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Appendix L.2

Stage 1 Consultation Materials

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Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

ReNew Golden Mile: Reconfigured & New Major Streets

Municipal Class Environmental Assessment Notice of Study Commencement

The City is holding a virtual public meeting where you can learn more about this study, ask questions and share your comments:



Monday, April 17, 2023 - 6:30 p.m. to 8:30 p.m.

To join by computer, smart phone or tablet, register through the project web page.

To join by phone call 416-915-6530 when the meeting starts and enter 22461 937 1672

Background

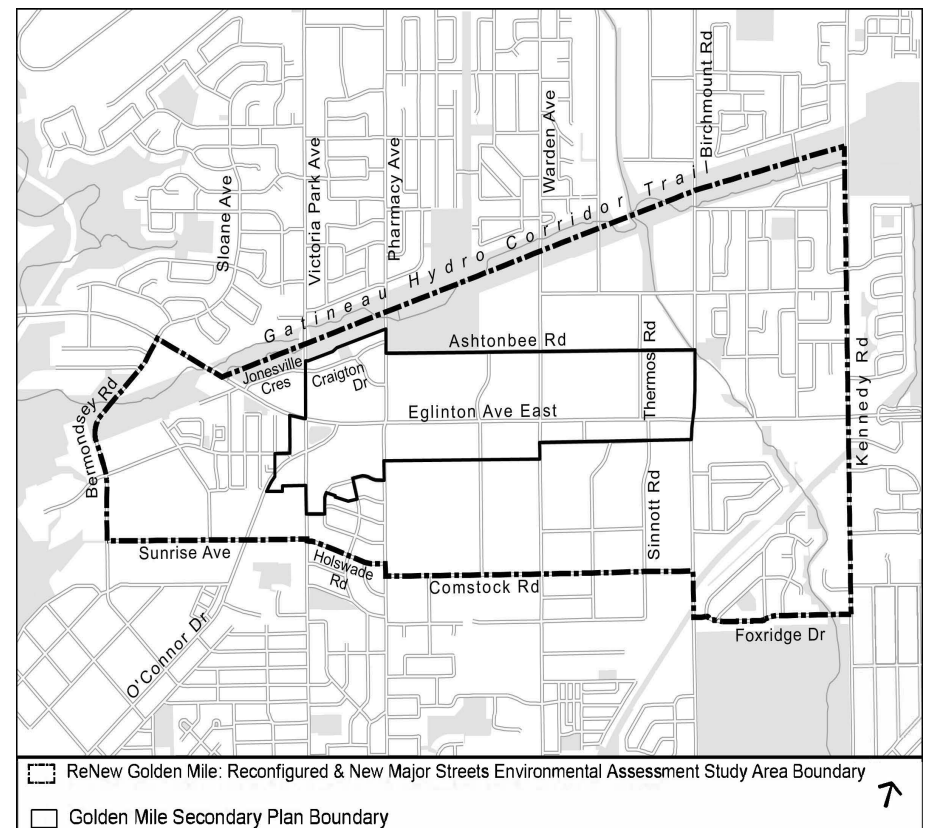
This Study is being planned following the **Schedule C** process in the **Municipal Class Environmental Assessment 2023**, building on the recommended infrastructure improvements identified in the Golden Mile Secondary Plan Study that was completed in 2020 and included the Golden Mile Transportation Master Plan.

The study area is bounded by Bermondsey Road to the west, the Gatineau Hydro Corridor Trail to the north, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south, and Kennedy Road to the east.

Project Details

The ReNew Golden Mile Study will develop, evaluate and recommend road alignments and design options for the following transportation network improvements:

- Realignment and redesign of O'Connor Drive, with an extension to Birchmount Road
- A new east-west public street from Victoria Park Avenue to Birchmount Road
- A realignment, widening and reconfiguration of Craigton Drive
- A potential reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection
- Corridor improvements at Jonesville Crescent, Craigton Drive and Ashtonbee Road from Eglinton Avenue East to Birchmount Road.



We would like to hear from you.
Submit your comments by May 1, 2023.

To comment, or if you are unable to attend, contact:



Tel: 416-338-2986



Email: goldenmile@toronto.ca
Visit: toronto.ca/goldenmile

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

ReNew Golden Mile: Reconfigured & New Major Streets Environmental Assessment Study

Stage 1 Consultation Report

January 2024

Prepared by: Dominic Cobran
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Executive Summary

The City of Toronto is carrying out a Municipal Class Environmental Assessment (EA) Study to determine the design of new major streets and for the design, realignment and/or extension of some existing major streets identified in the Golden Mile area. The Study will complete Phases 3 and 4 of the EA process. The Study builds on the recommended infrastructure improvements identified in the Golden Mile Secondary Plan Study that was completed in 2020 and included the Golden Mile Transportation Plan (TMP) that completed Phases 1 and 2 of the EA process.

Public consultation activities began in December 2022 with two meetings between the City and developers with active applications within the study area. Other activities included a stakeholder meeting and a virtual public meeting. The public was notified using several media, including a mailed public newsletter, print advertisement in the Scarborough Mirror, email invitations to stakeholders, agencies and utilities and First Nation communities and a project website.

This report details public and stakeholder feedback received between December 13, 2022 to May 1, 2023 on the proposed alignment options, as well as the evaluation criteria via online survey.

Overall, feedback identified the following:

- **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 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 Eglinton Crosstown Light Rail Trains (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 to 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.

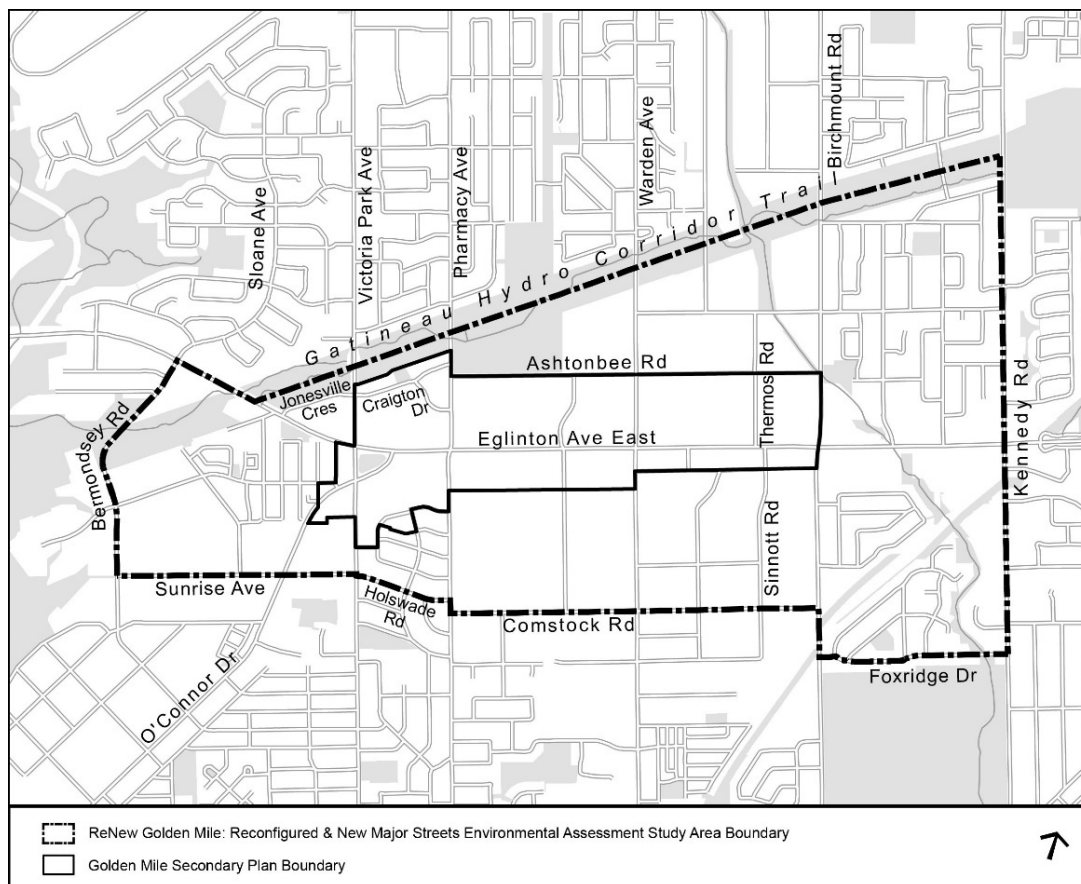
Project Overview

The City of Toronto is carrying out a Municipal Class Environmental Assessment (EA) Study to determine the design of new major streets and for the design, realignment and/or extension of some existing major streets identified in the Golden Mile area. The Study will complete Phases 3 and 4 of the EA process. The Study builds on the recommended infrastructure improvements identified in the Golden Mile Secondary Plan Study that was completed in 2020 and included the Golden Mile Transportation Plan (TMP) that completed Phases 1 and 2 of the EA process.

The process involves development and evaluation and make recommendations for road alignments and design options for the following transportation networks:

- A realignment and redesign of O'Connor Drive, with an extension to Birchmount Road
- A new east-west public street from Victoria Park Avenue to Birchmount Road
- A realignment, widening and reconfiguration of Craigton Drive
- A potential reconfiguration of Thermos Road and Sinnott Road at the Eglinton Avenue East intersection.
- Corridor improvements at Jonesville Crescent, Craigton Drive and Ashtonbee Road from Eglinton Avenue East to Birchmount Road.

This report summarizes consultation activities and feedback received during Stage 1 consultation, taking place from December 2022 – May 2023.



The map above identifies the boundaries of the study area. The area is bounded in the north by Gatineau Hydro Corridor Trail, Kennedy Road to the East, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south and Bermondsey Road to the west.

Notification & Consultation Activities

Notification

A variety of methods were used to notify stakeholders and members of the public the week of April 3, 2023 about Stage 1 consultation:

- Project Website www.toronto.ca/goldenmile
- Print Advertisement in the Scarborough Mirror
- Canada Post direct mail (14,695 addresses in study area)
- Email to project list (over 80 contacts)
- Emails to Indigenous communities, provincial and municipal agencies and utilities
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (65 contacts)

Activities

Phone & Email Comments

Stakeholder 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.

Indigenous Engagement

Information on the project and an invitation to engage with the project team was sent to 9 identified Indigenous communities by way of email. Follow-up emails were also sent. One (1) representative provided feedback which is detailed under the feedback section of this report.

Agency and Utility Notification

Over 60 agency and utility representatives were notified of the commencement of the project by email. Comments received from each agency/utility representative are highlighted under the feedback section of this report.

Developers' Meetings

Two meetings were held for developers with development applications that are subject to conditions of the EA on December 13 and December 15, 2023. For the first meeting, staff met with 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 organizations attended the first meeting and 9 representatives from 7 organizations attended the second meeting. HDR Inc, consultants engaged by the City, made a presentation and representatives were given the opportunity to ask questions or provide initial feedback.

Stakeholder Meeting(s)

A virtual stakeholder meeting was held on February 2, 2023 from 6:30 – 8:30 p.m. More than 60 stakeholders were invited to attend. Representatives from 3 local organizations participated and are listed below:

1. Cycle Toronto
2. Walk Toronto
3. Toronto East Cyclists

The meeting was facilitated by Dominic Cobran, Senior Coordinator in the Public Consultation Unit, and featured a presentation on alignment options by Heather Templeton, Project Manager with HDR Inc, Consultants. Opportunities for questions and feedback followed the presentations. Participants were provided with a survey to record feedback during the meeting, or send in submissions afterward, and a notetaker recorded minutes.

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 display panels/presentation slides and comment form, were posted to the project website on April 3, 2023, and hard copy materials were made available upon request.

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 project and asked the 20 questions listed below.

1. What alignment/street improvements are you interested in providing feedback for?
2. Which statements describe your relationship to Golden Mile?
3. How do you typically travel on or around Golden Mile?
4. What are the first 3 digits of your postal code?
5. Overall, what are your top 5 priorities for new and reconfigured major streets in the study area?
6. **O'Connor Drive Reconfiguration:** Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?
 - Considering the space available (27m), how important are the following design features to you? **(Refer to online survey section for design features)**
7. **O'Connor Drive Extension to Birchmount Road:** Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?
 - Considering the space that will be available (27m), how important are the following design features to you? **(Refer to online survey section for design features)**
8. **Craigton Drive Reconfiguration:** Do you have any concerns with the recommendation to carry forward both alignments for further study and evaluation?
 - Considering the space available (23m), how important are the following design features to you? **(Refer to online survey section for design features)**
9. **Potential Thermos Road and Sinnott Road Realignment:** Do you have any concerns with the recommendation to carry forward all five alternatives for further study and evaluation?
 - Considering the space available (23m), how important are the following design features to you? **(Refer to online survey section for design features)**
10. **Golden Mile Boulevard:** Do you have any concerns with the recommendation to carry forward four alternatives for further study and evaluation?
 - Considering the space available (20m), how important are the following design features to you?

- Considering the space available (27m), how important are the following design features to you?
- 11. Do you have any comments about the evaluation framework? Are there any additional criteria that should be considered?
- 12. In the second phase of consultation the project team will present streetscape improvements for Jonesville Crescent and Ashtonbee Road. What should the project team consider in developing the streetscape improvements for these two streets?
- 13. Are there any existing intersections located along or near the streets we are studying that have safety issues or other considerations we should be aware of?
- 14. Do you have any additional comments about the study or the alternatives that are being considered?

What We Heard

Members of the public are concerned about the impact of all the alignment options presented on the various communities in the Golden Mile area, particularly on residential streets. These sentiments were most clear for the alignments associated with O'Connor Drive. In the survey, respondents expressed varying level of concerns with the alignment options, further articulating that the alignments will require the expropriation of commercial properties. It is also felt that creating or rerouting new streets through existing communities will mean higher traffic volumes in these neighbourhoods as they will be used for cut-through traffic, disturbing the neighbourhood.

A lot of feedback highlighted that many businesses in the area have been around for a long time and are considered by the community to be essential businesses. Moreover, many of these are small businesses that provide local employment. Any expropriation of lands occupied by businesses will negatively impact the local economy, as the existing businesses support the community and are well-needed.

The communities in the Golden Mile value green spaces. Much reference was made to the need to preserve and expand these green spaces as part of survey feedback. It was also ranked as the highest priority for respondents when asked about the top 5 priorities for new and reconfigured streets.

Traffic flow is another area of concern that featured highly in feedback. With incoming density in the area due to various infrastructure developments, including residential areas and new places of work, there is a worry that the space made available for cars will not be enough. There is a general desire to see traffic flow maintained throughout the area.

Feedback Summary

Public Event

During the April 17, 2023 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Accessibility	- Consideration for people using wheelchairs should be included in the options presented - Consideration should be given to people who are disabled/cannot walk long distances
Active Transportation	- Inquiry regarding materials used to install cycling lanes in the newly constructed areas - Not enough room to add separators for bike lanes

	- The presentation and feedback in this meeting do not promote transit and does not acknowledge the LRT; it is instead too car-focused - Building the bike lanes will not result in people using them, as is the case on the Danforth
Alignment options	- Presentation does not show any improvement in the north-south connectivity on local roads crossing Eglinton Avenue East originally identified in the original secondary plan consultations, which impacts pedestrian safety - Inquiry about why the proposed alignment from phase 1& 2 for Craigton Drive was not included in the current phase of study
Business Services and economic implications	- Inquiry regarding restoring all retail along Golden Mile once work is completed - Work with developers to ensure existing retail could occupy spaces - Inquiry about the kinds of jobs anticipated to come to the area through density and redevelopment - Inquiry about plans to accommodate the needs of new population coming into the area - Many foundational businesses will be lost based on what is proposed and they are critical to the communities' fabric
Cost of work	- Inquiry regarding who will be paying for this work and if it will result in property taxes being raised - Developers should contribute to paying for new and reconfigured roads
Impact to existing property	- Inquiry about impact to Eglinton Square Mall by the O'Connor Drive extension - Inquiry about the amount of lands that will be expropriated by the City for the project - Inquiry about impact of the study on the ongoing review of development applications and if developments will need to be put on hold if a section of Golden Mile is within the scope - Inquiry about where the city will find space to build the newly proposed Golden Mile Boulevard - There will be implications to parking at 1400 Victoria Park as only half will remain, and the proposed development will cast a shadow over existing residential structures - Many of the landowners along Golden Mile Boulevard have Council/Ontario Land Tribunal approval that may be impacted by many of the alternatives presented
Parking Opportunities	- Inquiry about the number of public parking opportunities to be provided by developers and opportunities for people to park while shopping in new retail spaces
Traffic impacting safety	- Creating an O'Connor bypass will result in more traffic and increased speed which threatens pedestrian safety. - Widening roads north and south of Eglinton will result in high density of cut-through traffic - The options presented may result in increased traffic impacts to businesses in the area and an increasing hazard for children - Sunrise Avenue and Holswade Road is a dangerous intersection and plans should be made to fix it as part of this exercise

Stakeholder Meeting & Comment Submissions

During the February 2, 2023 stakeholder meeting, participants expressed questions and comments summarized below:

Topic	Comment Summary
Connection to cycling network	- Inquiry about whether the proposed cycling facilities in the project being connected to the overall cycling network plan
General design feedback	- The alternatives presented are all very similar and makes it hard for residents to make comparisons - Explore improving the 'on the ground' experience in the project area due to the 50,000 increase in residents in the future - Inquiry about why staff is considering a 'do-nothing +' alternative for the Sinnott Road/Thermos Road realignment
Impact to properties	- Inquiry about cultural properties in the area being impacted by the proposed work - Inquiry about identification of all property impacts in the project area
Prioritizing transit in the project area	- Inquiry about when transit priority improvements will be initiated for Victoria Park Avenue and Warden Avenue
Support for project	- Stakeholder looks forward to future improvements in the area - Happy that the O'Connor Drive reconfiguration alternatives that impact existing properties west of Victoria Park Avenue have been screened out.

Meeting with Developers

City staff held two meetings on December 13 and December 15, 2022 with developers with active development applications within the project area. The first was held with developers north of Eglinton Avenue East and the second with developers south of Eglinton Avenue East. A summary of feedback from each meeting is found below:

December 13, 2022

Topic	Question and Comment Summary
Alternate alignment to the City's proposals	- Developers in the area, through various settlement processes have developed an alignment that all landowners have agreed to and the city should assess it
Background work to inform current work	- Various settlements have been reached across Golden Mile for land use which should feed into the City's future considerations for infrastructure development
Future engagement with developers	- Would like to identify opportunities for developers to check-in with the city as alternative designs are advanced
Impact to existing property	- Regarding the Thermos Road and Sinnott Road realignment, there is an existing office building where the alternative is being proposed and there are no plans to tear down that building

December 15, 2022

Topic	Question and Comment Summary
Collaboration Opportunities	- The BA group (working on behalf of developers in the project area) is working with two developers to advance work done by the city and would like to closely collaborate on some designs
Impact of study on future development and existing property	- The draft options east of O'Connor Drive consider avoiding a water tower but are drawn through an existing mall that may be there for a very long time - The City needs to confirm that the EA process will not hinder the planning approval process for active development applications
Issues with alignments presented	- Options for reconfiguration of O'Connor Drive are inconsistent with city policies and with the Transportation Master Plan - First alternative of the O'Connor reconfiguration proposes to split 1861 O'Connor Drive property and does not represent the land use permissions
Time of completion of EA and its impact	- If decisions are not made on alignments, developers can proceed with their holding zone provisions, which could ultimately impact where the roads are proposed to go

Indigenous Feedback

A response was received from the Mississaugas of Scugog Island First Nation and is summarized below:

Topic	Comment Summary
Desire to be engaged further	- Mississaugas of Scugog Island First Nation wishes to be engaged in the project and will provide comments once the EA report and other studies are available

Agencies/Utilities Feedback

Comments were received by the following agencies and utilities:

Rogers

- Rogers Communications has an existing plant on drawings presented; the City should ensure clearances of 0.3m vertically and 0.6m horizontally
- There is an aerial plant in the project area owned by Rogers
- Fiber Optic Cable is present in the area where options are proposed. The City should obtain locates and maintain the appropriate clearance if it is proceeding.
- There may be construction activities at the plant.

Ontario Ministry of the Environment, Conservation and Parks

- The ministry provided the list of communities to be consulted in 2022.
- Attached supporting documents to ensure the project team will address relevant concerns identified if applicable to the project

Enbridge

- Will review all planning and development notifications to determine proximity and potential impact the liquid pipeline network.

Toronto and Region Conservation Authority (TRCA)

- Digital submissions, including all Technical Advisory Committee agendas, minutes, public documents, final EA report should be submitted to TRCA for review and comment prior to publication
- The EA study is subject to a review fee
- The TRCA has interest within the study area as it relates to natural systems, natural hazard management and issues related to climate change.
 - Throughout the EA process, the City should address opportunities to avoid, restore and mitigate impacts to valley and stream corridors.

Stakeholder Comments

A total of 11 comment submissions were received via email from stakeholder/external organizations/property owners listed and summarized below:

1. Lakeshore Group
2. DD Acquisitions Partnership
3. Kingsett Capital
4. Riocan
5. BA Group
6. 10285773 Corp/Artlife Development
7. 1468 Victoria Park Avenue
8. Golden Mile Landowners' Group

Topic	Comment Summary
Golden Mile Boulevard alignment	- Recognition should be made to the coordination efforts made by Golden Mile Landowners Group to create an alignment for Golden Mile Boulevard - Any evaluation of options for Golden Mile should assess the compatibility of each with development plans
Impact to existing property	- O'Connor Drive reconfiguration options bisect existing buildings and shopping mall lands, as well as property for active development. It is also inconsistent with GMSP. O'Connor Drive should intersect with Pharmacy Avenue as proposed in the development applications submitted by Metro - Property is a commercial and social asset to the community as it rents to several small businesses that are essential; any decision to expropriate lands would negatively impact these businesses
Impact to planned development	- Any change to the right-of-way or alignment of the O'Connor Drive Extension on the Site will adversely impact the OPA and Zoning approvals already in place - A significant portion of the alignment of the future Golden Mile Boulevard runs through the 1900 Eglinton Avenue East lands, bisecting it in the east-west direction. As such, the specific alignment of the new road will have significant impacts to the development blocks within the site. Alignment 2, 3 and 3B differ significantly from the road alignments assumed in the 1900 Eglinton Avenue applications and the GMSP. TMP solutions differ from GMSP and City policy
General Comments	- The range of development applications, development approval status and site-specific approvals by City Council should be presented as part background context of the project

	- Explain why Sinnott Road and Thermos Road realignment options are being advanced when it was previously removed from the Golden Mile Secondary Plan - The use of the term 'consistent with City policies' in alternative evaluations may be too general - Mappings in presentation differ to those provided through the Golden Mile Secondary Plan - More details required on the draft evaluation framework and what metrics are used in the evaluation of options - Reference should be made to recommended street network approved by Council that reflects the guiding framework of streets guiding development in the Golden Mile area. Street network map displayed is inconsistent with map presented as part of the Golden Mile Secondary Plan
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Email and Phone Comments

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

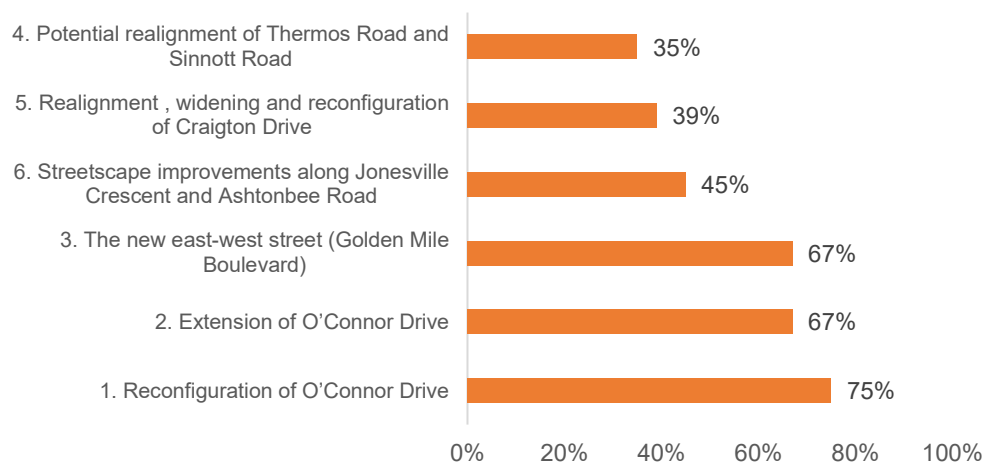
Topic	Comment Summary
Residential Impacts	- Inquiry regarding possible construction implications for residents south of the Golden Mile Secondary Plan boundary and Southmead Road - I fear losing local amenities in the name of progress, but understand that improvements need to be made
Road Redesign recommendations	- Issues with large trucks cutting through Holswade Drive illegally to Pharmacy Avenue; inquiry about smoothing at the intersection to minimise large truck traffic and traffic circle at Holswade Drive and Harris Park

Online Survey

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

Question 1 – Feedback on Alignments

What alignments/street improvements are you interested in providing feedback for?

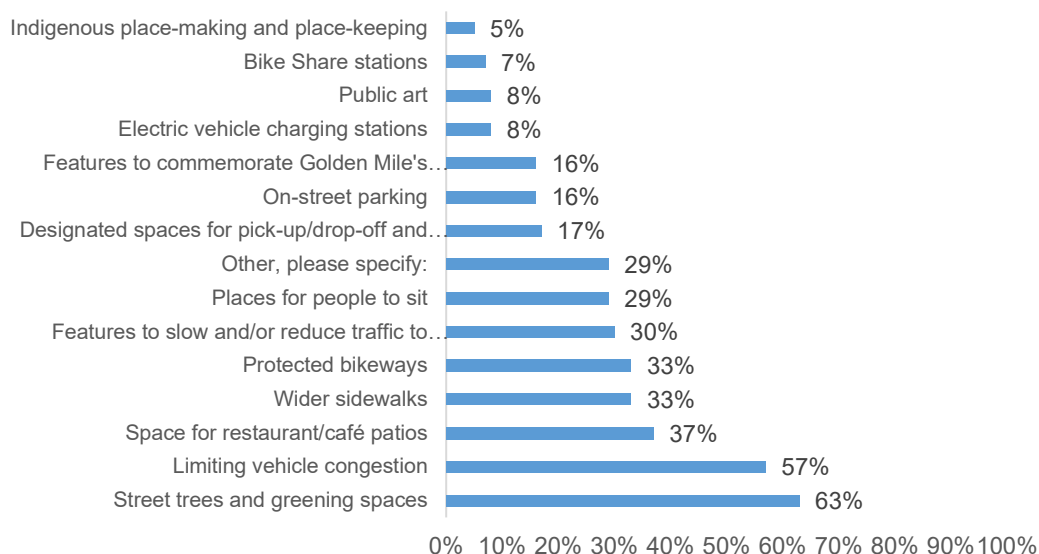


A total of 96 respondents gave a response to this question. Respondents were able to select multiple alignments/street improvements. 75% were interested in providing feedback on the

reconfiguration of O'Connor Drive, with 67% interested in providing feedback on the extension of O'Connor Drive and Golden Mile Boulevard.

Question 2- Top Priorities for New and Reconfigured Major Streets

Overall, what are your top 5 priorities for new and reconfigured major streets in the study area?



Respondents were able to select up to 5 potential priority improvements, and a total of 86 respondents completed the question. The majority selected three improvements as most important:

1. Street trees and greening spaces (63%)
2. Limiting car congestion (57%)
3. Space for restaurant/café patios (37%)

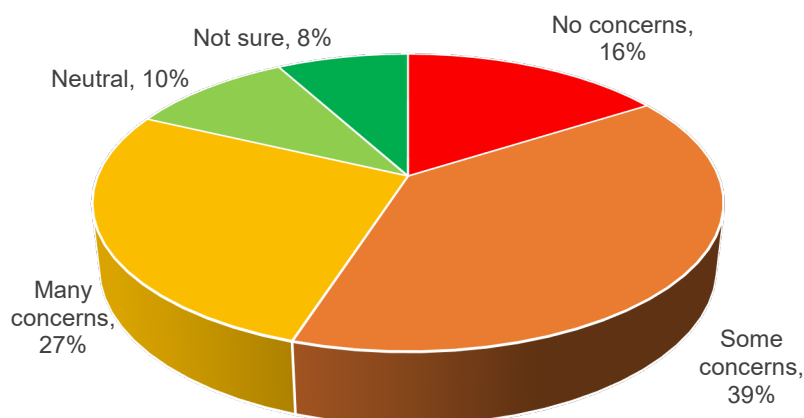
Protected bikeways (33%), wider sidewalks (33%) and features to slow traffic (30%) were also identified as top priorities.

Additional comments received to this question are summarized below:

- Ensure that there are little/no impact to existing businesses/retention of critical commercial stores
- More retail spaces
- Improve traffic, keep it on main roads and out of neighbourhoods
- Safe streets for employees and businesses
- Reduce traffic volume on some streets
- Provide more movement between pedestrians and vehicles

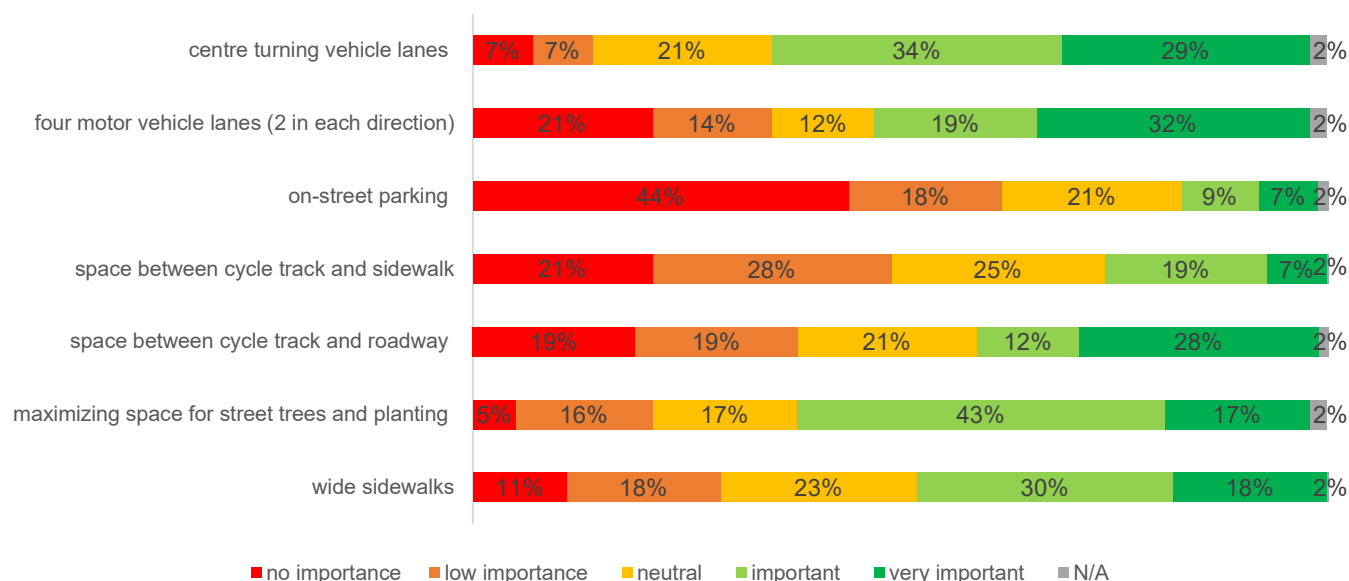
Question 3- O'Connor Drive Reconfiguration

3A- Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?



A total of 62 responses were received to this question. A total of 66% of respondents have some or many concerns with the screening. 16% of respondents have no concerns. 10% are neutral and 8% are unsure.

3B- Considering the space available (27m), how important are the following design features to you?



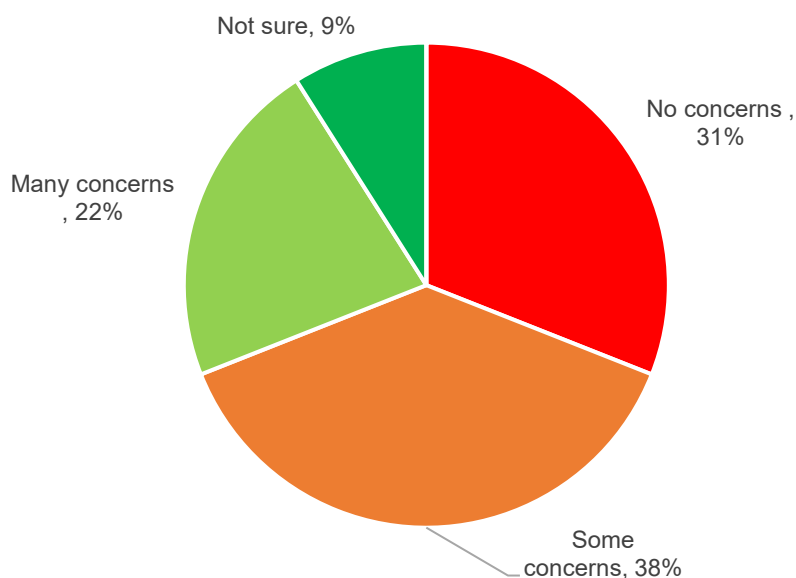
A total of 59 responses were received to this question. Among the features considered important or very important are centre turning vehicle lanes (63%), maximizing space for street trees and planting (60%) and four motor vehicle lanes (51%). On-street parking (62%), space between cycle track and sidewalk (49%) and space between cycle track and roadway (38%) are of no or low importance.

Additional comments received to these questions are summarized in the following chart:

Topic	Comment Summary
Green spaces	- Trees and plantings are very important - Refrain from impacting the green space as much as possible
Impact to existing communities	- Inquiry regarding how changes to O'Connor Drive impact the use of Holswade Road. Currently used as a shortcut between Pharmacy Ave and Victoria Park Ave, causing speeding and loud traffic - The proposal will cause more construction and disruption after residents already lived through Eglinton LRT construction - Minimize construction close to Clairlea neighbourhood
Cycling facilities	- Bike lanes must be prioritized - Bike lanes must include bike traffic lights - Separation for pedestrians and cyclists will feel safer
Road Configuration	- Proposal will impact property that currently has planning approvals in place - 4-lane roadway will isolate residents living south from businesses and services - Creating a 4-lane road through a residential area is not ideal
Other	- More specific information required on alternatives - Options presented promote use of the area as a through-fare instead of neighbourhood

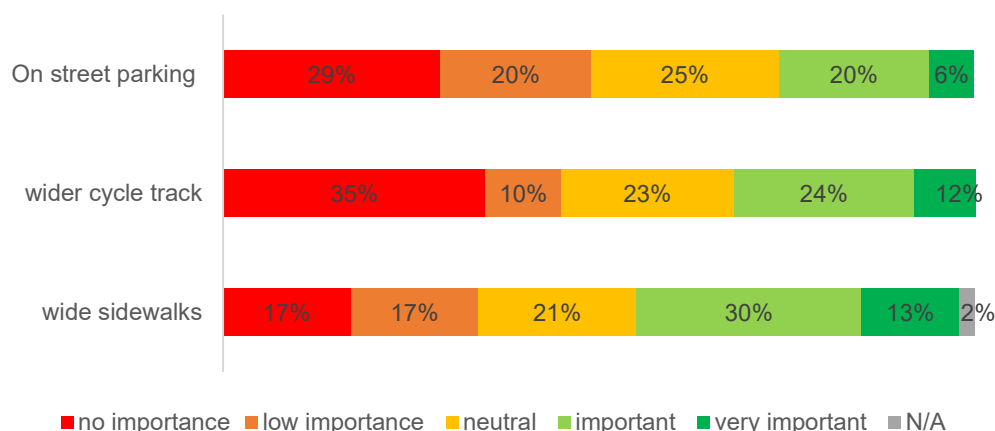
Question 4- O'Connor Drive Extension

4A- Do you have any concerns with the results of the screening and carrying forward Alignments 1, 2 and 3 for further study and evaluation?



A total of 55 responses were received to these questions, with 60% of respondents having some or many concerns with the screening. 31% of respondents had no concerns with the screening and 9% were unsure.

4B- Considering the space that will be available (27m), how important are the following design features to you?



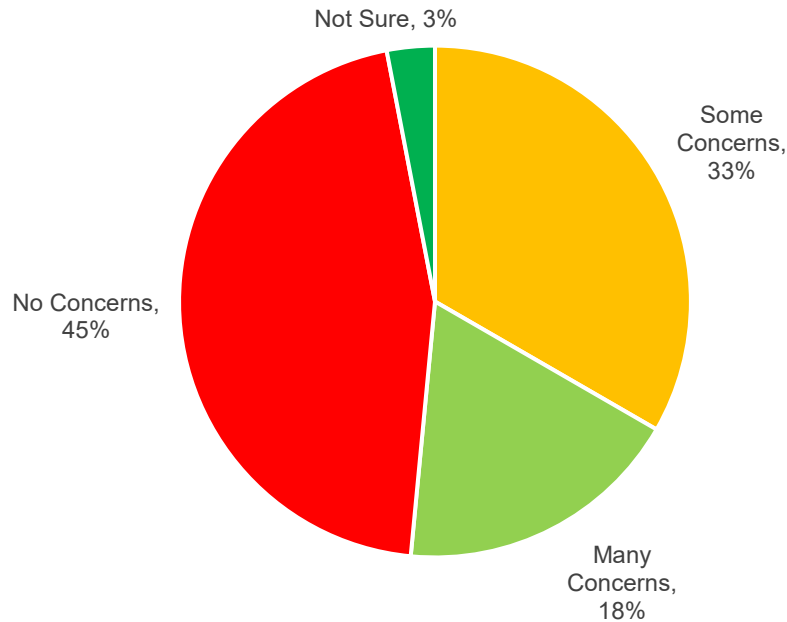
There were 53 responses to this question. 43% of respondents identified wide sidewalks as important or very important. 49% of respondent identified on-street parking as having no or low importance.

Additional comments received to these questions are summarized in the following chart:

Topic	Comment Summary
Impact to existing property	- Alignments 1,2,3,4 and 5 go through commercial lands at Pharmacy Avenue and impact operations - Alignment will impact the preservation of Canadian Tire - Try to avoid destroying existing buildings
Parking	- On street parking should not be necessary, should only be necessary if there are no parking lots - Option 2 is best for businesses in the area for accessing parking - On street parking would be helpful
Other	- South of this area at Warden/Camstock, safety issues need to be addressed before new buildings are constructed - Narrow north-south segments could cause congestion - Widening street configurations not suitable for Civic Road as it will be located too close to businesses, making it unsafe

Question 5- Craigton Drive Reconfiguration

5A- Do you have any concerns with the recommendation to carry forward both alignments for further study and evaluation?



A total of 33 responses were received to this question, with 53% of respondents having some or many concerns with the screening, 45% with no concerns and 3% unsure.

5B- Considering the space available (23m), how important are the following design features to you?



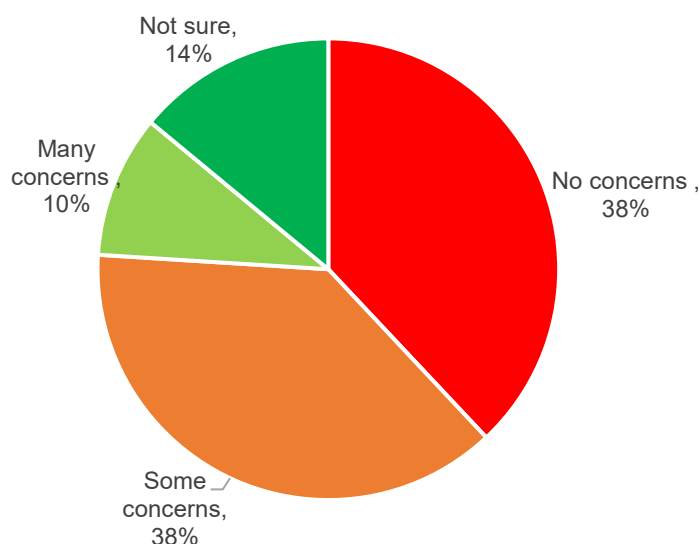
There were 33 responses to this question, with 53% of respondents identifying maximizing space for street trees and planting as important or very important. 51% of respondents found street parking at key destinations as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Support for changes	- Either alignment choice will be an improvement for the area - Design changes are needed to improve safety and better navigation
Impact to the environment	- Go with the option that would have the least environmental impact - Do not impact green space as much as possible
Impact to existing infrastructure	- Any realignment at Craigton Drive and Pharmacy Avenue must have minimal impact on access to service - Option 1 goes right through a building which is not ideal
Other	- Restore Eglinton Avenue to its original 6 lane configuration with standard width motor vehicle lanes

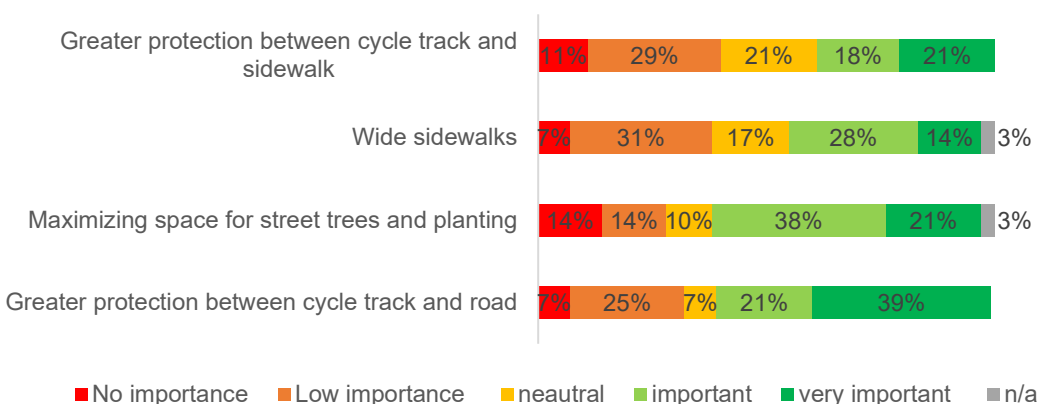
Question 6- Potential Thermos Road and Sinnott Road Realignment

6A- Do you have any concerns with the recommendation to carry forward all five alternatives for further study and evaluation?



A total of 29 responses were received to this question, with 48% of respondents having some or many concerns with the screening, 38% with no concerns and 14% unsure.

6B- Considering the space available (23m), how important are the following design features to you?



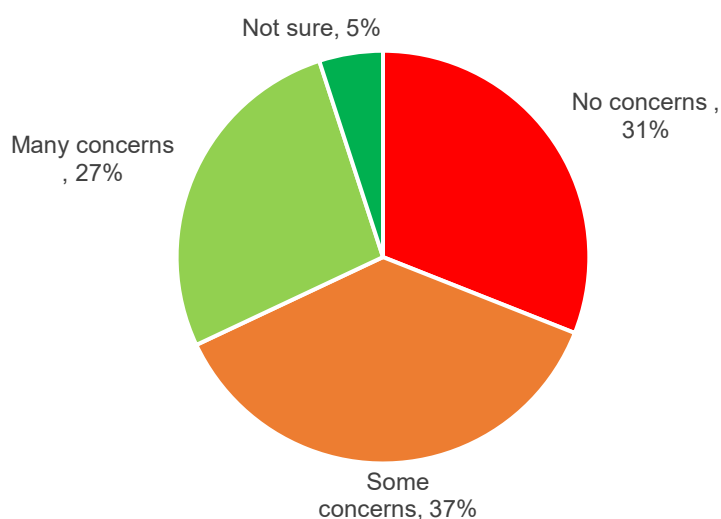
29 responses were received to this question. Greater protection between cycle track and the road is seen as very important or important (60%) while Greater protection between cycle track and sidewalk is seen as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Realignment to Eglinton Avenue	- Realignment at Eglinton Avenue is important - How will realignment be accomplished with the new LRT already constructed in the middle of Eglinton Avenue?
Impact to the environment	- Go with the option that would have the least environmental impact - Do not impact green space as much as possible
Impact to existing infrastructure	- Try to avoid destroying infrastructure
Other	- Restore Eglinton Avenue to its original 6 lane configuration with standard width motor vehicle lanes

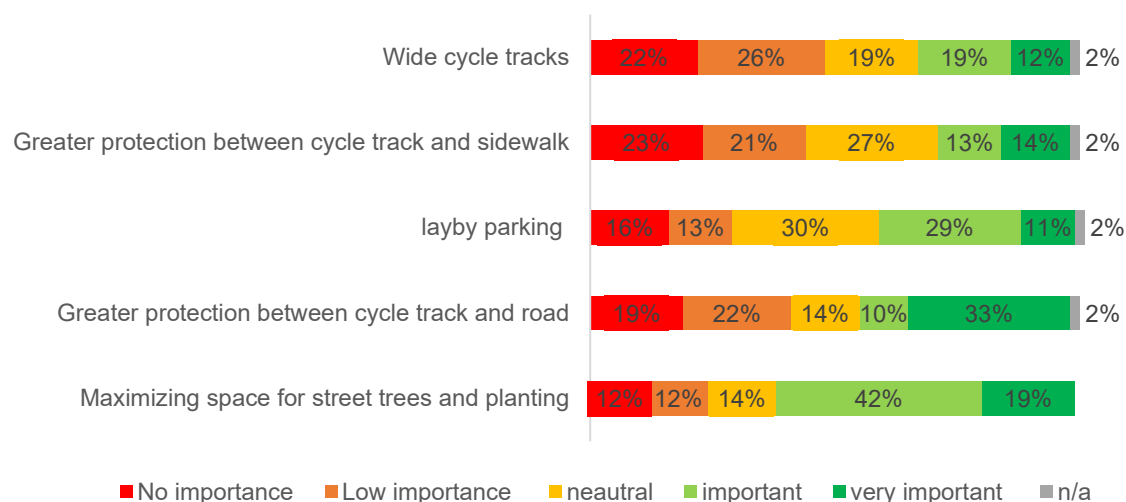
Question 7- Golden Mile Boulevard

7A- Do you have any concerns with the recommendation to carry forward four alternatives for further study and evaluation?



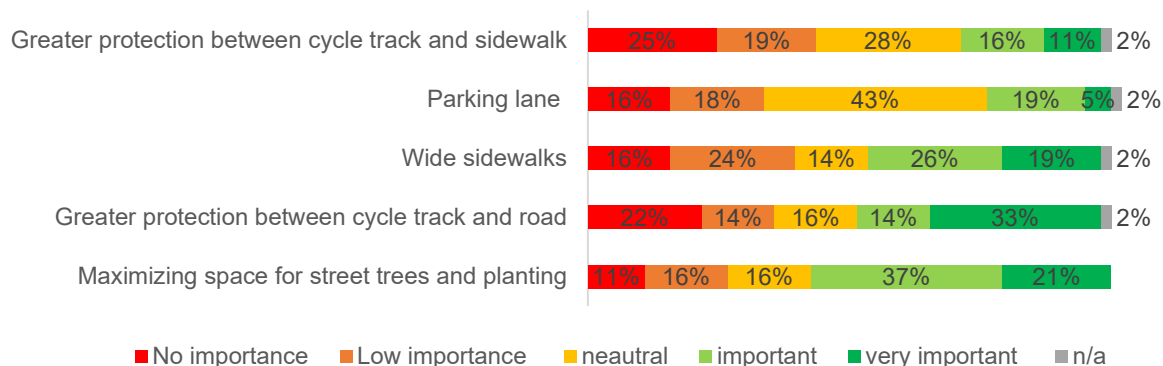
There were 59 responses to this question, with 64% of respondents having some or no concerns with the alternatives, 31% having no concerns and 5% not sure.

7B- Considering the space available (20m), how important are the following design features to you?



There were 59 responses to this question, with maximizing space for trees and planting being considered important or very important (59%) and wide cycle tracks being considered to have no importance or low importance.

7C- Considering the space available (27m), how important are the following design features to you?



There were also 59 responses to this question, with maximizing space for street trees and planting being seen as important or very important and greater protection between cycle track and sidewalk being seen as having no or low importance.

Additional comments received to this question are summarized in the following chart:

Topic	Comment Summary
Impact to existing infrastructure	- Plan proposes to remove existing infrastructure (commercial) which the community relies heavily on - Do not destroy the shopping area - Shops and parking lots are essential to those who will be moving into the area and should be built on

Green spaces	- Proposal will have an environmental impact - Many people live in the area because of access to green spaces - Appreciate the green spaces being worked into the plan
Accessibility	- With this construction, how will the elderly access services in the area - Consideration for the needs of the elderly and disabled need to be taken into account when building
Parking	- Need parking for stores with all the condos being built - parking lots are essential for this area
Other	- Hakimi Drive is dangerous coming out of parking lot - Straight crossing at Hakimi Drive is important for moving all road users

Question 8- Feedback on the Evaluation Criteria

Do you have any comments about the evaluation framework? Are there any additional criteria that should be considered?

A total of 30 responses were received to this question and are summarized in the following chart:

Topic	Comment Summary
Support for evaluation framework	- Framework is thorough and addresses future and current concerns - It contains the necessary evaluation criteria - The framework is very good, however its application can be subjective and biased; quality of life must be considered
Economic implications	- The O'Connor reconfiguration routes 1, 2 & 3 violates the economic criteria of 'minimizing business impacts' - Keep local businesses, don't make them leave - Economical should be a higher priority on the list - How will businesses at the expansion to Birchmount Rd be accommodated? - The disruption to businesses along Civic during the construction/reconfiguration will be devastating and dangerous
Traffic congestion	- Increased density will impact traffic congestion running through existing neighbourhoods - Study does not adequately assess congestion in the area
Property impact	- Reconfiguration of O'Connor Drive will affect area that currently has planning approvals in place
Mobility	- Criteria is overly focused on vehicle travel - Mobility is most important - Vehicle travel time savings should not be a priority
Additional considerations	- Availability of space for parks - Consideration for the elderly and disabled; access to all buildings and commercial spaces, as well as safe intersections should be included - Traffic is inevitable with incoming density, so infrastructure should be built with the future in mind - All criteria must be measurable so it can be evaluated against - There should be consideration about impact on existing residential neighbourhood roads - There should be consequences for not meeting criteria included

Question 9- Streetscape Improvements for Jonesville Crescent and Ashtonbee Road

In the second phase of consultation the project team will present streetscape improvements for Jonesville Crescent and Ashtonbee Road. What should the project team consider in developing the streetscape improvements for these two streets?

There were 21 responses to this question. The most prominent responses are summarized in the table below:

Topic	Comment Summary
Green Spaces	- Plant as many trees to reduce greenhouse gases - Plants should be native - Preserve existing green spaces - Streetscape should be prioritized - Improve green spaces
Improving pedestrian experience	- Walking infrastructure needs to be included, not much sidewalk on Tisdale Avenue - Implement pedestrian crossing - Safer connections for pedestrians - Sidewalks on both sides of the street/add more sidewalks - Streetscape should be prioritized for pedestrian use
Traffic congestion	- Improve traffic flow - No lanes for cyclists in order to reduce gridlock; discourage bicycle use - Low impact to vehicle access and the flow of traffic - Restore Eglinton Avenue back to original 6 lanes with standard motor vehicle lanes
Parking	- Limit parking distribution to residents and businesses - Ensure adequate parking
Additional considerations	- Safer cycling facilities - Make better use of taxpayer funds/resources

Question 10- Additional Feedback

10A- Are there any existing intersections located along or near the streets we are studying that have safety issues or other considerations we should be aware of?

There were 35 responses to this question, summarized below:

- The intersection of Pharmacy Avenue and Eglinton Avenue, including left turn lanes at Pharmacy Avenue south to Eglinton Avenue and westbound lane. Turn arrow needed.
- Comstock Road and Warden Avenue, several accidents have happened there. Signage is poor and lanes are confusing
- Comstock Road and Pharmacy Avenue
- Holswade Road and Comstock Road intersection are dangerous
- Victoria Park Avenue intersections are close to each other and have too many traffic lights, sometimes resulting in traffic jams and safety issues for pedestrians
- Pharmacy Avenue and Ashtonbee Road
- Several issues on Eglinton Avenue, including the timing of the traffic lights and restoration of 6 lanes with turn lanes

10B- Do you have any additional comments about the study or the alternatives that are being considered?

There were 33 responses to this question, summarized below:

Topic	Comment Summary
Business impact	- Eglinton Square is a valuable mall/shopping destination to residents and must be preserved - Get feedback from businesses in the area to find out what impacts their properties - Do not destroy commercial spaces as they are important to residents
Impact to residents	- Leave side streets alone - Residents have lived through too much construction already - Please consider the input of people living in the area
Green spaces	- All green spaces should be preserved - Use plants to separate the roads from pedestrians and cyclists - Include as many trees as possible
Motor vehicle travel lanes	- Maximize available car lanes in all the alignments - Congestion will be caused by removing two lanes from Eglinton Avenue due to LRT and will impact other streets
Flow of traffic	- Car traffic flow should be prioritized over bike lanes - Improve traffic flow - There are five sets of traffic lights on pharmacy between Biscayne and Eglinton Avenue that slows traffic - O'Connor Drive redesign should take into account southbound traffic on Victoria Park Avenue turning onto O'Connor Drive, as the lanes regularly back up - Consider reducing traffic on Holswade reduce - All lights should have advanced left turn lanes to prevent traffic
Additional considerations	- Road safety, separation of bike lanes is key now and in future

Appendices

Demographics

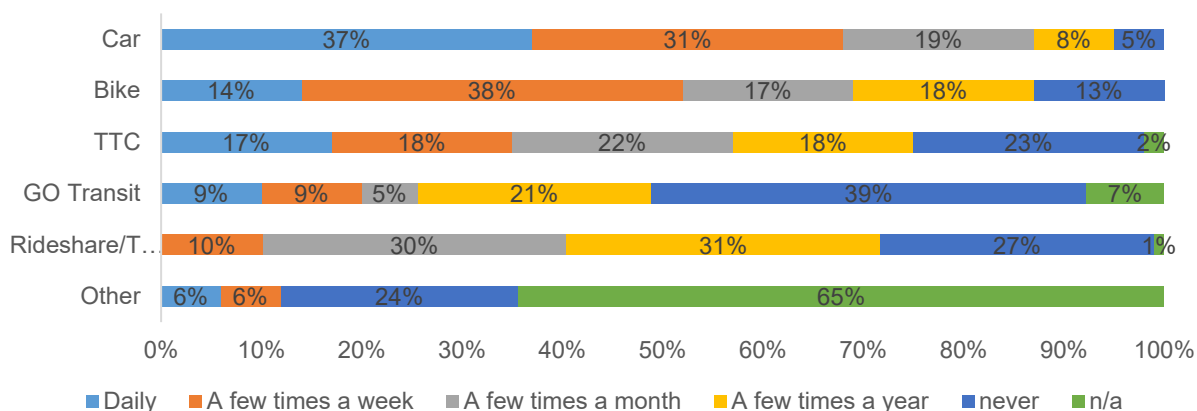
A total of 87 respondents provided optional demographic information described below.

Relationship to Study Area



The majority of respondents (71%) live within the study area.

Mode of Travel



Travel by car is used most frequently by respondents with 68% daily/a few times a week, followed by travel by bike used by 52% of respondents daily/a few times a week, and TTC used by 35% of respondents daily/a few times a week.

Age and Gender of Respondents

AGE	Percentage
85+	0.0%
75-84	2.3%
65-74	9.2%
55-64	17.2%
45-54	8.0%
35-44	21.8%
25-34	36.8%
15-24	4.6%
<15	0.0%

GENDER	Percentage
Male	56%
Female	41%
Transgender	0%
Non binary	0%
Two-Spirit	0%
Other	1%
None of the Above	1%

Most respondents were between the ages of 25 – 64, with no responses provided from individuals over 85 or under 15 years of age. Males represented 56% of responses, and females represented 41% of responses.



ReNew Golden Mile: Reconfigured and New Major Streets Environmental Assessment

Virtual Public Meeting #1

April 17, 2023

Land Acknowledgement



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



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

Introductions



City of Toronto

Cassidy Ritz – Manager, Major Projects, Transportation Services

Philip Morse – Senior Project Manager, Major Projects, Transportation Services

Sonali Praharaj – Project Lead, Major Projects, Transportation Services

Riad Rahman – Program Manager, City Planning

Andrew Au – Program Manager, City Planning

Emily Caldwell – Senior Planner, City Planning

Dominic Cobran – Senior Coordinator, Public Consultation Unit

Michele Blackwood - Coordinator, Public Consultation Unit

HDR Consulting Team

Heather Templeton – Project Manager

Using WebEx



WebEx looks different in some browsers and on mobile.

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

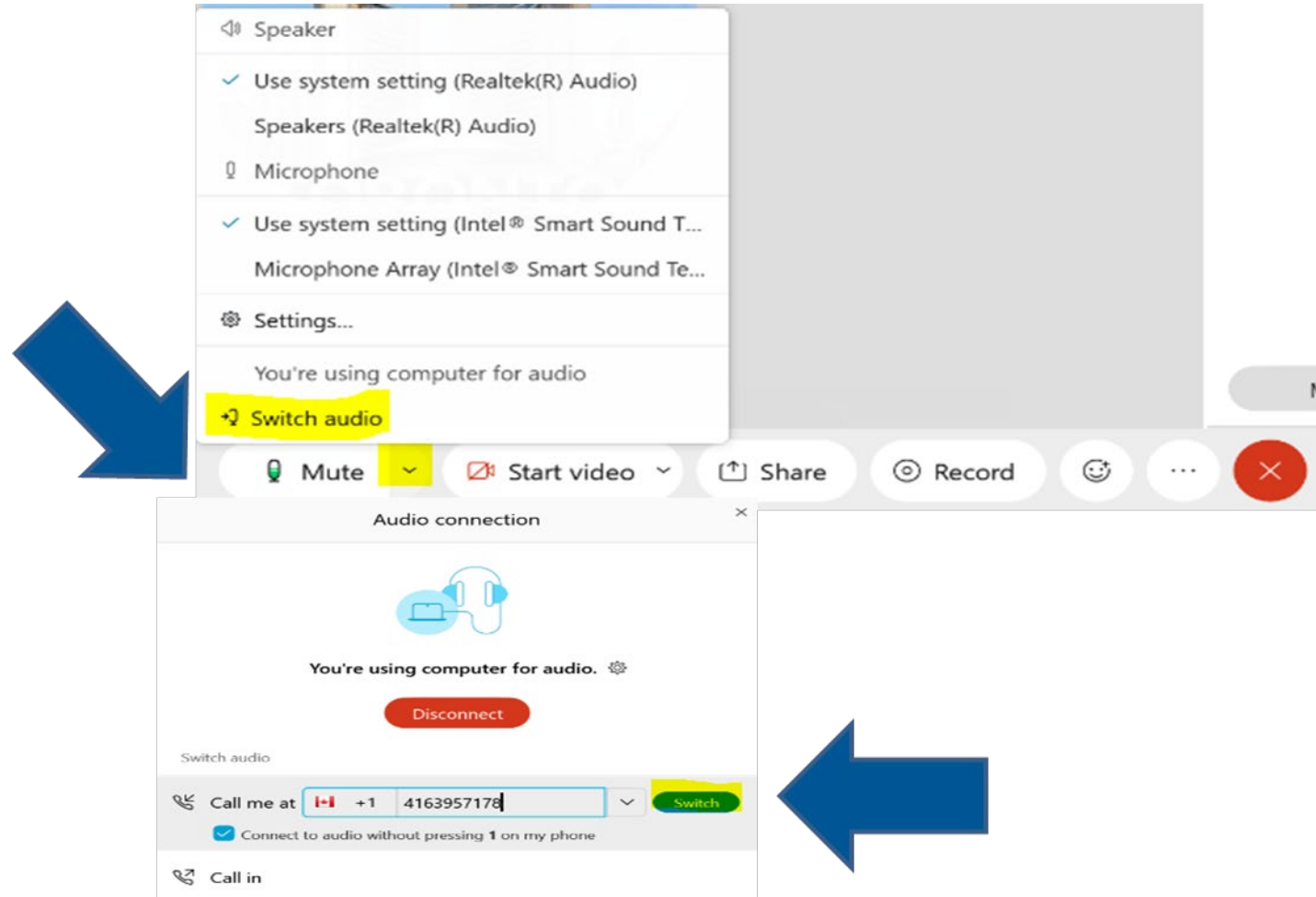
- Top Bar:** Includes "Webex", "Meeting Info", and "Show Menu Bar".
- Speaking:** Daniela Castellanos Forero (Host)
- Participants (2):** A list on the right showing "Mark De Miglio (he,him) Cohost, me" and "Daniela Castellanos Forero Host".
- Bottom Bar:** Contains various controls with blue arrows pointing to them:
 - Enable Closed Captioning:** Points to the "CC" icon.
 - Mute/Unmute Mic:** Points to the "Mute" button.
 - Start/Stop Video:** Points to the "Start video" button.
 - Share Screen:** Points to the "Share" button.
 - Raise Hand:** Points to the "Raise hand" icon.
 - Leave Meeting:** Points to the red "X" icon.
 - Open/Close Participants Chat:** Points to the "Participants" button.
 - Chat:** Points to the "Chat" button.

Webex Functions – Audio Trouble?



WebEx can call you!

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



Still Not Working? Try This!



Call Into the Meeting

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

When prompted for a meeting number,
enter:

22461 937 1672

Participating by Computer

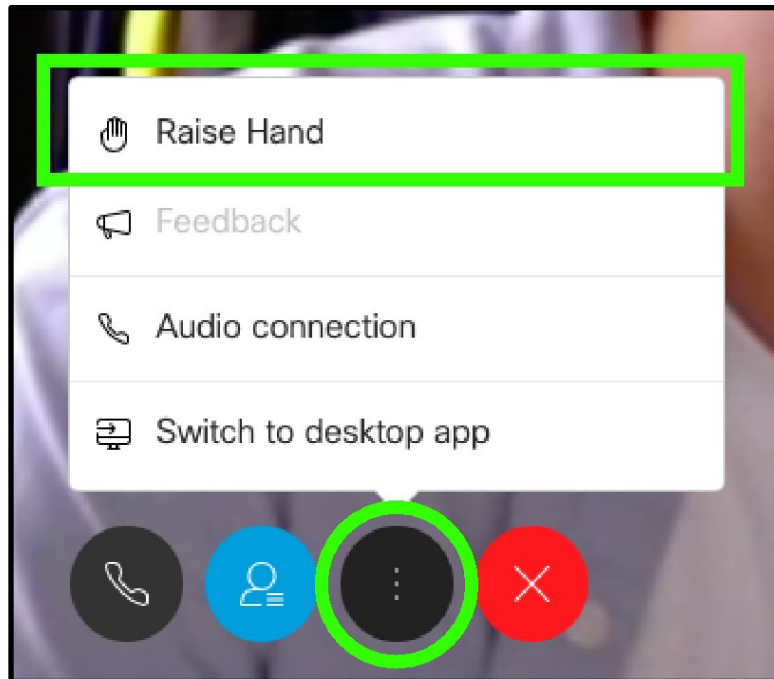


Raise your
hand or
type your
question



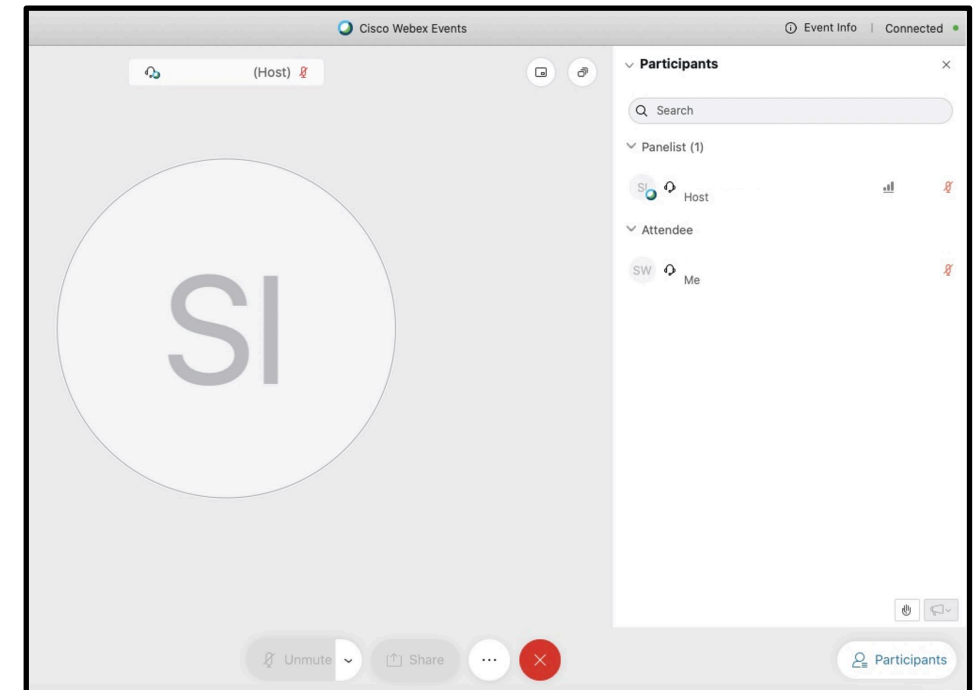
Via the internet browser

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



Via the Webex App

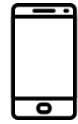
Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Participating by Smartphone or Tablet

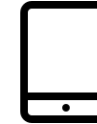
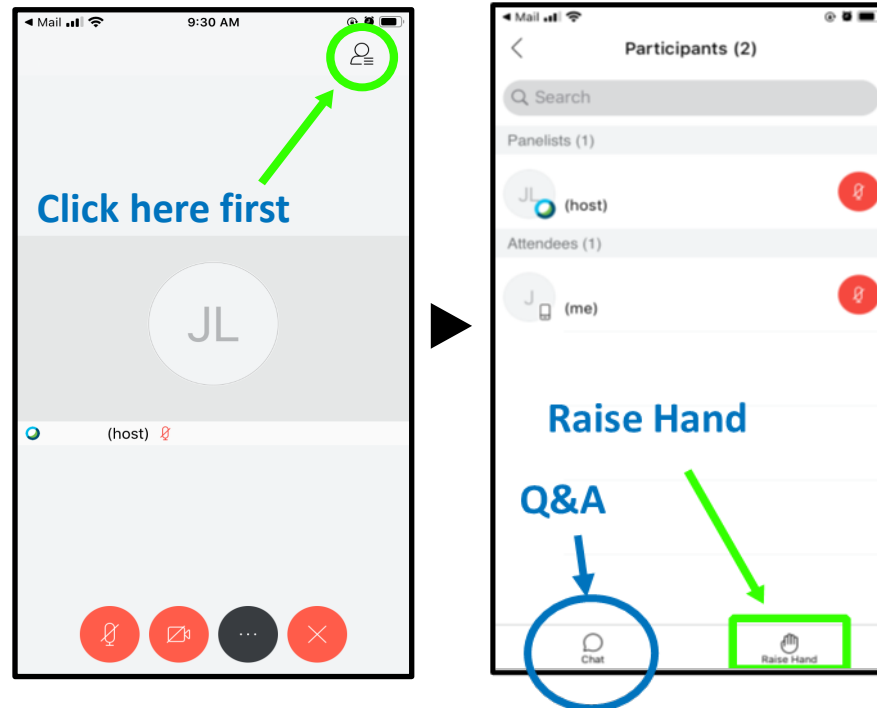


Raise your
hand or
type your
question



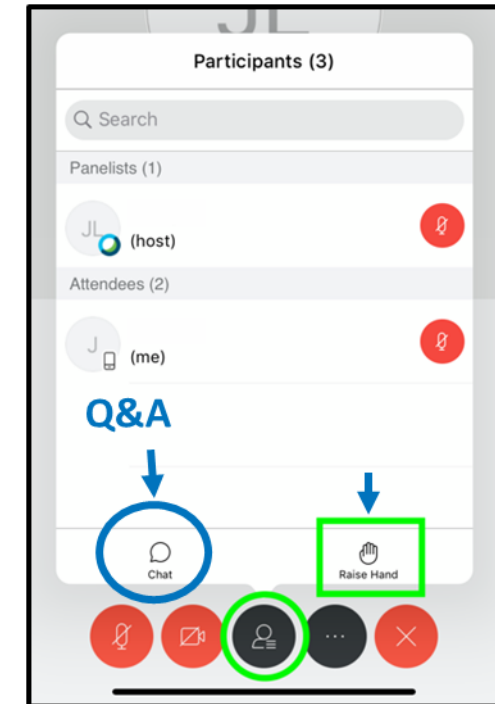
For smartphones

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



For tablets

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



Raising your hand by phone



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

Code of Conduct



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



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

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

Purpose of Today's Meeting



1. Introduction and Study Overview
2. Golden Mile Secondary Plan and Transportation Master Plan
3. Existing Conditions
4. Development Activity and Future Conditions
 - Q&A Period #1
5. Design Alternatives
 - Q&A Period #2
6. Draft Evaluation Framework
7. Next Steps
 - Q&A Period #3

Study Overview and EA Process



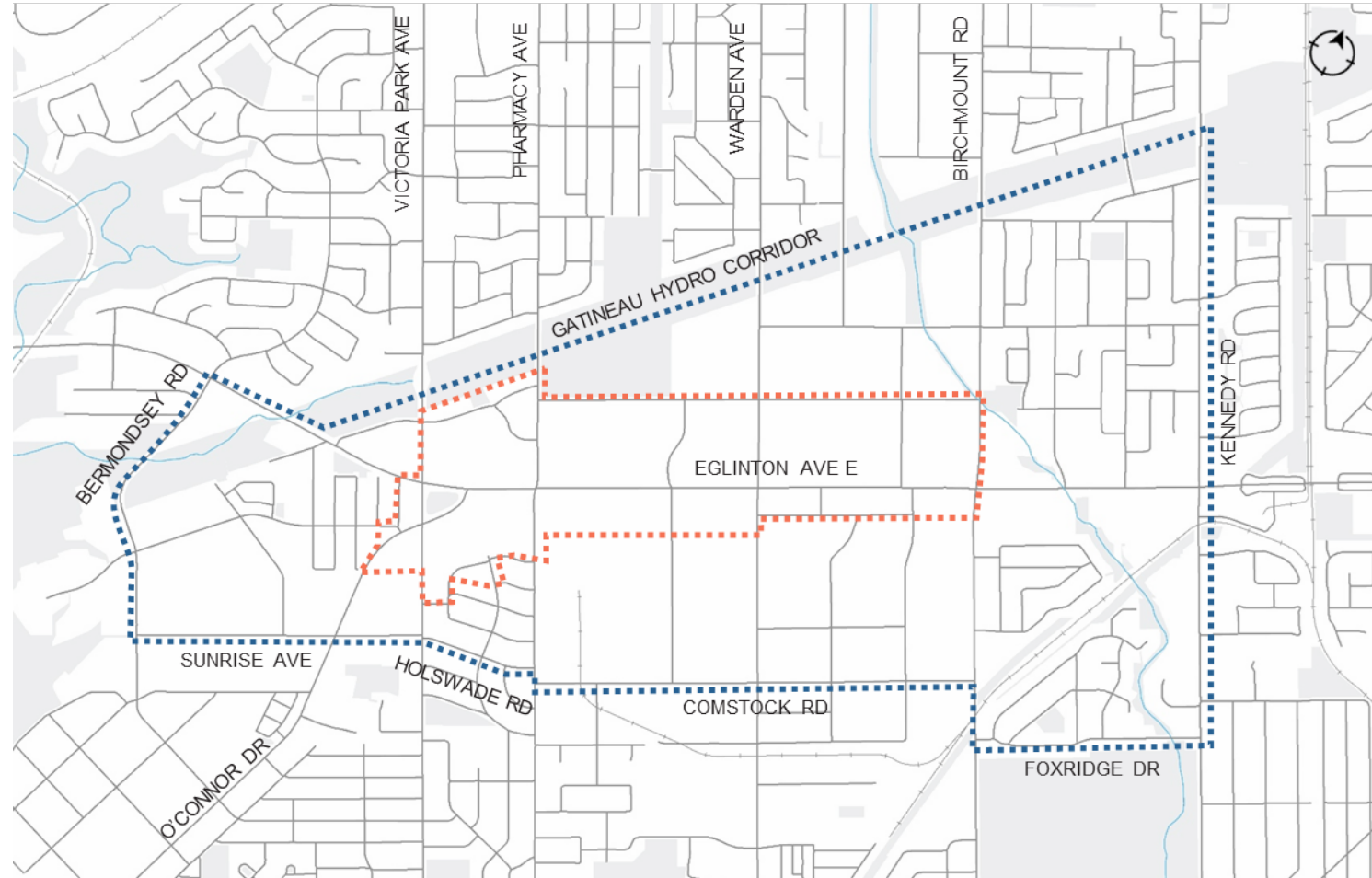
Study Overview and EA Process



This study builds on recommendations from the Golden Mile Secondary Plan (SP) and Golden Mile Transportation Master Plan (TMP).

The City of Toronto has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for transportation infrastructure in the Golden Mile area.

The study area is bounded by Bermondsey Road to the west, the Gatineau Hydro Corridor Trail to the north, Sunrise Avenue, Holswade Road, Comstock Road and Foxridge Drive to the south, and Kennedy Road to the east.



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

How Did We Get Here?



The Study Area is undergoing significant growth and expected to welcome upwards of 57,500 residents and 20,000 jobs over the next 20 years.

The Golden Mile Secondary Plan (2020)

established the vision and planning framework for the area, including: Urban Design Guidelines, Master Servicing Plan, Community Infrastructure Strategy, Parks and Open Space Strategy.

2014

2016 – 2020

2022

Eglinton Connects Planning

Study (2014) identified Golden Mile as one of six Focus Areas to accommodate future residential, mixed-use, and employment growth. Five new ECLRT stops are located in the Study Area.

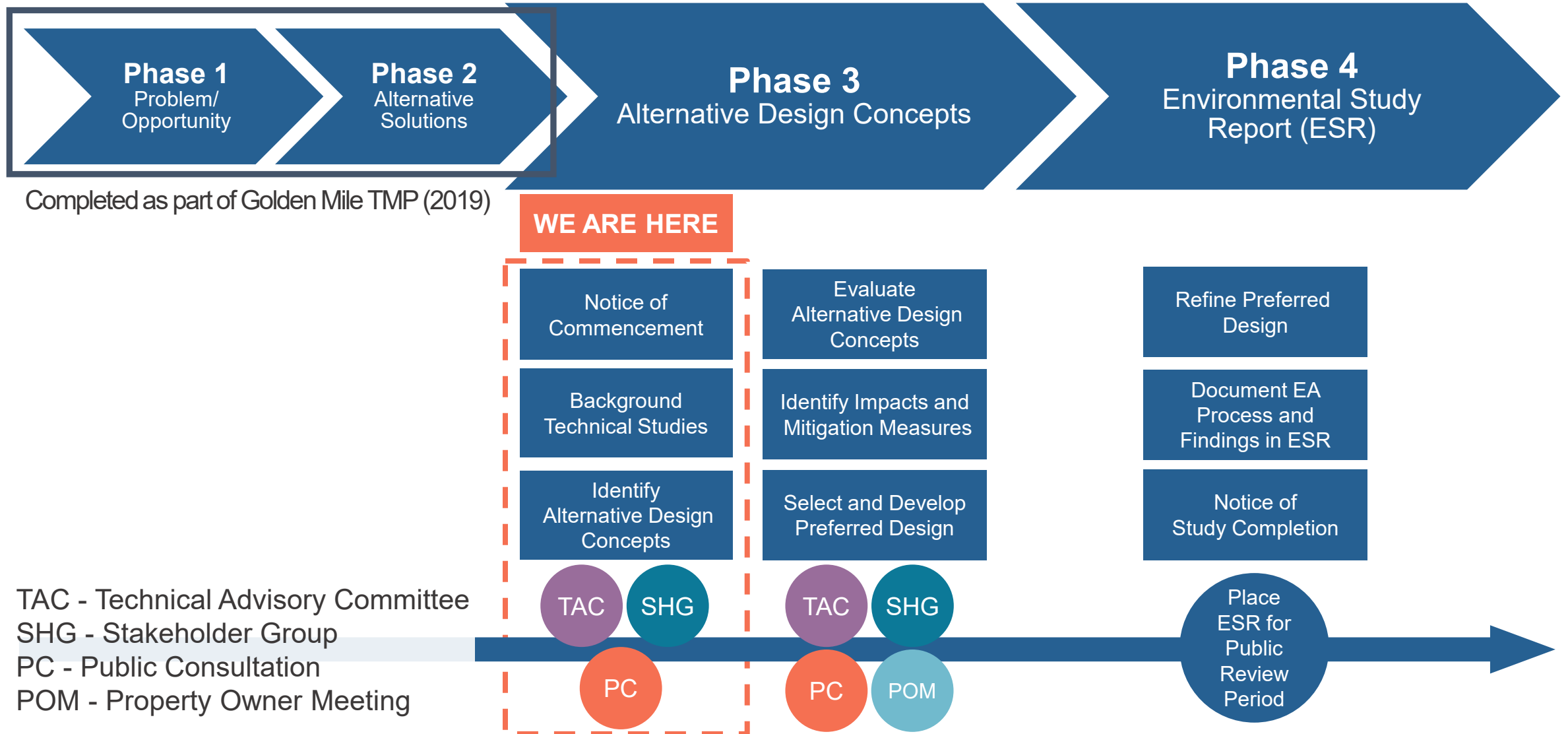
The Golden Mile Transportation Master Plan

(2019) recommended policies, programs, and infrastructure required to establish a transportation network that supports future growth. The TMP fulfilled Phases 1 and 2 of the EA process and identified the ReNew Golden Mile Phases 3 and 4 EA as High Priority.

ReNew Golden Mile

Environmental
Assessment

Class EA Process



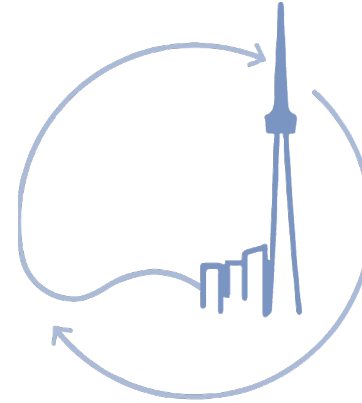
Policies, Plans & Guidelines Informing This Study



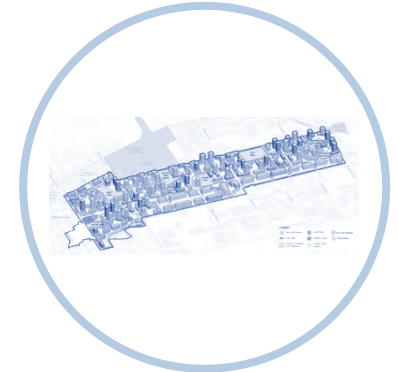
Official Plan Policies



Vision Zero Road Safety Plan



TransformTO: Climate Action Strategy



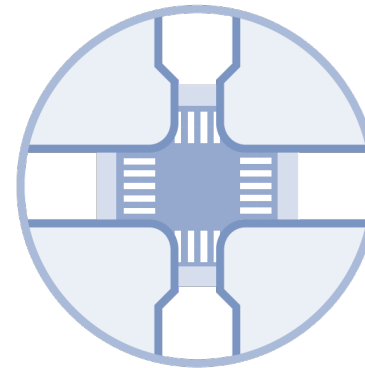
Golden Mile Secondary Plan



Green Street Technical Guidelines & Standards



Complete Street Guidelines



Intersection Design Best Practices



Golden Mile Transportation Master Plan

Golden Mile Secondary Plan and Transportation Master Plan



Secondary Plan – Vision

Conceptual Building Mass Model

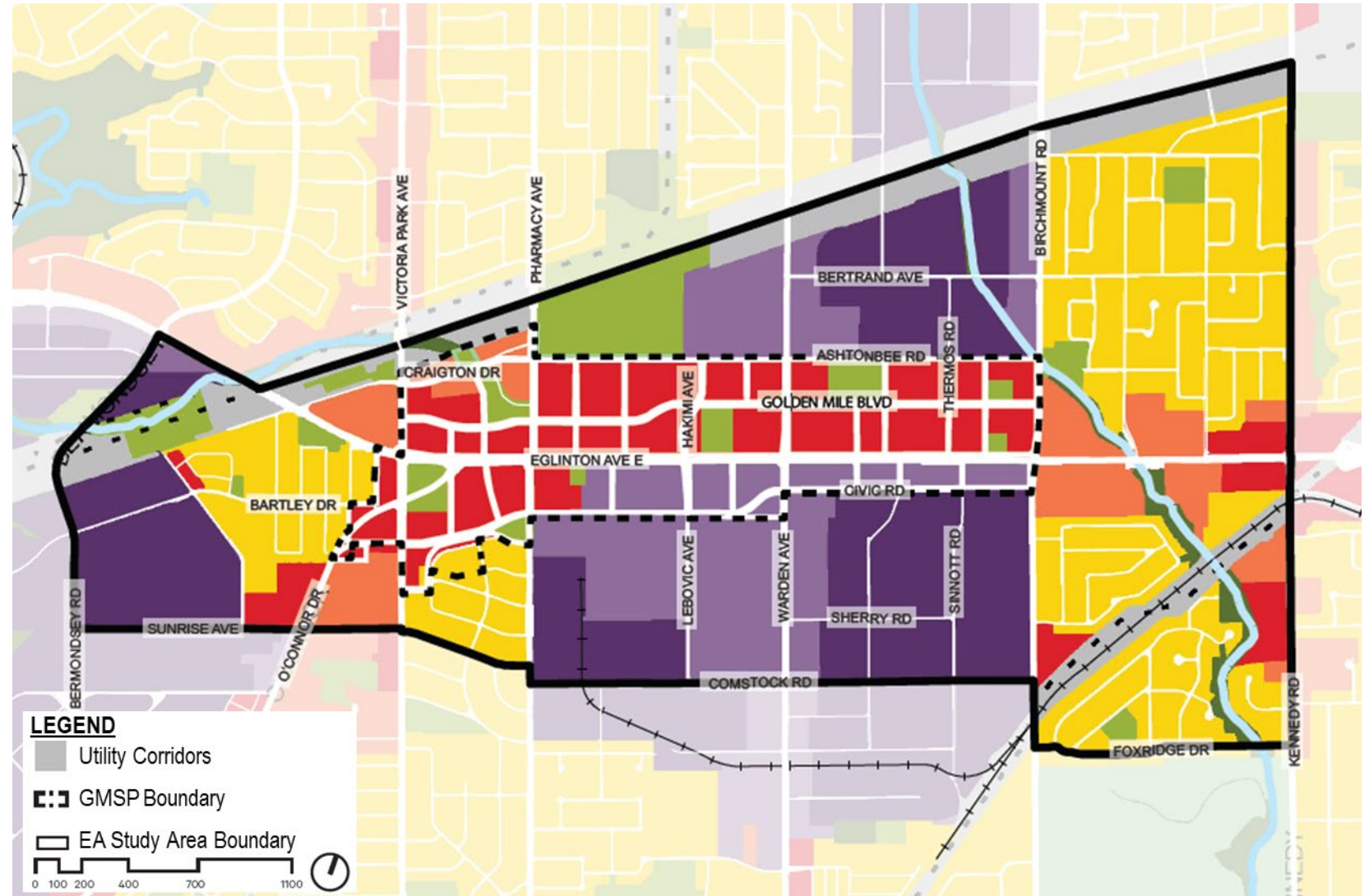


Secondary Plan – Land Use Designations



The study area includes a broad range of land use designations:

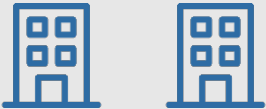
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Golden Mile TMP – Problems and Opportunities



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

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

Golden Mile TMP Alternative Solutions



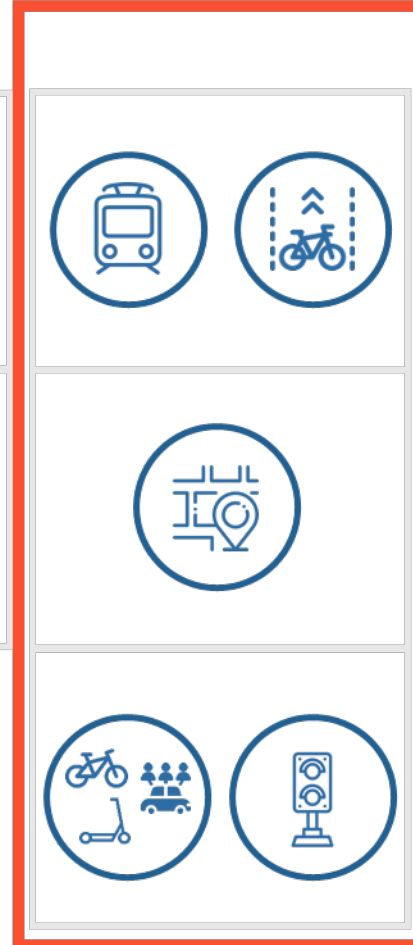
Three alternative transportation network solutions were developed to address the Problems and Opportunities. Each solution builds upon one another.

PREFERRED

Alternative 1



Alternative 2



ECLRT and Planned Improvements

Planned improvements such as the ECLRT and City's 10 Year Cycling Plan

Build a Grid Street Network

Grid street network improvements including dedicated and protected space for cyclists and pedestrians.

Enhanced Transit Priority Network

Transit service improvements on key streets and integrated multiple mobility services (EcoMobility)

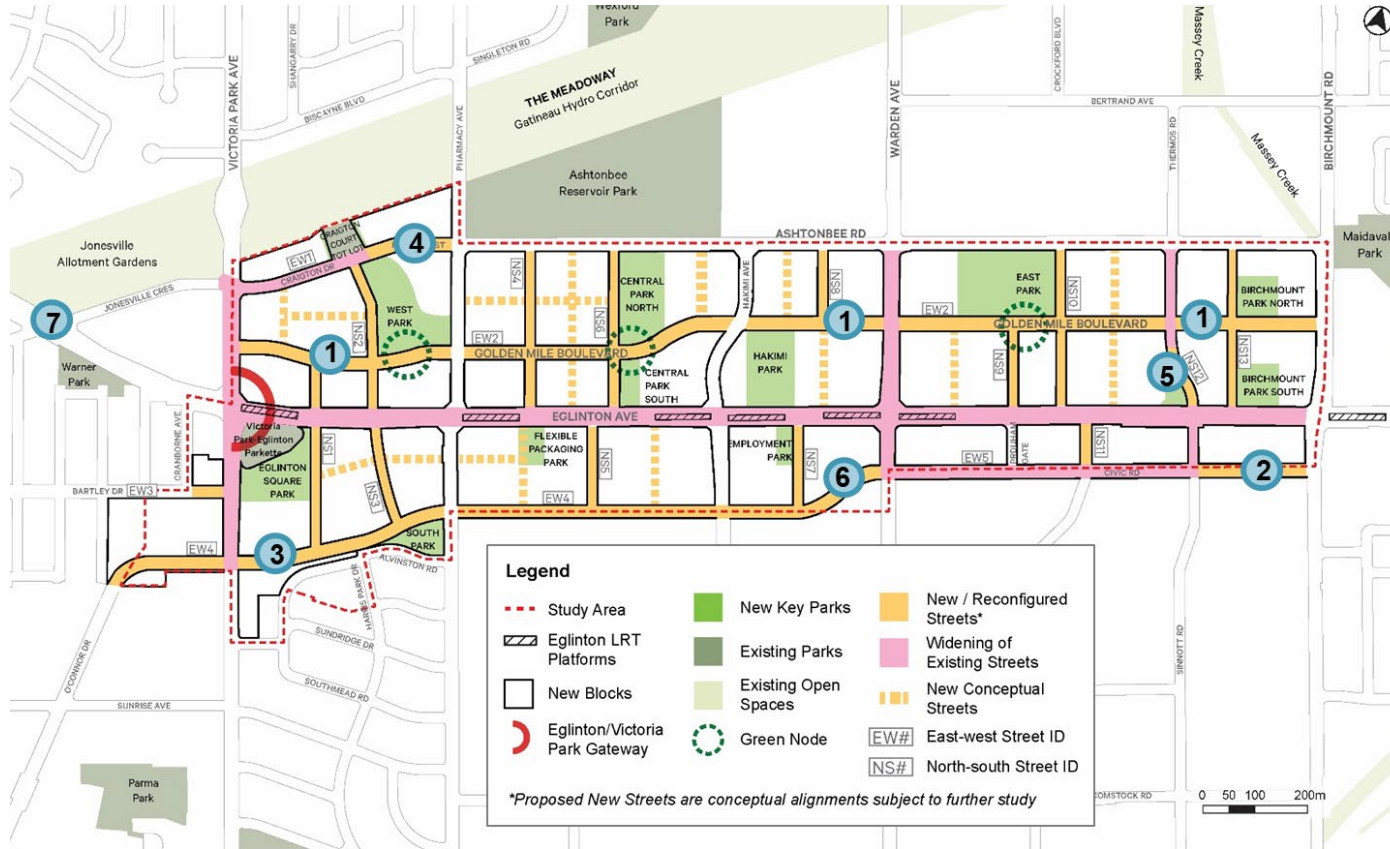
Mode Splits



		How People Get Around Today		How People Will Get Around In The Future
	Vehicles	73%	➔	48%
	Transit	21%	➔	40%
	Walking & Cycling	6%	➔	12%

Future mode splits were based on future trips generated by the TMP's preferred alternative and the study area's designated land use.

Golden Mile TMP Preferred Street Network

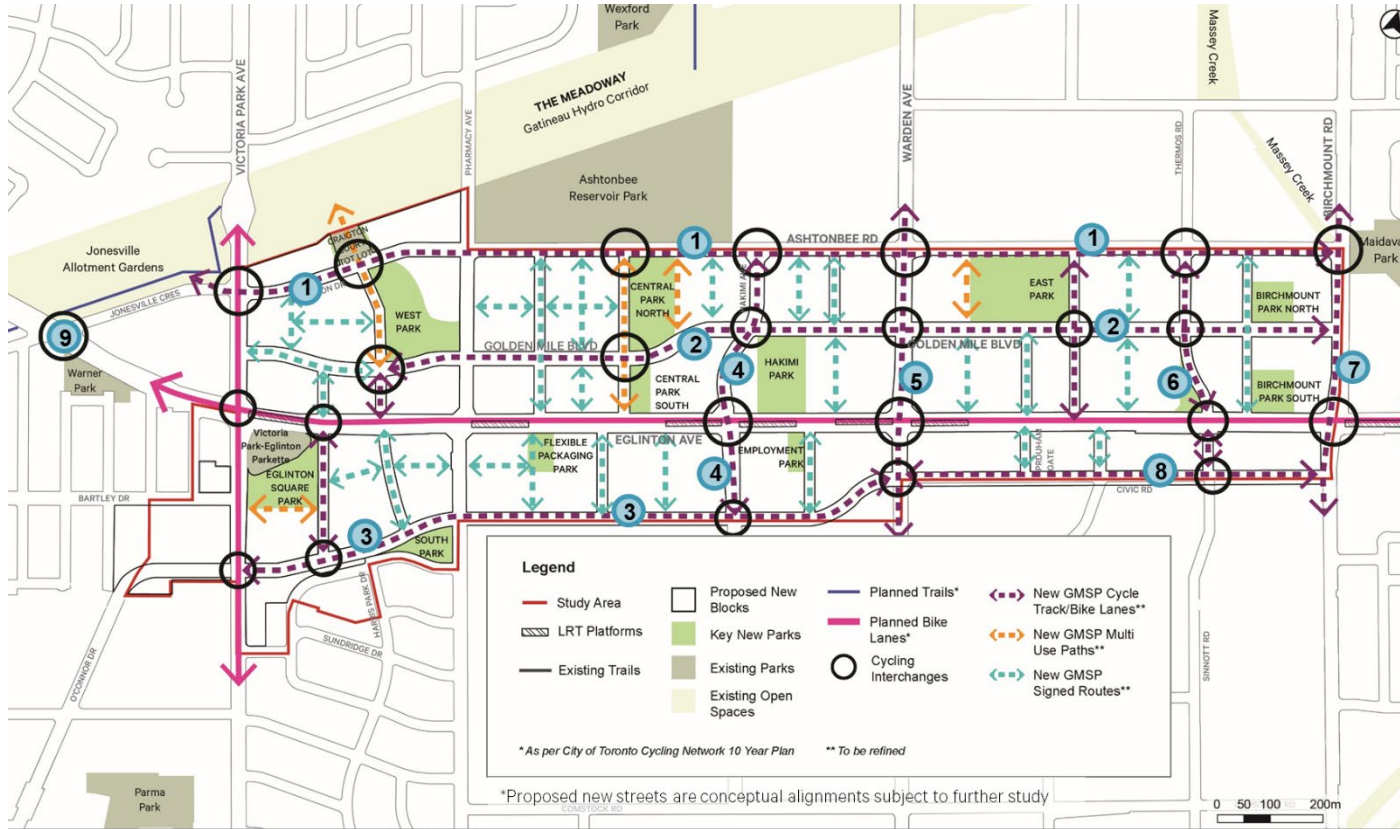


A finer grained street network is needed to enhance connectivity and improve mobility for all users

The recommended street network breaks up the existing large street blocks into smaller blocks, which increases street network density and connectivity, making it easier for everyone to get around

- 1 Golden Mile Boulevard
- 2 Civic Road Extension from Sinnott Road to Birchmount Road
- 3 Reconfiguration of O'Connor Drive and Closure of Eglinton Square
- 4 Reconfiguration of Craigton Drive to meet Ashtonbee Road at Pharmacy Avenue
- 5 Reconfiguration of Thermos Road to meet the existing signaled Sinnott Road
- 6 Align O'Connor Drive Extension to meet Civic Road at Warden Avenue
- 7 New signaled intersection at Jonesville Road and Eglinton Avenue to allow eastbound left-turns from Eglinton onto Jonesville
- 8 **Area Wide:** Other New Streets throughout the GMSP Area
- 9 **Area Wide:** New Midblock Connections throughout the GMSP Area

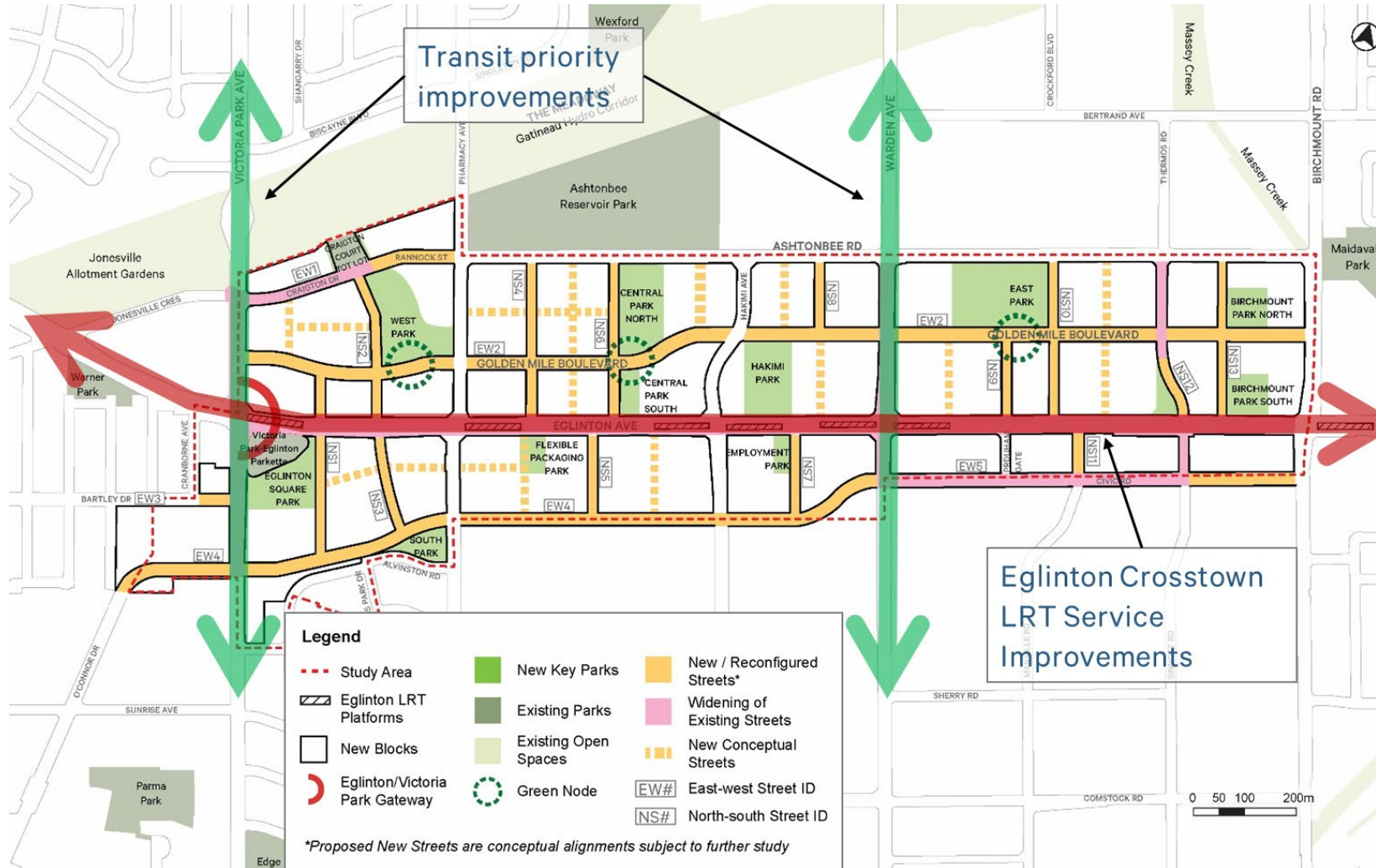
Golden Mile TMP Preferred Active Transportation Network >>



Dedicated and separated cycling and sidewalk facilities are recommended throughout the street network to enable people to access destinations by biking or walking

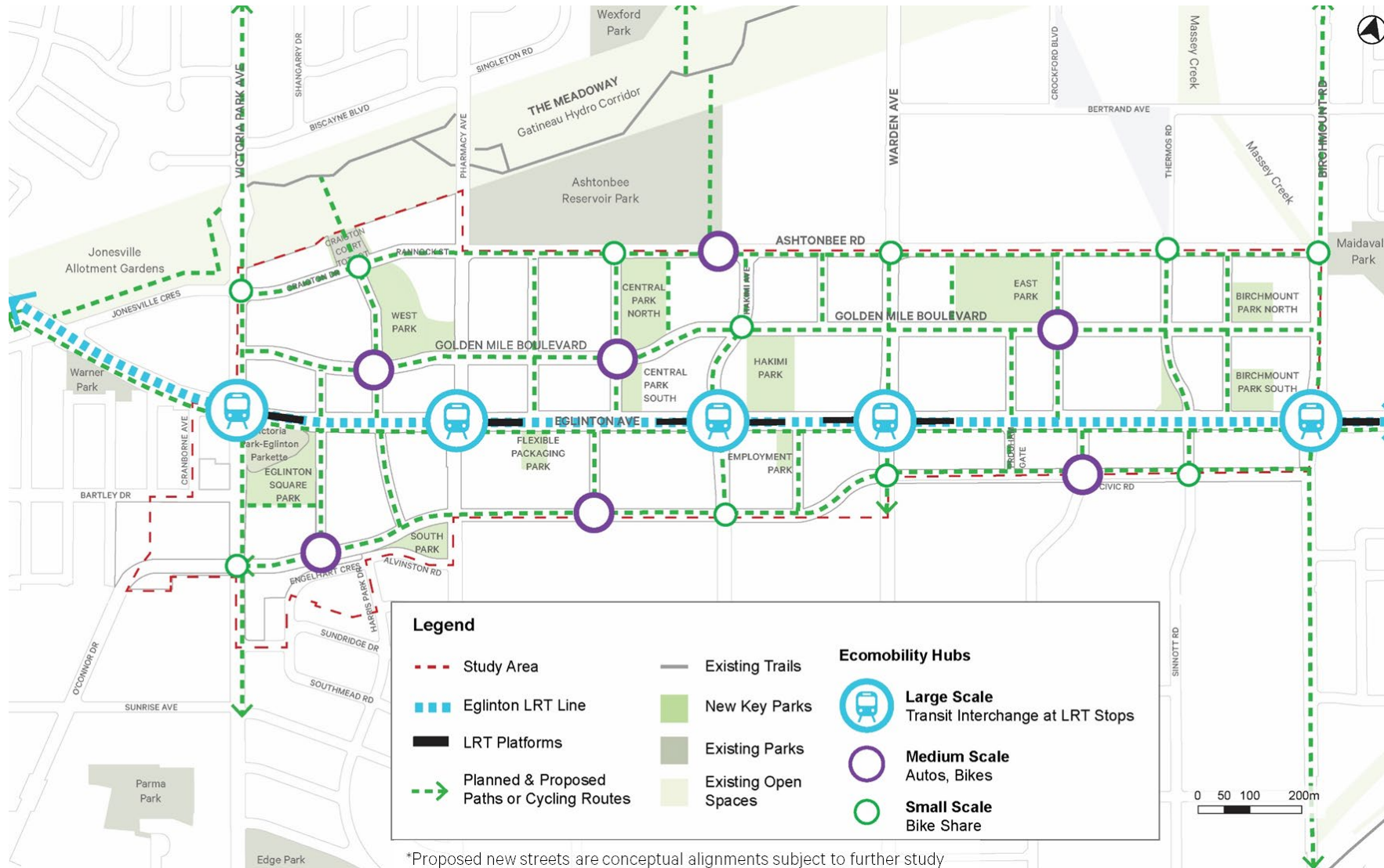
- 1 Cycle Track on Ashtonbee Road
- 2 Bike Lane or Raised Cycle Track on Golden Mile Boulevard
- 3 Bike Facility on O'Connor Drive reconfiguration and its extension
- 4 Bike Facility on Hakimi Avenue and Lebovic Avenue
- 5 Bike Facility on Warden Avenue
- 6 Bike Facility on Thermos Road
- 7 Bike Facility on Birchmount Road
- 8 Bike Facility on Civic Road
- 9 Traffic signal on Eglinton Avenue at Jonesville Crescent
- 10 **Area Wide:** Traffic signals at arterial and collector road intersections with Golden Mile Boulevard and O'Connor Extension and Realignment
- 11 **Area Wide:** Bike Facility or Signed Bike Route on all other new north-south links

Golden Mile TMP Preferred Transit Improvements



Transit priority improvements are recommended along Victoria Park Avenue and Warden Avenue to serve north-south transit demand

Golden Mile TMP Preferred EcoMobility Hub Plan



EcoMobility Hubs are one-stop service locations with:

- Bike Share stations
- Car-share vehicles
- Waiting areas for ride-share

Different sized EcoMobility Hubs are identified that provide service options given the specific context. Large-scale Hubs are proposed along Eglinton Avenue. Medium- and small-scale Hubs are located at local destinations north and south of Eglinton Avenue.

Existing Conditions Review



Background and Technical Studies



The following technical studies will inform the evaluation of alternatives to help identify the preferred design. These studies will also identify impacts and mitigation measures of the preferred design.



Natural Heritage



Geotechnical Investigations



Hydrogeological Investigations



Archaeology Assessments



Contamination Overview Study



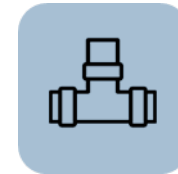
Stormwater Management and Drainage



Air Quality



Cultural and Built Heritage



Sub-surface Utilities Investigation



Noise and Vibration



Transportation and Traffic Analysis



Structural Investigation



Arborist / Tree Inventory



Socio-Economic Assessment

 Already Underway
 Upcoming

Existing Traffic Conditions and Level of Service



The existing street network (with large blocks and parking lots serving big box development) was planned and built for cars. Eglinton Avenue is highly congested because it is the only continuous east-west street through the whole study area.



Existing (2013) Weekday AM Peak Hour (8:00 AM – 9:00 AM)



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

LEGEND

- LOS A (Free-Flow Traffic)
- LOS B
- LOS C
- LOS D (Congested)
- LOS E
- LOS F (Very Congested)

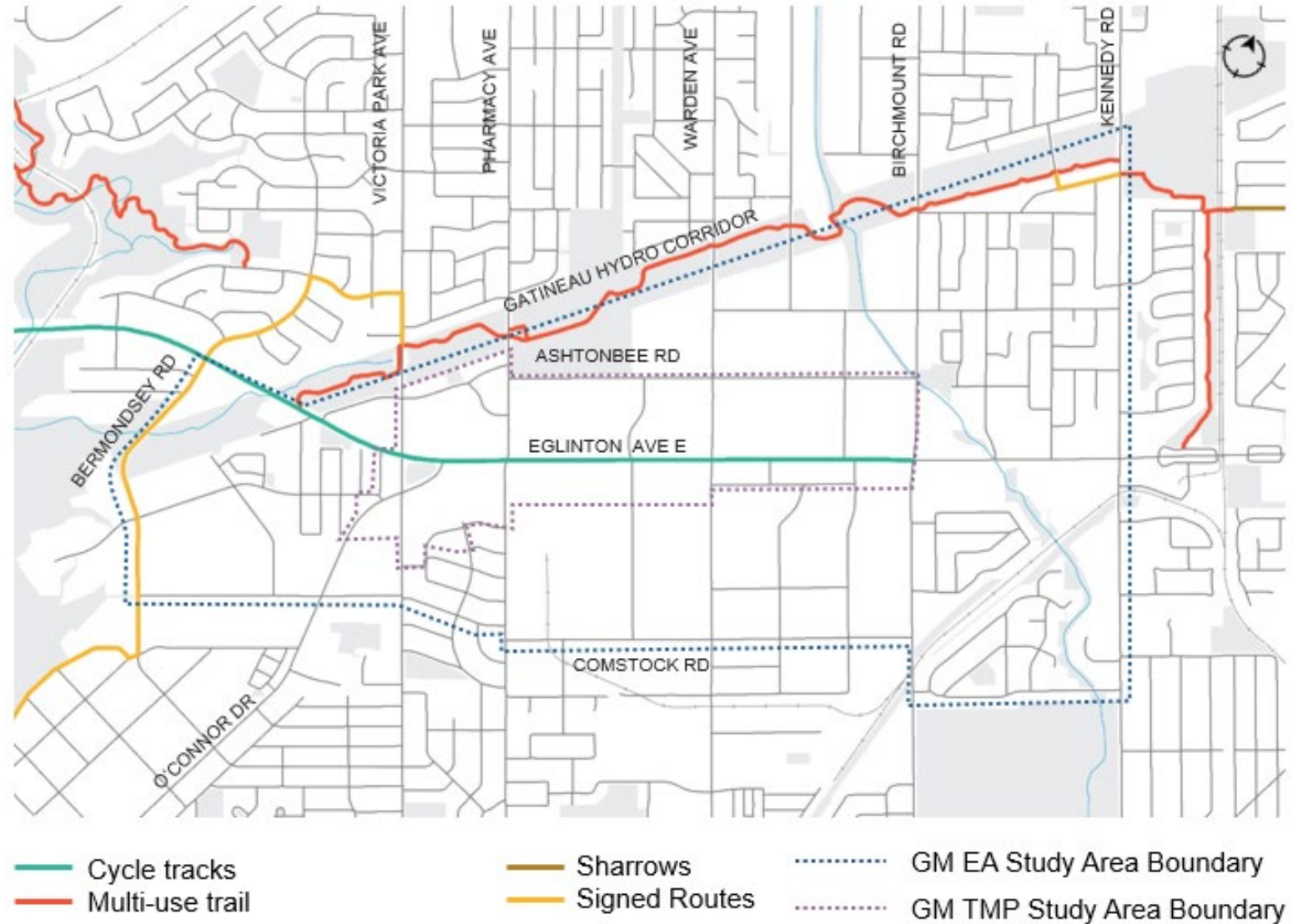
Existing Bikeways



Through ECLRT construction, bike lanes have been recently added to Eglinton Avenue.

The Meadowway multi-use trail is located along the Gattineau Hydro Corridor.

The remainder of the study area does not have dedicated cycling facilities, limits safe and direct access to places of interest, including retail, parks, transit routes, and other cycling corridors.

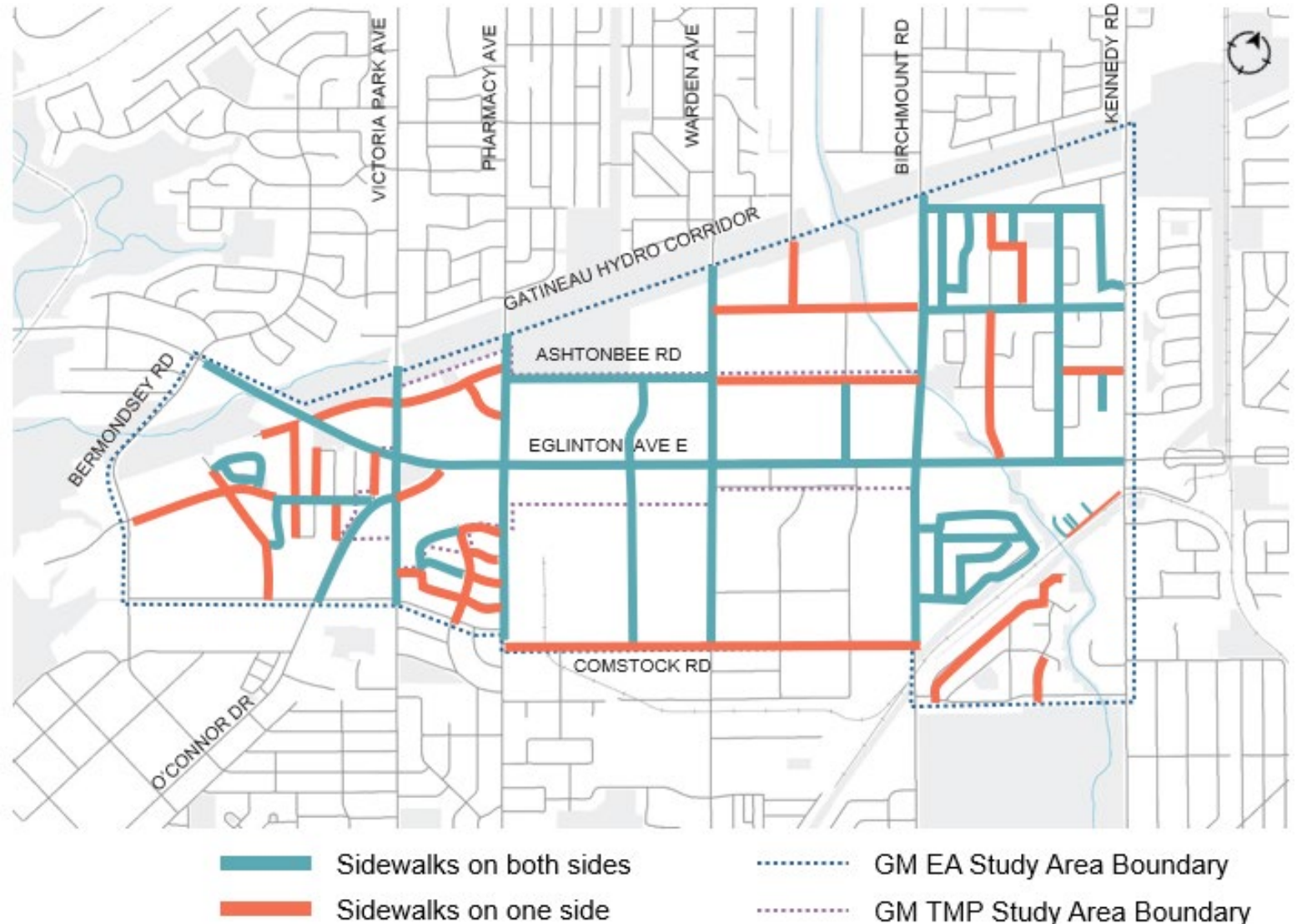


Existing Pedestrian Facilities



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. This can be uncomfortable for pedestrians.



Existing Transit Facilities



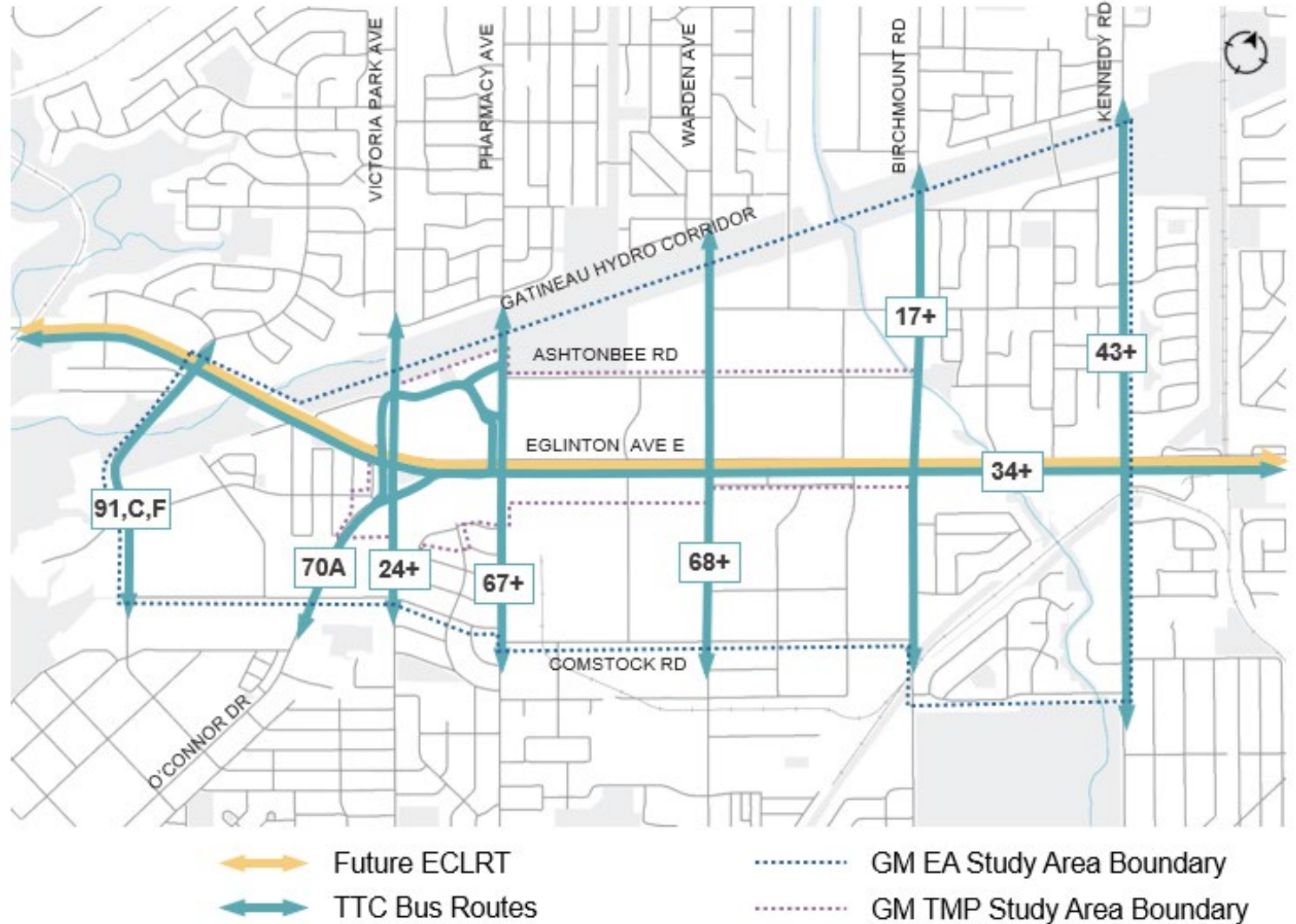
Many of the major streets are serviced by TTC buses. TTC bus routes 70A O'Connor Drive and 67A Pharmacy Avenue use Craigton Drive as a loop.



Overnight bus routes include 334 Eglinton East, 343 Kennedy Road, and 324 Victoria Park Avenue.



The ECLRT is currently under construction.



Existing Environmental and Cultural Conditions



Natural Heritage

Natural areas are located along Gatineau Hydro Corridor and the Taylor-Massey Creek. A total of 1655 trees were assessed within study area; the majority are streetscape trees.

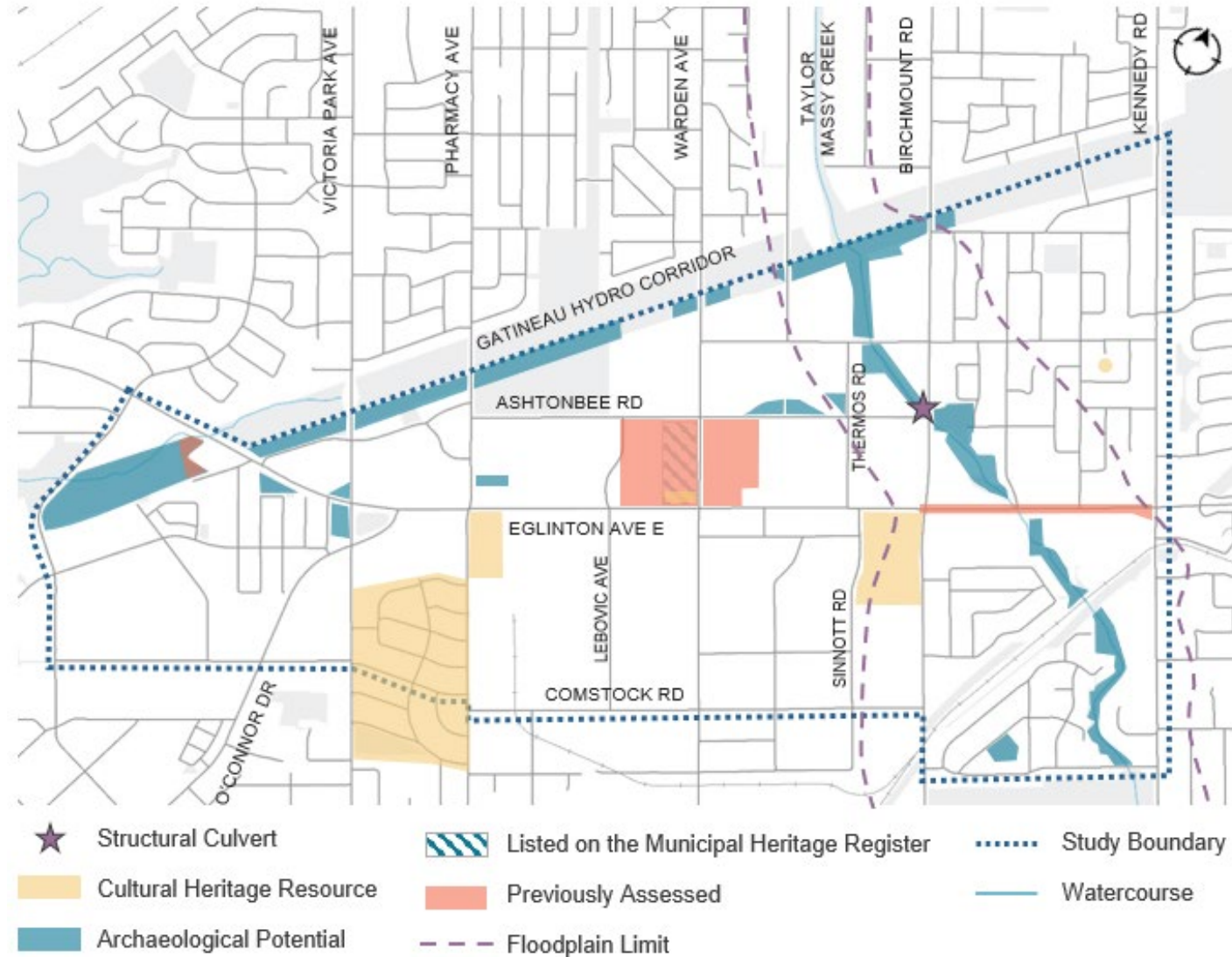
Cultural Heritage

There are five (5) cultural heritage resources:

- One (1) registered heritage house (12 Londale Place)
- One (1) registered heritage commercial building (1940 Eglinton Avenue)
- Three (3) other potential heritage features (one industrial building and two commemorative plaques)

Archaeology

Archaeological potential are mostly located along Gatineau Hydro Corridor and the Taylor-Massey Creek.



Development Activity and Future Conditions

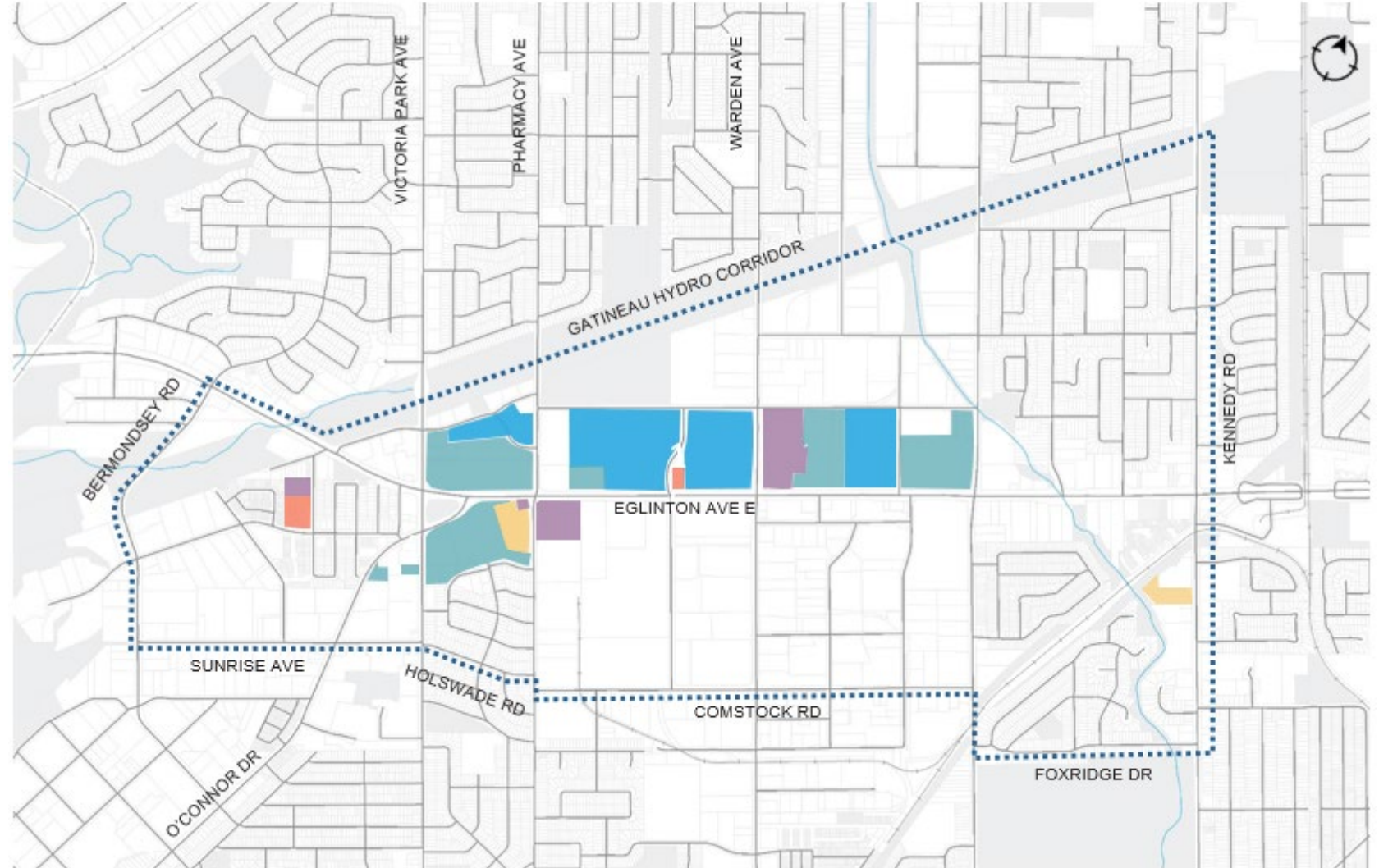


Development Activity Map



There are 17 active development applications within the study area.

- OLT Settlement (OPA)
- OLT Settlement (ZBA)
- Council Approval (ZBA)
- Under Review
- Under Appeal
- EA Study Area Boundary



OPA – Official Plan Amendment
ZBA – Zoning By-Law Amendment

[For more development application information within the study area, visit the Application Information Centre](#)

Population and Employment Estimates



	Previous GMSP Forecast		Updated Forecast Based on Development Trends
 Population	43,000	➔	57,500
 Employment	20,000	➔	20,000



Question or Comments?
We want to hear from you!

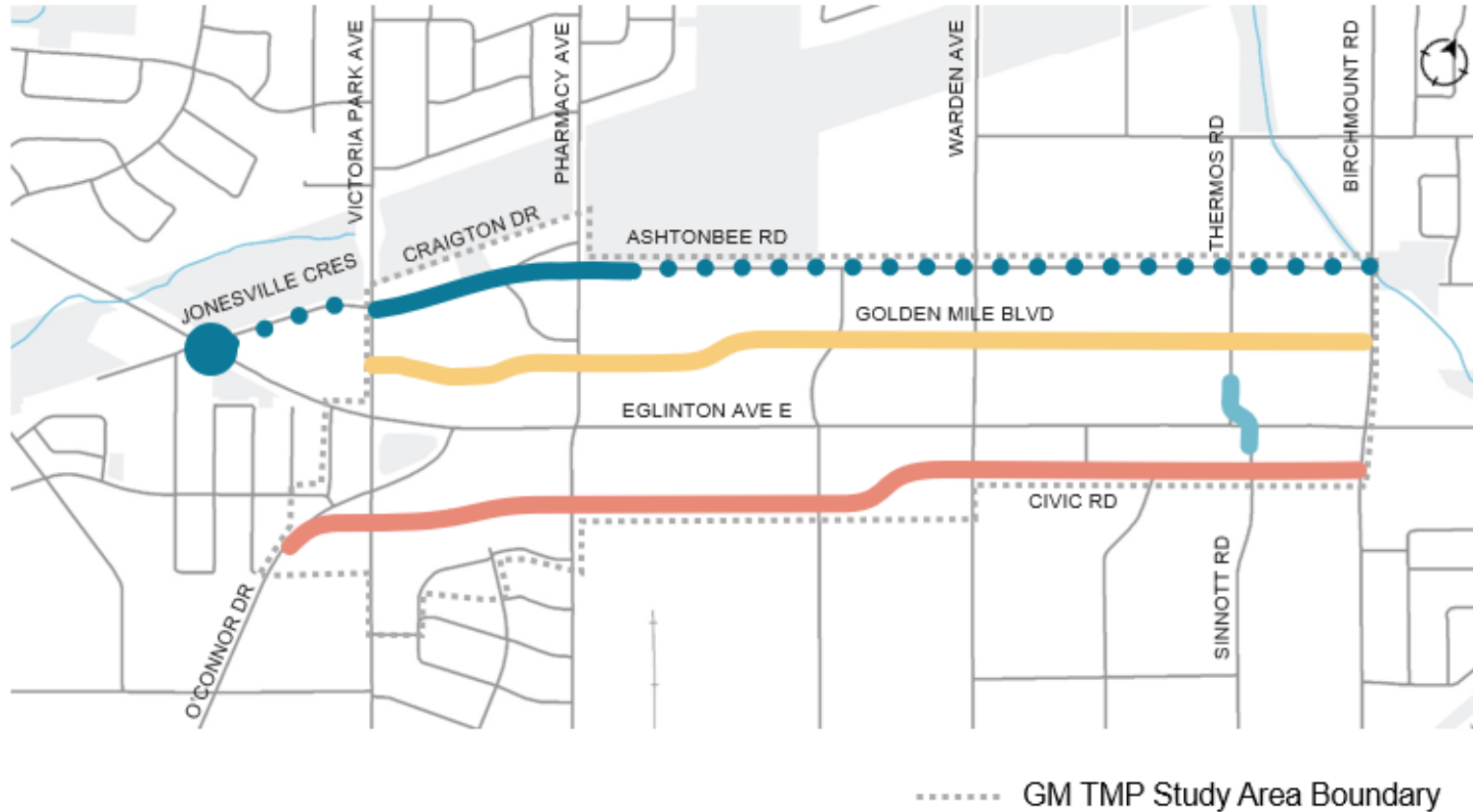
Design Alternatives



ReNew Golden Mile EA Major Streets



The TMP identified the following High Priority Key Network Improvements to be further studied through this EA. Phases 3 and 4 of the EA process are required to be completed for new major streets and the realignment of existing major streets.



New and Realigned Major Streets:

-  O'Connor Drive Reconfiguration and Extension; and Civic Road Extension
-  Golden Mile Boulevard (NEW east-west street)
-  Potential Reconfiguration of Thermos Road and Sinnott Road at Eglinton Avenue
-  Jonesville Crescent Signalization and Craighton Drive Reconfiguration

Streetscape Improvements:

-  Jonesville Crescent/Ashtonbee Road Streetscape Improvements

Developing Preferred Designs



WE ARE HERE

**Long-list of
Alternative
Alignments**

Development of a long-list of possible alignments for new and realigned major streets

**Long-list
Screening**

High level screening of the long-list to arrive at a short-list of alternative alignments

**Corridor
Cross-section
Alternatives**

Development of typical mid-block cross-section alternatives for each new and realigned major street

**Detailed
Evaluation and
Recommended
Design**

Detailed evaluation of alternatives using a series of qualitative and quantitative measures

**Functional Street
and Intersection
Designs**

Develop functional level of design and requirements for controlled intersections for new and realigned major street

**Streetscape
Improvements
for Jonesville
and Ashtonbee**

**Agency / Public
Consultation**

**Refine the
Designs based
on Public/
Technical
Feedback**

**Finalize
Preferred
Designs**

Planned Street Widths for Typical Cross-Sections



Cross-section alternatives developed for each corridor are based on the planned street widths in the City's Official Plan as shown below. Additional street width may be required at intersections.



Street Design Features



The following **street design features** are considered in the cross-section alternatives:

Sidewalks	Protected Bikeways	Vehicular Roadway	Parking Lanes	Planting & Furnishing Zones
				

Design Constants

Sidewalks on both sides of the road

Bikeways on both sides of the road

Dedicated space for street trees, landscaping, and furnishing

Design Variables

Widths range from 2.1 to 3.6m

Widths range from 1.8 to 2.6m

2 lanes vs 3 lanes vs 4 lanes

Dedicated parking lanes to support future land use

Width, location, and number of rows of trees may vary

Location of bikeways vary within the boulevard

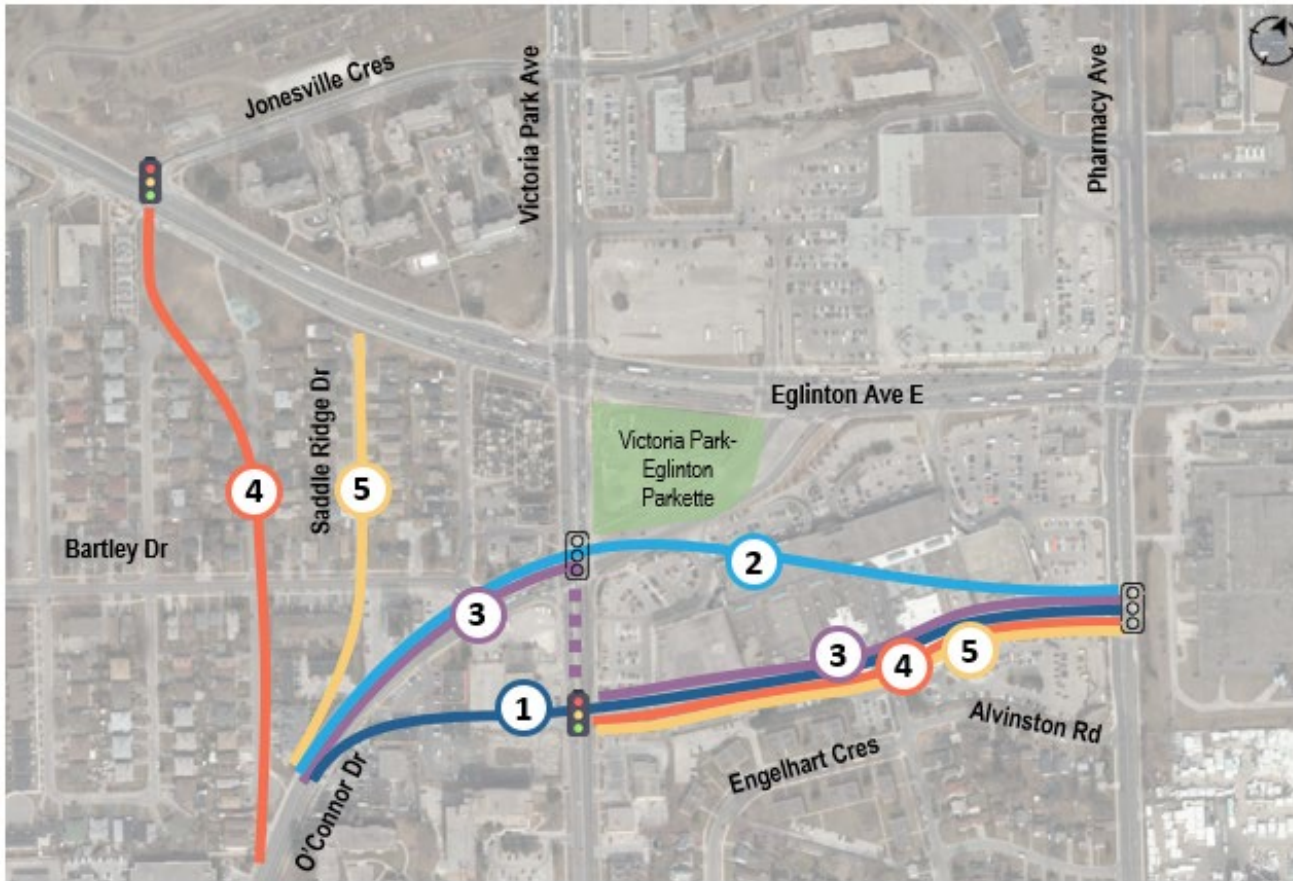
Not all alternatives will have parking

Considerations for parking laybys vs parking lanes

O'Connor Drive Reconfiguration



- New signals
- Relocate existing signals
- Existing signals



There are five street alignment alternatives that could improve east-west connectivity in this area:

Alignment 1 – continuous street from O'Connor Drive to Pharmacy Avenue

Alignment 2 – maintains existing O'Connor Drive to Victoria Park Avenue with a continuous extension to Pharmacy Avenue

Alignment 3 – maintains existing O'Connor Drive to Victoria Park Avenue and jogged intersection to Pharmacy Avenue

Alignment 4 – connects O'Connor Drive to Jonesville Crescent and creates a new connection to Pharmacy Avenue

Alignment 5 – connects O'Connor Drive to Saddle Ridge Drive and creates a new connection to Pharmacy Avenue

O'Connor Drive Reconfiguration



Screening and Recommendation

ALTERNATIVES



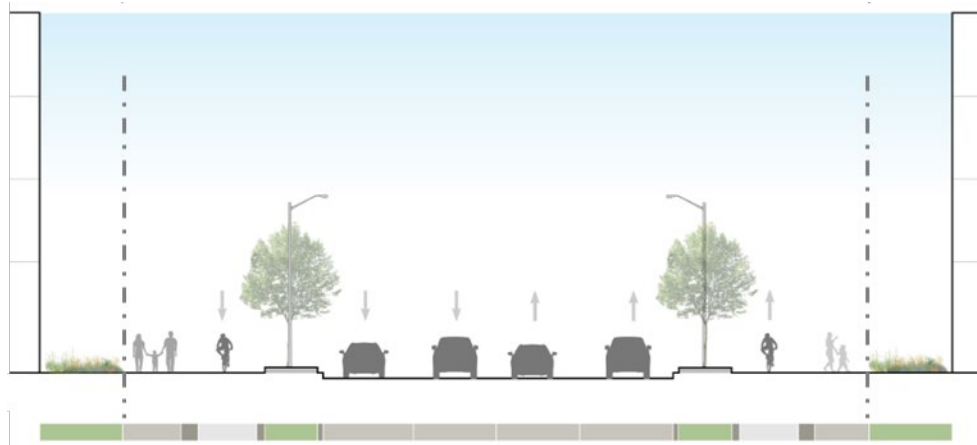
	Consistent with TMP objective of diverting traffic away from Eglinton Ave	Consistent with TMP objective of diverting traffic away from Eglinton Ave	Consistent with TMP objective of diverting traffic away from Eglinton Ave	Inconsistent with TMP objective of diverting traffic away from Eglinton Ave	Inconsistent with TMP objective of diverting traffic away from Eglinton Ave
SUMMARY OF EVALUATION	Creates connected east-west alternative	Creates connected east-west alternative	Creates partially connected east-west alternative (Staggered Intersection)	Creates partially connected east-west alternative	Creates partially connected east-west alternative
	Minimal property impacts with portions achievable through redevelopment	Achievable through redevelopment	Achievable through redevelopment	Significant property impacts	Significant property impacts
RECOMMENDATION	Carried Forward	Carried Forward	Carried Forward	Screened out	Screened Out

O'Connor Drive Reconfiguration



Cross-Section Options (27m Street Width)

Option C1



2.1m wide sidewalks



2.1m wide cycle tracks next to sidewalk



4 motor vehicle lanes



No on-street parking



Single row of trees

Option C2



2.1m wide sidewalks

2.1m wide cycle tracks next to roadway

2 motor vehicle lanes + centre left turn lane

No on-street parking

Double row of trees

O'Connor Drive Reconfiguration



Cross-Section Options (27m Street Width)

Option C3



Option C4



3.6m wide sidewalks



2.1m wide cycle tracks next to roadway



2 motor vehicle lanes



1 parking lane



Single row of trees

3.0m wide sidewalks

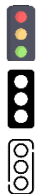
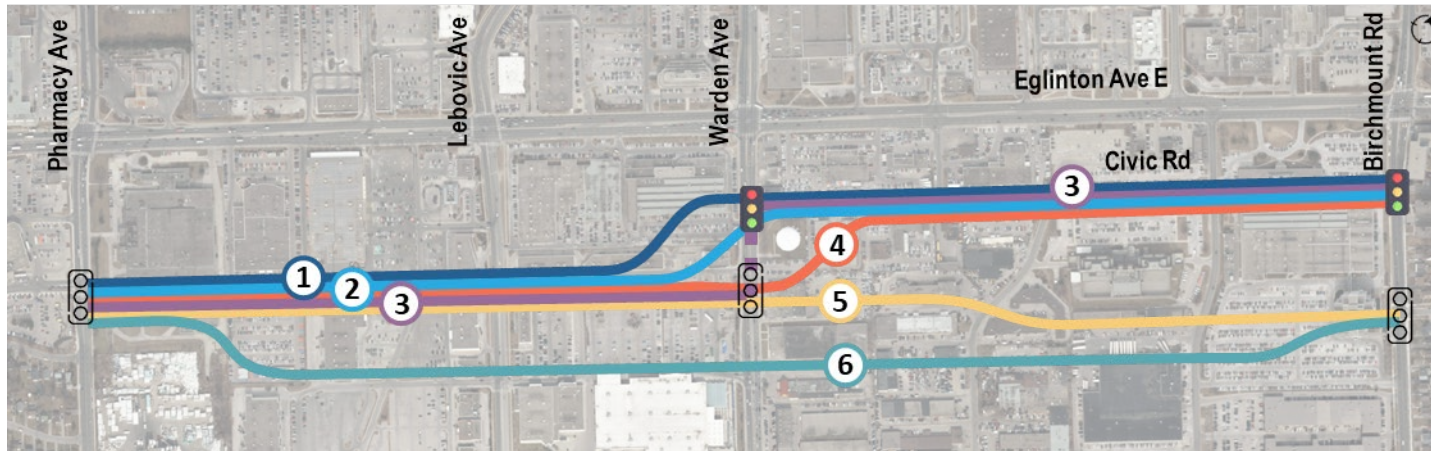
2.6m wide cycle tracks next to roadway

2 motor vehicle lanes

No on-street parking

Double row of trees

O'Connor Drive Extension to Birchmount Road



New signals

Relocate existing signals

Existing signals

Six street alignment alternatives were developed to improve east-west connectivity in the area:

Alignment 1 – Connects to and extends Civic Rd to Birchmount Road at west of Warden Avenue

Alignment 2 – Connects to and extends Civic Road to Birchmount Road at Warden Avenue

Alignment 3 – Jogged street at Warden Avenue to Civic Road to Birchmount Road

Alignment 4 – Connects to and extends Civic Road to Birchmount Road at east of Warden Avenue

Alignment 5 – Realigned south of Civic Road

Alignment 6 – Realigned further south of Civic Road

O'Connor Drive Extension to Birchmount Road

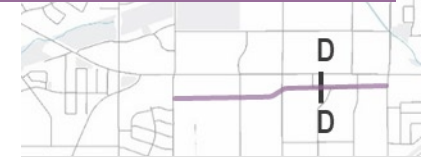


Screening and Recommendation

ALTERNATIVE						
SUMMARY OF EVALUATION	Consistent with TMP objective to provide a continuous east-west street	Consistent with TMP objective to provide a continuous east-west street	Inconsistent with TMP objective to provide a continuous east-west	Consistent with TMP objective to provide a continuous east-west street	Consistent with TMP objective to provide a continuous east-west street	Inconsistent with TMP's objective to create finer-grained street network
			Staggered Intersection			Impacts many commercial properties
	No impacts to existing water tower	Potential impacts to existing water tower	No impacts to existing water tower	No impacts to existing water tower	No impacts to existing water tower	No impacts to existing water tower
RECOMMENDATION	Carried Forward	Screened out	Screened out	Carried Forward	Carried Forward	Screened out

O'Connor Drive Extension to Birchmount Road

Cross-Section Options (27m Street Width)



Option D1



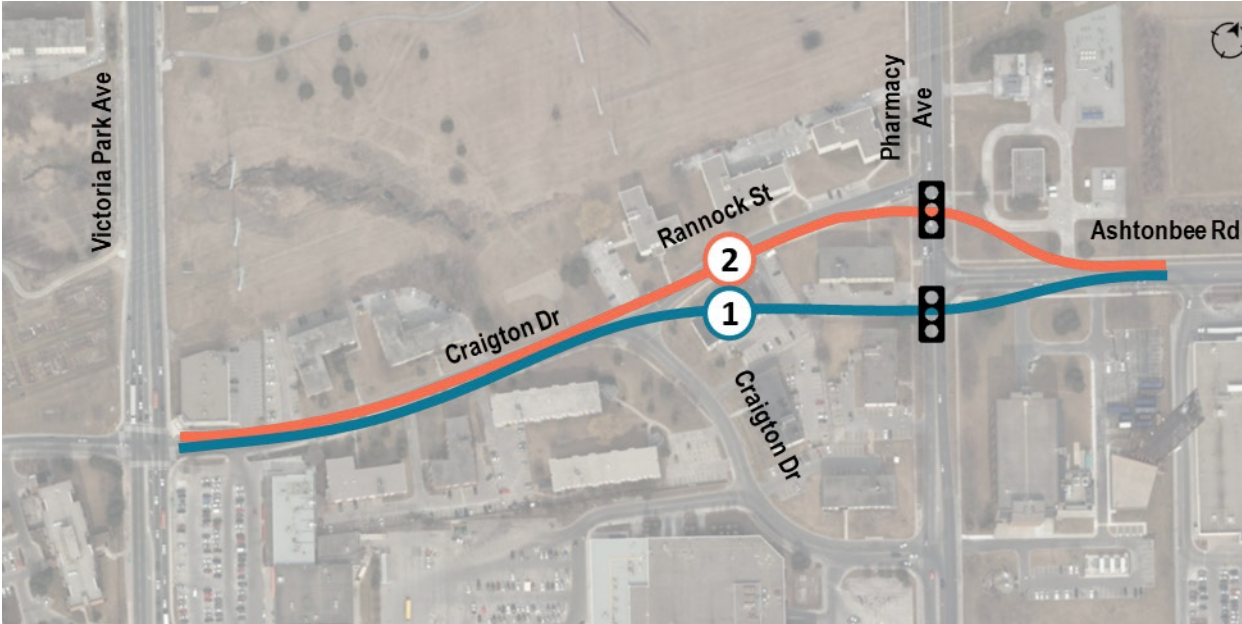
	3.6m wide sidewalks
	2.1m wide cycle tracks next to roadway
	2 motor vehicle lanes
	1 parking lane
	Single row of trees

Option D2



3.0m wide sidewalks
2.6m wide cycle tracks next to roadway
2 motor vehicle lanes
No on-street parking
Doubles rows of trees

Craigton Drive Reconfiguration



-  New signals
-  Relocate existing signals
-  Existing signals

Two street alignment alternatives were developed to improve east-west connectivity in the corridor:

Alignment 1 – Craigton Drive realigned south of Ashtonbee Road

Alignment 2 – Craigton Drive realigned north of Ashtonbee Road

Craigton Drive Reconfiguration



Screening and Recommendation

ALTERNATIVE		
		
SUMMARY OF EVALUATION	Consistent with TMP objective to reconfigure Craigton Dr at Pharmacy Ave and Ashtonbee Rd	Consistent with TMP objective to reconfigure Craigton Dr at Pharmacy Ave and Ashtonbee Rd
	Impacts surface parking of existing residential rental building and private property	Avoids impacts to existing residential rental building and private property
		Encroaches on pumping station property
RECOMMENDATION	Carried Forward	Carried Forward

Craigton Drive Reconfiguration

Cross-Section Options (23m Street Width)



Option E1

Option E2

Option E3



2.5m wide sidewalks

2.1m wide sidewalks

2.1m wide sidewalks



2.1m wide cycle tracks next to roadway



2 motor vehicle lanes



No on-street parking

No on-street parking

1 parking lane

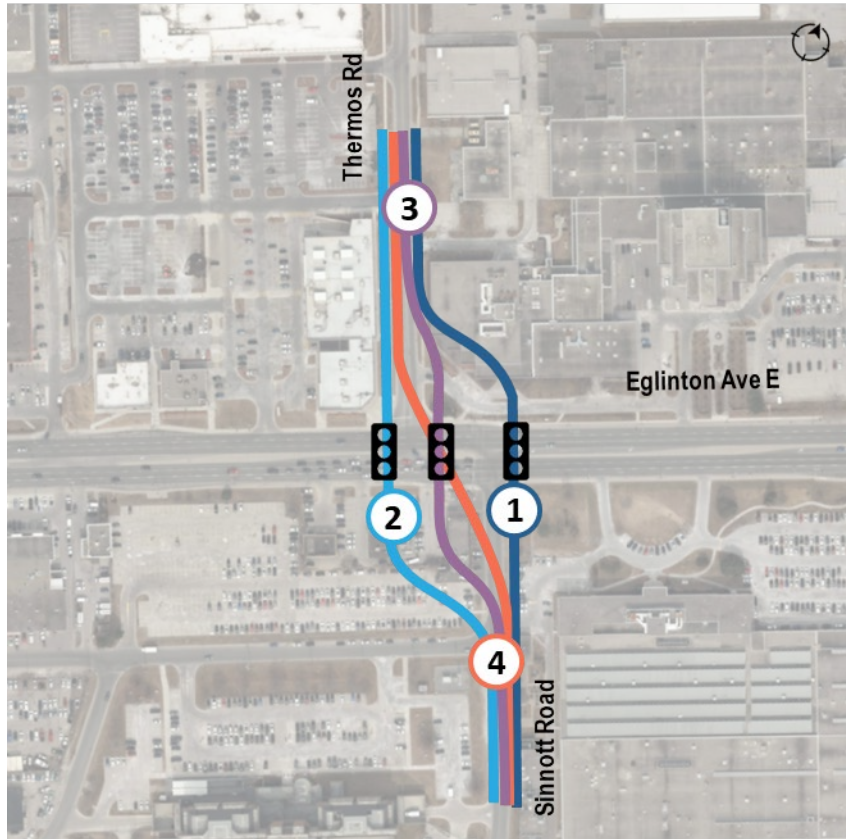


Single row of trees

Double rows of trees

Single row of trees

Thermos Road and Sinnott Road Realignment



Five street alignment alternatives were developed to improve north-south connectivity in the corridor:

Alignment 1 – realign intersection north of Eglinton Avenue

Alignment 2 – realign intersection south of Eglinton Avenue

Alignment 3 – realign intersection north and south of Eglinton Avenue

Alignment 4 – skewed intersection

Alignment 5 – do nothing with active transportation improvements



New signals



Relocate existing signals



Existing signals

Thermos Road and Sinnott Road Realignment



Screening and Recommendation

ALTERNATIVE					
SUMMARY OF EVALUATION	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Consistent with TMP objective to reconfigure offset intersections where possible	Inconsistent with TMP objective to reconfigure offset intersections where possible
	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Moderate impacts to existing ECLRT	Minimizes impacts to existing ECLRT
	Impacts land with an approved rezoning application		Impacts land with an approved rezoning application	Impacts lands with an approved rezoning application and existing properties at intersections	
RECOMMENDATION	Carried Forward	Carried Forward	Carried Forward	Carried Forward	Carried Forward

Thermos Road and Sinnott Road Realignment

Cross-Section Options (23m Street Width)



Option F1

Option F2

Option F3



2.5m wide sidewalks

2.5m wide sidewalks

2.1m wide sidewalks

2.1m wide cycle tracks next to roadway

2 motor vehicle lanes

No on-street parking

Single row of trees

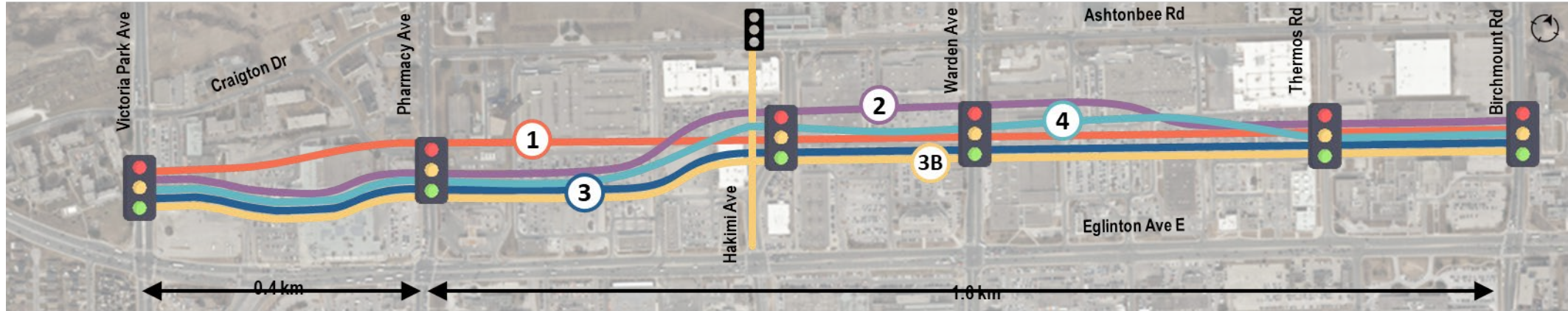
Double rows of trees on west side
Single row of tree on east side

Double rows of trees

Golden Mile Boulevard



-  New signals
-  Relocate existing signals
-  Existing signals



Four street alignment alternatives were developed that connects Victoria Park Avenue and Birchmount Road:

Alignment 1 – maintains in the middle between Craigton Drive/Ashtonbee Road and Eglinton Avenue

Alignment 2 – shifts street alignment closer to Ashtonbee Road at Hakimi Avenue intersection

Alignment 3 – connects street alignment closer to Eglinton Avenue at Pharmacy Avenue Intersection

Alignment 3B – similar to Alignment 3, with Hakimi Avenue realignment

Alignment 4 – similar to Alignment 3, with minor alignment shifts between Hakimi Avenue and Thermos Road

Golden Mile Boulevard



Screening and Recommendation

ALTERNATIVE					
SUMMARY OF EVALUATION	Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller	Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller	Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller	Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller	Consistent with TMP objectives of creating a new east-west route and dividing larger sites into smaller
	Compromises future Parks and Open space between Victoria Park Ave and Pharmacy Ave	Provides future Parks and Open space between Victoria Park Ave and Pharmacy Ave	Provides future Parks and Open space between Victoria Park Ave and Pharmacy Ave	Provides future Parks and Open space between Victoria Park Ave and Pharmacy Ave	Provides future Parks and Open space between Victoria Park Ave and Pharmacy Ave
	Undesirable intersection design at Hakimi Ave	Desirable intersection design at Hakimi Ave	Undesirable intersection design at Hakimi Ave	Desirable intersection design at Hakimi Ave	Undesirable intersection design at Hakimi Ave
RECOMMENDATION	Screened out	Carried Forward	Carried Forward	Carried Forward	Carried Forward

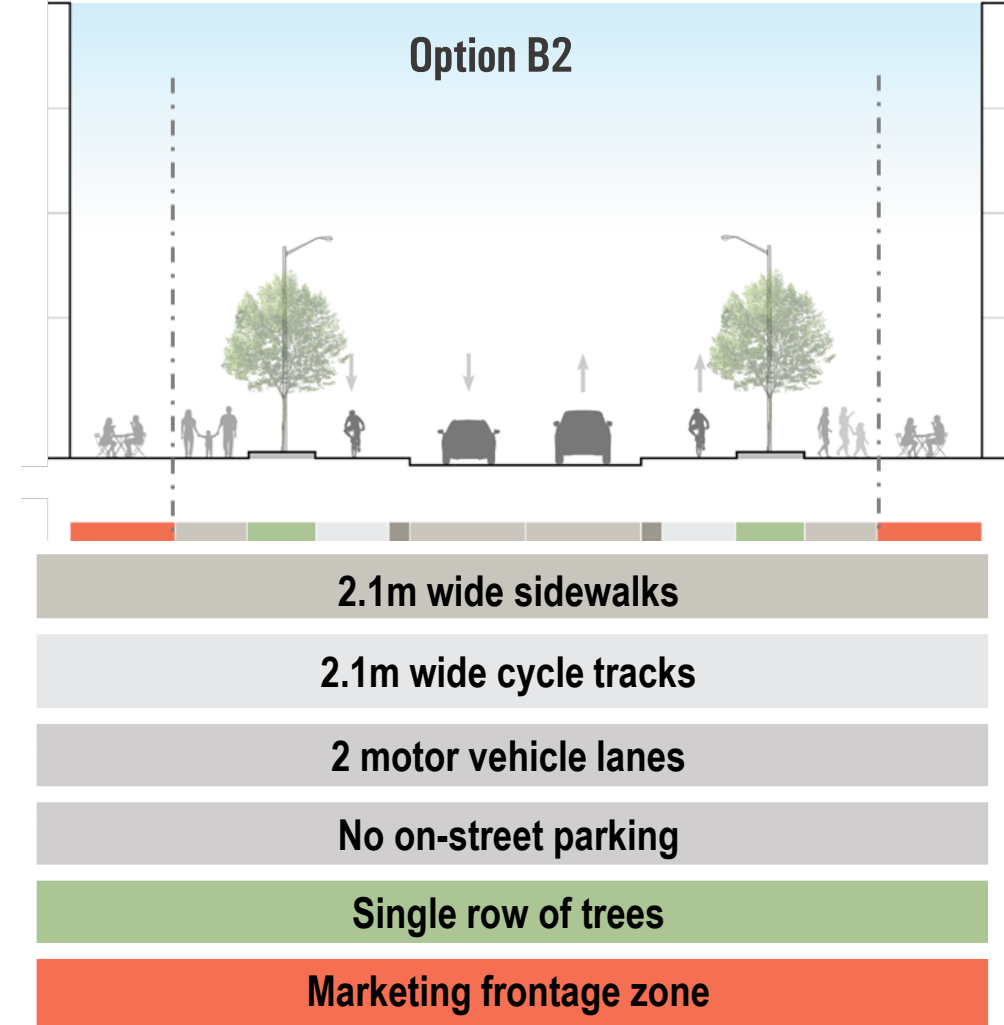
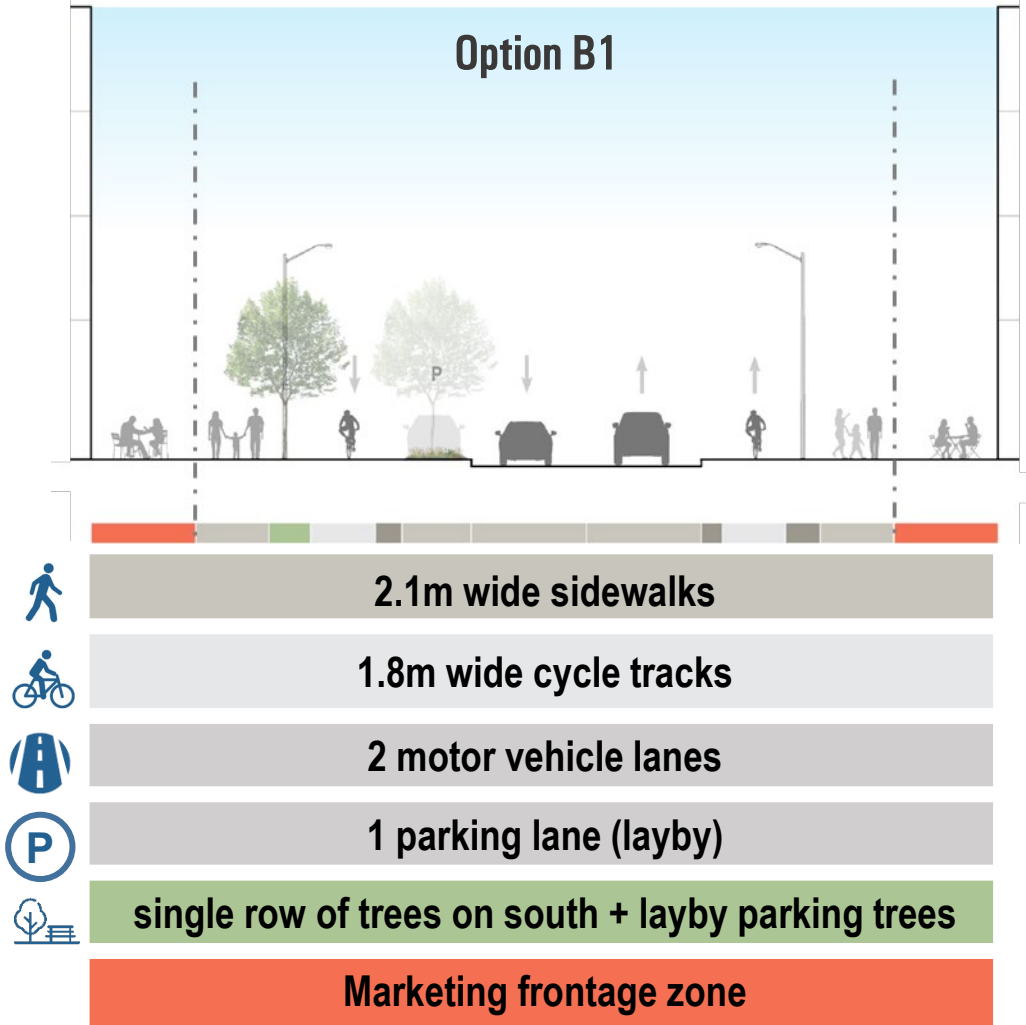
Golden Mile Boulevard

Cross-Section Options (20m Street Width) between Victoria Park Ave to West Park Ave



Option B1

Option B2



Golden Mile Boulevard

Cross-Section Options (27m Street Width) between West Park Ave to Birchmount Rd



Option A1



3.6m wide sidewalks



2.1m wide cycle tracks next to roadway



2 motor vehicle lanes



1 parking lane



Single row of trees

Option A2



3.0m wide sidewalks

2.1m wide cycle tracks next to roadway

2 motor vehicle lanes

1 parking lane

Doubles row of trees



Question or Comments?
We want to hear from you!

Draft Evaluation Framework



Draft Detailed Evaluation Framework (1/2)



In the next phase of the study, we will be using the following criteria to evaluate the alternatives.

Criteria	Proposed Evaluation Measures
TRANSPORTATION 	• Enhances road safety and comfort for all road users of all ages and abilities • Addresses congestion and improves corridor capacity and level of service (at segments and intersections) • Maintains or improves emergency services access within the study area • Improves/provides opportunities for active transportation facilities for pedestrians • Improves/provides opportunities for active transportation facilities for cyclists
POLICY FRAMEWORK 	• Consistent with policies and guidelines • Addresses TMP problem and opportunity statement
NATURAL ENVIRONMENT 	• Minimizes impacts to wildlife, vegetation, aquatic species and habitat, and species at risk • Minimizes impacts to and enhances Provincially Significant Wetlands (PSWs), Environmentally Sensitive Areas (ESAs) and Areas of Natural And Scientific Interest (ANSIs) • Minimize effects of climate change • Provides drainage and stormwater management improvements and mitigations • Potential opportunities for tree planting and minimizes the number of tree removals

Draft Detailed Evaluation Framework (2/2)



Criteria	Proposed Evaluation Measures
HEALTHY COMMUNITIES 	• Air quality impacts • Noise impact management • Enhances streetscape with large growing healthy street trees and place making features • Connections and access to existing and future parks
CULTURAL HERITAGE 	• Minimizes impacts to archaeological resources • Minimizes impacts to cultural heritage resources • Provide opportunities to celebrate the Golden Mile's industrial heritage
ECONOMICAL 	• Minimizes business impacts • Minimizes property acquisition on sites anticipated to not redevelop • Impacts to existing development applications type (e.g., OPA, rezoning, plan of subdivision, site plan) and status (Under Review, Approved)
ENGINEERING AND COST 	• Construction complexity and feasibility (i.e., construction staging) • Minimizes construction disruption • Utilities (relocation / replacement) impacts • Construction costs and phasing • Operations and maintenance costs

Next Steps



Next Steps



WE ARE
HERE

Confirm TMP & Develop Alternative Designs	Public Consultation #1 (Apr 2023) Review and incorporate feedback	Evaluate Alternative Alignments and Designs	Identify Recommended Design	Public Consultation #2 (Fall 2023) Review and incorporate feedback	Incorporate Feedback and Finalize the Preferred Designs	Notice of Commencement and Prepare Environmental Study Report (ESR)	Notice of Completion and File ESR for Public Review (Spring 2024)
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Next Steps – Intersection Considerations

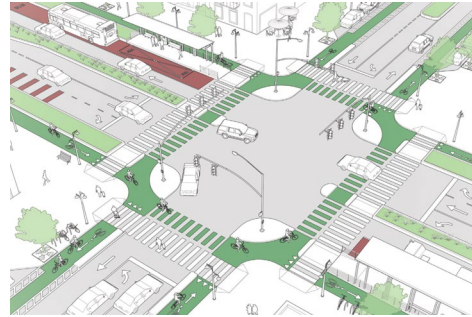


Traditional Intersection



Traditional Signalized Intersection designed to provide delineation and safety

Protected Intersection



Protected Signalized Intersection designed to prioritize safety for all users

Multi-lane Roundabouts



Roundabouts are unsignalized intersections with landscape in the middle

Pros



Provides cycling and pedestrian facilities



Reduces curb corners to slow vehicles turning



Provides refuge spaces and priority for cyclists and pedestrians



Shorter crossing distances for pedestrians



Reduces vehicle speeds and collisions



Reduces conflict points between modes

Cons



Minimal cyclist and pedestrian protection from vehicles



Additional space required to accommodate improvements



Additional space required to accommodate improvements



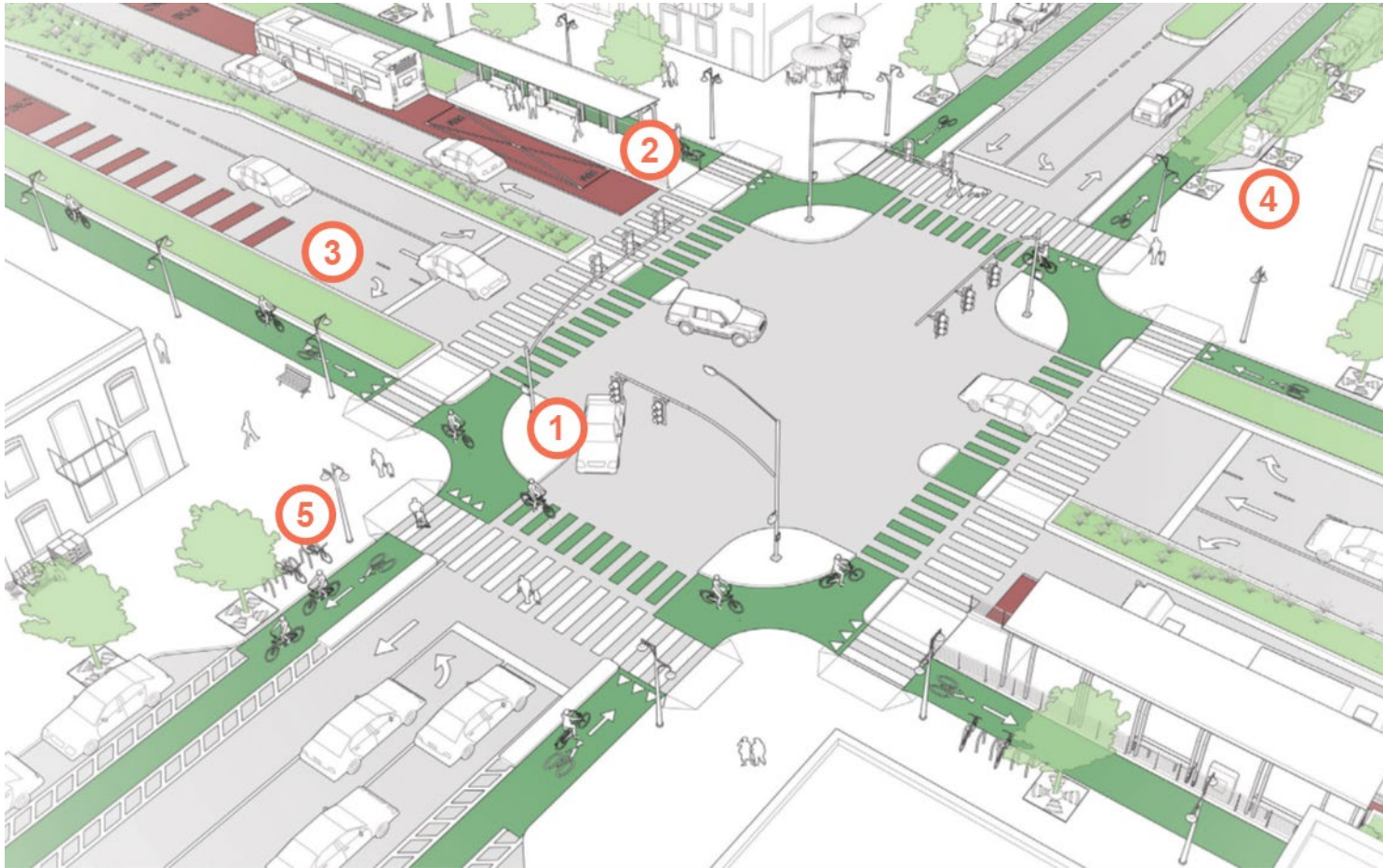
Challenging to navigate for pedestrian and cyclists

Screened out

Carried Forward

Screened out

Next Steps – Protected Intersection Features

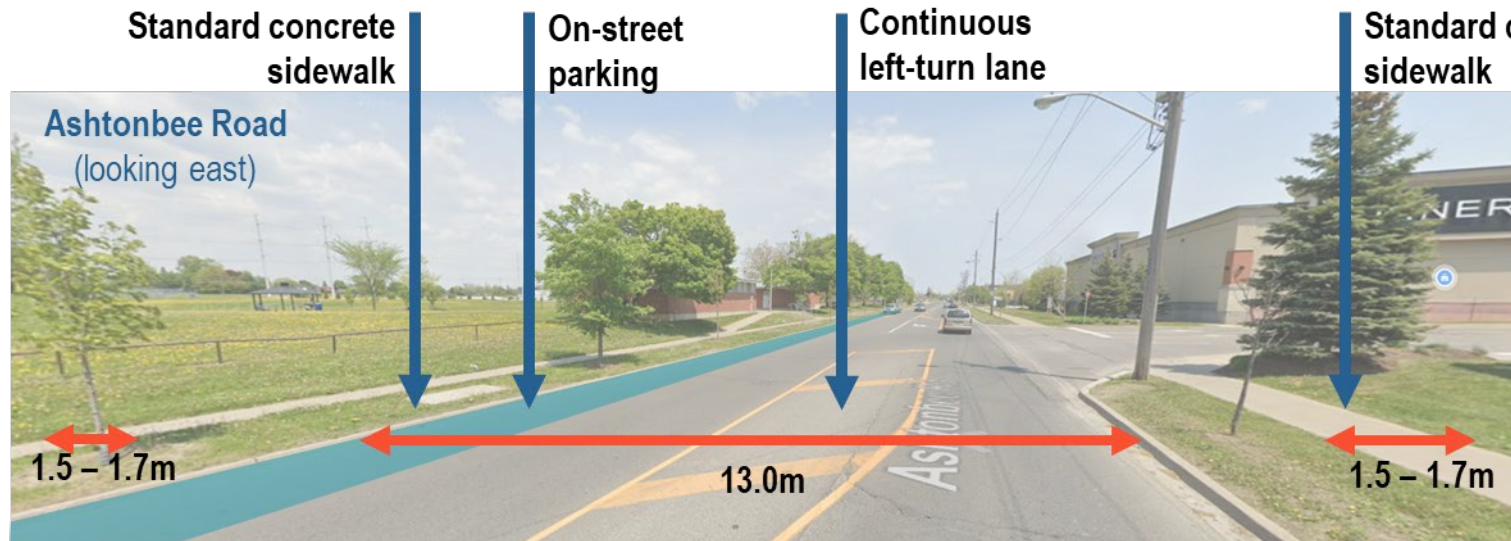


Source: NACTO Design Guide

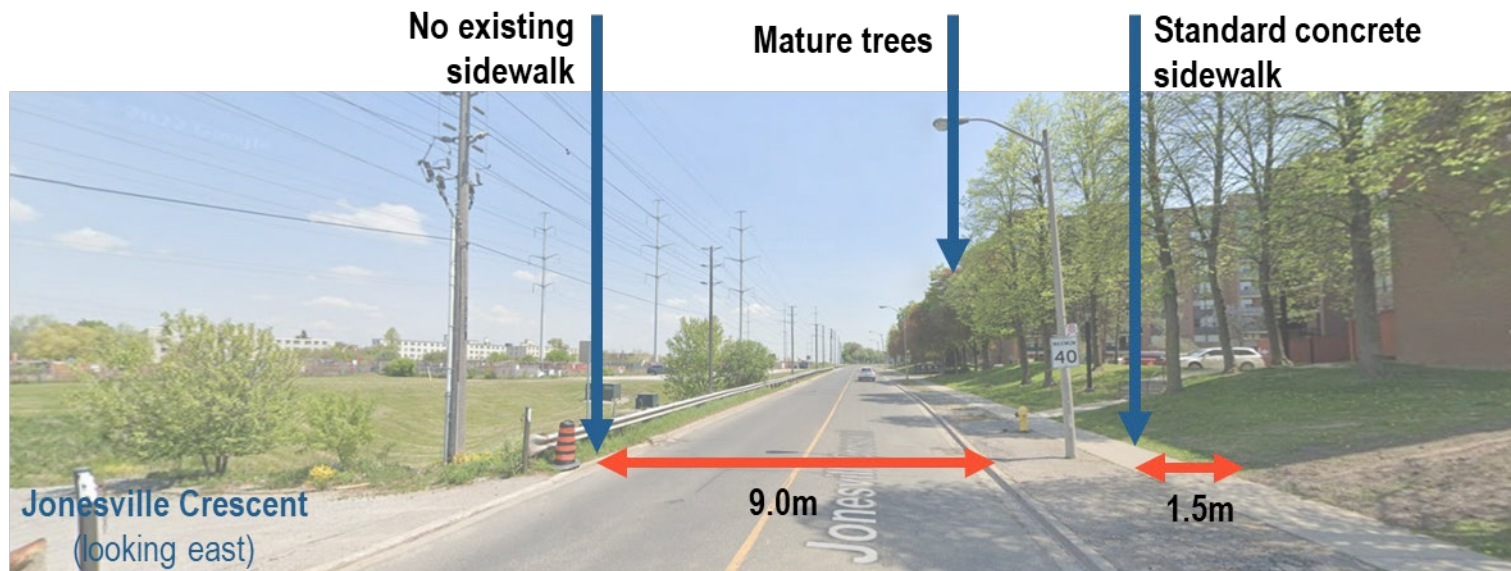
The Preferred Designs will be developed following Public Consultation #1. **Intersection design** might require additional ROW to accommodate features, such as:

- ① Safe Intersection Treatments for Cyclists and Pedestrians (i.e., protected intersection)
- ② Transit Stops
- ③ Right and Left Turning Lanes
- ④ Green Infrastructure
- ⑤ Utilities

Jonesville and Ashtonbee Streetscape Improvements



As part of the streetscape improvements, the **Craigton Drive** cross-section recommendation will continue along **Ashtonbee Road** and **Jonesville Crescent** with the existing street widths.





Question or Comments?
We want to hear from you!

Stay Connected



Complete an online comment form to share your thoughts and opinions on the study by **May 1, 2023**

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Public Consultation Unit
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Tel: 416-338-2986
Email: goldenmile@toronto.ca

To receive updates on the project, sign up using the link below

toronto.ca/goldenmile

Thank You

