



Environmental Study Report

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

City of Toronto

FINAL

Part 3 of 3

September 2026

8 Public and Interest Groups Consultation

Public input is an important part of the Class EA process. The public was provided with opportunities to participate in the study through public consultation activities. The consultation requirement ensures that interested persons have an opportunity to voice their concerns on projects that may impact them or their environment. A variety of interest groups were identified, including the individual agencies and utilities, Indigenous communities, specific interest groups, and the general public. The interest groups were contacted throughout the study and encouraged to provide input.

8.1 Consultation Activities

Consultation activities were carried out in two phases throughout the ReNew Golden Mile EA Study. Stage 1 Consultation, which took place in spring 2023, introduced the public to the history and context surrounding the Study, as well as existing and future conditions in the Study area. Stage 1 Consultation sought public and interest groups feedback on the design alternatives as well as the evaluation framework that were considered for the Study corridors. Stage 2 Consultation, which took place in fall 2024, provided members of the public and interest groups with opportunities to provide feedback on Recommended Alignments and Street Designs.

8.1.1 Stage 1 Consultation Activities

Stage 1 Consultation for the ReNew Golden Mile EA Study began in December 2022 and ended in May 2023. Consultation activities included two meetings between the City and developers with active applications within the Study area, an interest groups meeting, and a virtual public meeting.

8.1.1.1 Stage 1 Consultation Notification

A Notice of Study Commencement was issued in the week of April 3, 2023. The Notice of Study Commencement also served as the Notice of Stage 1 Consultation. A variety of methods were used to notify interest groups and members of the public about Stage 2 Consultation:

- Project Webpage www.toronto.ca/goldenmile
- Canada Post direct mail (14,695 addresses identified in Study area)
- Published in the Scarborough Mirror the week of April 3, 2023,
- Email to project list (187 contacts)
- Email to interest groups list including residents' associations, community groups, organizations, institutions and elected officials (67 contacts)

- Email to Indigenous Communities as identified by the MECP
- Email to provincial and municipal agencies and utilities (96 contacts)
- Social media posts via @GetInvolvedTO

8.1.1.2 Indigenous Engagement

Of the eight Indigenous communities listed below that were notified by way of email, only the Mississaugas of Scugog Island First Nation responded indicating desire to further engage in the Study.

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

No responses were received from the other Indigenous communities despite follow-up emails. See **Appendix L.1** on all correspondences with Indigenous communities.

8.1.1.3 Property Owner and Developer Engagement

During Stage 1 Consultation, 33 potentially impacted property owners were notified of the ReNew Golden Mile EA Study via registered mail or email in February 2023. The letter informed them about the study, explained potential property impacts, and invited property owners to attend the virtual public meeting or contact the project team directly. The letter included a map of the project area and potential alignments. From February 8 to 20, 2023, the project team received five emails, three phone calls, and one petition from seven of the notified property owners. On March 2 and April 14, 2023, the project team held virtual meetings with two of the property owners at their request to discuss their specific concerns.

On December 13 and December 15, 2023, two meetings were held for developers with development applications that are subject to conditions of the EA. The first meeting was held for developers with active applications located north of Eglinton Avenue East. The second meeting was held for developers with active applications located south of Eglinton Avenue East. A total of 14 representatives from 9 developers attended the first meeting and 9 representatives from 7 developers attended the second meeting.

In May 2024, potentially impacted property owners were notified about the May 28, 2024 meeting of Toronto City Council's Infrastructure and Environment Committee, at which a report would be presented regarding the ReNew Golden Mile EA. The letter included information about how property owners could make a deputation or submit comments to the committee. Five responses were received from May 17 to May 23, 2024, including four requests to update contact information, and one request for a phone call.

During this engagement, questions and feedback were received regarding:

- Property impacts: Exact nature of the potential impact to property; preference for alternate options that could avoid impacting property, property access, and/or their tenants; and requests for consideration of current property use and value to the local economy as part of screening criteria for alignment options.
- Public consultation and timelines: Expected timelines for future project stages, options for providing feedback; and requests to receive advance notification before future construction.
- Development impacts: Interest in coordination to reduce impacts to active development applications.

8.1.1.4 Interest Groups Meeting

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

- Cycle Toronto
- Walk Toronto
- Toronto East Cyclists

8.1.1.5 Public Event

The virtual public event took place on April 17, 2023, from 6:30 – 8:30 p.m. and was attended by over 70 people. The materials prepared for the public event, including the presentation slides and survey, were posted to the project website on April 3, 2023, and hard copy materials were made available upon request.

8.1.1.6 Online Survey

To provide additional feedback opportunity, an online survey was available from April 3, 2023, to May 1, 2023, and yielded responses from 96 participants. Participation was anonymous. The survey included background information on the Study and included 20

questions that aimed to gather feedback on street design priorities, travel habits, alignment preferences, and safety concerns.

8.1.1.7 Phone and Email Comments

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

8.1.1.8 Feedback Summary

The feedback received from Stage 1 Consultation Activities is summarized as follows:

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

The Notice of Study Commencement, Stage 1 Consultation Report, as well as Stage 1 Public Meeting Presentation are enclosed in **Appendix L.2**.

8.1.2 Stage 2 Consultation Activities

Stage 2 Consultation for the ReNew Golden Mile EA Study took place between November 11 and December 10, 2024, and members of the public and interest groups were provided with opportunities to provide feedback on Recommended Alignments and Street Designs.

8.1.2.1 Stage 2 Consultation Notification

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

- Project Webpage www.toronto.ca/goldenmile
- Canada Post direct mail (20,015 addresses identified in Study area)
- Email to project list (187 contacts)
- Email to interest groups list including residents' associations, community groups, organizations, institutions and elected officials (67 contacts)
- Email to Indigenous Communities
- Email to provincial and municipal agencies and Utilities (96 contacts)
- Social media posts via @GetInvolvedTO

8.1.2.2 Indigenous Engagement

The eight Indigenous communities mentioned in **Section 8.1.1.2** were notified of Stage 2 Consultation activities via email in November 2024. Additionally, all Indigenous communities were circulated a copy of the draft Stage 1 AA in January 2025. No comments were received from the Indigenous Communities.

8.1.2.3 Property Owner and Developer Engagement

In advance of Stage 2 Consultation, City staff undertook further consultation on the Recommended Designs with property owners and development interests in the area. A total of 12 meetings were held with development interests and property owner groups between July 2024 and September 2024, along with ongoing communication between City staff and these groups.

During Stage 2 Consultation, 12 potentially impacted property owners (first contacted during Stage 1) were notified of the Stage 2 Consultation activities via letters that were hand-delivered by project staff in November 2024. The letters explained that their property may be impacted by right-of-way adjustments, but that the City had no immediate plans to make alterations to their property and that, instead, delivery of the recommended alignment would be achieved through the development approval process.

over time. No responses were received directly, but property owners attended the public meeting and had the opportunity to speak with staff.

During this engagement, questions and feedback were received regarding:

- Public consultation and timelines: Expected timelines for Study completion and alignment implementation; interest in continued conversations.
- Refinements to the designs: Suggested adjustments to minimize impacts to active development applications and ensure coordination amongst development interests.

8.1.2.4 Public Events

A virtual Public Event was held on November 21, 2024, from 6:30-8:30 pm and was attended by 56 people. An in-person Public Consultation Event was held on November 26, 2024, from 6:00-8:00 pm at Clairlea Public School and was attended by 66 people. The materials prepared for the events, including the information panels, presentation slides and survey were posted to the project webpage on November 21, 2024, and hard copy printed materials were made available upon request. A Discussion Guide which includes information on the City's evaluation of Alternative Alignments and Alternative Street Designs was also provided as supplementary material.

8.1.2.5 Online Survey

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

8.1.2.6 Phone and Email comments

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

8.1.2.7 Feedback Summary

The following themes featured prominently across the feedback received:

O'Connor Drive Reconfiguration & Extension

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

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

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

Those who expressed concerns with the proposed design identified:

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

Reconfiguration of Craigton Drive

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

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

Potential Realignment of Thermos Road and Sinnott Road

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

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

New East-West Street: Golden Mile Boulevard

The proposed alignment for Golden Mile Boulevard received broad support and in particular broad support for the proposed cycle tracks and green infrastructure. There were a few questions on why the street alignment proposed tight curves. This relates to the need to coordinate across many development sites and to develop intersections with existing north-south streets that are relatively perpendicular and meet standards. Some of the respondents preferred wider buffers for the cycle tracks and to raise the cycle tracks. There were also some suggestions raised about needing to look at other existing intersections, such as Ashtonbee Road and Pharmacy Avenue, carefully given current conditions. This would be addressed in more detail during the design process.

Streetscape Improvements along Ashtonbee Road and Jonesville Crescent

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

Other Themes

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

The Notice of Consultation, Stage 2 Consultation Report, as well as Stage 2 Public Meeting Presentation and Discussion Guide are enclosed in **Appendix L.3**.

8.1.3 Agency Consultation

See **Appendix L.4** for correspondences with agencies at each stage of consultation.

The following agencies were contacted for information, comments, and input to the Study:

Federal Agencies

- Canada Lands Corporation

- Canada Post Delivery
- National Defence Canada

Provincial Agencies

- Ministry of Community Safety and Correctional Services
- Ministry of Citizenship and Multiculturalism
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of Environment, Conservation & Parks
- Ministry of the Environment and Climate Change

Local Agencies

- Toronto & Region Conservation Authority
- Toronto Catholic District School Board
- Toronto District School Board
- Toronto Paramedic Services

Transportation Agencies

- Metrolinx
- CN Rail
- CP Rail

Utilities

- Beanfield Metroconnect
- Bell Canada
- Cogeco Data Services Inc. / Aptum Technologies (Canada) Inc.
- Enbridge Pipeline Inc.
- Enwave Energy Corporation
- Hydro One Inc.
- Imperial Oil
- Metro Fibrewerx
- Ontario Power Generation
- Prestige Telecom
- Rogers Cable Systems
- Rogers Telecommunications
- Sun-Canadian Pipeline Company Ltd.
- TELUS

- TeraSpan
- Toronto Hydro
- Trans Northern Pipeline
- Videotron Ltd.
- Zoya Group
- Zayo (formerly Allstream)

8.1.3.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed comprising representatives from various City of Toronto departments and key technical agencies including the TTC, Metrolinx, emergency services, school boards, Toronto Water, Toronto Hydro, TRCA, and Ministry of Citizenship and Multiculturalism (MCM). Three TAC meetings were held virtually to discuss input, concerns, and technical details at various decision-making points throughout the study. The first on November 28, 2022, the second on February 21, 2024, and the third on July 22, 2024.

9 Potential Environmental Impacts and Mitigation Measures

A summary of the potential impacts on natural, social/economic and cultural environments, together with recommended mitigation measures, is provided in **Table 9-1**.

Table 9-1: Potential Impacts and Mitigation Measures

Factor	Anticipated Impacts	Proposed Mitigation Measures
Natural Environment		
Vegetation	Impacts to vegetation as a result of the proposed disturbance limits will result in the removal of manicured lands only. No naturalized vegetation will be removed as a result of the proposed works. Overall, impacts resulting in the loss of vegetation within the manicured lands are considered to be minor.	- Minimize vegetation and tree removals through design. - Use previously disturbed areas for construction laydown and staging. - Locate site maintenance, vehicle washing and refueling stations where contaminants are handled off-site, and outside of the source water protection area for the pipe intake. - Ensure that a Spills Management is on-site at all times for implementation in event of an accidental spill during construction. An emergency spill kit shall be kept on site. A response plan shall also be developed that is to be implemented immediately in the event of a sediment release.
Wildlife	Wildlife habitat may be affected through direct tree removals, as well as temporary construction disturbance. Common effects include displacement of wildlife and wildlife habitat; disturbance from noise, light, and visual intrusion; and impacts to migratory birds. Due to the urban nature of the Study area, lack of species at risk, and maintenance of urban features,	- No vegetation removal between April 1 and August 31 to protect birds under MBCA. - No tree removal or pruning within the bat maternal roosting period for bats (May 1 to November 15 of any given year). Note, this timing window is weather dependent, and this approach should be confirmed by

Factor	Anticipated Impacts	Proposed Mitigation Measures
	impacts are expected to be minor or negligible. However, there is the potential for migratory birds to nest within the Study area on buildings or in trees scheduled for demolition and/or removal. Numerous bird species listed under the Migratory Birds Convention Act (MBCA) were identified within the Study area.	MECP should construction be required at either end of the window. • Restore disturbed areas with native species where feasible.
Species at Risk (SAR)	One SAR identified within the vicinity of the Study area includes Butternut (<i>Juglans cinerea</i>), listed as Endangered under the Ontario Endangered Species Act (ESA) and SARA; field investigations found no butternut trees within the Study area. Kentucky Coffee Tree (<i>Gymnocladus dioica</i>), listed as Threatened under ESA, was observed within the Study area but were planted as streetscaping trees, consequently EAS protections do not apply. Chimney Swift (<i>Chaetura pelagica</i>), listed as Threatened under ESA and SARA, was observed flying over the neighbourhood north of Eglinton Avenue but no natural nesting habitat was identified within the Study area.	• Confirm SAR presence prior to construction; if SAR encountered, halt work and consult MECP. • Avoid chimney demolition during nesting season.
Fish and Fish Habitat	The proposed works near the Taylor Massey Creek crossing will remain outside of the riparian area/valley (i.e., outside of the existing fence line), thus direct effects to fish and fish habitat are unlikely to occur. No	• Implement erosion and sediment control measures. • Treat effluent from dewatering prior to release. • Vegetate exposed areas quickly after work completion. • Maintain stormwater quality controls.

Factor	Anticipated Impacts	Proposed Mitigation Measures
	fish were observed; area is likely indirect fish habitat only. The construction associated with the proposed project has the potential to alter water quality through onsite erosion of exposed materials and the subsequent impairment of the receiving watercourse water quality with sediments and other contaminants. In addition, increased road (and other impervious surfaces) areas can increase the quantity of storm water to the receiving watercourses/drainage features. Water directed into each catchment area should remain the same (or similar) to the current conditions.	
Tree Inventory	A total of 434 trees has been identified for removal in the Study area, and 26 trees identified for potential injury during construction. The remaining 1,193 trees identified for retention with no anticipated impacts.	• Replace removed trees in accordance with City of Toronto Urban Forestry compensation ratios: ○ City or park trees: 1 removal: 3 replacement trees ○ Private trees >30 cm DBH (good condition): 1:3 ○ Private trees >30 cm DBH (poor condition): 1:1 • Where on-site planting is not feasible, provide cash-in-lieu compensation (\$583 per tree). • Install tree protection fencing/barriers for all trees designated for retention prior to construction. • Establish Tree Protection Zones (TPZs) in accordance with City of Toronto specifications (GN128SS). • Prohibit grading, excavation, stockpiling, fuel storage, or machinery operation within TPZs. • Restrict overhead movement of equipment over protected trees. • Use air spade, hydro-vac, or hand-digging techniques where work is required near tree roots.

Factor	Anticipated Impacts	Proposed Mitigation Measures
		• Avoid cutting structural roots within TPZs wherever possible. • Construction materials, equipment, soil, construction waste or debris, parking of vehicles, etc., shall not be placed or stored within the staked dripline or immediately adjacent of trees identified for protection. • Prune any exposed roots with a diameter of less than 5 cm to promote regeneration and prevent infection. • All roots greater than 5 cm in diameter should not be removed. • Any tree removals, pruning or root cutting required is to be conducted by a qualified Arborist. • Apply a slow-release deep root low nitrogen fertilizer to promote increased vigour. • No signs or objects shall be displayed or affixed to any trees protected. • Disposal of any liquids shall not occur within 1 metre of the staked Dripline or immediately adjacent to protected trees. • Should any additional, incidental or accidental tree injuries occur during construction, a qualified Arborist shall be consulted to determine whether additional mitigation measures should be employed. • Obtain City approval prior to any tree removal or pruning. • Adhere to City of Toronto Tree By-laws and Ravine & Natural Feature Protection requirements.
Source Water Protection	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.	The additional impervious surface associated with the roadway improvements would reduce the amount of groundwater infiltration from the surface. To offset these impacts and balance water quantity, the stormwater



Factor	Anticipated Impacts	Proposed Mitigation Measures
	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).	management strategy described in Section 7.9 addresses infiltration of stormwater runoff from the road ROW.
Cultural Environment		
Built Heritage Resources & Cultural Heritage Landscapes	The proposed roadways are expected to result in direct adverse impacts to C.H.L. 2 and B.H.R. 2. Both C.H.L. 2 and B.H.R. 2 are within the route of the proposed new O'Connor Drive extension ROW. Indirect adverse impacts due to construction-related vibration are anticipated for two buildings (15 and 17 Civic Road) which have been identified as heritage attributes within C.H.L. 2.	• Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s, C.H.L.s, and commemorative features. • As there are direct adverse impacts anticipated to the former General Engineering Company (G.E.C.O.) lands (C.H.L. 2) and the property at 2201 Eglinton Avenue East (B.H.R. 2), and given their potential cultural heritage value, a Cultural Heritage Evaluation Report (C.H.E.R.) should be conducted for each to determine their cultural heritage value or interest (C.H.V.I.). • As there are direct impacts anticipated, should the C.H.E.R.s determine that they retain C.H.V.I., a Heritage Impact Assessment (H.I.A.) should be conducted for each to evaluate alternatives, assess potential impacts, and recommend appropriate mitigation measures.

Factor	Anticipated Impacts	Proposed Mitigation Measures
		- To ensure that the buildings at 15 and 17 Civic Road within C.H.L. 2 are not adversely affected during construction, baseline vibration monitoring should be undertaken during detailed design. Should this advance monitoring assessment conclude that the two buildings will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction. - Should future work require an expansion of the Study area, then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources. - Consideration should be given to a commemorative strategy to preserve, commemorate, and celebrate the cultural heritage of the Golden Mile. Such a strategy should be scoped in consultation with heritage staff at the City of Toronto.
Archaeological Resources	Most of the Study area is heavily disturbed and lacks archaeological potential. A small part east of Pharmacy Avenue has archaeological potential and will require Stage 2 assessment (and further stages, where recommended) prior to any ground disturbing activities.	- Conduct Stage 2 Archaeological Assessment by test pit survey at five-metre intervals for lands east of Pharmacy Avenue before any construction. - No further archaeological assessment needed for remainder of Study area; if work extends beyond current limits, assess additional lands.
Noise and Air Quality		
Noise	Most receptors show minor changes (<5 dBA), but five residential receptors near the O'Connor Drive extension exceed 55 dBA and increase by >5 dBA.	Operational: Evaluate feasibility of a noise barrier along O'Connor Drive extension during detailed design.

Factor	Anticipated Impacts	Proposed Mitigation Measures
	Construction noise will be temporary and intermittent, with potential disturbance to sensitive receptors if unmanaged. See Appendix M for the Air Quality and Noise Impact Assessment.	• Construction: Adhere to City noise and vibration by-laws; prepare Zones of Influence forms; consider pre-construction and ongoing monitoring; thoughtful scheduling of noisy activities; proactive communication with affected communities.
Air Quality	The Future Build scenario predicts major reductions in emissions of criteria air contaminants, greenhouse gases, key volatile organic compounds, and polycyclic aromatic hydrocarbons as compared to the no-build baseline. Drivers include fleet turnover, stricter emission standards, zero-emission vehicle adoption, cleaner fuels, and mode shift to transit/active transport. During construction, temporary, localized increases in emissions and particulate matter from dust, equipment exhaust, and material handling. Risk of short-term ambient air quality criteria exceedances near active sites without mitigation. See Appendix M for the Air Quality and Noise Impact Assessment.	• Operational: Support electrification and mode shift; incorporate managed vegetation along corridors for carbon sequestration. • Construction: ○ Develop and implement a Construction Air Quality and Noise Management and Mitigation Plan (AQNMMP). ○ 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). ○ Additional mitigation measures be implemented during construction in the vicinity of receptors R7 and R28 (childcare facilities) to minimize emissions from fugitive dust and the idling of construction equipment.

10 Future Commitments

The ESR identifies specific items to be reviewed and confirmed during the next phases of implementation, design and construction. Some of these commitments will address specific concerns raised by property owners and review agencies during the ReNew Golden Mile EA. Most of the preferred street design infrastructure presented in this ESR is internal to existing and potential future development sites and is only required to provide access to development sites and support the intensification proposed in the Study area. **Section 7.12** presents the current proposed implementation plan. There are some key locations outside development sites and within existing City right-of-way that may be delivered as future City capital projects:

- The Craigton Drive Reconfiguration between the intersection of Craigton Drive and Rannock Street and the intersection of Ashtonbee Road and Pharmacy Avenue;
- Ashtonbee Road streetscape improvements;
- Jonesville Crescent streetscape improvements; and
- A portion of existing Civic Road as part of the O'Connor Extension.

The proponent responsible for the next phase of implementation, design and construction, either the City or a Developer will need to address the following items of particular interest, unless noted otherwise below:

1. Property Requirements (applicable for future City capital projects):
 - a. Review and finalize property requirements identified in this report and shown on the preliminary design drawings.
 - b. Obtain Permission to Enter Agreements from landowners where access to their property is required.
 - c. Obtain construction easements as required.
 - d. It is assumed that developers will be working within their own property limits. Any work outside their property is subject to the above. Works within public right-of-way are subject to City permits.

2. Archaeology

- a. The lands east of Pharmacy Avenue require Stage 2 Archaeological Assessment by test pit survey at five-metre intervals. Stage 2 is required prior to any proposed construction activities on these lands.
- b. Should the proposed work extend beyond the current Study area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

3. Cultural Heritage

- a. During detailed design, complete C.H.E.Rs for C.H.L. 2 (Former General Engineering Company lands) and B.H.R. 2 (2201 Eglinton Avenue East, former S.K.F. plant) – this is anticipated to be completed as part of a City capital project.
- b. Prepare H.I.As if C.H.E.R.s confirm Cultural Heritage Value or Interest. – this is anticipated to be completed as part of a City capital project.
- c. Investigate partial retention options for B.H.R. 2. – this is anticipated to be completed as part of a City capital project.
- d. Implement a vibration monitoring plan and undertake baseline vibration monitoring for buildings at 15 and 17 Civic Road (heritage attributes within C.H.L. 2).
- e. Implement construction avoidance and protection measures for all identified heritage resources.
- f. Develop a cultural heritage commemoration and interpretation strategy for the Study area in consultation with the City's Heritage Planning staff.

4. Noise and Air Quality

- a. During detailed design:
 - Evaluate feasibility of a noise barrier along O'Connor Drive extension during detailed design.
- b. During Construction:
 - Adhere to City noise and vibration by-laws.
 - Prepare Zones of Influence forms.
 - Consider pre-construction and ongoing monitoring.

- Thoughtful scheduling of noisy activities.
- Proactive communication with affected communities.
- Develop and implement a Construction Air Quality and Noise Management and Mitigation Plan.

c. During Operation:

- Support electrification and mode shift.
- Incorporate managed vegetation along corridors for carbon sequestration.

5. Natural Environment

- a. A site-specific Erosion and Sedimentation Control (ESC) Plan should be implemented prior to construction, maintained during construction, and removed after construction (once soils have stabilized).
- b. Develop and maintain a Spills Management Plan, including on-site spill kits and trained personnel.
- c. Avoid vegetation removal from April 1 to August 31 to protect nesting birds under the Migratory Birds Convention Act. Where clearing during this period is unavoidable, conduct nest screening surveys by a qualified avian biologist prior to work. Suspend work in areas where active bird nests are identified and implement species-appropriate buffers or timing delays.
- d. Avoid tree removal or pruning between May 1 and November 15 to protect potential bat maternity roost habitat, unless otherwise confirmed by MECP.
- e. Implement a Tree Protection Plan for retained trees during construction.
- f. Replace removed trees in accordance with City of Toronto Urban Forestry compensation ratios. Where on-site planting is not feasible, provide cash-in-lieu compensation (\$583 per tree).
- g. A portion of the proposed Ashtonbee Road Design falls within TRCA's Regulated Floodplain near the intersection at Ashtonbee Road and Birchmount Road. As such, a permit may be required at the detailed design stage.
- h. Provide the following during detailed design, as requested by the TRCA: General arrangement drawings, site grading plan, ESC Plan, Restoration Plan, and Landscape Plan for the relevant project area, refer to TRCA

standard notes ([Standard-Notes-February-2026.pdf](#)). Delineation of TRCA's Regulated Area limit on all the drawings.

6. Roadway Design

All future commitments related to roadway design are outlined in **Section 7.13**.

7. Transit Facilities

- a. Stop locations and transit amenities to be identified and confirmed during detailed design in consultation with the TTC and Metrolinx.
- b. The need for delineation through proposed bus stop area by signage, tactile warning or change in elevation with active transportation facilities will be confirmed during detailed design.

8. Geotechnical Investigations

- a. The pavement design must be re-assessed during detailed design. Consideration of composite pavement structure designs should also be given and evaluated during detailed design.
- b. Detailed geotechnical investigation will be required to confirm the subsurface conditions and recommendations identified during this Study. This work should incorporate:
 - A detailed pavement investigation including additional boreholes within the existing roadway pavement, widening, and realignment areas to further define the subgrade conditions, determine topsoil/organic thickness, and confirm the pavement design recommendations.
 - Coring of the existing asphalt and non-destructive testing such as Falling Weight Deflectometer (FWD) testing should be considered to further assess suitable rehabilitation options for specific sections of the existing pavement structure.
 - Complete additional boreholes and analysis in areas where significant changes in proposed grades, if required, are planned.
 - Further assessment of dewatering requirements, impacts and mitigations, and the need for a Permit to Take Water or Environmental Activity and Sector Registry registration.
 - Environmental site assessments and chemical testing of soils in accordance with O. Reg. 406/19, to determine management options for excess excavated soils.

9. Contamination and Groundwater

- a. 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.
- b. Considering that a significant portion of the Study area 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 recommended roadways.
- c. Additional soil and groundwater investigations should be completed during detailed design to characterize potential contamination associated with the identified Areas of Potential Environmental Concern (APECs), EcoLog Survey findings, and historical spill records. The findings should be used to confirm the presence of contaminants of concern and identify areas requiring consideration during design and construction.
- d. If construction dewatering is required, the potential for groundwater flow alterations to mobilize or redirect contamination from identified or potential contaminated areas should be evaluated. Where a potential risk is identified, appropriate monitoring, mitigation, and contingency measures should be developed.
- e. Where underground services are proposed within or adjacent to identified APECs, the detailed design should incorporate appropriate engineered measures, such as trench barriers or equivalent hydraulic controls, to minimize preferential groundwater flow pathways and contaminant migration.
- f. Potential impacts to existing groundwater users should be assessed, including the three historical water supply wells identified in the Phase I ESA, if they remain active. The assessment should also identify whether any existing wells may be encountered during construction and, where applicable, describe how they will be managed in accordance with O. Reg. 903 (Wells).
- g. Given that the Study area is located within a Highly Vulnerable Aquifer (HVA), the Source Water Protection assessment should further describe the implications of the HVA designation and evaluate potential effects of the proposed works on groundwater quality and groundwater uses. Applicable Source Protection Plan policies should also be identified, where appropriate.
- h. During construction, if any excavations below groundwater levels are needed, for water taking more than 50,000 L/day an authorization to take water would be required. Where applicable, the assessment should evaluate anticipated

dewatering rates, duration, groundwater drawdown, radius of influence, discharge locations, potential impacts on groundwater users, nearby surface water features, and cumulative effects associated with nearby groundwater takings.

- i. Additional soil characterization, delineation, and documentation should be completed per O. Reg. 406/19 (On-Site and Excess Soil Management), particularly in areas where excavation is proposed within or near identified APECs.
- j. Given the anticipated increase in impervious surface coverage associated with the proposed roadway improvements, the proposed stormwater management approach should demonstrate that groundwater recharge and site water balance can be maintained or that no unacceptable impacts on groundwater resources are anticipated.

10. Drainage and Stormwater Management

- a. Update design criteria to include the requirements defined by the CLI-ECA.
- b. The type and size of LIDs will be confirmed during detailed design and will account for the TRCA's LID requirement that a minimum of 1 m separation between the bottom of the LID and seasonally high groundwater table can be maintained, and with reference to the TRCA's LID Planning and Design Guide ([LID SWM Planning and Design Guide](#))
- c. In-situ infiltration rate measurements should be completed at all proposed Low Impact Development (LID) facility locations to confirm the soil infiltration rates and groundwater levels.
- d. Recommendations from the Basement Flooding Remediation and Water Quality Improvement Master Plan Class EA – Study Area 34 (2018), the Toronto Basement Flooding Capacity Studies – Bundle D Area 47: Study Report (2022), and WWFMG (2006) shall be considered and/or implemented in consultation with the City of Toronto and Toronto Water.
- e. A continuous flow path should be provided for any external drainage that enters the O'Connor Drive, Golden Mile Boulevard, or Craigton Drive ROW to continue to receive and convey external drainage to its respective outlet.
- f. A spread analysis should be completed at the detailed design stage to ensure that the ponding at low points does not exceed the above criteria.

- g. Further hydrologic analysis is required during the detailed design stage to confirm that the peak flows into the receiving system do not exceed the specified maximum allowable peak flow from the WWFMG (2006).
- h. Location and design of the bioretention systems will need to be confirmed based on the additional available information to ensure that all design criteria can be met.
- i. Appropriate quantity control measures shall be implemented during detailed design, if it is determined that quantity control is required for the roadway runoff.
- j. The feasibility, location and design of the bioretention systems will need to be confirmed based on additional available information to ensure that all design criteria can be met.
- k. The MECP has requested that a detailed Stormwater Management Plan be developed during later stages of design and to be shared with the MECP when the proponent applies for a stormwater Environmental Compliance Approval.
- l. The MECP noted that “Enhanced Water Quality Protection” Level 1 should be applied to all future stormwater management facilities. When stand-alone stormwater control cannot achieve Level 1 protection, a treatment train approach that includes bioretention systems, vegetative buffers, oil grit separators and/or infiltration trenches should be considered in all suitable areas.

11. Utilities

- a. Confirm the location of existing utilities, resulting impacts and required relocations.
- b. Review and coordinate utility relocations, including hydro pole relocation and overhead wiring.
- c. Develop utility relocation plans with the utility companies and resolve all identified conflicts.
- d. Update all utility information prior to construction to ensure that the data is accurate and to finalize relocation requirements as necessary.
- e. Determine formal definition of impacts on utilities in consultation with individual utility companies.

12. Summary of Anticipated Permits and Approvals

- a. For project work within a TRCA regulated area, a permit under O.Reg 41/24 will be required in consultation with the TRCA.
- b. Submit a Vibration Control Form to the City as part of the constructure permit application.
- c. Environmental Compliance Approval (ECA) for stormwater works needed during detailed design under the City's CLI-ECA framework.

13. Constructability

- a. Develop a traffic management plan to determine how traffic and pedestrian access will be accommodated during construction and how access to properties in the Study area will be maintained.
- b. Provide all construction access, construction pads, and provisions, and grading alterations for the construction along with all protective measures, and details on the reconstruction and/or restoration of the disturbed areas.

14. Additional Consultation and Coordination

- a. The exact scope and timing of future rehabilitation works at the Eglinton Pumping Station are uncertain at this time, however, Toronto Water staff have indicated that it is beyond the 10-year plan. Therefore, the plan will require that the proposed Craigton reconfiguration not proceed until 1) the EMS paramedic station has been relocated, and 2) Toronto Water approves the specific mitigation measures proposed to protect the Eglinton Pumping Station and transmission infrastructure beneath the new road. Transportation Services will continue to consult with Toronto Water as required.
- b. Meet with utility companies as required where potential impacts to existing or future services are identified.
- c. Consult with affected property owners including those where property is required or where access to their property will be impacted.
- d. Consult with regulatory agencies as required.
- e. Coordinate with other projects in the proximity of the Study area.
- f. The ReNew Golden Mile EA Study area is within the review zone of the Line 5 ECLRT corridor. As such, any works conducted within the public ROW must receive prior approval from Metrolinx for potential space and time conflicts

(i.e., excavation, shoring, scaffolding, hoarding, utility upgrades, sidewalk closures, lane closures or reductions, hauling routes, etc.). Consultation with Metrolinx will be required during detailed design. In addition, notification is also required at least six months before start of construction, and to contact Metrolinx' Utility & Roadway review team at MCReviews@metrolinx.com with details of the proposed works.