located within the Study area and in the Taylor Massey Creek riparian area. Eastern Gray Squirrel and Raccoon are both species that commonly use human-influenced landscapes and could likely utilize much of the entire Study area. Both mammal species identified within the Study area are protected under Fish and Wildlife Conservation Act (FWCA).

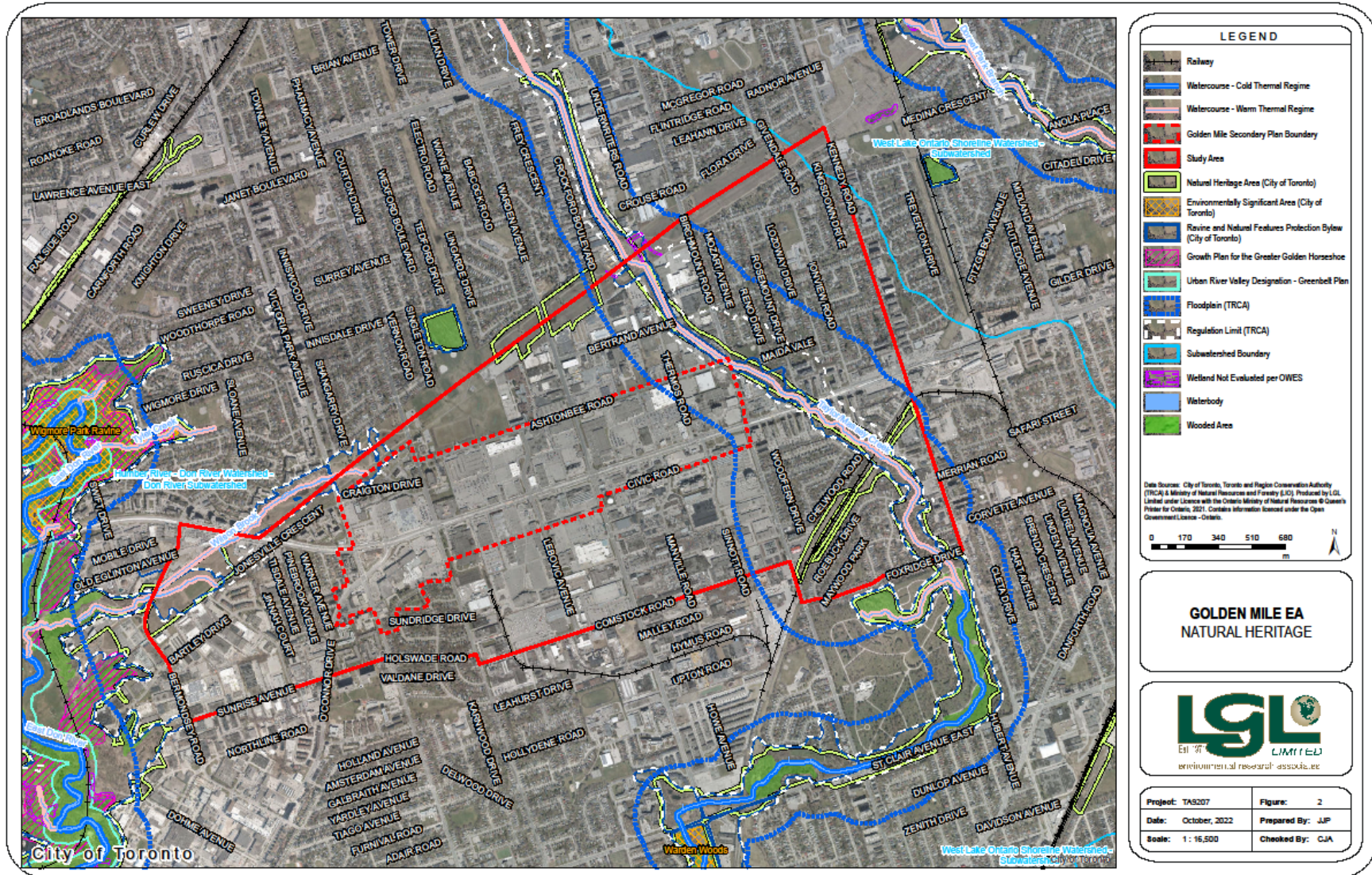


There were no amphibians or reptiles observed within the Study area during the field investigations. It is likely that none inhabits the Study area as the quality of habitat to support these wildlife groups is very poor.

3.3.4 Natural Feature Significance

There are no designated natural areas located within the Study area. All designated natural areas within the vicinity of the Study area can be found in **Figure 3-14**.

Figure 3-14: Natural Heritage Features



3.4 Cultural Heritage Resources

Cultural heritage resources include archaeological resources, built heritage resources, and cultural heritage landscapes, which are expanded upon in the following sections.

3.4.1 Archaeological Resources

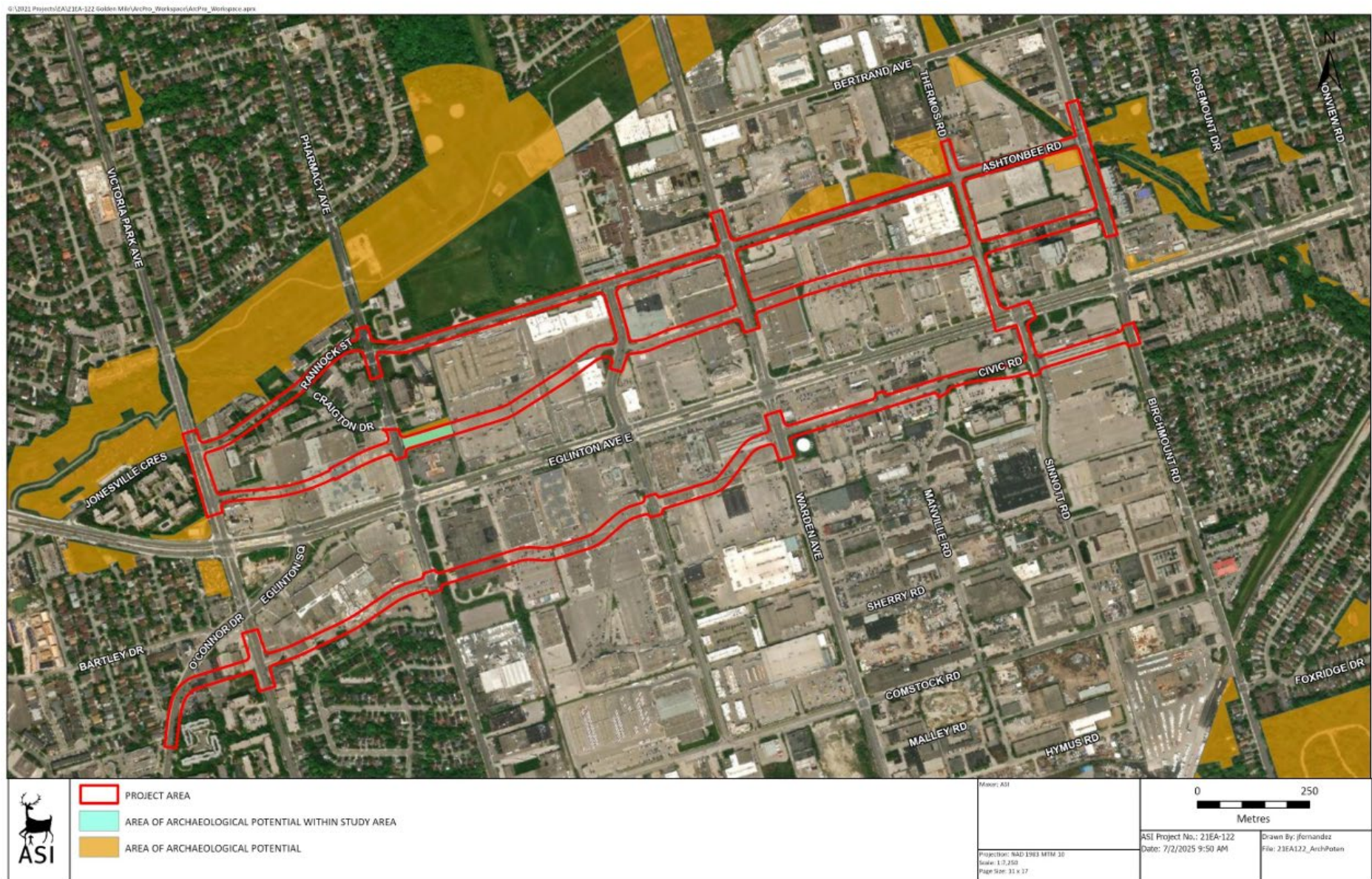
A Stage 1 Archaeological Assessment (AA) under Project Information Form Number P094-0469-2025 was conducted by Archaeological Services Inc. (ASI), to determine the potential for archaeological resources within the Study area. The review of existing conditions entailed an investigation of past and present land use, the settlement history and any other relevant historical and geographical information pertaining to the Study area. Findings of the desktop review are documented in the Stage 1 Archaeological Assessment in **Appendix E**.

The Stage 1 Background Study determined that there are four previously registered archaeological sites within 1 km of the Study area, none of which are located within 50 m of the Study area. The background research determined that there are areas within the Study area which have archaeological potential (**Figure 3-15**).

The following recommendations are made:

1. The lands immediately east of Pharmacy Avenue (1896 Eglinton Avenue East) require Stage 2 Archaeological Assessment, at minimum, prior to any proposed construction activities. This Stage 2 archaeological assessment is to be completed in accordance with the Province's Standards and Guidelines for Consultant Archaeologists. Should the archaeological assessment process continue beyond a Stage 2 assessment, any recommendations for Stages 3- 4 mitigation strategies must be reviewed and approved by City Heritage Planning prior to commencement of the site mitigation.
2. The remainder of the Project Area does not retain archaeological potential on account of deep and extensive land disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
3. Should the proposed work extend beyond the current Project Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.
4. All AA Reports will be submitted to the Ministry of Citizenship and Multiculturalism (MCM) as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, c 0.18.

Figure 3-15: Archaeological Existing Conditions



3.4.2 Cultural Heritage Landscapes and Built Heritage Resources

A Cultural Heritage Report (CHR) was prepared by Archaeological Services Inc. (ASI) to present an inventory of known and potential built heritage resources and cultural heritage landscapes within the Study area. The report summarizes legislation and municipal heritage policy context, the historical development within the Study area including Indigenous and European land use and settlement, and reviews historical mapping and existing heritage inventories. The Cultural Heritage Report is provided in **Appendix F**.

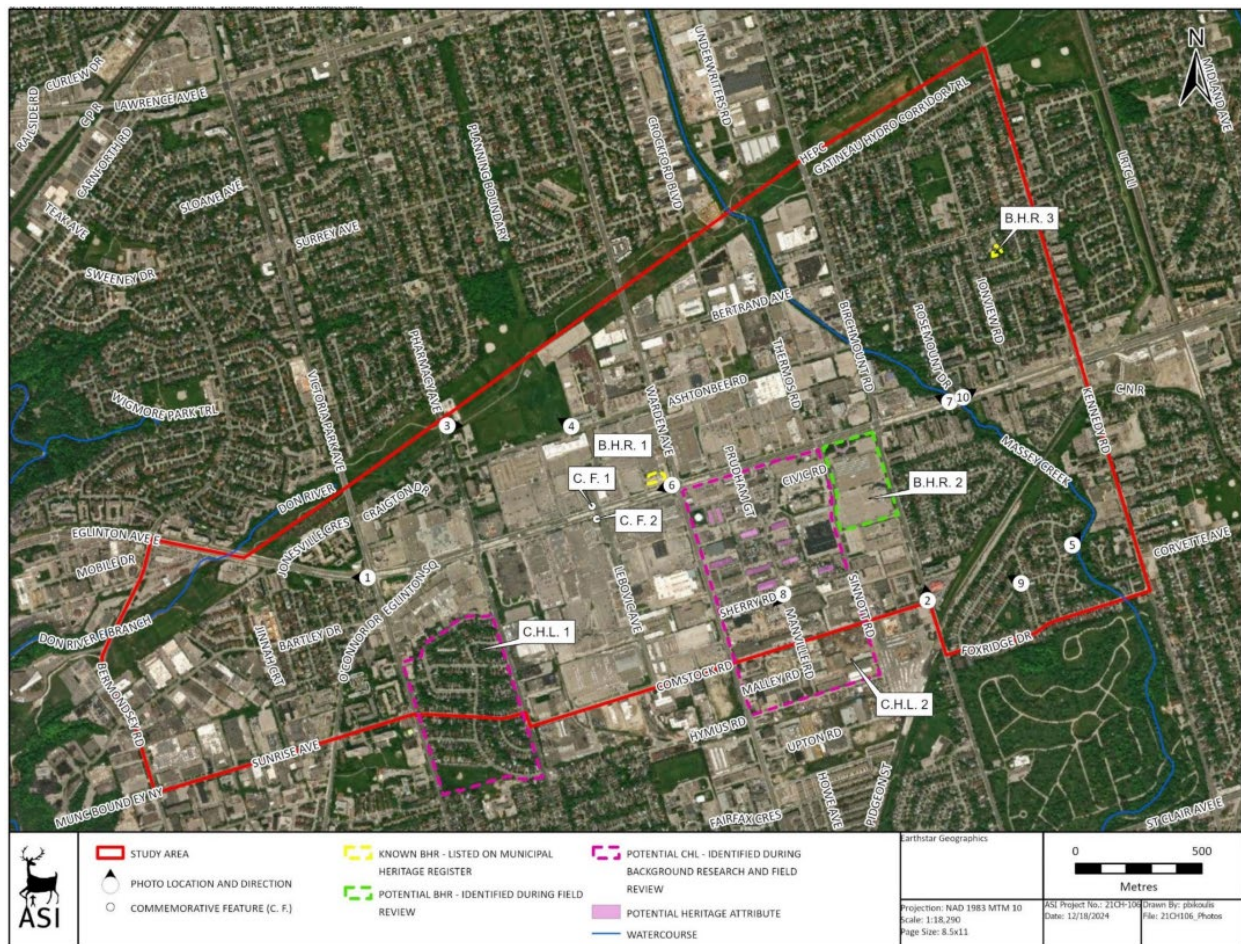
The results of background historical research and a review of secondary source material, including historical mapping, indicate a Study area with an Indigenous history spanning several millennia and an urban history dating back to the mid-twentieth century. A review of federal, provincial, and municipal registers, inventories and databases, as well as field review revealed that there are two known built heritage resources (B.H.R.s), one potential B.H.R., and two potential cultural heritage landscapes (C.H.L.s) in the Study area. A detailed inventory of known and potential built heritage resources, cultural heritage landscapes and commemorative features within the Study area is presented in **Table 3-2** and mapped in **Figure 3-16**.

Table 3-2: Inventory of Known and Potential BHR and CHLs within the Study Area

Feature ID	Type of Property	Address/Location	Heritage Status/ Recognition
C.H.L. 1	Residential subdivision	South of Eglinton Square between Victoria Park Avenue and Pharmacy Avenue	Potential C.H.L.- Identified during background research and field review
C.H.L. 2	Industrial	The rectangular-shaped boundary is bordered by Eglinton Avenue East to the north, Sinnott Road to the east, Hymus Road to the south, and Warden Avenue to the west.	Potential C.H.L. - Identified during background research and field review
B.H.R. 1	Commercial	1940 Eglinton Avenue East	Known B.H.R. - Listed on Municipal Heritage Register

Feature ID	Type of Property	Address/Location	Heritage Status/ Recognition
B.H.R. 2	Industrial	2201 Eglinton Avenue East	Potential B.H.R. - Identified during background research and field review
B.H.R. 3	Residential	12 Iondale Place	Known B.H.R. - Listed on Municipal Heritage Register
C.F. 1	Scarborough's "Golden Mile" Plaques	On sidewalk next to 1900 Eglinton Avenue East	Known commemorative feature, erected by Heritage Toronto in 2009
C.F. 2	General Motors and the Golden Mile Plaque	Next to sidewalk in front of 2 Lebovic Avenue	Known commemorative feature, erected by Heritage Toronto in 2014

Figure 3-16: Location of Identified Built Heritage Resources (B.H.R.), Cultural Heritage Landscapes (C.H.L.), and Commemorative Features (C.F.) in the Study Area



3.5 Phase I ESA

A Phase 1 Environmental Site Assessment (ESA) was completed by Thurber Engineering Ltd. and is provided in **Appendix G**. The purpose of the assessment is to identify evidence of actual and/or potential sources of contamination (PSCs) which may impact the soil and/or groundwater conditions at the Site and pose implications on the management of materials generated during future construction works. The Phase 1 ESA Study Area includes surrounding properties within a 250 m buffer from the Study Area, which generally consists of mixed commercial and industrial properties, and to a lesser extent residential, institutional and community uses.

The Phase I ESA consisted of a desktop review, summary of select available historical records, and a reconnaissance of the Site and Phase I Study Area from publicly accessible locations. The collective information was used to assess and evaluate past and present uses, conditions and activities within the Phase I Study Area to identify

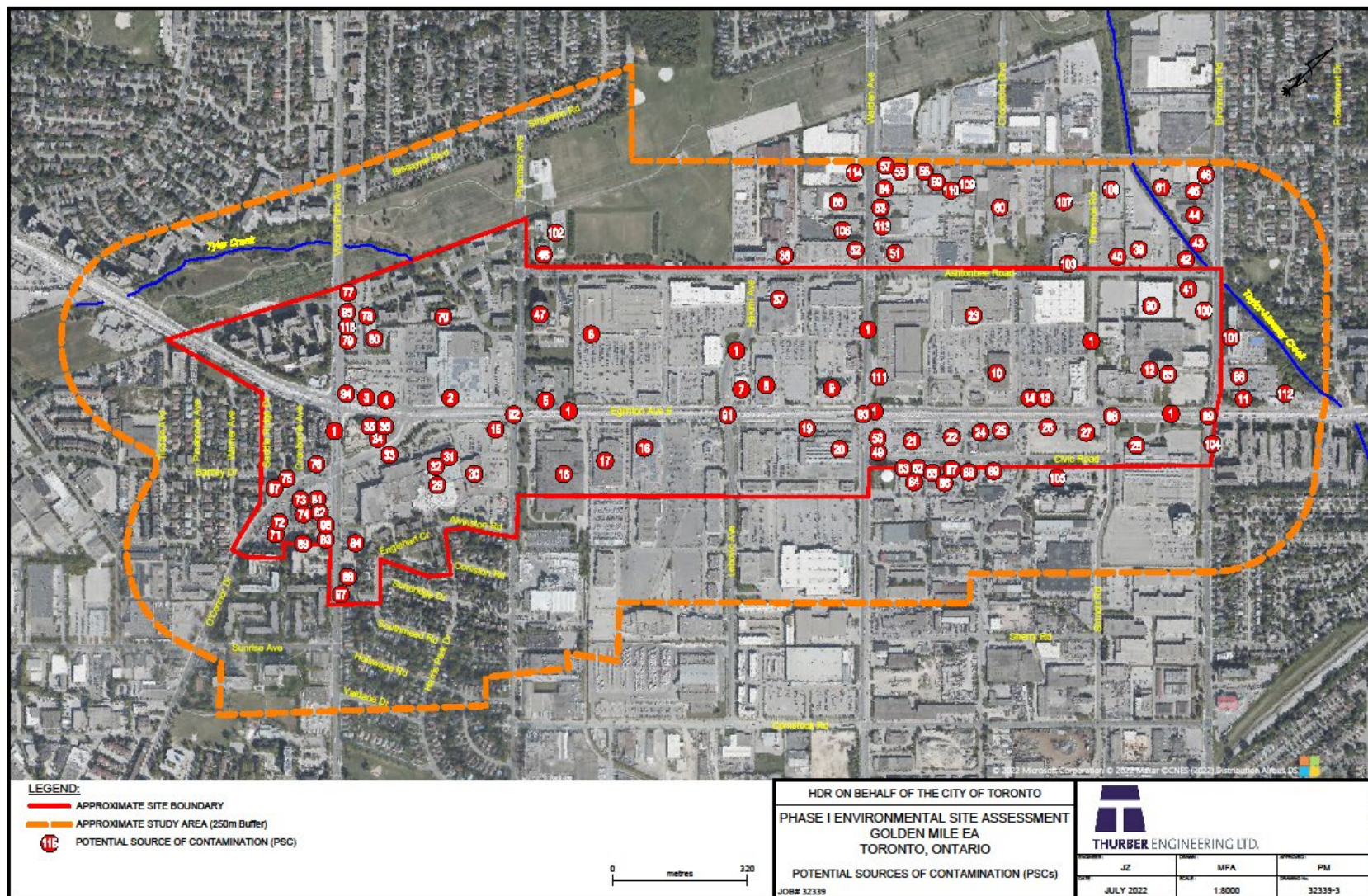
PSCs within the Site and the surrounding properties that may impact soil and groundwater conditions at the Site.

Based on the review and evaluation of information obtained through the Phase I ESA, 115 PSCs were identified within the Site or on properties within the Phase I Study Area that were proximal to or upgradient of the Site that were considered to have a potential to impact the soil and/or groundwater conditions underlying the Site. The locations of the PSCs are shown in **Figure 3-17**. The PSC contributors include: gas stations, car dealerships, vehicle repair / service garages, automotive parts suppliers, vehicle storage / parking, dry cleaning operations, underground and aboveground fuel storage tanks, releases of oils and fuels associated with vehicles and tanks (gasoline, diesel, hydraulic oil, motor oil, coolant/antifreeze), transformers, PCB oil storage and spills, printing and paint shops, an aboveground light rail transit line and associated stations, multiple waste generators, historical lumber suppliers, chemical suppliers, testing laboratories, historical railway spur tracks, and numerous manufacturing facilities. In addition to the identified PSCs, impacts (i.e., electrical conductivity and sodium adsorption ratio) related to the application of salts on the roads and surface parking lots for vehicular and pedestrian safety should be considered for the Site.

The contaminants of potential concern which were identified for the corresponding PSCs included metals and inorganics (M&I), petroleum hydrocarbons (PHCs), benzene, toluene, ethylbenzene, and xylene (BTEX), volatile organic compounds (VOCs) and polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), semi-volatile organic compounds (SVOCs) [including acid base neutrals. Chlorophenols as well as PAHs], and dioxins and furans (D&F).

A subsurface investigation involving sampling and analysis of soil and groundwater would be required to confirm or refute the potential for contamination on the Site from the identified PSCs. In addition, considering that a significant portion of the Site was initially developed between the 1940s and 1970s, a hazardous and designated substance survey would be required at locations where buildings/infrastructure with original construction need to be decommissioned and demolished to accommodate the selected design route

Figure 3-17: Potential Source of Contamination (PSC)



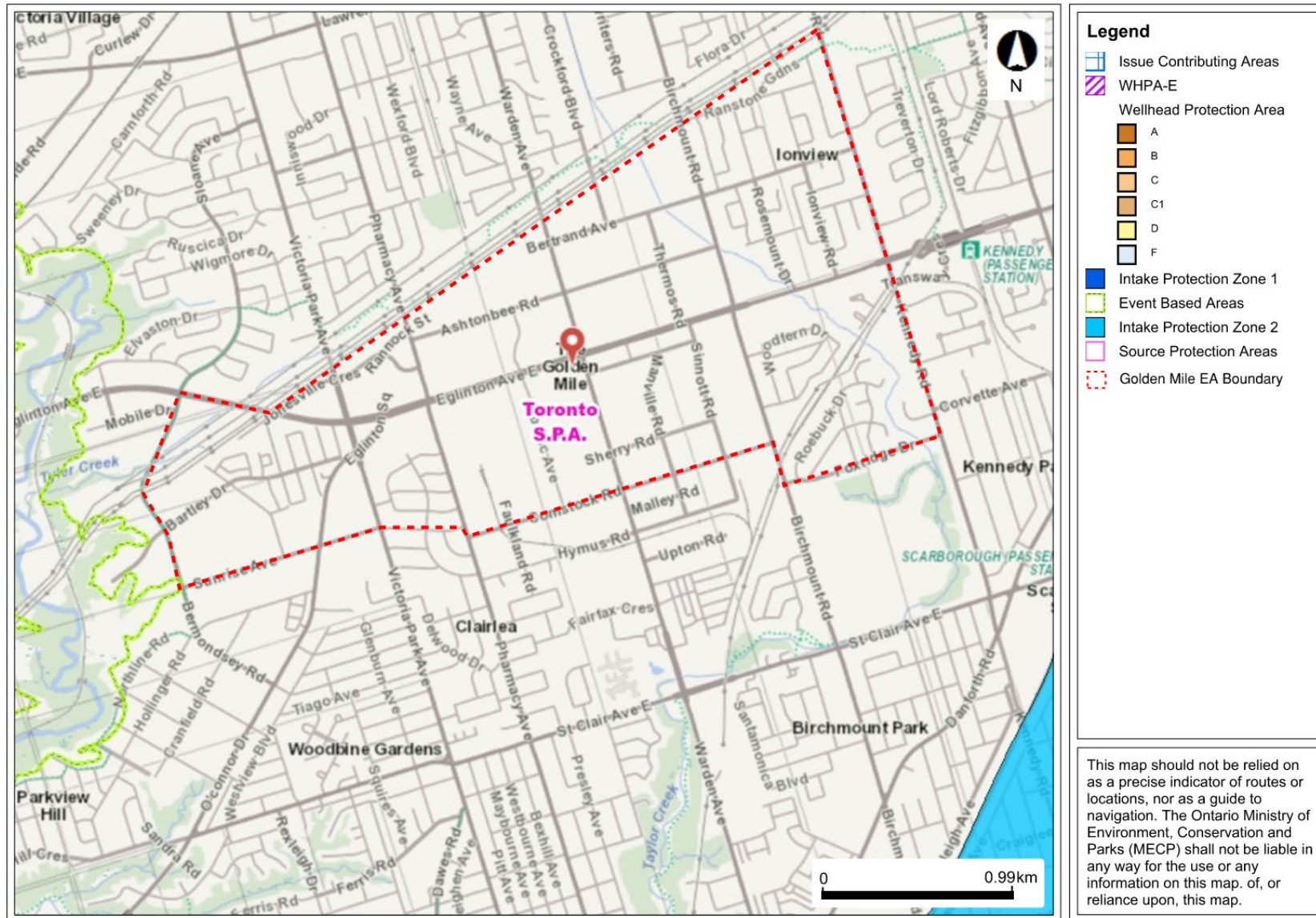
3.6 Source Water Protection

The Clean Water Act, 2006 ensures communities protect their drinking water supplies through prevention - by developing collaborative, watershed-based source protection plans that are locally driven and based on science. As illustrated in **Figure 3-18**, the ReNew Golden Mile EA Study area falls within the Toronto Source Protection Area but does not transect or contain any threats to drinking water.

Potential threats associated with improvements to the road corridors within the ReNew Golden Mile EA, per the Clean Water Act, 2006, include:

- The establishment, operation, or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage (limited to stormwater runoff);
- The application of road salt; and
- The storage of snow (limited to roadway clearing operations only).

Figure 3-18: Source Water Protection Area for Golden Mile EA



Source: Ministry of the Environment, Conservation and Parks – Source Protection Information Atlas. Accessed November 28, 2023.

4 Problems and Opportunities

The Problem and/or Opportunities Statement defines the scope of an environmental assessment study to ensure the recommended solution addresses the appropriate problems and opportunities. The need for Golden Mile area improvements was identified in the TMP (2019). The TMP incorporated feedback from technical agencies, interest groups, and the public throughout the decision-making process.

The transportation assessment undertaken for this ReNew Golden Mile EA supplements the recommendations from the TMP and confirms the need for network and operational improvements, and continuous and dedicated cycling and pedestrian facilities in the Golden Mile area. The need for improvements is in line with the vision described in the TMP.

Summary of TMP Problems and Opportunities

The Golden Mile area was planned and built for cars and is characterized by large blocks and low-rise buildings setback and separated from streets by surface parking. Streets are wide with a lack of connectivity and no formal cycling facilities within the Golden Mile SP Area. The six traffic lanes on Eglinton Avenue East create a divide between the northern and southern areas of the Golden Mile SP Study area and act as a physical barrier for pedestrians and cyclists. As such the majority of people choose to drive short distances despite delays. With the introduction of TTC Line 5 (ECLRT) and redevelopment along Eglinton Avenue, these problems present opportunities to renew the Golden Mile, listed in **Table 4-1**.

Table 4-1 Summary of Problems & Opportunities

Problem	Opportunity
The Golden Mile was planned and built for cars	Create a finer-grained street network to enhance connectivity
No formal cycling facilities within the area	Create various mobility options where possible to encourage an active community and lifestyle
ECLRT divides and acts as a barrier for pedestrians and cyclists	Create comfortable and accessible streets for all ages and abilities

Problem	Opportunity
Existing streets are wide with a lack of connectivity	Provide safe and convenient connections to ECLRT transit stop
Large blocks and low-rise buildings setback and separated from streets by surface parking	Ensure economic vitality of existing and future business is protected

4.1 Problem and Opportunity Statement

The Golden Mile area is expected to change significantly with the introduction of the ECLRT. The existing street network lacks connectivity to support comfortable and safe pedestrian, cycling and transit use. Eglinton Avenue East is the only east-west continuous street through the area and currently experiences congestion in the peak periods.

With the ECLRT and planned redevelopment, there is an opportunity to renew the Golden Mile area with a finer grained complete streets network that is safe, comfortable, and connected for users of all ages and abilities.