



Environmental Study Report

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

City of Toronto

FINAL

Part 2 of 3

September 2026

5 Alternative Solutions

The MCEA process requires documentation and examination of all reasonable alternatives to address the problem, referred to as Alternative Solutions (Phase 2).

The Municipal Class EA process recognizes that it is beneficial to begin the planning process for infrastructure by considering the overall system before dealing with corridor-specific issues. Master Plans provide for this system-wide approach to infrastructure planning and, at the same time, integrate environmental assessment principles.

The TMP (2019) fulfilled the MCEA Phases 1 and 2 including identification of problems and opportunities and the selection of preferred solution. The following section is provided as a summary of the TMP Phase 2 overall methodology, key findings and recommendations as it relates to Phase 2 of the ReNew Golden Mile EA. Additional details can be found in the TMP Report provided under separate cover.

5.1 Development of Alternative Solutions

In parallel with the Secondary Plan and prior to the development of Alternative Solutions, the TMP first considered three land use / development concepts for the Golden Mile Area. The three land use / development concepts were evaluated based on their alignment with the four guiding principles of the TMP. The evaluation resulted in a Preferred Land Use Concept which then formed the basis for developing infrastructure improvement alternatives to service the Golden Mile area.

Alternative Transportation Network Solutions to support the Preferred Land Use Concept and to address the Problems and Opportunities for the Golden Mile area were identified in the TMP as follows:

- **ECLRT and Planned Improvements** – Improvements such as the ECLRT and City's 10 Year Cycling Plan;
- **Built a Grid Street Network** – Grid street network improvements including dedicated and protected space for cyclists and pedestrians; and
- **Enhanced Transit Priority Network** – Transit service improvements on key streets and integrated multiple mobility services (EcoMobility).

As the alternatives build upon one another, they were grouped into the following three TMP Alternative Transportation Network Solutions:

- **TMP Alternative Solution 1:** ECLRT and Planned Improvements;

- **TMP Alternative Solution 2:** ECLRT and Planned Improvements + Build a Grid Street Network; and
- **TMP Alternative Solution 3:** ECLRT and Planned Improvements + Build a Grid Street Network + Enhanced Transit Priority Network.

5.2 Evaluation of Alternative Solutions

The three TMP Alternative Solutions were assessed using a set of quantitative and qualitative criteria to understand the benefits and drawbacks of each alternative. The evaluation criteria were developed to reflect the overall Golden Mile SP and Guiding Principles, as well as other key priorities such as costs. The evaluation criteria are listed as follows:

- **Policy Framework** – Does it deliver existing policies and guidelines?
- **Supporting Employment** – Does it support existing and future employment?
- **Healthy Communities** – Does it optimize the community's health and safety?
- **Implementation and Affordability** – How feasible is it to implement?
- **Shaping the City** – Does it support the preferred land use option?
- **Promoting Choice and Experience** – Does it promote a diversity of travel choices? Does it encourage an active lifestyle?
- **Innovations in Shared Mobility** – Does it integrate innovative infrastructure and technologies to support shared mobility?
- **Resilience** – Does it contribute to a resilient transportation network and community?
- **Social Equity in Mobility** – Does it promote an active lifestyle for all ages and abilities?

In addition, each alternative solution was assessed to inform:

- **Connectivity Index** – each alternative was scored based on the number of links and nodes for all modes of transportation including walking, cycling, transit and car.
- **Walkshed Analysis** – each alternative was assessed based on the number of development blocks proposed within a 500 m walk of an LRT station.

The results of the evaluation are summarized in **Figure 5-1**.

Figure 5-1: TMP Evaluation Results

Category	TMP Solution #1	TMP Solution #2	TMP Solution #3
Policy Framework Does it deliver existing policies and guidelines?			
Healthy Communities Does it optimize the community's health and safety?			
Shaping the City Does it support the preferred land-use option?			
Innovations in Shared Mobility Does it integrate innovative infrastructure and technologies to support shared mobility?			
Social Equity in Mobility Does it promote an active lifestyle for all ages and abilities?			
Supporting Employment Does it support existing and future employment?			
Implementation and Affordability Is it feasible to implement?			
Promoting Choice and Experience Does it promote a diversity of travel choices? Does it encourage an active lifestyle?			
Resilience Does it contribute to a resilient transportation network and community?			
Overall	Least Preferred	Less Preferred	Preferred

TMP Alternative Solution #3 “Enhanced Transit Priority Network” was selected as the Preferred Solution to be carried forward. The solution provides elements consistent with the policy framework, helps to support the preferred development alternative, provides the best potential to promote an active lifestyle for all ages and users, and contributes to a resilient network.

5.3 Recommendations

TMP Alternative 3 consists of a Preferred Street and Block Network (**Figure 5-2**), an Active Transportation Network (**Figure 5-3**), Transit Priority Network (**Figure 5-4**), and EcoMobility Hub Plan (**Figure 5-5**).

5.3.1 Preferred Street and Block Network

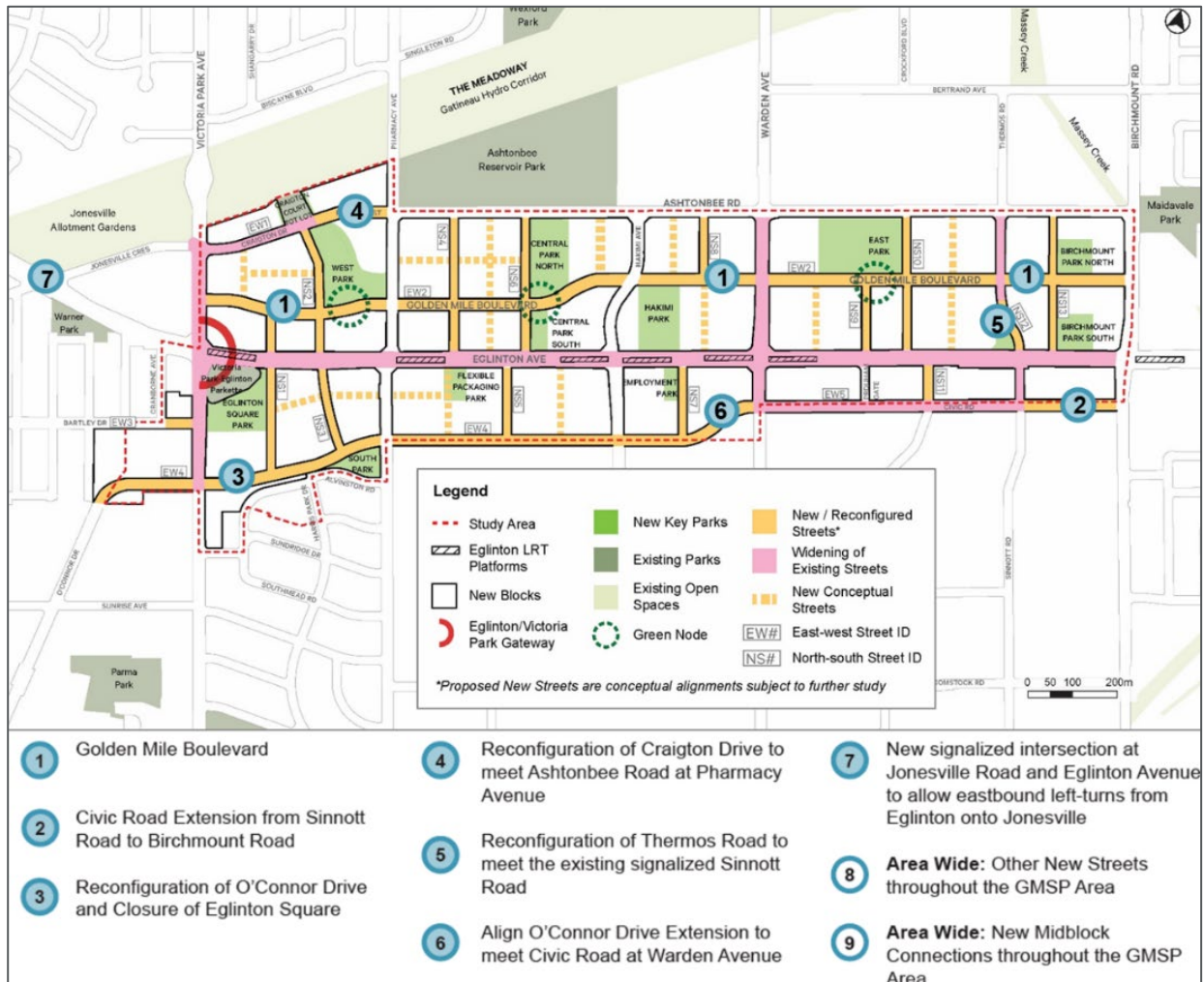
Three street and block network plans were developed to analyze development alternatives for the Golden Mile SP:

- Alternative A: Gateway
- Alternative B: Central Hub
- Alternative C: Cluster

Based on the preliminary transportation analysis, Alternative B and C were carried forward for further consideration, which resulted in a Preliminary Preferred Street and Block Network as seen in **Figure 5-2**.

The existing built form encourages driving by requiring pedestrians to walk longer distances to reach their destinations, often across surface parking lots. 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.

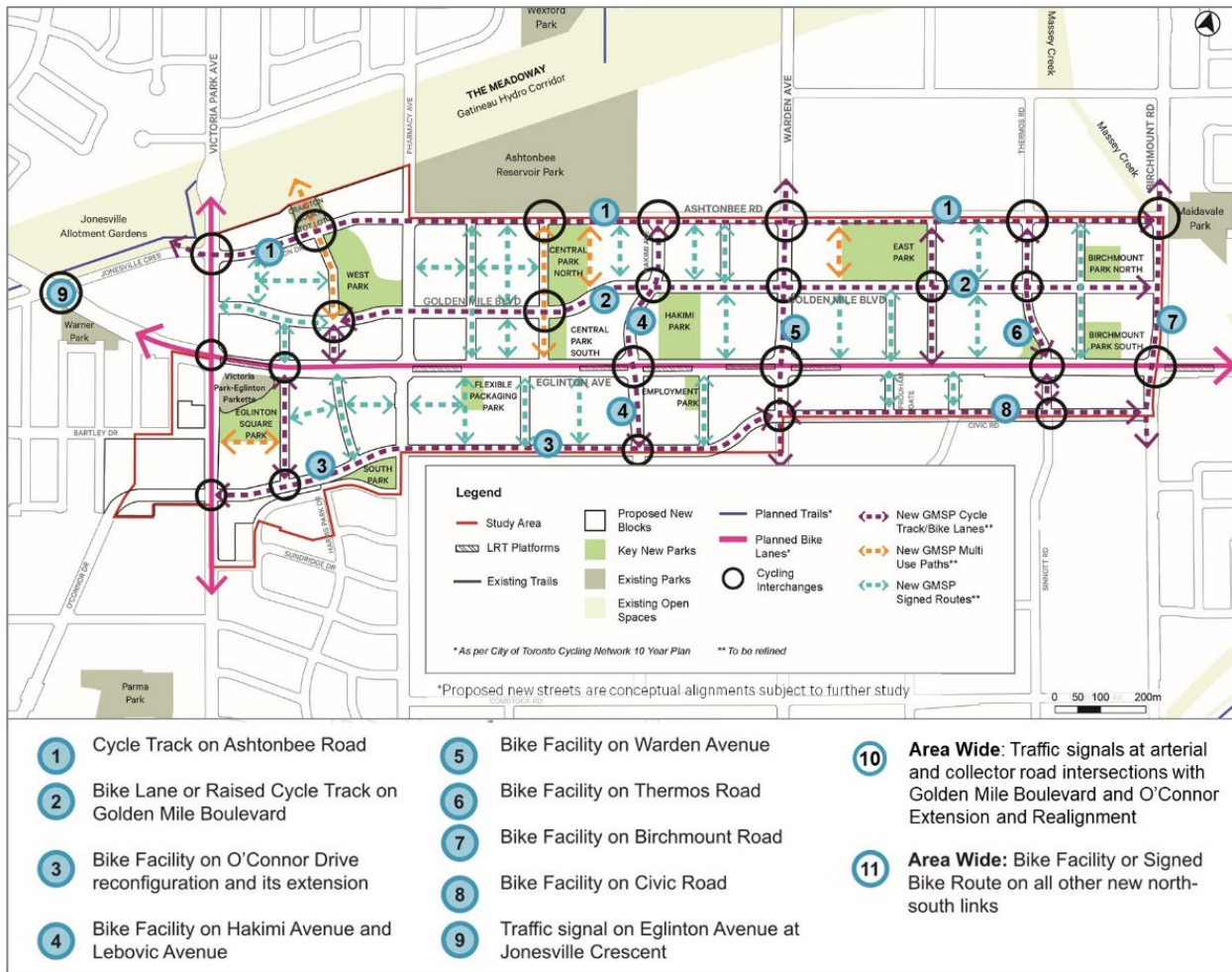
Figure 5-2: TMP Preferred Street and Block Network



5.3.2 Preferred Active Transportation Network Improvements

Together with the proposed street network solution, dedicated separated cycling facilities throughout the Study area are recommended. As shown in **Figure 5-3**, dedicated and separated cycling and sidewalk facilities are recommended throughout the street network to enable people to access destinations by biking or walking.

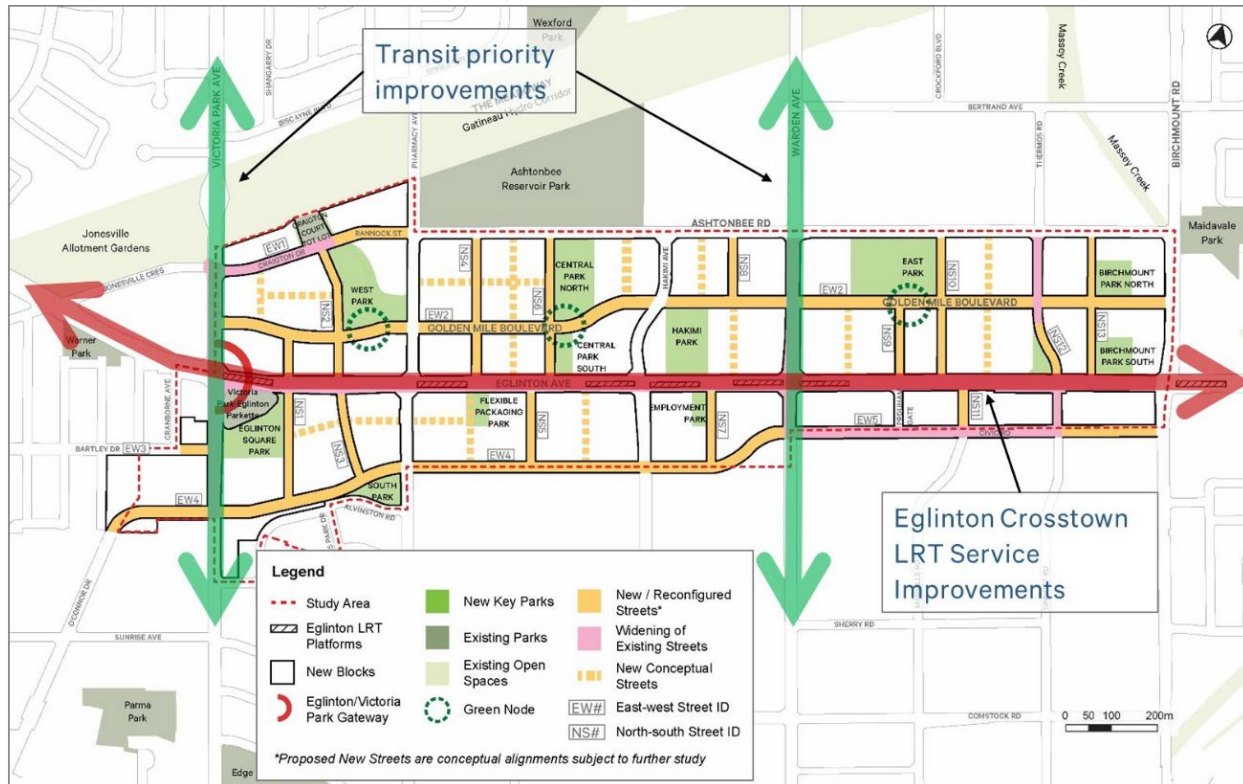
Figure 5-3: TMP Active Transportation Network Improvements



5.3.3 Preferred Transit Priority Improvements

As shown in **Figure 5-4**, transit priority improvements are recommended along Victoria Park Avenue and Warden Avenue to serve north-south transit demand.

Figure 5-4: TMP Transit Priority Improvements



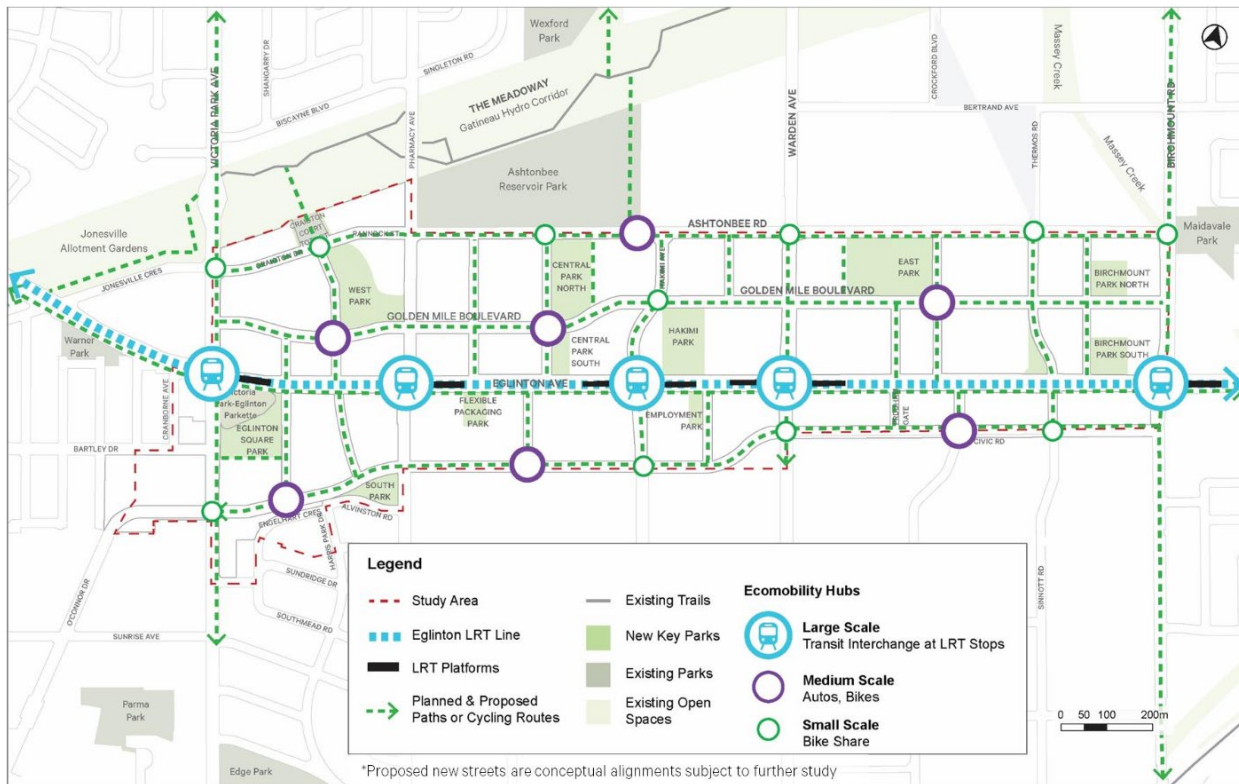
5.3.4 EcoMobility Hub Plan

To address first and last mile solutions, EcoMobility Hubs are proposed one-stop service points for multi-modal systems that offer first and last mile solutions to encourage transit use in the Study area. EcoMobility Hubs contain:

- Bike Share stations;
- Car-share vehicles; and
- Waiting areas for ride-share.

As shown in **Figure 5-5** Different sized EcoMobility Hubs are identified that provide service options given the specific context. Large-scale Hubs are proposed along Eglinton Avenue East. Medium- and small-scale Hubs are located at local destinations north and south of Eglinton Avenue East.

Figure 5-5: TMP EcoMobility Hub Plan



5.3.5 Recommended Studies

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

- The Jonesville Crescent, Craigton Drive and Ashtonbee Road corridor from Eglinton Avenue East to Birchmount Road;
- Determine a Preferred Alignment for the reconfiguration of Craigton Drive;
- Golden Mile Boulevard from Victoria Park Avenue to Birchmount Road which determines a Preferred Alignment and considers landowner property impacts;
- O'Connor Drive reconfiguration and extension which determines a Preferred Alignment, considers landowner property impacts and impacts to adjacent communities; and

- Jog elimination of Thermos Road and Sinnott Road.

The corridors (shown in **Figure 5-6**) are carried forward into Phases 3 and 4 of the EA process for further development and assessment (this study).

Figure 5-6: TMP Preferred Solution - High Priority Key Network Improvements



6 Alternative Design Concepts

The Municipal Class EA process requires examination of alternative methods of implementing the Preferred Solution, referred to as Alternative Design Concepts. The advantages and disadvantages of each are assessed. This section discusses the development of Alternative Design Concepts, the evaluation criteria, and identification of the Preferred Design Concepts.

6.1 Alternatives Development and Evaluation Process

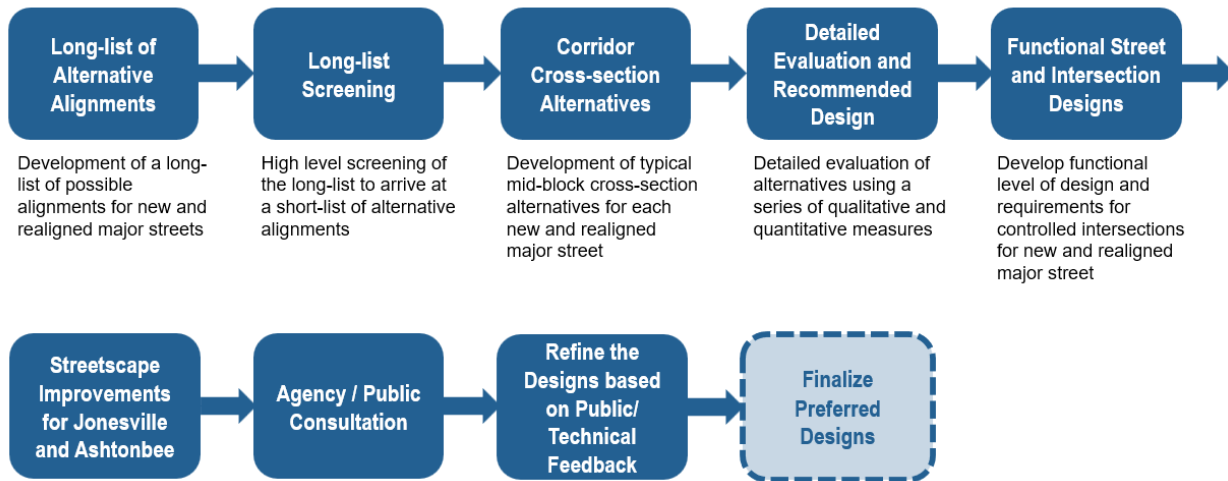
The Recommended Street Design Plans were developed through a transparent and defensible evaluation process assessed against a defined set of technical and policy-based evaluation criteria.

Alternatives were developed to address the Preferred Solution's key network improvements for each of the following new major streets and the re-alignment of existing major streets corridors:

- O'Connor Drive reconfiguration and Extension; and Civic Road Extension;
- Jonesville Crescent Signalization and Craigton Drive reconfiguration, and Jonesville Crescent/Ashtonbee Road Streetscape Improvements;
- Potential reconfiguration of Thermos Road and Sinnott Road at Eglinton Avenue East; and
- Golden Mile Boulevard (NEW east-west street).

Alternatives were developed and evaluated in a stepwise process illustrated in **Figure 6-1**.

Figure 6-1: Alternatives Evaluation Process



A long list of possible alternative corridor alignments for the new and realigned major streets was first developed. A high-level screening of the alternatives was conducted based on each alternative's ability to meet the objectives and recommendations of the Golden Mile SP and TMP, while minimizing socio-economic and property impacts.

In parallel with the street alignment alternatives evaluation process, cross-section alternatives were developed and evaluated. The design criteria considered in the development of the mid-block cross-section alternatives are presented in Section 7.

The long list street alignment alternatives, the screening, and recommended short list street alignment alternatives, as well as the cross-section design criteria and alternatives were presented at the first round of public engagement. A total of 17 short-listed Alternative Alignments across the five corridors were presented, and 16 Cross-section Design Alternatives were presented.

The resulting short list of street alignment alternatives was further refined considering interest groups feedback received during the first round of consultation. The short list assessment and evaluation was completed considering a detailed framework of factors and criteria including transportation (traffic operations, safety, constructability, cost, cycling, and walking), socio-economic (property impacts, city building, public realm, streetscaping), cultural heritage, and natural environment. The preferred street alignment alternative was identified for each corridor that best meets future transportation and land use needs while minimizing environmental effects.

The Recommended Alignments and Cross Sections were presented through the second round of consultation. City Council endorsed the Preliminary Recommended Alignments and Designs presented as part of an interim staff report on June 26, 2024. City staff undertook

further consultation on the Recommended Designs with the Technical Advisory Committee, various landowners and development interests in the area. A total of 12 meetings were held with various development interests and / or landowner groups between July 2024 and September 2024, along with ongoing communication between City staff and these interest groups. Refinements were made to the designs to address feedback received, ensure City objectives were met, alongside minimizing impacts to active development applications to ensure coordination amongst development interests. This was reflected in the Recommended Designs presented at Public Meeting #2. In preparation for Public Meeting #2 City Staff presented the design plans to City Council and received endorsement for the recommendations. Link to the report is here: (<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.11>).

The design plans were further refined considering interest groups feedback received, and the final plans are presented in Section 7.

6.2 Development of Alternative Design Concepts

Street Alignment Alternatives

Street alignment alternatives were developed to address the Preferred Solution's key network improvements for each of the following new major streets and the re-alignment of existing major streets corridors:

- O'Connor Drive reconfiguration and Extension; and Civic Road Extension;
- Jonesville Crescent Signalization and Craigton Drive reconfiguration, and Jonesville Crescent/Ashtonbee Road Streetscape Improvements;
- Potential reconfiguration of Thermos Road and Sinnott Road at Eglinton Avenue East; and
- Golden Mile Boulevard (NEW east-west street).

Typical Cross-Section Alternatives

Typical cross-section options were developed for each corridor to accommodate the planned ROW (see **Figure 6-2**), travel lane requirements, active transportation improvements, streetscaping opportunities and utilities. The typical cross-section alternatives represent mid-block locations and additional property beyond the official plan ROW may be required at intersections to accommodate auxiliary turn lanes, etc.

The typical cross-section options consider the future at-grade land uses within the Study area as presented in **Figure 6-3**. The at-grade land uses are categorized by retail, residential,

public park, office, community centre, employment, and parking garage. Developing the interface between the at-grade uses and the proposed cross-sections on a block-by-block basis, while considering the variation in land uses, is critical to supporting the vision for the Golden Mile area as a sustainable and livable community.

Finally, as the existing ROW is limited to between 20 m to 27 m, key street design features have been prioritized and evaluated to support the overall vision for a sustainable and livable community, as shown in **Figure 6-4**, with some design variation depending on local constraints. Design priorities include the provision of sidewalks and cycle tracks on both sides of the road, 3.3 m wide travel lanes to accommodate bus routes, and allocation of dedicated space for street trees, landscaping, and furnishing. Some of the design variables are sidewalk widths ranging from 2.1 m to 3.6 m, cycle track widths ranging from 1.8 m to 2.6 m; travel lane options (2-lane, 3-lane, and 4-lane), dedicated parking lanes with considerations for parking laybys versus parking lanes, and variable widths and location for planting and furnishing zones.

Figure 6-2: City's Official Plan – Street Widths

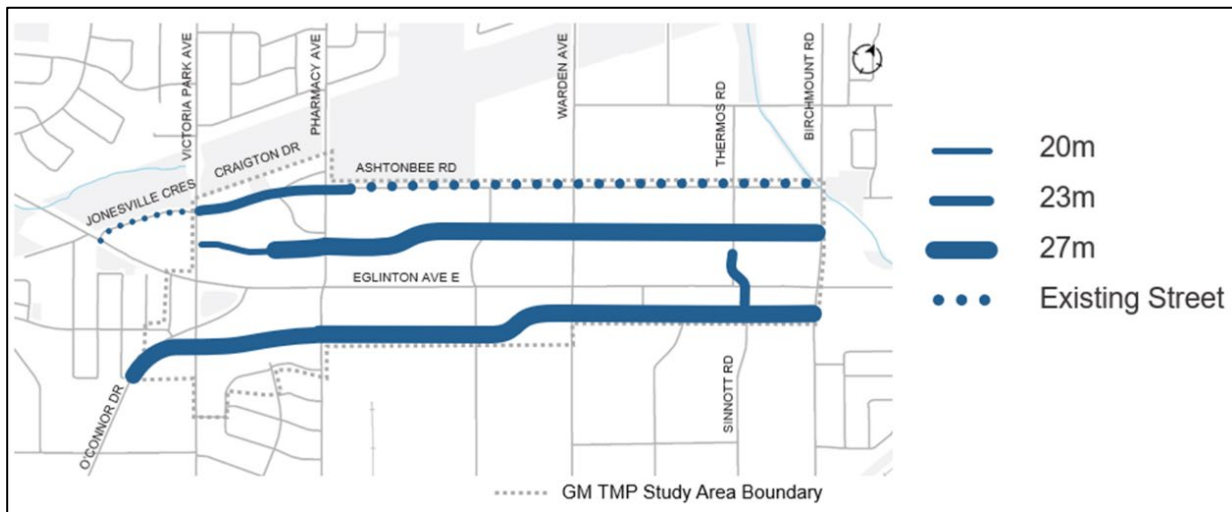


Figure 6-3: At-Grade Uses in Study Area

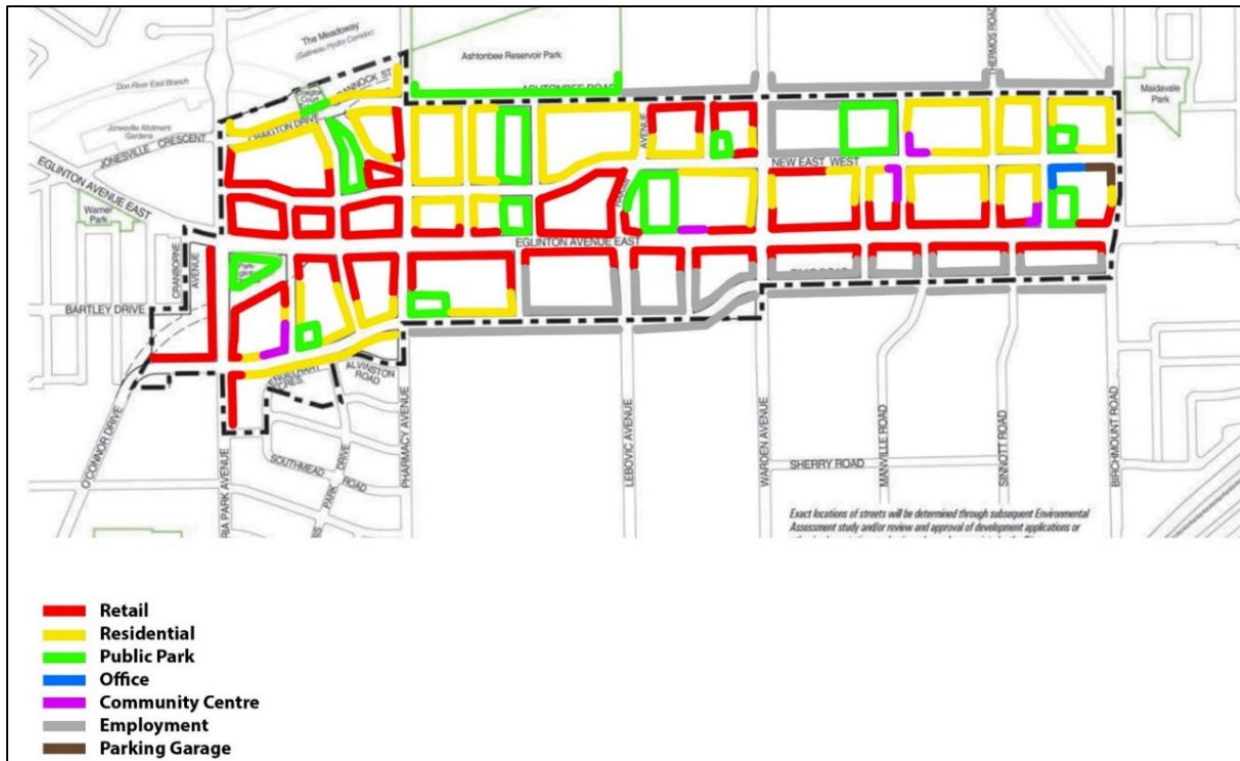


Figure 6-4: Cross Section Design Criteria

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

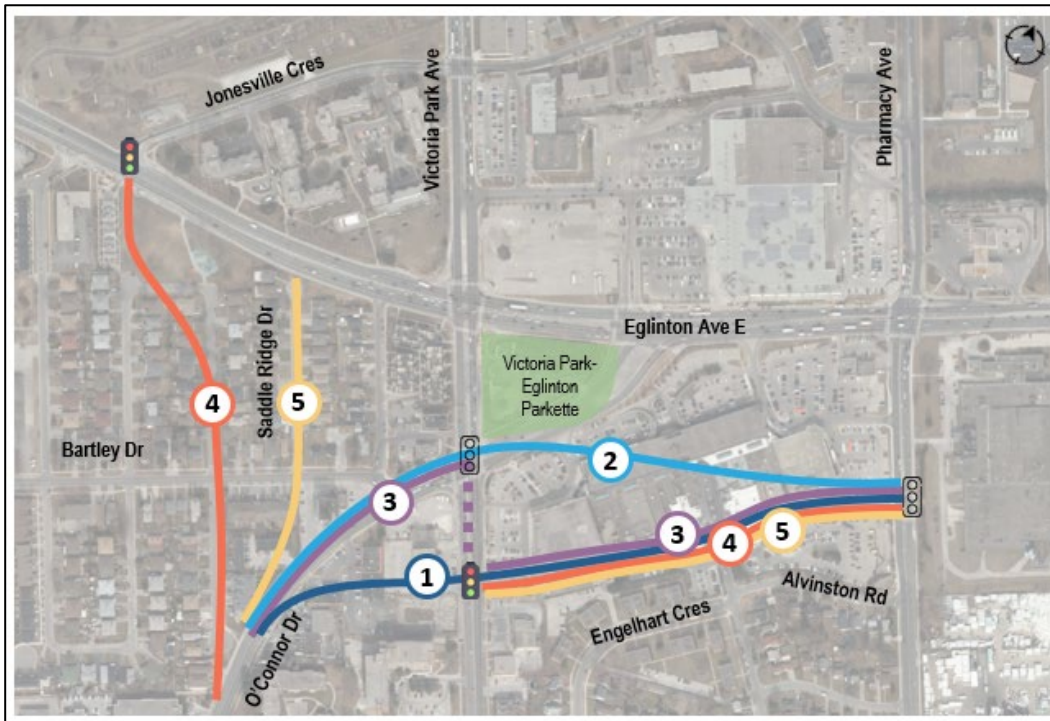
The street alignment alternatives and typical cross-section options for each corridor are discussed in the following sections.

6.2.1 O'Connor Drive Reconfiguration

To address the Preferred Solution for the O'Connor Drive reconfiguration and to improve east-west connectivity in the area, five street alignment alternatives (see **Figure 6-5**) were developed:

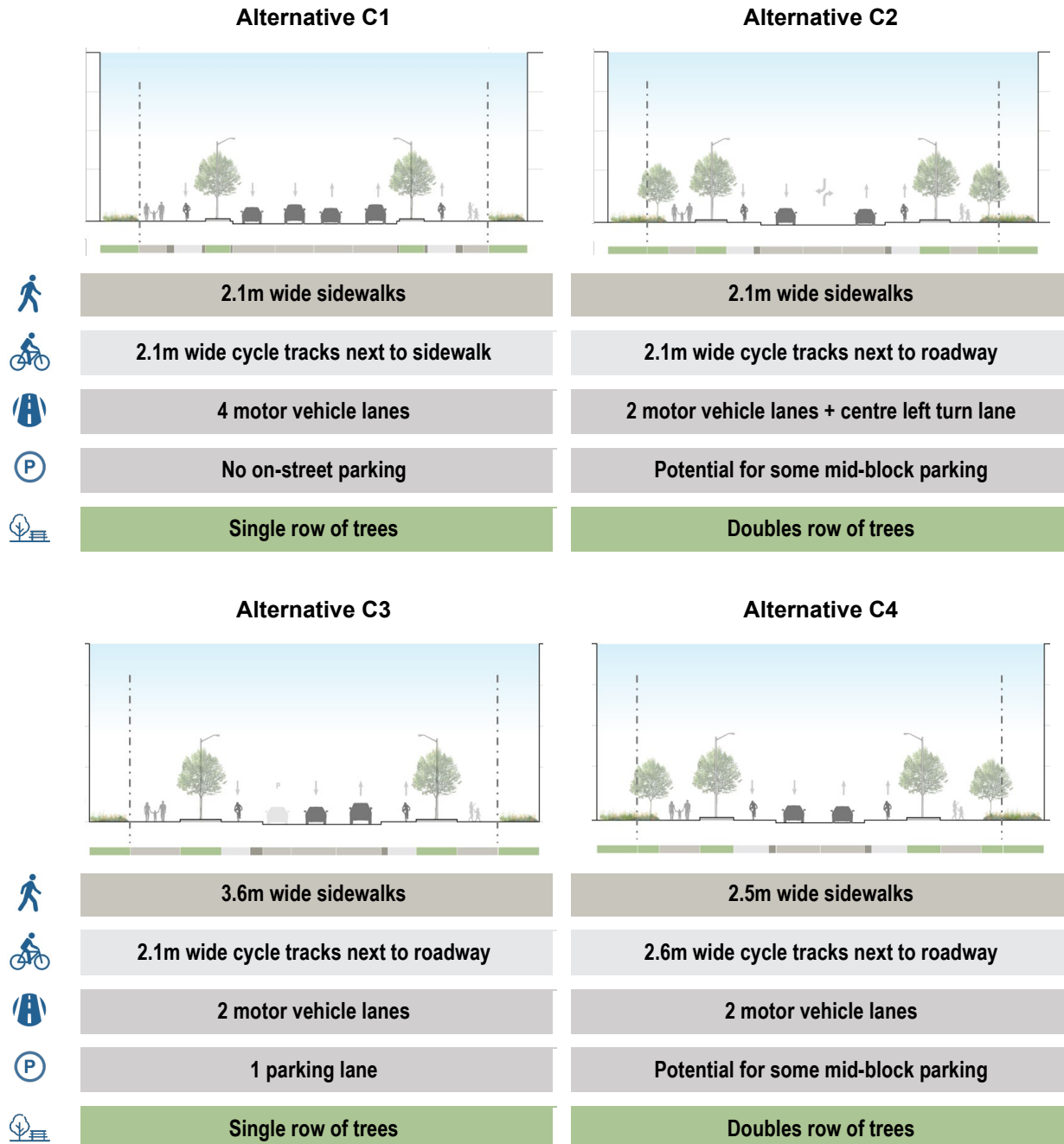
- **Alignment 1** - Continuous street from O'Connor Drive to Pharmacy Avenue
- **Alignment 2** - Maintains existing O'Connor Drive to Victoria Park Avenue with a continuous extension to Pharmacy Avenue
- **Alignment 3** - Maintains existing O'Connor Drive to Victoria Park Avenue and jogged intersection 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

Figure 6-5: Street Alignments for O'Connor Drive Reconfiguration



To accommodate vehicle lane requirements, active transportation, streetscaping and utilities for the corridor, four typical cross section options were developed for O'Connor Drive reconfiguration within a 27 m ROW and are depicted in **Figure 6-6**.

Figure 6-6: O'Connor Drive Reconfiguration Alternative Designs

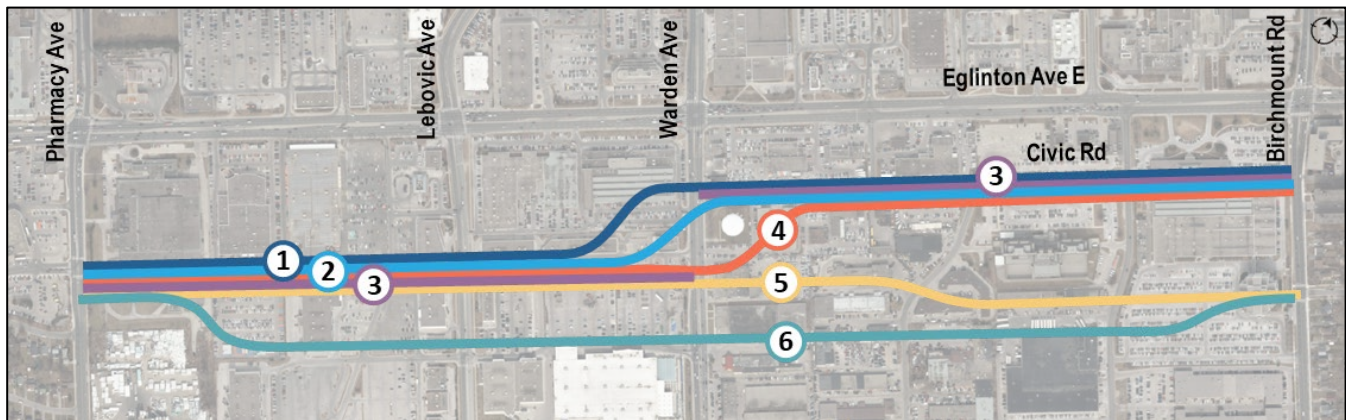


6.2.2 O'Connor Drive Extension to Birchmount Road

To address the Preferred Solution for the O'Connor Drive extension and to improve east-west connectivity in the area, six street alignment alternatives (see **Figure 6-7**;) were developed:

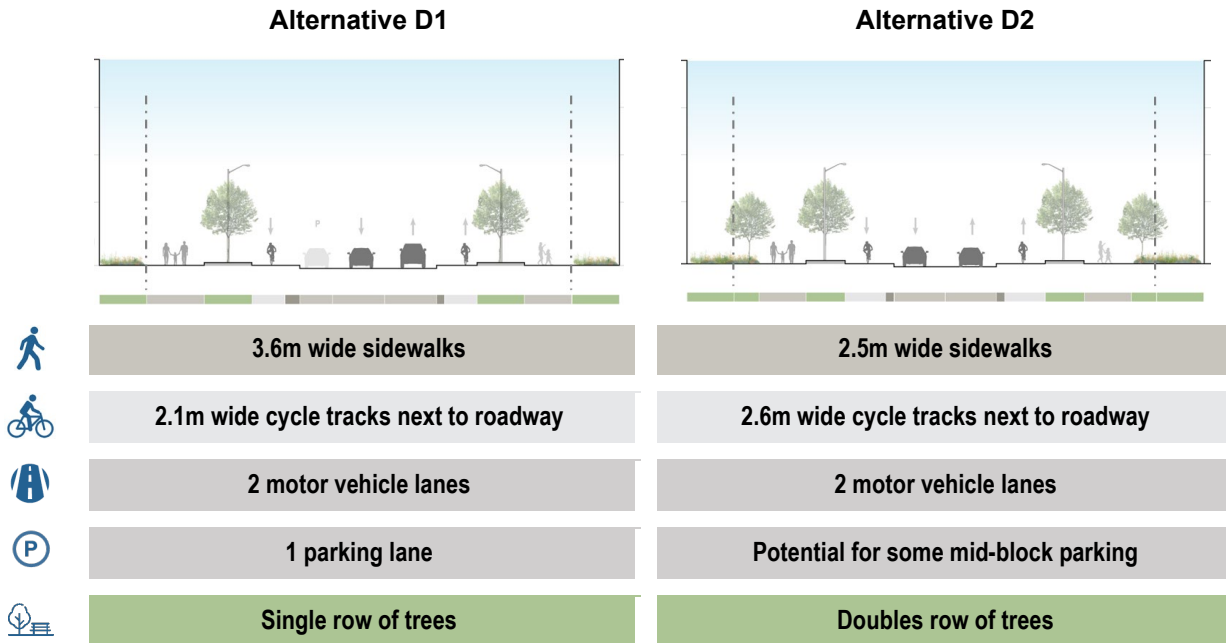
- **Alignment 1** – Connects to and extends Civic Road to Birchmount Road at west of Warden Avenue
- **Alignment 2** – Connects to and extends Civic Road to Birchmount Road at Warden Avenue
- **Alignment 3** – Jogged street at Warden Avenue to Civic Road to Birchmount Road
- **Alignment 4** – Connects 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

Figure 6-7: Alignments for O'Connor Drive Extension to Birchmount Road



To accommodate vehicle lane requirements, active transportation, streetscaping and utilities for the corridor, two typical cross section options were developed for the O'Connor Drive extension within a 27 m ROW and are depicted in **Figure 6-8**.

Figure 6-8: O'Connor Drive Extension Alternative Designs

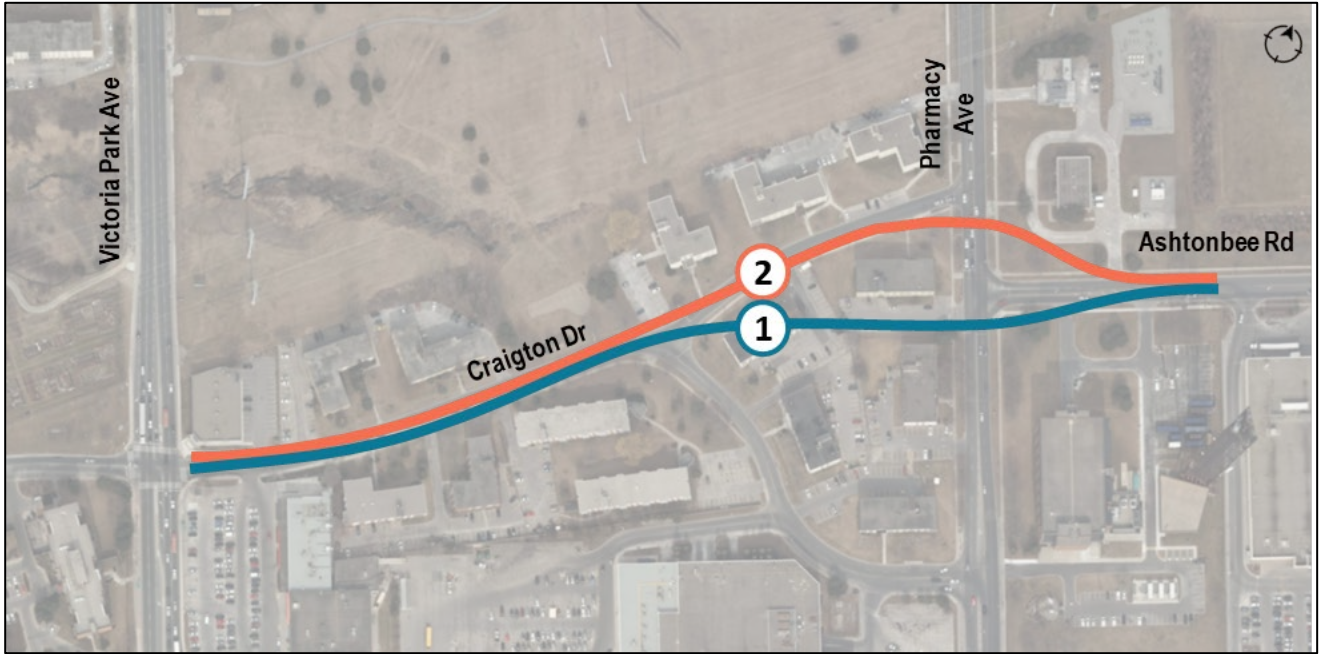


6.2.3 Craigton Drive Reconfiguration

To address the Preferred Solution for the Craigton Drive reconfiguration and to improve east-west connectivity in the area, two street alignment alternatives (see **Figure 6-9**) were developed:

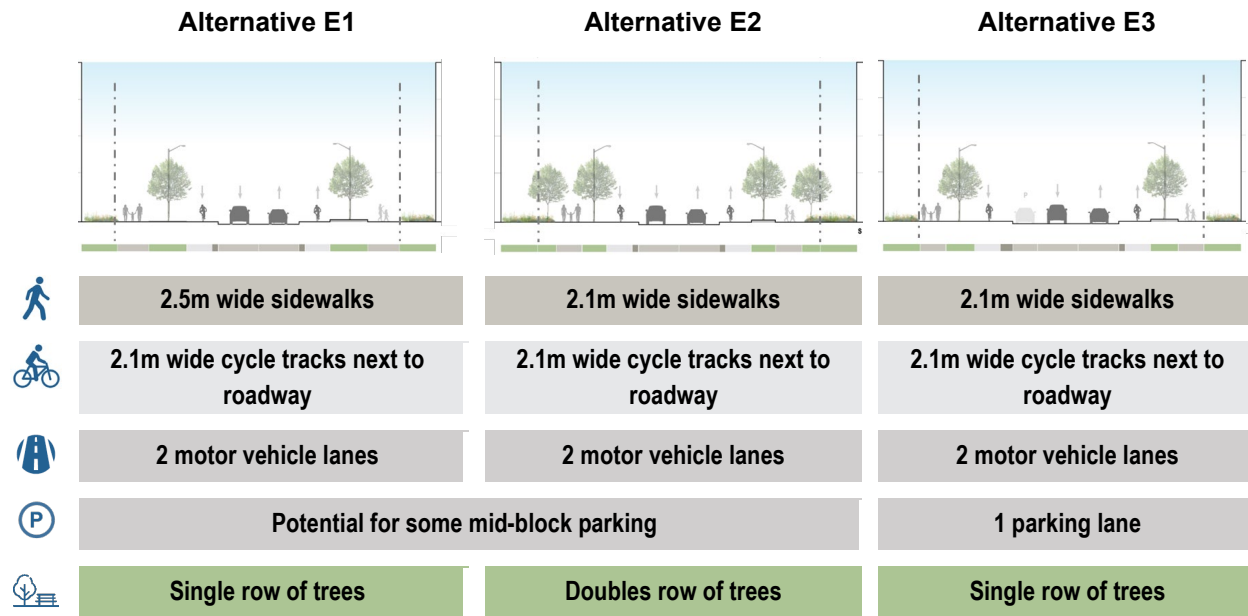
- **Alignment 1** – Craigton Drive realigned south of Ashtonbee Drive
- **Alignment 2** – Craigton Drive realigned north of Ashtonbee Drive

Figure 6-9: Alternative Alignments for Craigton Drive Reconfiguration



To accommodate vehicle lane requirements, active transportation, streetscaping and utilities for the corridor, three typical cross section options were developed for the Craigton Drive reconfiguration within a 23 m ROW and are depicted in **Figure 6-10**.

Figure 6-10: Craigton Drive Reconfiguration Alternative Designs

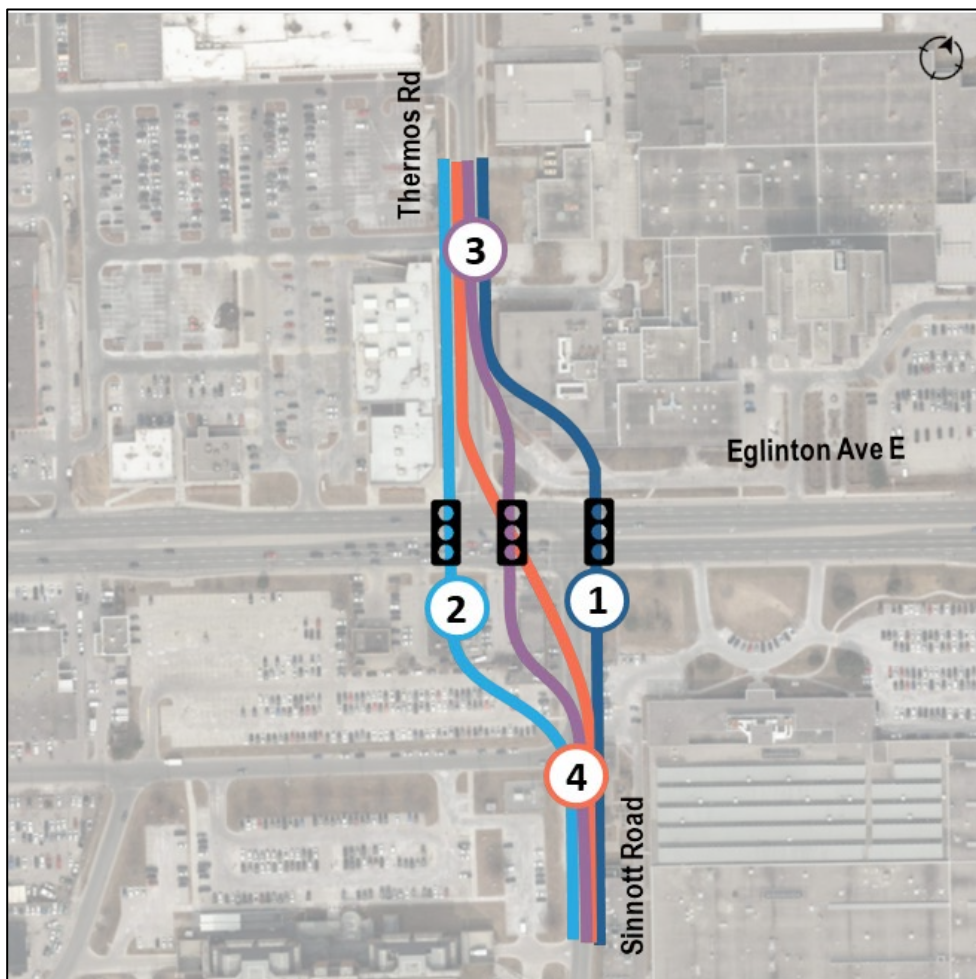


6.2.4 Thermos Road and Sinnott Road Realignment

To address the Preferred Solution for the re-alignment of Thermos Road and Sinnott Road at Eglinton Avenue East and to improve north-south connectivity in the area, five street alignment alternatives (see **Figure 6-11**) were developed:

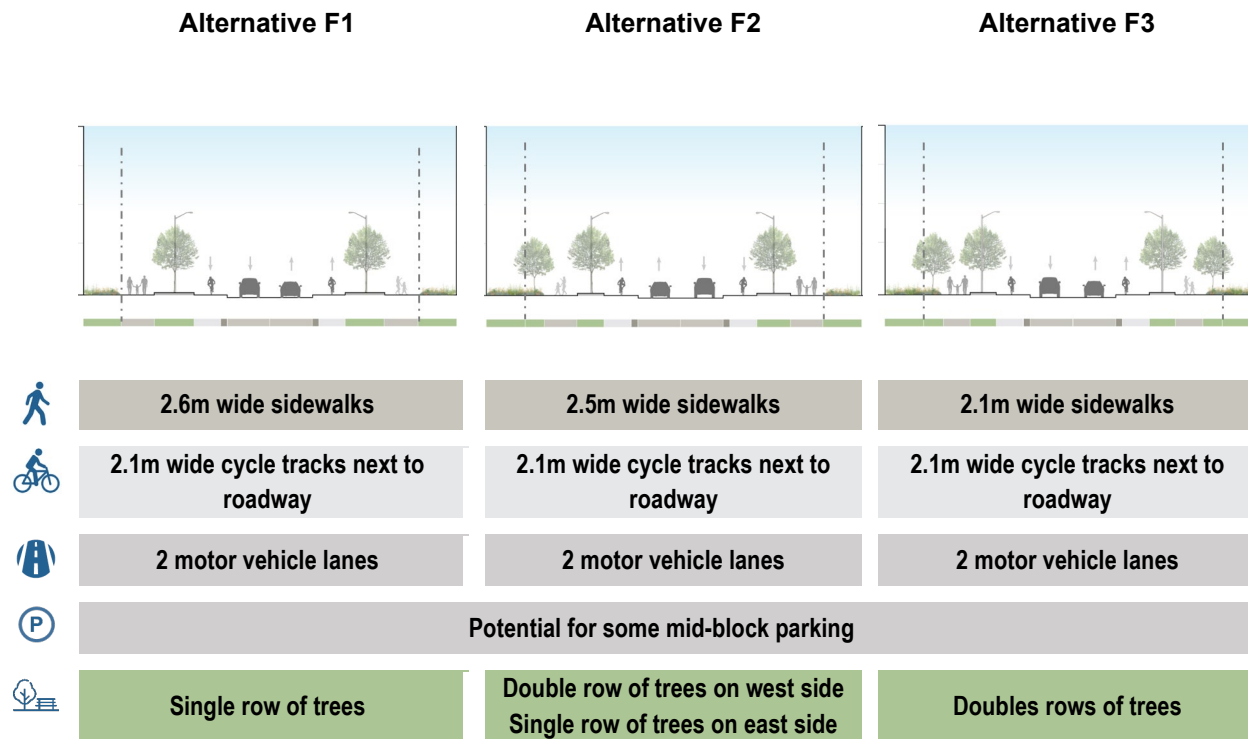
- **Alignment 1** – Realign intersection north of Eglinton Avenue East
- **Alignment 2** – Realign intersection south of Eglinton Avenue East
- **Alignment 3** – Realign intersection north and south of Eglinton Avenue East
- **Alignment 4** – Skewed intersection
- **Alignment 5** – Do nothing with active transportation improvements.

Figure 6-11 Alignments for Thermos Road and Sinnott Road Realignment



To accommodate vehicle lane requirements, active transportation, streetscaping and utilities for the corridor, three typical cross section options were developed for the re-alignment of Thermos Road and Sinnott Road at Eglinton Avenue East within a 23 m ROW and are depicted in **Figure 6-12**.

Figure 6-12: Thermos Road and Sinnott Road Alternative Designs

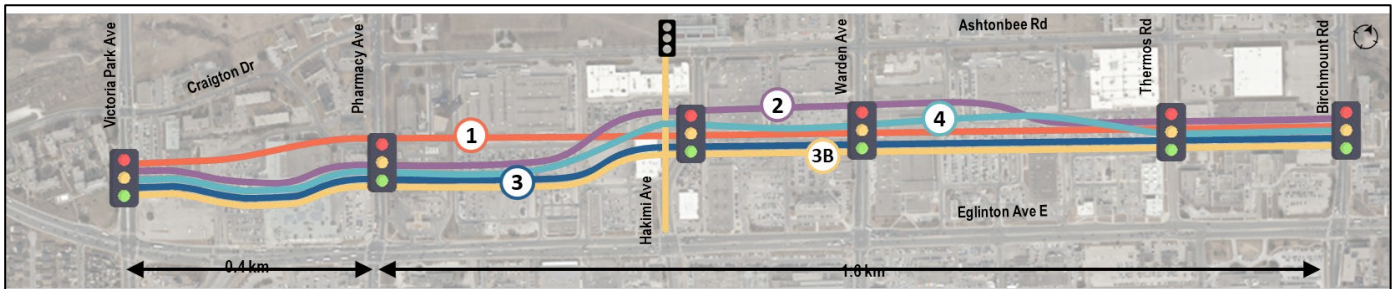


6.2.5 Golden Mile Boulevard

To address the Preferred Solution to provide the new Golden Mile Boulevard corridor to connect Victoria Park and Birchmount Road, the following street alignment alternatives (**Figure 6-13**) were developed:

- **Alignment 1** – Maintains in the middle between Craigton Drive/Ashtonbee Road and Eglinton Avenue East
- **Alignment 2** – Shifts street alignment closer to Ashtonbee Road at Hakimi Avenue intersection
- **Alignment 3** – Connects street alignment closer to Eglinton Avenue East 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

Figure 6-13: Golden Mile Boulevard Alignments



To accommodate vehicle lane requirements, active transportation, streetscaping and utilities for the corridor, the following typical cross section options were developed for Golden Mile Boulevard and are depicted in **Figure 6-14** and **Figure 6-15**:

- Two cross-sections within a 20 m ROW between Victoria Park Avenue to West Park Avenue
- Two cross-sections within a 27 m ROW between West Park Avenue and Birchmount Road

Figure 6-14: Golden Mile Boulevard Alternative Designs (27 m)

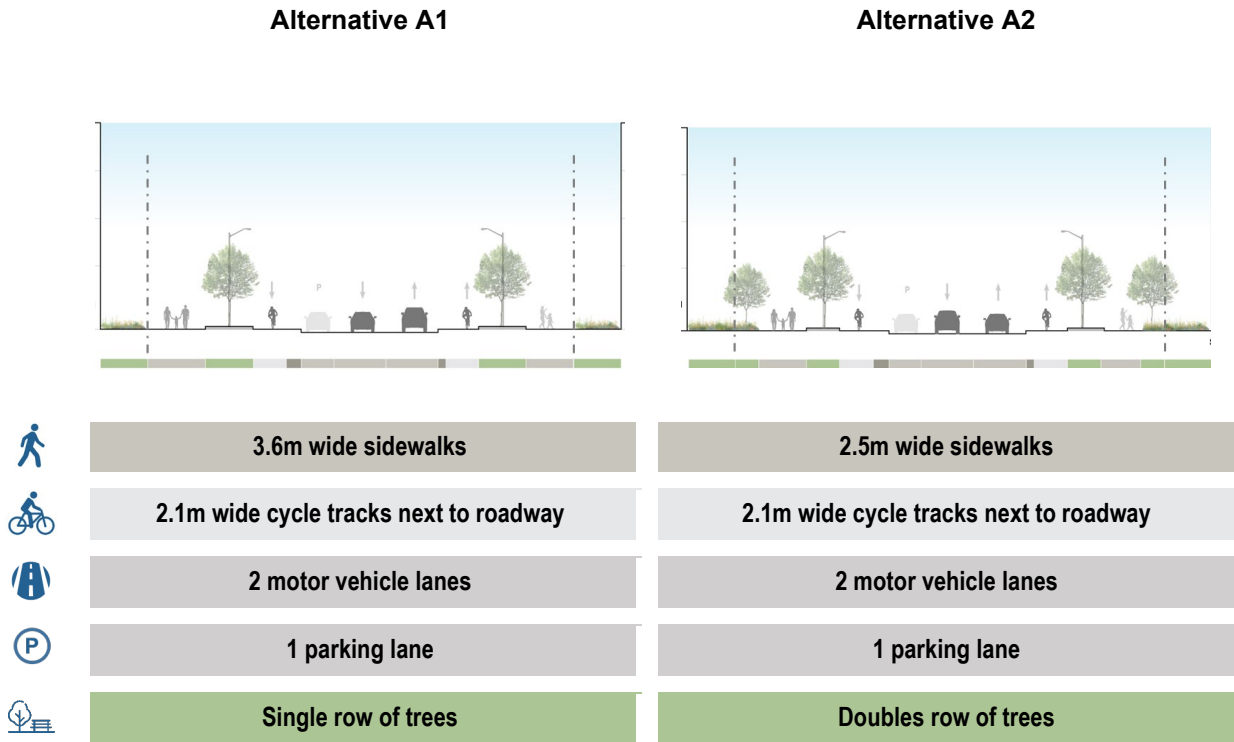
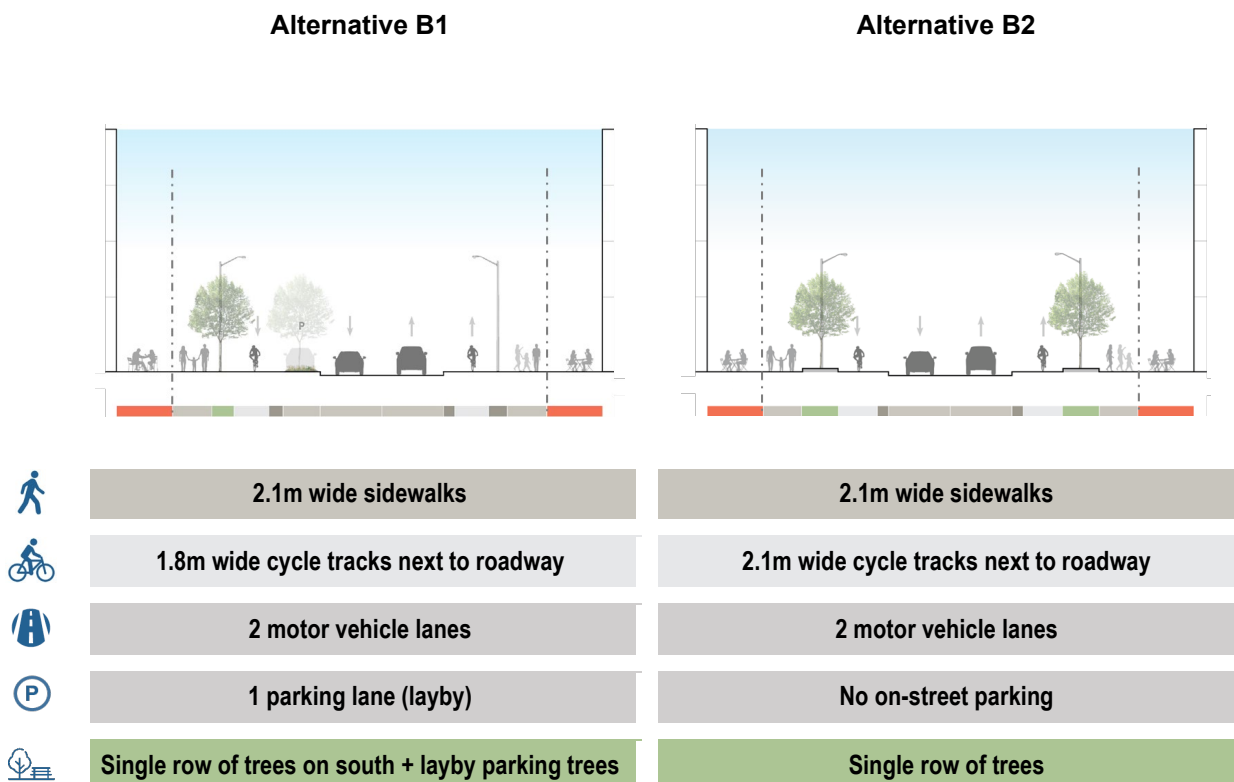


Figure 6-15: Golden Mile Boulevard Alternative Designs (20 m)



6.3 Evaluation of Alternative Designs

The following section discusses the evaluation methodology, findings of the high-level screening and detailed evaluations, and identification of the recommended alternative(s). Additional details on the evaluation of the alternative design concepts, including the detailed evaluation matrices are provided in **Appendix H**.

6.3.1 High-Level Screening

A high-level screening for the long list of street alignment alternatives was conducted based on each alternative's ability to meet the objectives and recommendations of the Golden Mile SP and TMP, while minimizing property impacts.

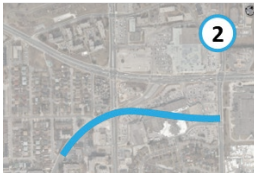
Alignment alternatives that met the high-level screening criteria were carried forward for detailed evaluation. The criteria and proposed indicators considered for the high-level screening are listed in **Table 6-1**.

Table 6-1: High Level Screening Criteria

High Level Screen Criteria	Proposed Indicators
Policy Framework	Consistency with Policies and Guidelines (Golden Mile TMP and Golden Mile SP) Addressing the Problem and Opportunity Statement
Transportation Service	Provision of well-connected, continuous, and comfortable transportation choices for all travel modes Network Impacts and Traffic Operations
Socio-Economic Environment	Accommodate Planned Growth and Development Minimize property impacts

Table 6-2 to Table 6-7 provides a summary of results for the high-level screening.

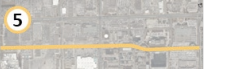
Table 6-2: Evaluation Summary for O'Connor Drive Reconfiguration

ALTERNATIVE					
SUMMARY OF EVALUATION	- Consistent with City policies - Creates connected east-west alternative - No anticipated impacts to existing residential land use	- Consistent with City policies - Creates connected east-west alternative - No anticipated impacts to existing residential land use	- Consistent with City policies - Creates connected east-west alternative - No anticipated impacts to existing residential land use	- Inconsistent with City policies - Does not improve east-west network connectivity - Impacts existing residential properties	- Inconsistent with City policies - Does not improve east-west network connectivity - Impacts existing residential properties
RECOMMENDATION	Carried Forward	Carried Forward	Carried Forward	Screened Out	Screened Out

Based on the high-level screening, the following street alignment alternatives are carried forward for further assessment for the O'Connor Drive reconfiguration:

- 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

Table 6-3: Summary of Evaluation for O'Connor Drive Extension to Birchmount Road.

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

The above evaluation was presented during Stage 1 Public Consultation. The evaluation was refined after consultation with the public and interest groups to reflect the findings in **Table 6-4**. Refinements were made to the Recommended O'Connor Drive reconfiguration alignment east of Victoria Park Avenue to adjust to better align with existing property boundaries. Minor adjustments were also made west of Victoria Park Avenue to further reduce property impacts.

The Recommended O'Connor Drive Extension Alignment east of Pharmacy Avenue was adjusted to reflect discussions with a number of landowners and development interests in the area, including the three landowners that Council had directed staff to further consult with. The adjustments consisted of:

- Moving the alignment south of the existing Canadian Tire building at 1901 Eglinton Avenue East;

- Moving the alignment to the north at Lebovic Avenue through the 800 Warden Avenue property to eliminate the narrow remnant parcel that would have previously been created; and
- Adjusting the curve geometry between Lebovic Avenue and Warden Avenue to accommodate a normalized intersection of a future planned local street that will connect Eglinton Avenue and the future O'Connor Drive Extension, while still allowing for a viable development site south of the Extension within the 1911- 1921 Eglinton Avenue East site.

Additionally, a new Alternative Alignment (Alternative 4B) was introduced for the O'Connor Drive Extension corridor east of Pharmacy Avenue. This new alternative generally reflected a suggested alignment by the landowner of 800 Warden Avenue that merited being evaluated. While this alternative was added and evaluated, this did not change the evaluation results. Alternative 1 remained preferred in the evaluation.

Other key changes that occurred during this period of consultation included the identification of a few building/sites with potential cultural heritage value that were associated with the original General Engineering Company of Ontario (GECO) munitions plant and further definition of the potential cultural heritage value of the property at 2201 Eglinton Avenue east site. The latter resulted in minor adjustments to the alternative alignments for the O'Connor Drive Extension that utilized Civic Road (i.e. Alternatives 1, 4A and 4B).

Table 6-4: Refined Summary of Evaluation

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

Based on the high-level screening, the following street alignment alternatives are carried forward for further assessment for the O'Connor Drive extension:

- Alignment 1** – Connects to and extends Civic Road to Birchmount Road at west of Warden Avenue
- Alignment 4A** – Connects to and extends Civic Road to Birchmount Road at east of Warden Avenue
- Alignment 4B** – Connects to Civic Road at Manville Road and extends to Birchmount Road
- Alignment 5** – Does not connect to the existing Civic Road but makes a new connection to Birchmount Road and ties into the existing Bonniewood Road intersection at Birchmount Road.

Table 6-5: Evaluation Summary for Craigton Drive Reconfiguration

ALTERNATIVE		
 		
SUMMARY OF EVALUATION	• Consistent with City policies • Impacts 5 Rannock St • Impacts land parcels identified for future development	• Consistent with City policies • Avoids impacts to 5 Rannock St • Encroaches to pumping station property
RECOMMENDATION	Carried Forward	Carried Forward

Based on the high-level screening, both street alignment alternatives are carried forward for further assessment for the Craigton Drive reconfiguration:

- **Alignment 1** – Craigton Drive realigned south of Ashtonbee Drive
- **Alignment 2** – Craigton Drive realigned north of Ashtonbee Drive

Table 6-6: Summary of Evaluation for Thermos Road and Sinnott Road Realignment

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

Based on the high-level screening, all five street alignment alternatives are carried forward for further assessment for the Thermos Road and Sinnott Road Re-alignment:

- **Alignment 1** – Realign intersection north of Eglinton Avenue East

- **Alignment 2** – Realign intersection south of Eglinton Avenue East
- **Alignment 3** – Realign intersection north and south of Eglinton Avenue East
- **Alignment 4** – Skewed intersection
- **Alignment 5** – Do nothing with active transportation improvements

Table 6-7: Summary of Evaluation for Golden Mile Boulevard

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

The above evaluation was presented during Stage 1 Public Consultation; the evaluation was refined after consultation with the public and interest groups to reflect the findings in **Table 6-8**.

Table 6-8: Refined Summary of Evaluation

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

Based on the high-level screening, the following street alignment alternatives are carried forward for further assessment for the Golden Mile Boulevard alignment:

- Alignment 2** – Shifts street alignment closer to Ashtonbee Road at Hakimi Avenue intersection
- Alignment 3** – Connects street alignment closer to Eglinton Avenue East 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

6.3.2 Street Alignment Evaluation Framework

Table 6-9 shows the detailed evaluation criteria that was applied to the resulting short list of street alignment alternatives. The evaluation criteria considered factors including socio-economic (property impacts, city building, public realm, streetscaping), transportation (traffic operations, safety, constructability, cost, cycling, and walking), impacts to the natural environment, cultural heritage, and implementation.

The preferred street alignment alternative for each corridor was identified that best meets future transportation and land use needs while minimizing environmental impacts.

Table 6-9: Detailed Evaluation Criteria

Category	Criteria	Measure
Transportation	Creation of an accessible street network for all ages and abilities (qualitative)	Does the alternative improve/provide opportunities for equitable, safe, comfortable, reliable, and continuous pedestrian and cycling facilities and connections to existing and planned pedestrian and cycling facilities?
		Are walking/cycling distances improved to major existing and proposed destinations (shopping centres/grocery store, schools, other public services, etc.)?
	Public transportation improvements (qualitative)	Does the alternative improve connections/access to transit facilities and ECLRT or create opportunities to expand TTC service?
	Multimodal network capacity and efficiency (quantitative - weekday PM peak period)	Auto Corridor Travel Time
		Pedestrian Travel Time
		Cyclist Travel Time
		Overall Intersection Delay and LOS (during PM peak hour)
	Design (quantitative)	Does the alternative meet desired design criteria and standards (e.g. TAC, City engineering standards) and/or improve existing road safety and comfort?



Category	Criteria	Measure
	Emergency response and incident response (qualitative)	Does the alternative improve emergency service accessibility?
Policy Framework	Provides equitable transportation choices (qualitative)	Does the alternative promote transportation choice for people of all ages and abilities through the provision of well-connected, continuous, and comfortable cycling and walking routes?
		Does the alternative meet or exceed accessibility needs for people with disabilities?
	Compatibility with planning policies (qualitative)	Does the alternative support the Golden Mile SP Vision & Principles?
		Does the alternative support the Golden Mile TMP Goals & Implementation Plan?
Natural Environment	Impacts to the natural environment (qualitative and quantitative)	Does the alternative result in the potential for increased runoff? (quantitative based on amount of impervious surface area)
		Does the alternative have the potential to impact surface water features?
		Does the alternative have the potential to impact natural heritage and terrestrial resources (existing and planned)?
		Does the alternative minimize the effects of climate change (e.g., improved Low Impact Development).
Healthy Communities	Noise (qualitative)	Does the alternative contribute to improved noise conditions?
	Air quality (qualitative)	Does the alternative contribute to improved air quality conditions?
		Does the alternative promote reduction of greenhouse gas emissions?
	Creates place-making Opportunities	Does the alternative provide opportunities to incorporate

Category	Criteria	Measure
		streetscape and public space amenities and landscape elements?
		Does the alternative have the potential to improve area lot fabric and/or create viable development blocks?
	Connects to/from Destinations (qualitative)	Does the alternative improve connections to/from destinations (e.g. existing/future parks and open spaces)?
Cultural Heritage	Maintains or enhances Archaeological resources and traditional uses of Indigenous people (qualitative)	Are there archaeological resources that might be affected by the alternative and what is the nature of the impact? Can the impacts be mitigated?
	Maintains or enhances cultural heritage resources (qualitative)	Are there cultural heritage resources that might be affected by the alternative and what is the nature of the impact?
Economical	Impacts to private property and businesses (qualitative and quantitative)	Does the alternative have a full and/or partial impact to private properties not anticipated to redevelop (quantitative – land area) and/or existing businesses (number of businesses) and nature of the impact (e.g. loss of driveway access/street frontage)? Can the impact be mitigated?
	Area Development (qualitative)	Can segments of a street can be delivered through future area development to support redevelopment?
		Does the alternative impact approved development blocks and stage of development approvals? What is the scale of impact?
Engineering and Cost	Engineering feasibility and cost (quantitative)	Construction cost (based on a linear meter street construction cost)
		What is required for maintaining and operating the alternative?
	Construction staging and phasing	Can the alternative be constructed through staging to minimize

Category	Criteria	Measure
	(qualitative)	disruption to existing transit, pedestrian, cyclist, and auto mobility and/or is it possible to construct in phases associated with area development?
	Potential sources of soil contamination (quantitative)	Does this alternative have potential to impact contaminated property?
	Management of contaminated soils (qualitative)	How will types and quantities of excess materials be managed (including contamination)?
	Existing municipal infrastructure and utilities (qualitative)	Are there potential conflicts with existing utilities or challenges in re-location (temporary or permanent)?

6.3.3 Street Alignment Evaluation

6.3.3.1 O'Connor Drive Reconfiguration

Based on the Street Alignment Evaluation Framework, Alignment 1 was chosen to be the recommended alternative. Alignment 1 provides a continuous connection from Victoria Park Avenue to Pharmacy Avenue. This alternative requires additional policy work to mitigate impacts on lands west of Victoria Park, along with a city-initiated re-zoning east of Victoria Park Avenue to reflect the Recommended Alignment. The recommended alternative and its evaluation can be seen in **Figure 6-16** and **Table 6-10**.

Figure 6-16: O'Connor Drive Reconfiguration Recommended Alternative; Alignment 1



Table 6-10: O'Connor Drive Reconfiguration Street Alignment Evaluation Table

Category	Alternative 1	Alternative 2	Alternative 3
TRANSPORTATION	+	+	-
POLICY FRAMEWORK	+	+	-
NATURAL ENVIRONMENT	+	+	+
HEALTHY COMMUNITIES	+	○	-
CULTURAL HERITAGE	○	+	○
ECONOMICAL	○	-	+
ENGINEERING AND COST	○	○	○

+ Most Preferred
 ○ Moderately Preferred
 - Least Preferred

6.3.3.2 O'Connor Drive Extension to Birchmount Road

Based on the Street Alignment Evaluation Framework, Alignment 1 was chosen to be the recommended alternative. Alignment 1 connects to and extends Civic Road from east of Warden Avenue to Birchmount. This alignment is the overall Recommended Alignment as it impacts the least number of properties, it can be constructed in phases and is the least costly alternative, and it has the least impacts to cultural heritage. The recommended alternative and its evaluation can be seen in **Figure 6-17** and **Table 6-11**.

Figure 6-17: O'Connor Drive Extension to Birchmount Road Recommended Alternative; Alignment 1



Table 6-11: O'Connor Drive Extension to Birchmount Road Street Alignment Evaluation Table

Category	Alternative 1	Alternative 4A	Alternative 4B	Alternative 5
TRANSPORTATION	○	○	○	+
POLICY FRAMEWORK	+	+	+	+
NATURAL ENVIRONMENT	+	+	+	+
HEALTHY COMMUNITIES	+	+	+	+
CULTURAL HERITAGE	○	—	○	○
ECONOMICAL	+	—	—	—
ENGINEERING AND COST	+	○	○	—

 Most Preferred
 Moderately Preferred
 Least Preferred

6.3.3.3 Craigton Drive Reconfiguration

Based on the Street Alignment Evaluation Framework, Alignment 2 was chosen as the recommended alternative. Alignment 2 realigns Craigton Drive north of Ashtonbee Road. The recommended alternative and its evaluation can be seen in **Figure 6-18** and **Table 6-12**.

Figure 6-18: Craigton Drive Reconfiguration Recommended Alternative; Alignment 2



Table 6-12: Craigton Drive Reconfiguration Street Alignment Evaluation Table

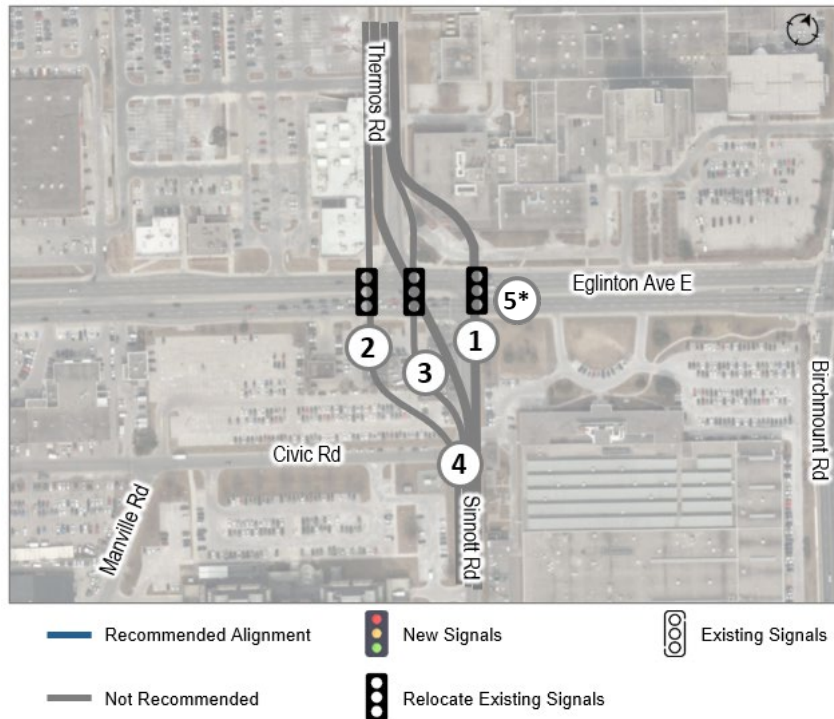
Category	Alternative 1	Alternative 2
TRANSPORTATION	+	○
POLICY FRAMEWORK	+	+
NATURAL ENVIRONMENT	+	+
HEALTHY COMMUNITIES	+	+
CULTURAL HERITAGE	+	+
ECONOMICAL	-	+
ENGINEERING AND COST	-	-

+ Most Preferred
 ○ Moderately Preferred
 - Least Preferred

6.3.3.4 Thermos Road and Sinnott Road Re-Alignment

Based on the Street Alignment Evaluation Framework, Alignment 5 was chosen as the recommended alternative. Alignment 5 maintains the existing alignment with the addition of active transportation improvements. It has minimal property requirements and does not impact the ECLRT ROW. The recommended alternative and its evaluation can be seen in **Figure 6-19** and **Table 6-13**.

Figure 6-19: Thermos Road & Sinnott Road Realignment Recommended Alternative; Alignment 5



*Alignment 5: do nothing with active transportation improvements

Table 6-13: Thermos Road & Sinnott Road Realignment Street Alignment Evaluation Table

Category	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
TRANSPORTATION	+	-	-	-	o
POLICY FRAMEWORK	+	+	+	+	+
NATURAL ENVIRONMENT	+	+	+	+	+
HEALTHY COMMUNITIES	o	+	+	+	+
CULTURAL HERITAGE	+	+	+	+	+
ECONOMICAL	o	-	-	-	+
ENGINEERING AND COST	o	-	-	-	+

 Most Preferred
 Moderately Preferred
 Least Preferred

6.3.3.5 Golden Mile Boulevard

Based on the Street Alignment Evaluation Framework, Alignment 4 is the recommended alternative. Alignment 4 connects the street alignment closer to Eglinton Avenue East at the Pharmacy Avenue Intersection. The recommended alternative and its evaluation can be seen in **Figure 6-20** and **Table 6-14**.

Figure 6-20: Golden Mile Boulevard Recommended Alternative; Alignment 4

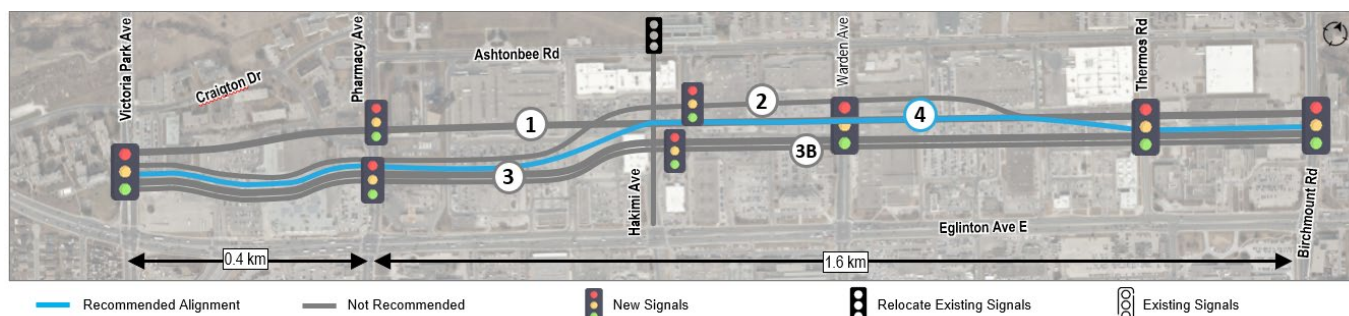


Table 6-14: Golden Mile Boulevard Street Alignment Evaluation Table

Category	Alternative 1	Alternative 2	Alternative 3	Alternative 3B	Alternative 4
TRANSPORTATION	○	○	+	+	○
POLICY FRAMEWORK	+	+	+	+	+
NATURAL ENVIRONMENT	+	+	+	+	+
HEALTHY COMMUNITIES	○	○	○	○	+
CULTURAL HERITAGE	+	+	+	+	+
ECONOMICAL	○	○	-	-	+
ENGINEERING AND COST	+	+	-	-	+

+ Most Preferred
 ○ Moderately Preferred
 - Least Preferred

6.3.4 Cross Section Evaluation Framework

Table 6-15 shows the evaluation criteria used to screen the typical cross-section alternatives.

Table 6-15: Cross Section Evaluation Framework

Category	Criteria	Measure
Pedestrian Space	Pedestrian Clearway	Does the recommended clearway width align with ground floor uses and/or type of corridor?
	Accessibility	Does the recommended sidewalk comply to the minimum pedestrian clearway width set by the City of Toronto Accessibility Design Guidelines?

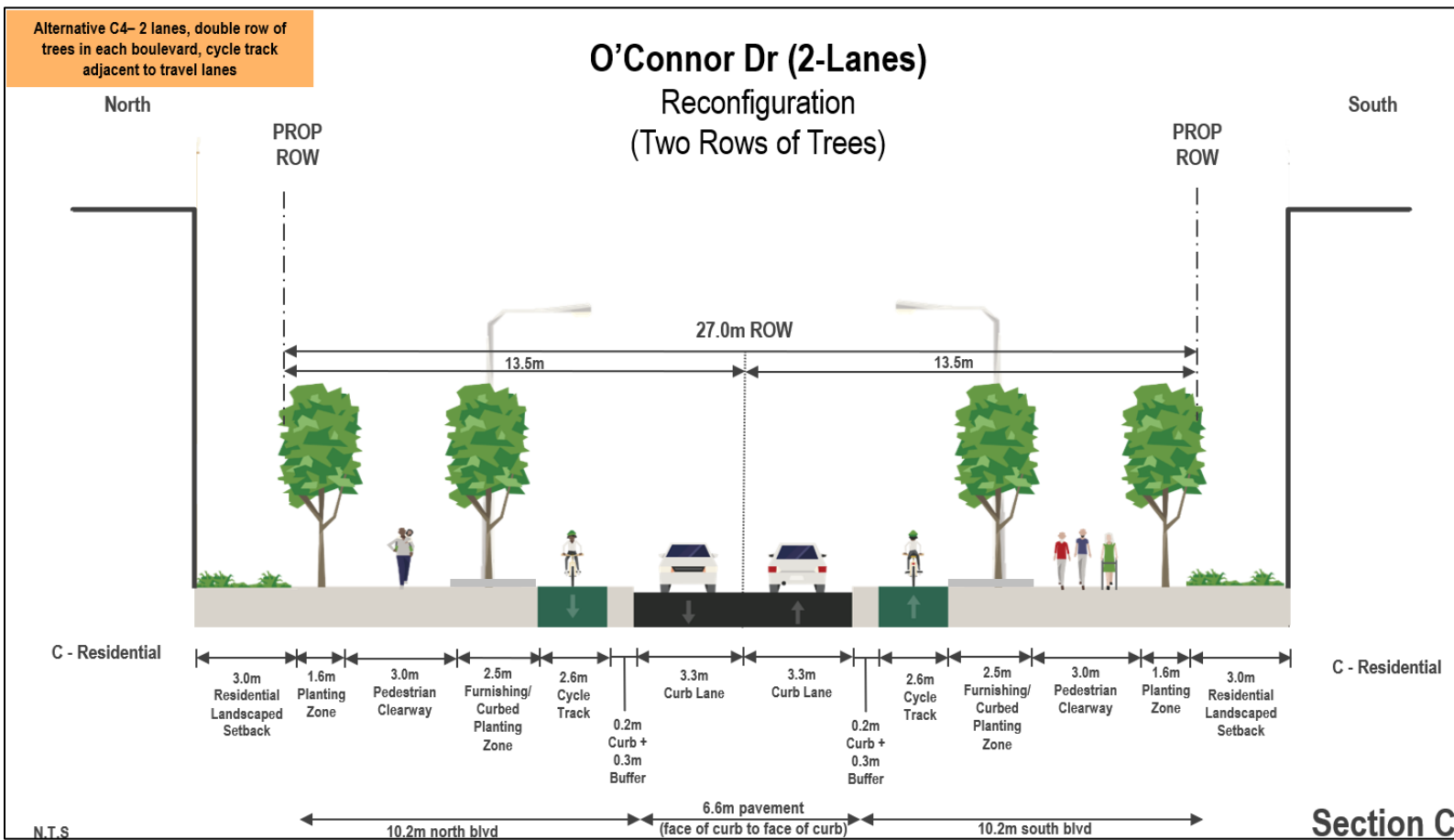
Category	Criteria	Measure
Cycling	Cycle Track	Does the recommended cycle track meet desired width and buffer from live traffic and pedestrian clearway?
Driving	Vehicular Lanes	For O'Connor Drive Reconfiguration - is the number of vehicular lanes sufficient to support a functioning street network in a dense urban environment? Is there ability to accommodate dedicated turn lanes at key intersections? Are minimum lane widths accommodated for?
	Curbside Activity	Does the design allow space for parking if adjacent land uses would benefit from it?
Public Realm	Pedestrian Experience	Does the sidewalk width support moderate to high levels of two-way pedestrian movement and considering the type of corridor?
	Minimum Furnishing Zone	Does the alternative meet standards based on the City of Toronto Streetscape Manual User Guide (2019) What can fit within the furnishing zone? (e.g. bench, TTC shelter, waste receptacle)
	Planting Zone	Does the alternative support objectives for increasing the City's tree canopy measured by rows of trees accommodated in boulevard?
		How much space is allocated to planting zones? Is there space for open planters and/or grated planters?
Utilities	Overhead & Subsurface Utilities	Does the recommended cross-section require new utility installations or existing utility relocations?

6.3.5 Cross-Section Evaluation

6.3.5.1 O'Connor Drive Reconfiguration

The recommended option is Alternative C4 and is presented in **Figure 6-21**. Overall, the preferred option is C4 because the vehicular lane configurations will be consistent with the planned O'Connor Drive extension. The four rows of trees supplied by C4 will benefit the neighbourhood as they provide greenery and shade which can reduce the urban heat island effect, and they grant privacy to residents as the at-grade uses are mostly residential along this corridor. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for pedestrians and cyclists.

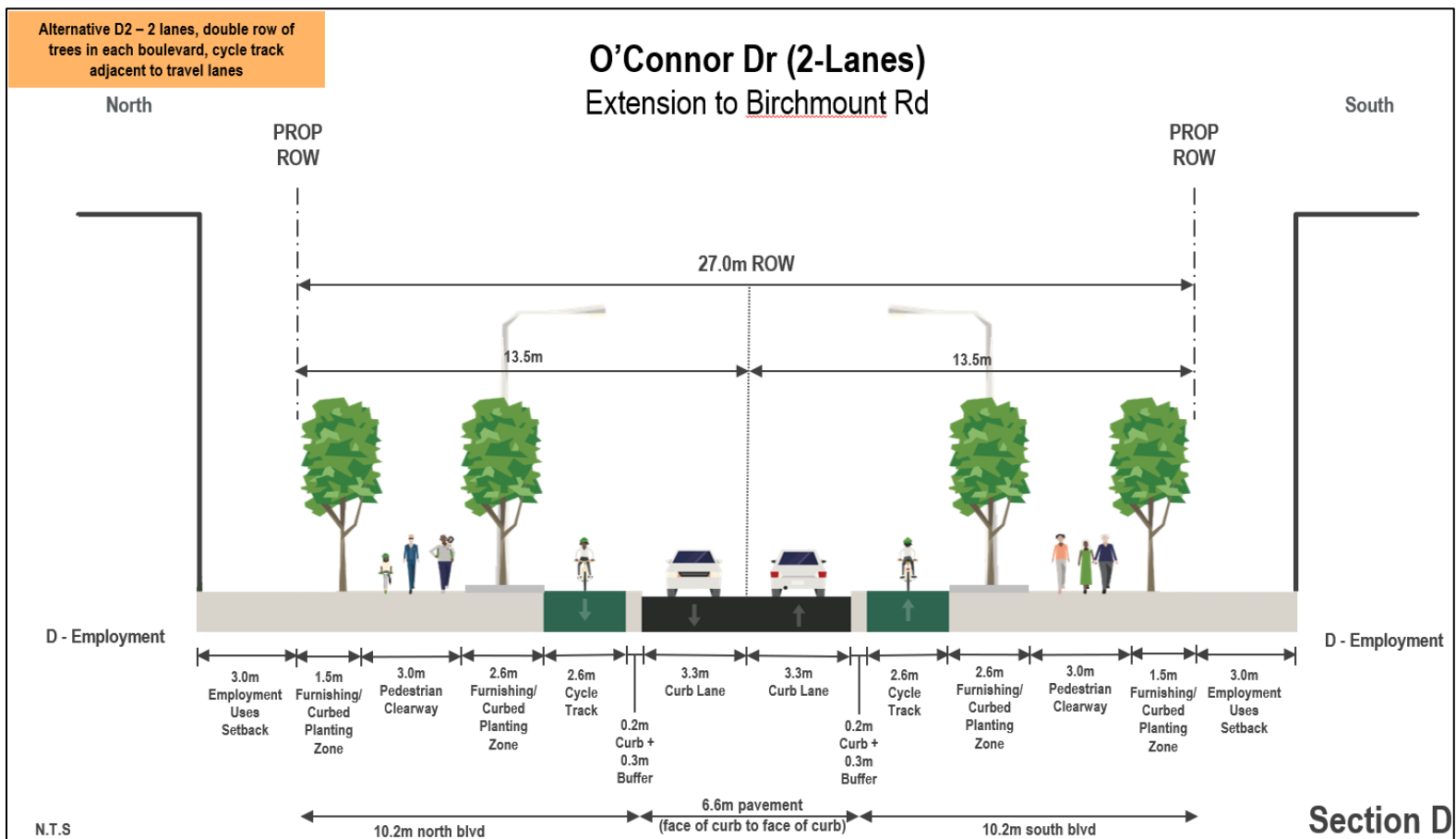
Figure 6-21: O'Connor Drive Reconfiguration Recommended Alternative – Alt. C4



6.3.5.2 O'Connor Drive Extension to Birchmount Road

The recommended option is Alternative D2 and is presented in **Figure 6-22**. Overall, Option D2 is preferred since it provides two rows of trees on each side of the boulevard and a total furnishing zone of 4.1 m. This creates shade along the roadway which can decrease the impacts of the urban heat island effect. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for all ROW users.

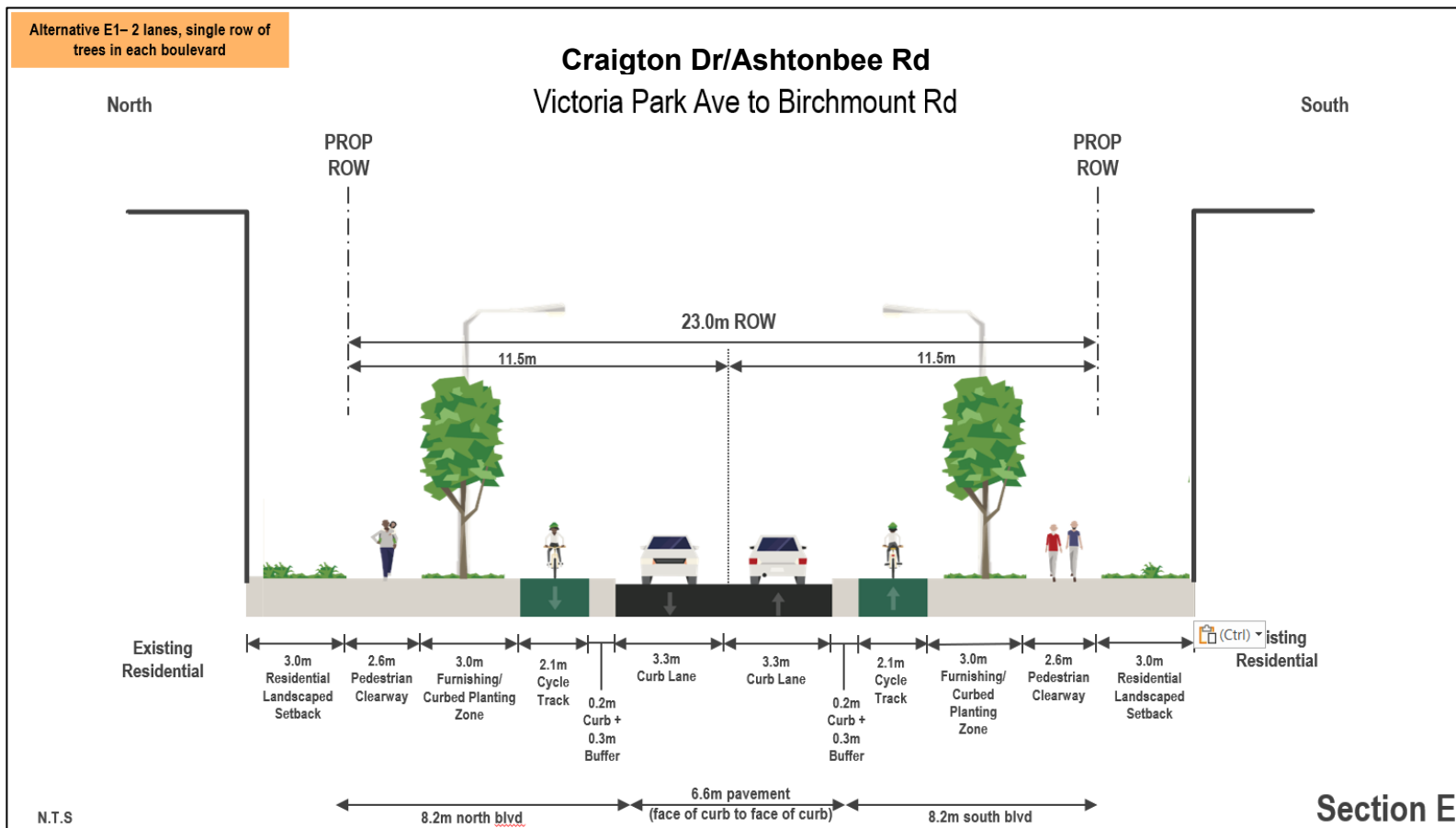
Figure 6-22: O'Connor Drive Extension to Birchmount Rd Recommended Alternative – Alt. D2



6.3.5.3 Craigton Drive Reconfiguration

The recommended option is Alternative E1 and is provided in **Figure 6-23**. Overall, E1 provides the best pedestrian experience while still accommodating all other modes and it includes a generous planting/furnishing zone. All alternatives involve reconstruction of the existing street and will require utility relocations. Soil cells anticipated to not be required for Alternative E1 given the width of the planting/furnishing zone and ability to accommodate soil volumes.

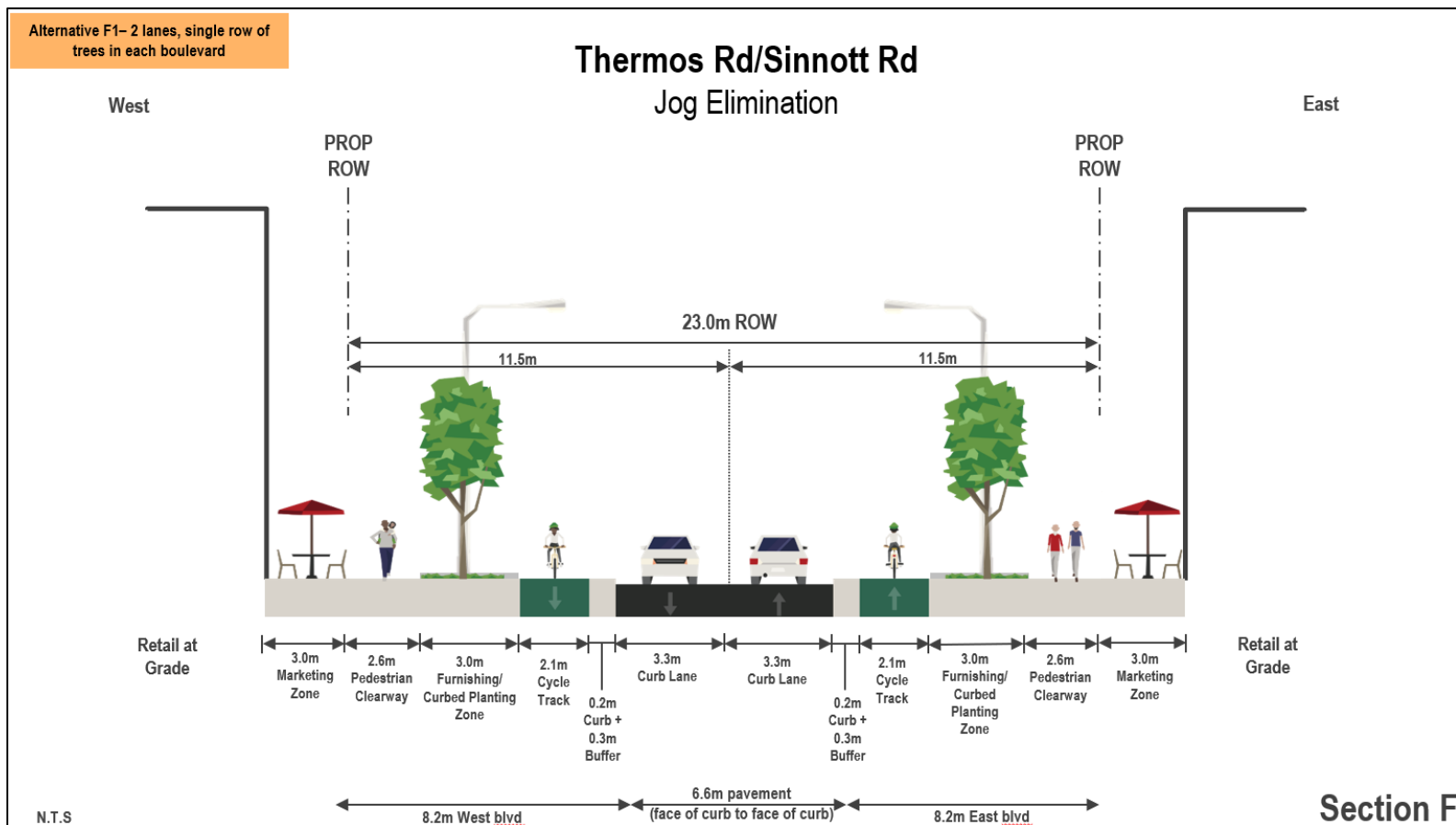
Figure 6-23: Craigton Drive (Victoria Park Ave to Birchmount Rd) Recommended Alternative – Alt. E1



6.3.5.4 Thermos Road and Sinnott Road Realignment

The recommended option is Alternative F1 and is presented in **Figure 6-24**. Overall, Option F1 is preferred as the wider pedestrian clearway and furnishing zone will incorporate well with the mixed residential and retail at-grade uses along the corridor. The row of trees will have multiple uses such as separating pedestrians and cyclists, providing privacy to residential units, and creating shade to ROW users to reduce the effects of the urban heat island phenomenon.

Figure 6-24: Thermos Road & Sinnott Road Realignment Recommended Alternative – Alt. F1

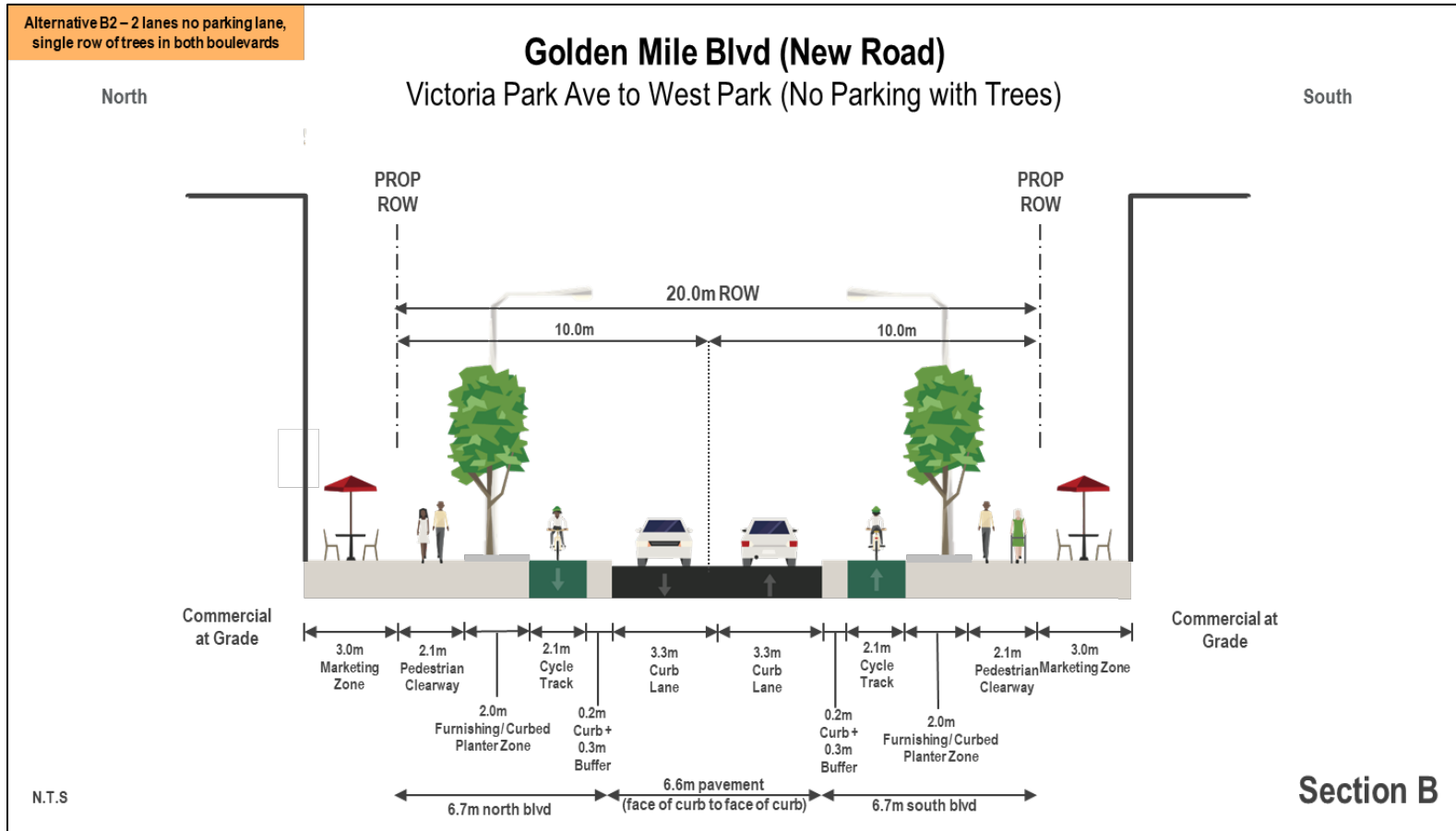


6.3.5.5 Golden Mile Boulevard

Golden Mile Boulevard is studied from two corridor sections. The first section travels from Victoria Park Avenue to West Park Avenue. The second section travels from West Park Avenue to Birchmount Road.

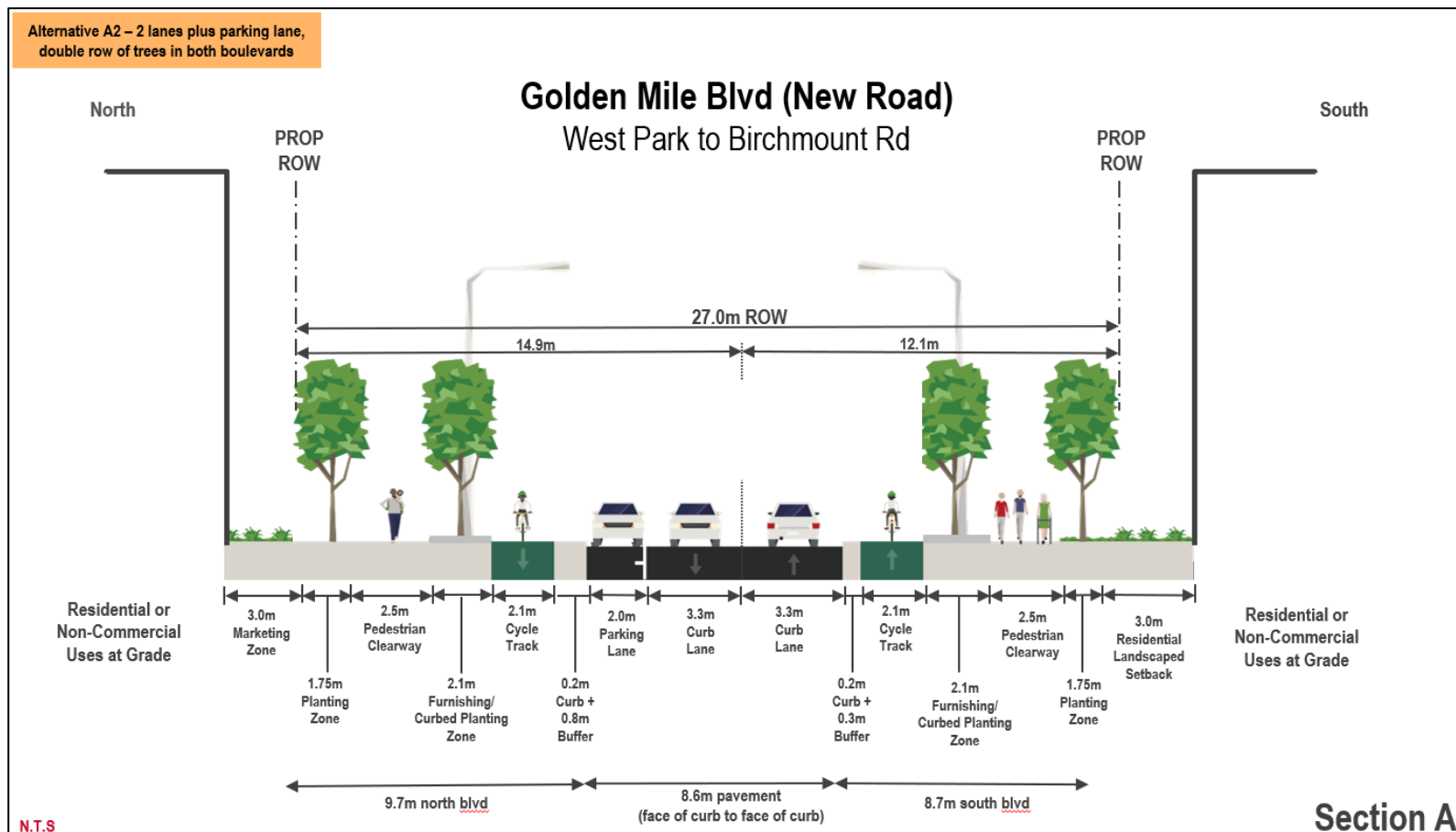
The recommended option for Golden Mile from Victoria Park Avenue to West Park Avenue is Alternative B2 and is presented in **Figure 6-25**. Overall, Option B2 is preferred as the two rows of trees will be found on both sides of the boulevard, providing more shade overall and reducing the effects of the urban heat island. Also, cyclists will enjoy the benefits of the larger cycle track provided in option B2, and pedestrians will have a larger clearway.

**Figure 6-25: Golden Mile Boulevard (Victoria Park Ave to West Park Ave)
Recommended Alternative – Alt. B2**



The recommended option for Golden Mile from West Park Avenue to Birchmount Road is Alternative A2 and is provided in **Figure 6-26**. Overall, Option A2 is preferred since it provides pedestrian clearways that exceed the minimum standard, while providing two rows of trees. Given the mixed residential and commercial at-grade uses, the additional row of trees will grant privacy to residents, provide shades to outdoor patios, and the shades will reduce the effects of the urban heat island phenomenon. Furthermore, the parking lane provided by both A2 and A1 present opportunities for curb extensions to increase pedestrian and cyclist safety, and for layby areas for deliveries.

**Figure 6-26: Golden Mile Boulevard (West Park Ave to Birchmount Rd)
Recommended Alternative – Alt. A2**



6.4 Overall Design Recommendation

The following sections summarize the Recommended Alignments and cross-sections for the five ReNew Golden Mile EA Study corridors. The Recommended Alignments and cross-sections are developed in consultation with landowners, transit agencies, utility companies, and various technical review agencies. They reflect the outcome of the MCEA process, with the alternative alignments and cross-sections reviewed through a high-level screening and a detailed evaluation before the Recommended Alignments and cross-sections are selected.

The Recommended Alignments and cross-sections are consistent with what City Council has endorsed in concept in February 2025 with minor refinements made subsequently.

6.4.1 O'Connor Drive Reconfiguration

The Recommended alternatives for O'Connor Drive reconfiguration are Alignment 1 and Cross-section C4 and can be seen in **Figure 6-27** and **Figure 6-28**.

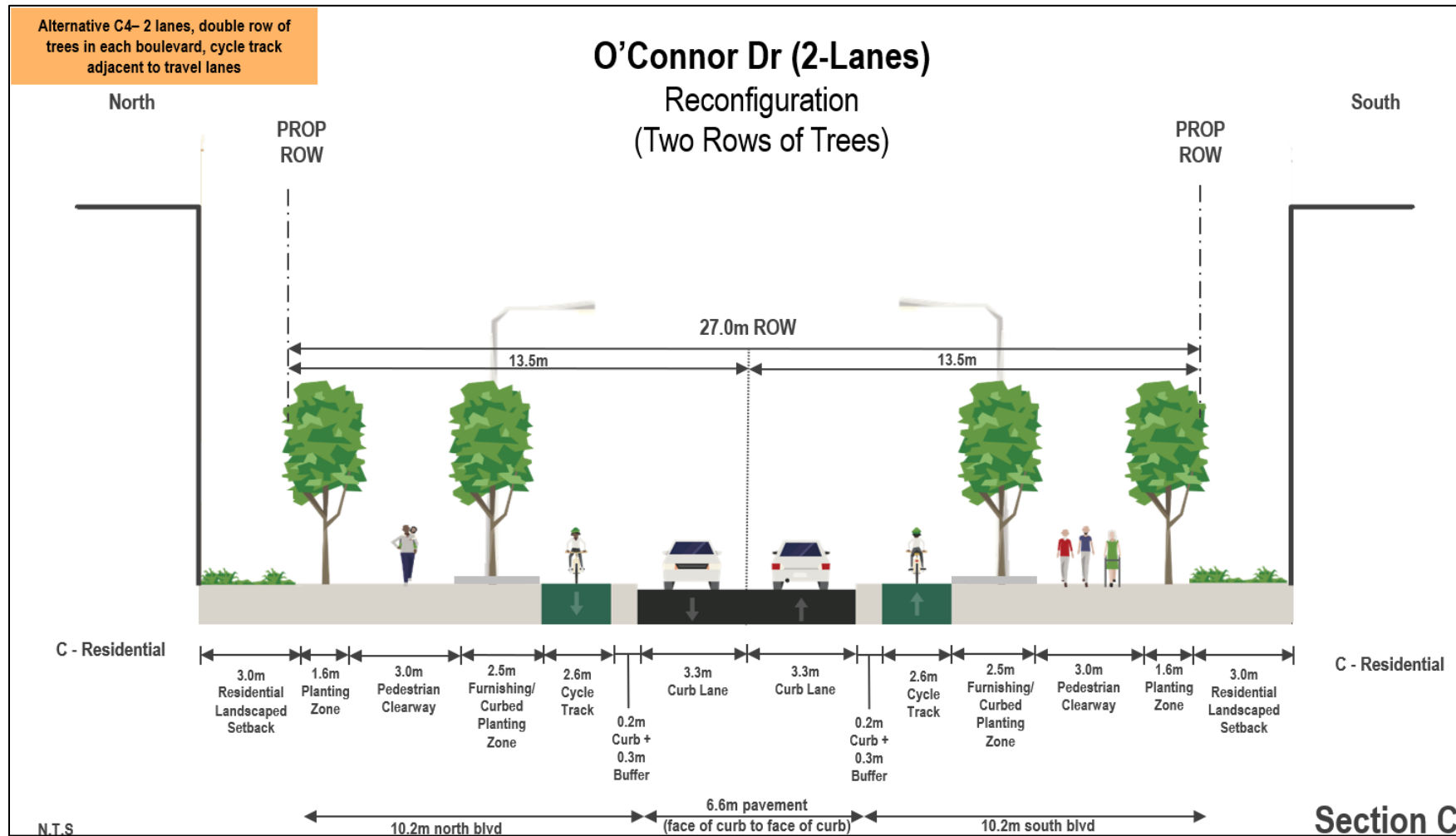
Alignment 1 is the overall Recommended Alignment as it provides continuous connection from Victoria Park Avenue to Pharmacy Avenue. This alternative requires additional policy work to mitigate impacts on lands west of Victoria Park, along with a city-initiated re-zoning east of Victoria Park Avenue to reflect the Recommended Alignment.

Cross-section C4 is preferred because the vehicular lane configurations will be consistent with the planned O'Connor Drive extension. The four rows of trees supplied by C4 will benefit the neighbourhood as they provide greenery and shade which can reduce the heat island effect, and they grant privacy to residents as the at-grade uses are mostly residential along this corridor. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for pedestrians and cyclists.

Figure 6-27: O'Connor Drive Reconfiguration Recommended Alignment; Alignment 1



Figure 6-28: O'Connor Drive Reconfiguration Recommended Cross-Section; Alternative C4



6.4.2 O'Connor Drive Extension to Birchmount Road

The recommended alternatives for O'Connor Drive Extension to Birchmount Road are Alignment 1 and Cross-section D2 and can be seen in **Figure 6-29** and **Figure 6-30**.

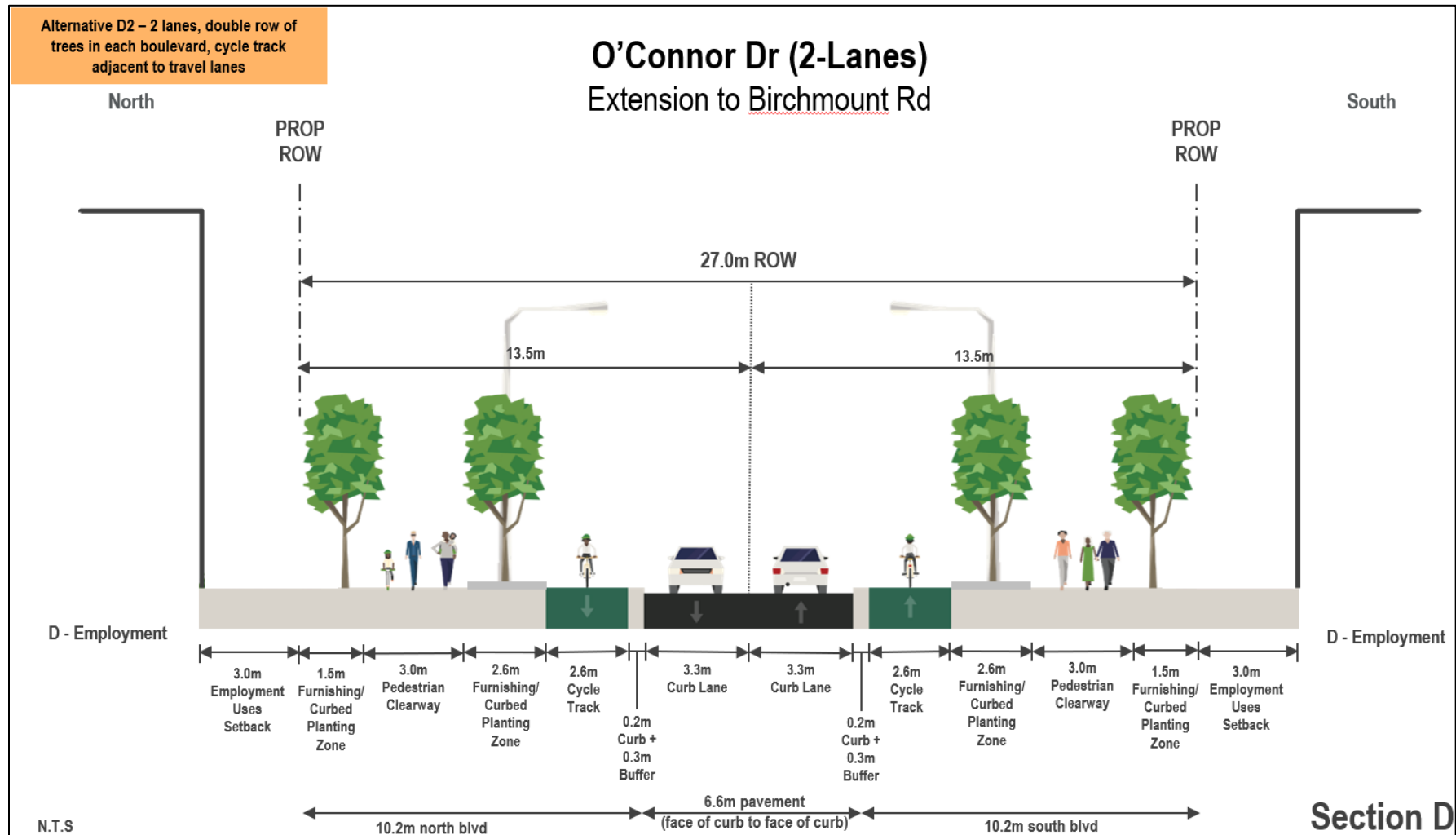
Alignment 1 is the overall Recommended Alignment as it impacts the least number of tenants, it can be constructed in phases and is the least costly alternative, and it has the least impacts to cultural heritage.

Cross-section D2 is preferred since it provides two rows of trees on each side of the boulevard and a total furnishing zone of 4.1 m. This creates shade along the roadway which can decrease the impacts of the urban heat island effect. Furthermore, the clearway and cycle track widths both exceed minimum standards and are generously spaced from vehicular traffic, creating a safer environment for all ROW users.

Figure 6-29: O'Connor Extension to Birchmount Road Recommended Alignment; Alignment 1



Figure 6-30: O'Connor Extension to Birchmount Road Recommended Cross-Section; Alternative D2



6.4.3 Craigton Drive Reconfiguration

The recommended alternatives for Craigton Drive reconfiguration are Alignment 2 and Cross-section E1 and can be seen in **Figure 6-31** and **Figure 6-32**.

Alignment 2 is the overall Recommended Alignment as it requires the least impacts to businesses (property requirements), meets and exceeds the design criteria, and does not require the construction of a new road segment.

Cross-section E1 is preferred as it provides the best pedestrian experience while still accommodating all other modes and it includes a generous planting/furnishing zone. All alternatives involve reconstruction of the existing street and will require utility relocations. Soil cells anticipated to not be required for Alternative E1 given the width of the planting/furnishing zone and ability to accommodate soil volumes.

Figure 6-31: Craigton Drive Reconfiguration Recommended Alignment; Alignment 2

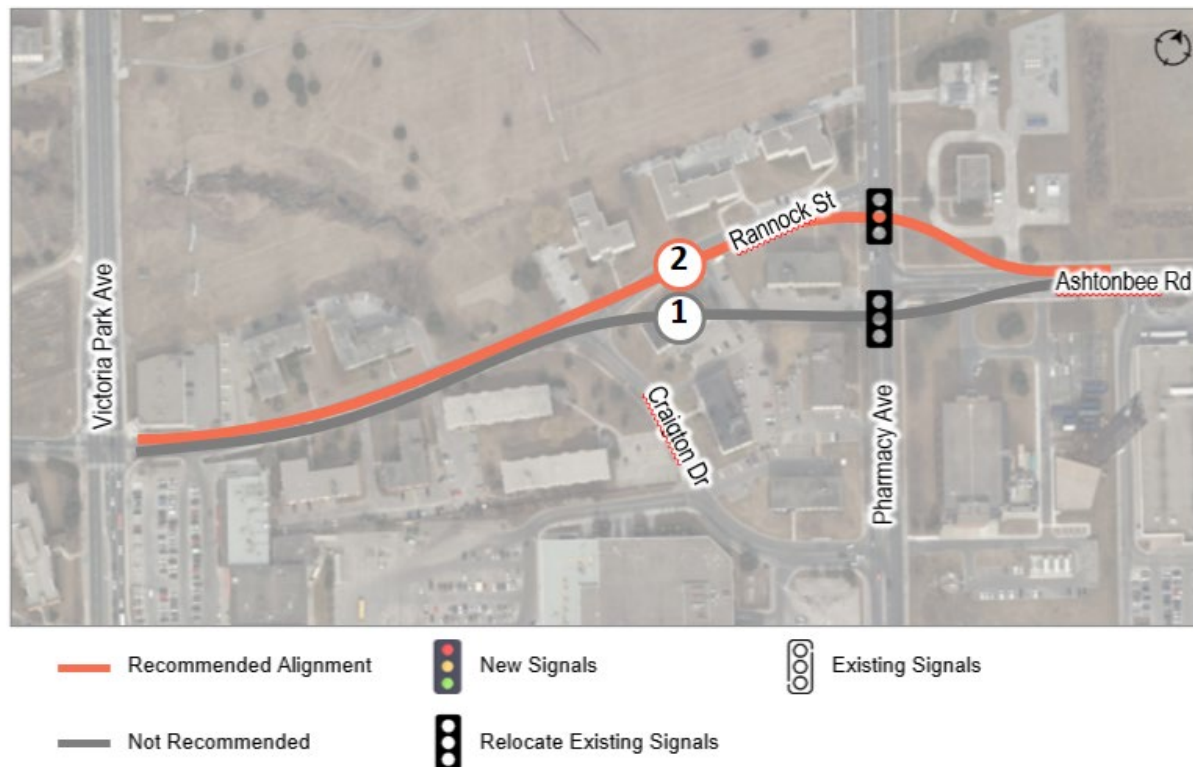
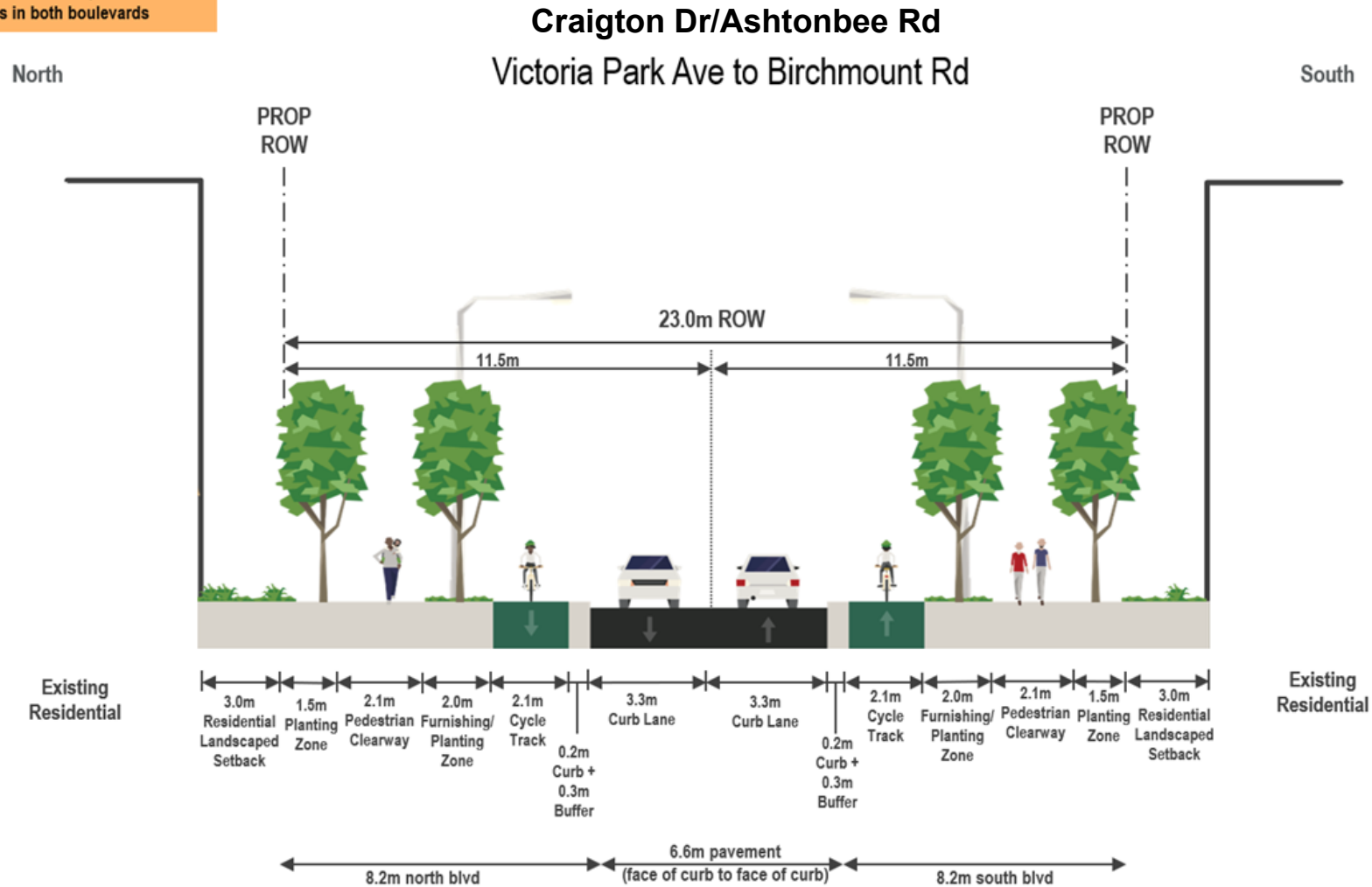


Figure 6-32: Craigton Drive Reconfiguration Recommended Cross-Section: Alternative E1

Alternative E1 – 2 lanes, double row of trees in both boulevards



N.T.S

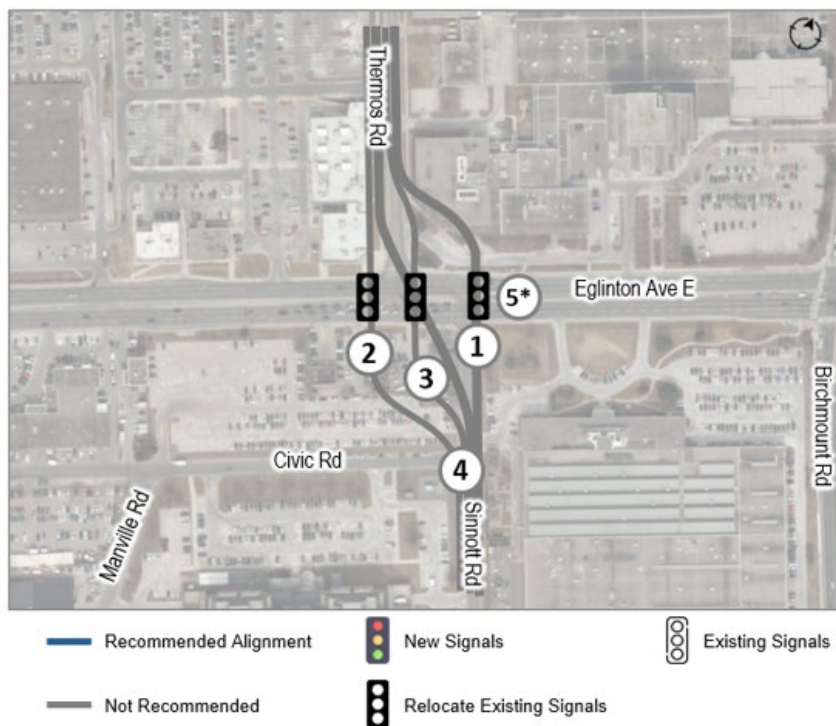
6.4.4 Thermos Road & Sinnott Road Realignment

The recommended alternatives for Thermos Road & Sinnott Road Realignment are Alignment 5 and Cross-section F1 and can be seen in **Figure 6-33** and **Figure 6-34**.

Alignment 5 is the overall Recommended Alignment as it requires no impact to businesses (property requirements), is compatible with planning policies, and does not impact the ECLRT station and signals at Sinnott Road.

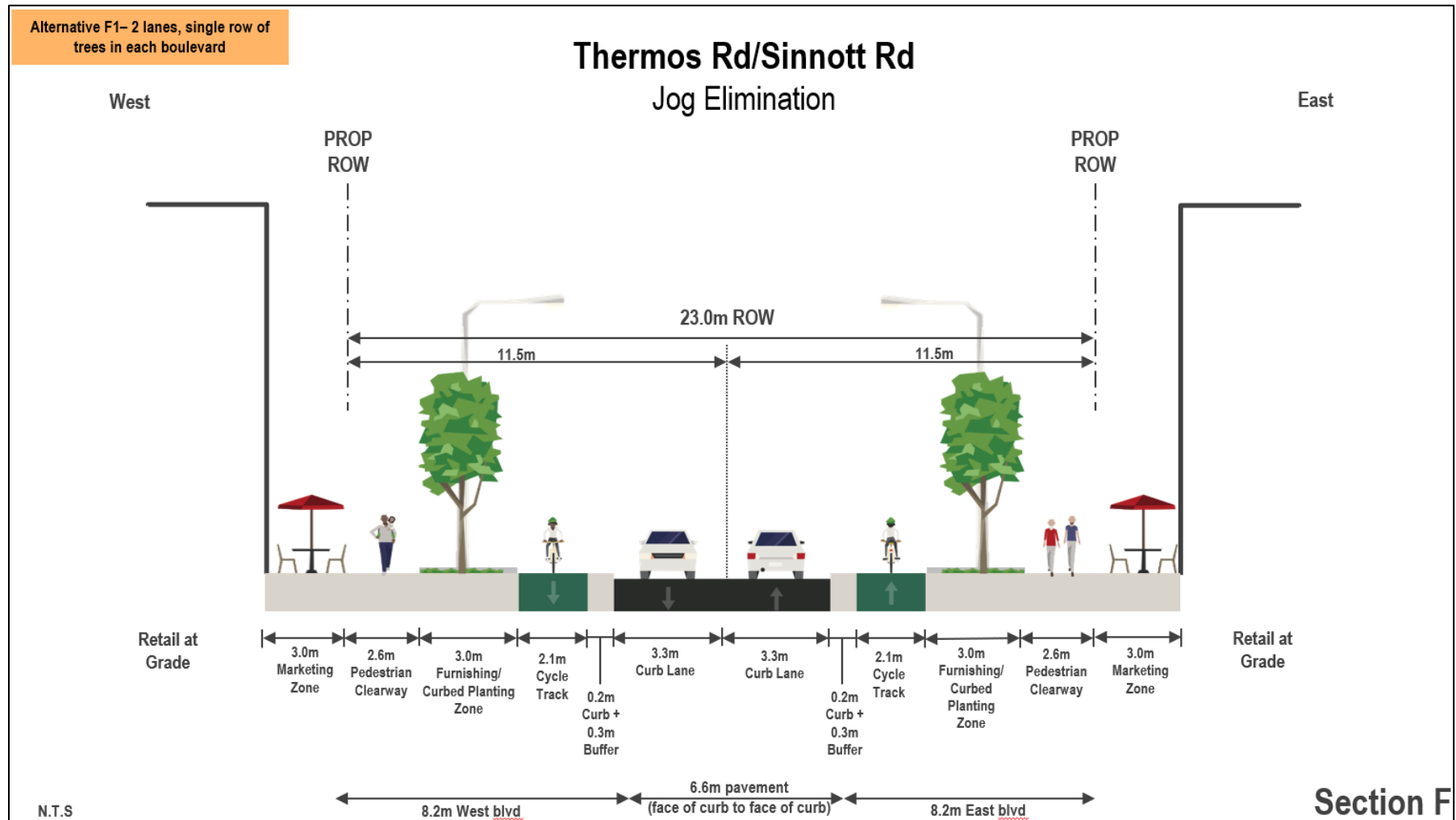
Cross-section F1 is preferred as the wider pedestrian clearway and furnishing zone will incorporate well with the mixed residential and retail at-grade uses along the corridor. The row of trees will have multiple uses such as separating pedestrians and cyclists, providing privacy to residential units, and creating shade to ROW users to reduce the effects of the urban heat island phenomenon.

Figure 6-33: Thermos Road & Sinnott Road Realignment Recommended Alignment; Alignment 5



*Alignment 5: do nothing with active transportation improvements

Figure 6-34: Thermos Road & Sinnott Road Realignment Recommended Cross-Section; Alternative F1



6.4.5 Golden Mile Boulevard

The recommended alternatives for Golden Mile Boulevard are Alignment 4, Cross-section B2 (Victoria Park Avenue to West Park Avenue) and Cross-section A2 (West Park Avenue to Birchmount Road) and can be seen in **Figure 6-35**, **Figure 6-36**, and **Figure 6-37**.

Alignment 4 is the overall Recommended Alignment as it is the most compatible with area development plans, and it best meets and exceeds the requirements of the design criteria.

Cross-section B2 is preferred between Victoria Park Avenue and West Park Avenue because the two rows of trees will be found on both sides of the boulevard, providing more shade overall and reducing the effects of the urban heat island. Also, cyclists will enjoy the benefits of the larger cycle track provided in option B2, and pedestrians will have a larger clearway.

Cross-section A2 is preferred between West Park Avenue and Birchmount Road because it provides pedestrian clearways that exceed the minimum standard, while providing two rows of trees. Given the mixed residential and commercial at-grade uses, the additional row of trees will grant privacy to residents, provide shades to outdoor patios, and the shades will reduce the effects of the urban heat island phenomenon. Furthermore, the parking lane provided by both A2 and A1 present opportunities for curb extensions to increase pedestrian and cyclist safety, and for layby areas for deliveries.

Figure 6-35: Golden Mile Boulevard Recommended Alignment; Alignment 4



Figure 6-36: Golden Mile Boulevard (Victoria Park Avenue to West Park Avenue) Recommended Cross-Section; Alternative B2

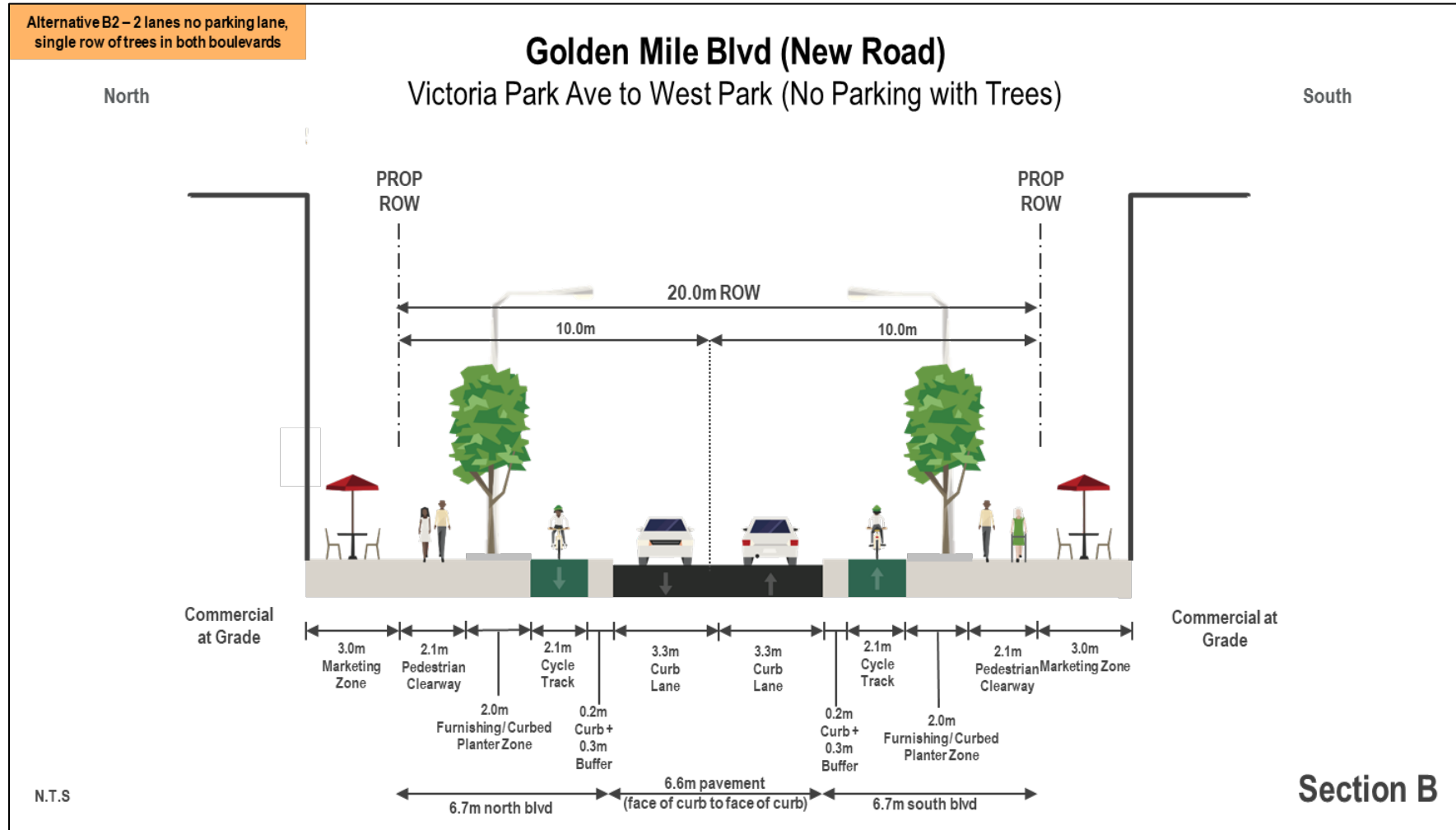
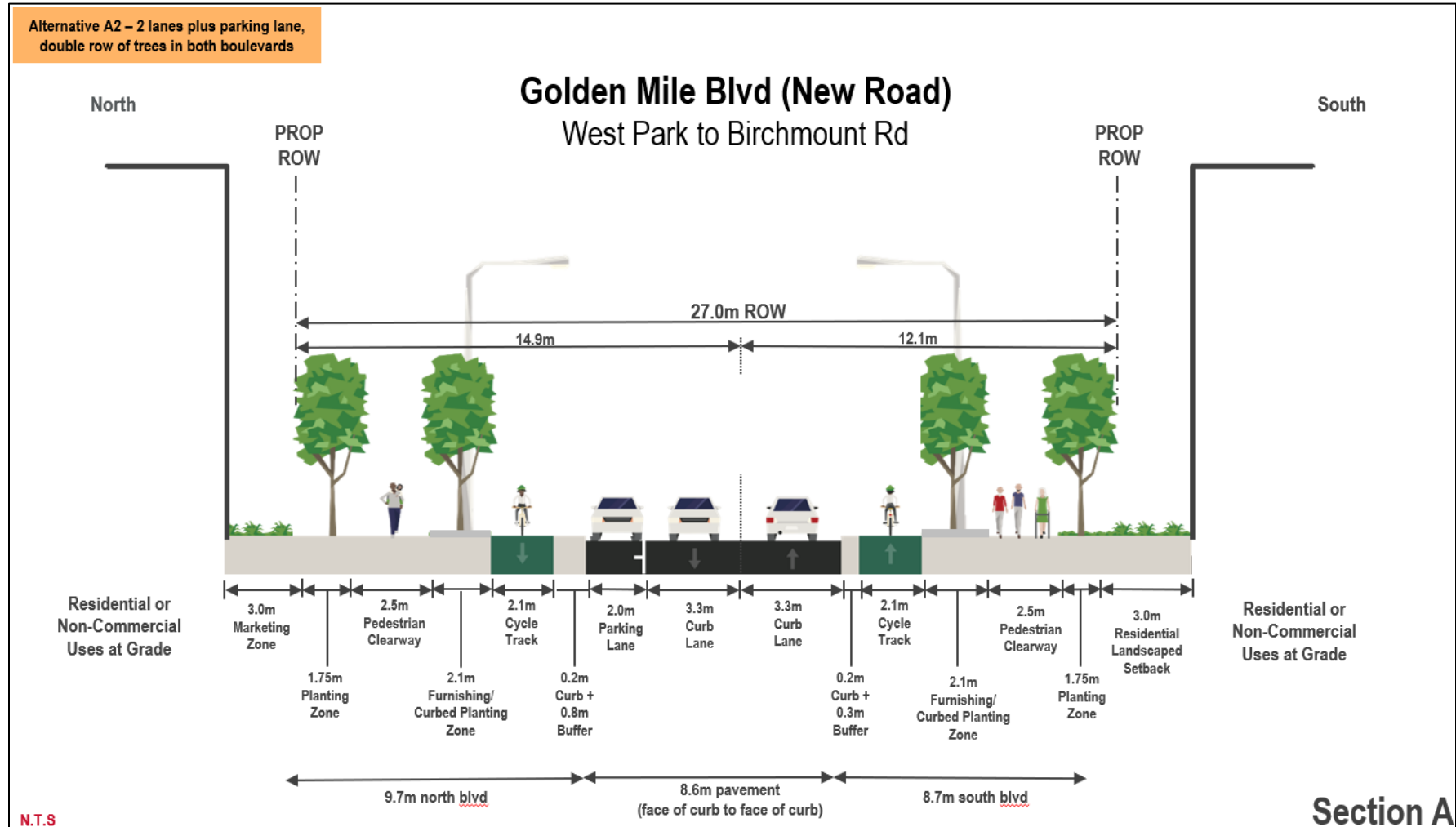


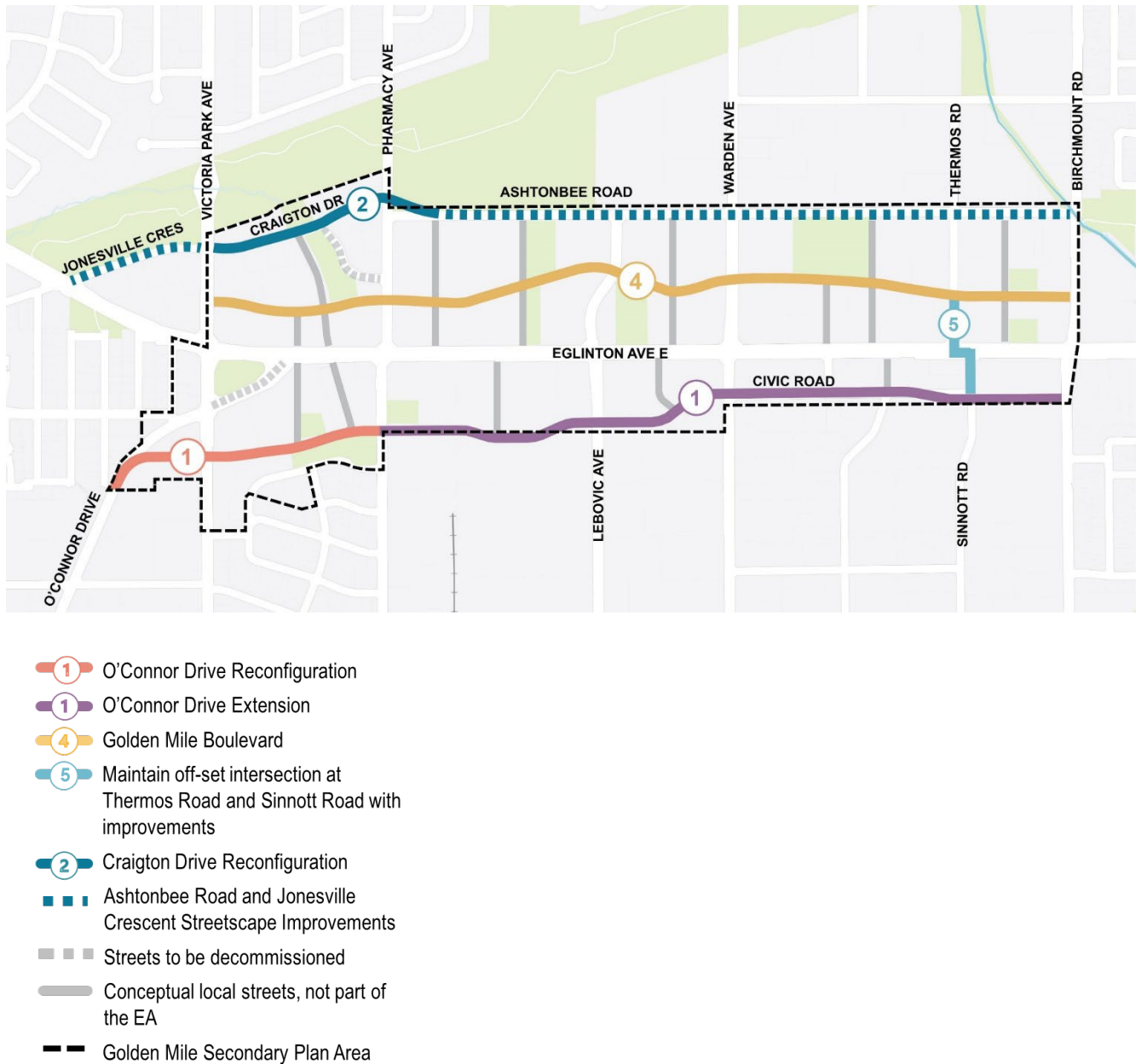
Figure 6-37: Golden Mile Boulevard (West Park Avenue to Birchmount Road) Recommended Cross-Section; Alternative A2



6.4.6 Summary of Recommended Alignments

See **Figure 6-38** for the Recommended Alignments for all Study corridors.

Figure 6-38: Recommended Alignments



7 Preferred Plan

7.1 Description of the Preferred Plan

The purpose of the ReNew Golden Mile EA is to develop the design of the following transportation network improvements:

1. O'Connor Drive reconfiguration and extension from Victoria Park Avenue to Birchmount Road.
2. Golden Mile Boulevard - a new East-West public street from Victoria Park Avenue to Birchmount Road.
3. Craigton Drive reconfiguration from Victoria Park Avenue to Pharmacy Avenue.
4. Thermos Road/ Sinnott Road Intersection Improvement at Eglinton Avenue East.
5. Ashtonbee Road and Jonesville Crescent. Streetscape improvements from Eglinton Avenue East to Birchmount Road.

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

The cross-sections for the Preferred Street Designs are shown in **Figure 7-1** to **Figure 7-8**, and illustrated in the preliminary design drawings in **Appendix I.1** and described below for each street.

Key elements of the Design Criteria are described in the following sections and full details are included in the report in **Appendix I.2**.

The following section describes the development of the design for the recommended improvements and additional considerations to progress the project to the next phase of design and construction.

7.1.1 O'Connor Drive

The Preferred Alignment for O'Connor Drive creates a continuous connection from the existing O'Connor Drive to the extension east of Pharmacy Avenue to Birchmount Road. This plan includes a perpendicular (90 degrees) intersection at Victoria Park Avenue and Pharmacy Avenue. This plan also includes decommissioning several existing street segments:

- The existing O'Connor Drive right-of-way from the realignment to Victoria Park Avenue;
- Eglinton Square from Victoria Park Avenue to Eglinton Avenue East; and
- The connection of Bartley Drive to O'Connor Drive.

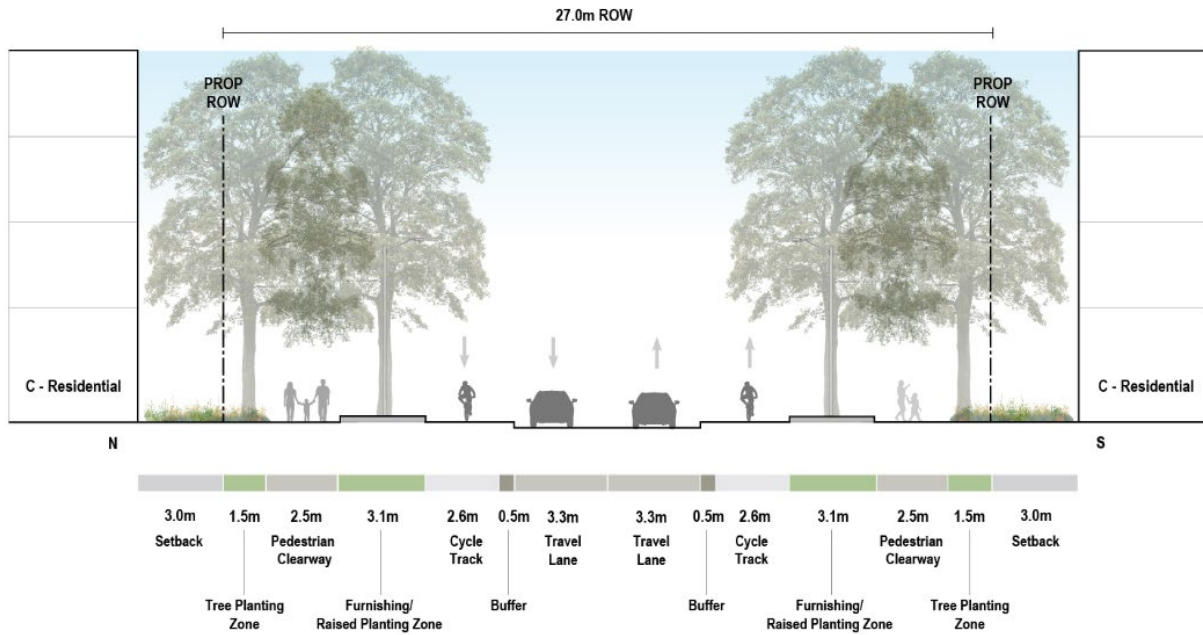
The design of O'Connor Drive was developed in two segments. The first segment is the realignment of O'Connor Drive from west of Victoria Park Avenue to Pharmacy Avenue. The second segment is the extension of O'Connor Drive from Pharmacy Avenue to Birchmount Road.

The typical mid-block condition for the Preferred Design include:

- Two vehicle lanes (3.3 m each) - one in each direction
- Protected bikeways (2.6m cycle tracks) with buffer space between vehicle lanes, travelling in the same direction as the road on both sides
- Landscaped furnishing zone (3.1 m) raised planting zones on both sides, separating the cycle track and the pedestrian clearway
- Wide sidewalks (2.5 m) on both sides
- Additional planted edge zones (1.5 m) on both sides
- Lay-by parking mid-block to support curbside activity.

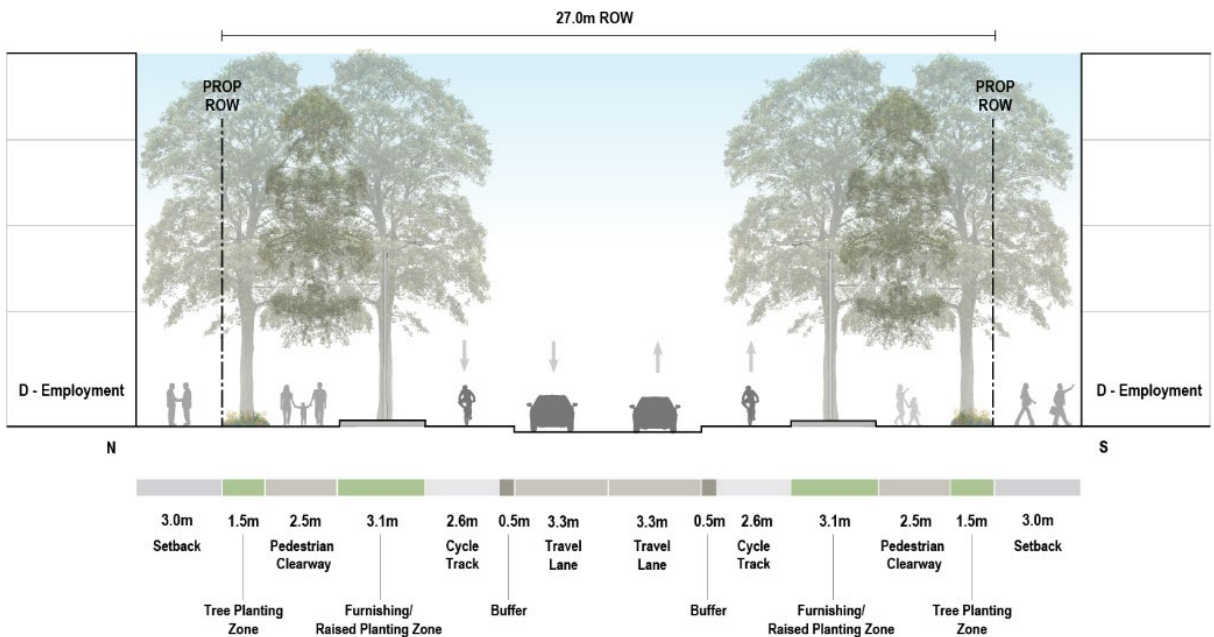
See **Figure 7-1** for the cross-section of the O'Connor Drive reconfiguration.

Figure 7-1: O'Connor Drive Reconfiguration Cross-Section



See **Figure 7-2** for the cross-section of the O'Connor Drive extension.

Figure 7-2: O'Connor Drive Extension Cross-Section



7.1.2 Golden Mile Boulevard

The Preferred Alignment for the new East-West Street: Golden Mile Boulevard creates a continuous connection from Victoria Park Drive to Birchmount Road. The alignment of this new street was designed to best align with planned developments and to achieve desirable transportation design standards, including developing an intersection at Hakimi Avenue with acceptable skew angles.

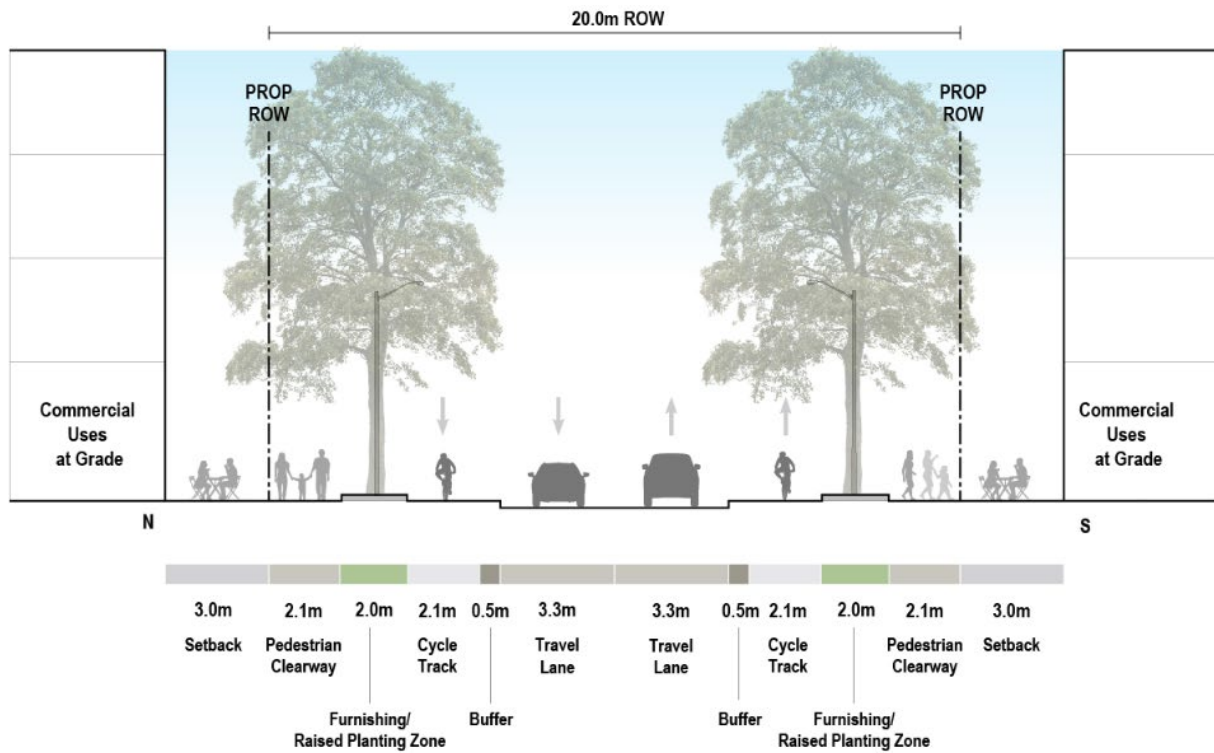
The design of Golden Mile Boulevard was developed in two segments. The first segment is a 20 m ROW and it extends from Victoria Park Avenue to West Park. The second segment is a 27 m ROW and it extends from West Park to Birchmount Road.

The typical mid-block condition for the Preferred Design for the 20 m ROW between Victoria Park Avenue and West Park includes:

- Two vehicle lanes (3.3 m) - one in each direction
- Protected bikeways (2.1m cycle tracks) with buffer space between vehicle lanes, travelling in the same direction as the road on both sides
- Landscaped furnishing zone (2.0 m) raised planting zones on both sides, separating the cycle track and the pedestrian clearway
- Wide sidewalks (2.1 m) on both sides
- Layby parking mid-block to support curbside activity

See **Figure 7-3** for the cross-section of Golden Mile Boulevard between Victoria Park Avenue and West Park.

Figure 7-3: Golden Mile Boulevard Cross-Section Between Victoria Park Avenue and West Park

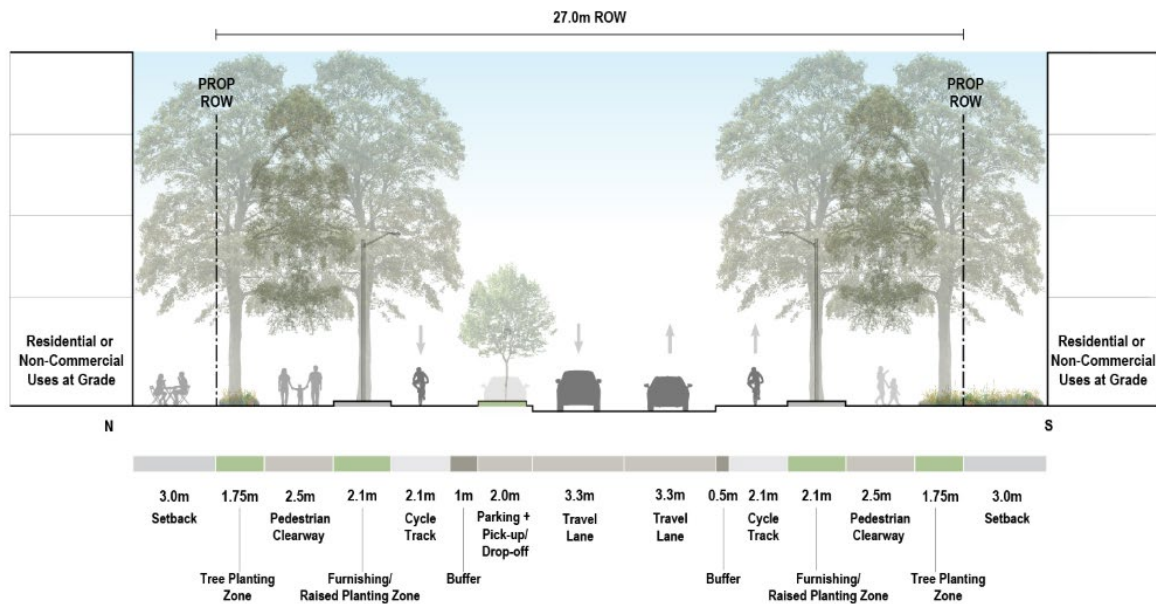


The typical mid-block condition for the Preferred Design for Golden Mile Boulevard between West Park and Birchmount Road with a 27 m ROW to support the existing and planned uses has:

- Two vehicle lanes (3.3 m each) - one in each direction
- Protected bikeways (2.1 m cycle tracks) with buffer space between vehicle lanes, travelling in the same direction as the road on both sides
- Landscaped furnishing zone (2.1 m) raised planting zones on both sides, separating the cycle track and the pedestrian clearway
- Wide sidewalks (2.5 m) on both sides
- Additional planted edge zones (1.75 m) on both sides
- Lay-by parking mid-block to support curbside activity

See **Figure 7-4** for the cross-section of Golden Mile Boulevard between West Park and Birchmount Road.

Figure 7-4: Golden Mile Boulevard Cross-Section Between West Park and Birchmount Road



7.1.3 Craigton Drive

The Preferred Alignment for the reconfiguration of Craigton Drive is designed to optimize the development potential of the area while protecting existing rental residential apartment buildings. The plan will require that City staff secure the relocation of the existing paramedic station to offset the property loss to Toronto Water, which is on a site already constrained by two other utilities (Enbridge and Toronto Hydro). The proposed Craigton Drive reconfiguration will require additional protection measures for the Eglinton Pumping Station, as well as the protection / reinforcement of buried transmission main infrastructure beneath the new road. The existing right-of-way between the intersection of Craigton Drive and Rannock Street, and the intersection of Craigton Drive and Pharmacy Avenue, would be decommissioned as a public street once the implementation of the Craigton Drive reconfiguration is completed and subject to Council approval.

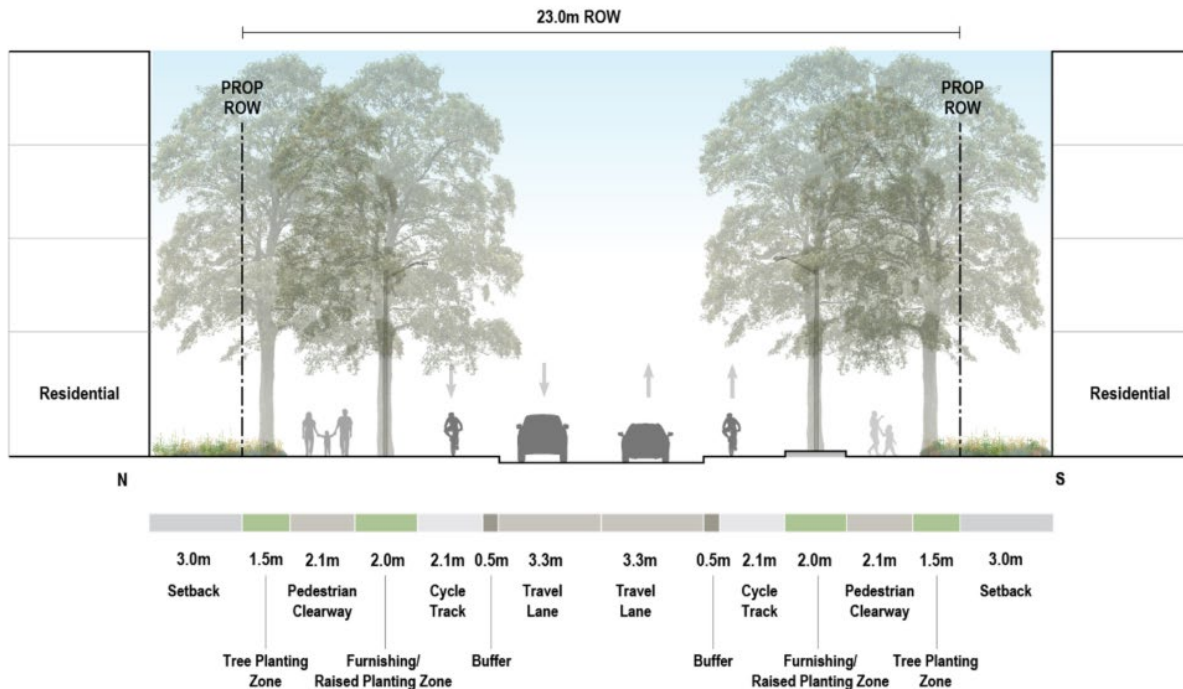
The typical mid-block condition for the preferred street design has:

- Two vehicle lanes (3.3 m each) - one in each direction
- Protected bikeways (2.1 m cycle tracks) with buffer space between vehicle lanes, travelling in the same direction as the road on both sides
- Landscaped furnishing zone (2.0 m) raised planting zones on both sides, separating the cycle track and the pedestrian clearway

- Wide sidewalks (2.1 m) on both sides
- Additional planted edge zones (1.5 m) on both sides
- Lay-by parking mid-block to support curbside activity.

See **Figure 7-5** for the cross-section of Craigton Drive.

Figure 7-5: Craigton Drive Cross-Section



7.1.4 Thermos Road/ Sinnott Road

The Preferred Alignment for the intersection of Thermos Road / Sinnott Road at Eglinton Avenue East is to maintain the existing alignments and provide active transportation improvements. It is anticipated that some of the active transportation improvements will be achieved through the redevelopment of sites adjacent to Thermos Road and Sinnott Road.

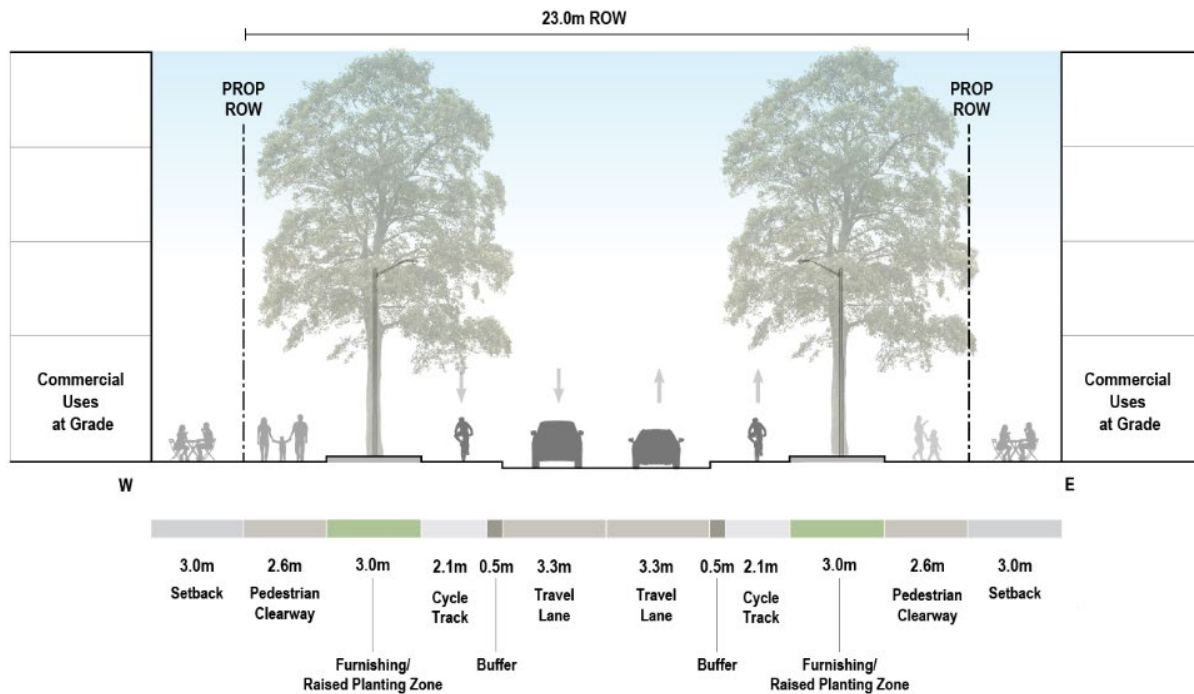
The Preferred Design of Thermos Road / Sinnott Road intersection improvements consist of the following:

- Two vehicle lanes (3.3 m each) - one in each direction
- Protected bikeways (2.1 m cycle tracks) with buffer space between vehicle lanes travelling in the same direction as the road on both sides
- Landscaped furnishing zone (3.0 m) raised planting zones on both sides separating the cycle track and the pedestrian clearway

- Wide sidewalks (2.6 m) on both sides

See **Figure 7-6** for the cross-section of Thermos Road and Sinnott Road intersection at Eglinton Avenue East.

Figure 7-6: Thermos Road and Sinnott Road Cross-Section



7.1.5 Ashtonbee Road

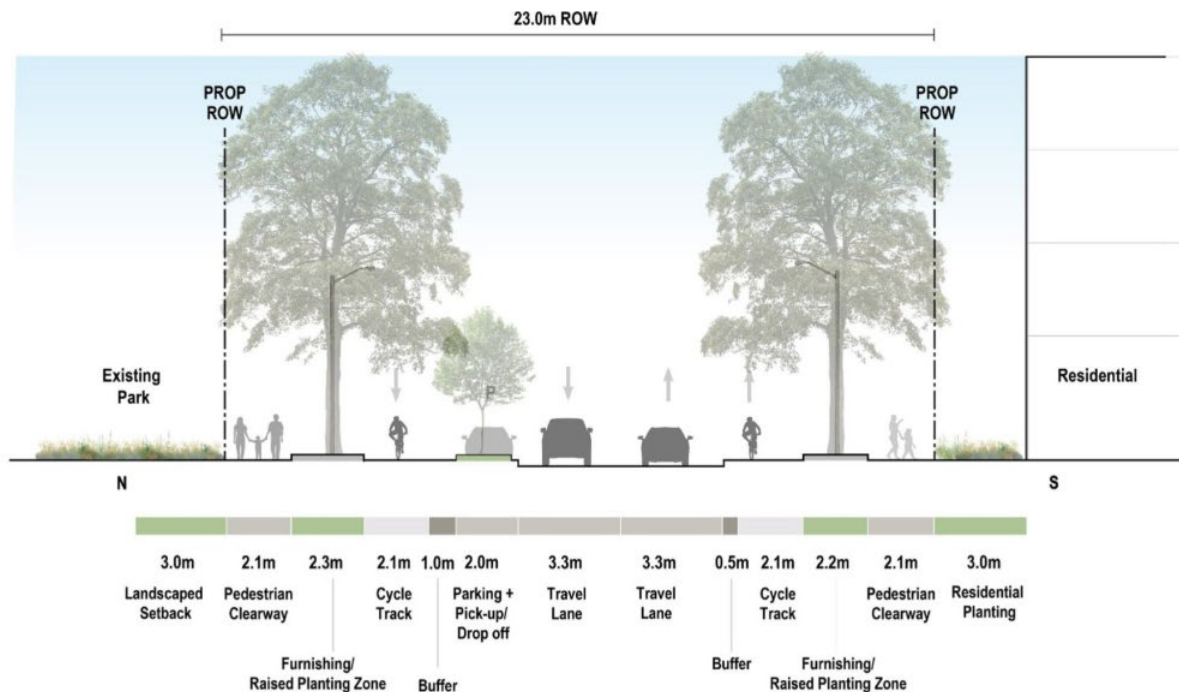
The EA Study explored improvements along Ashtonbee Road to Birchmount Road that do not require the completion of Phases 3 and 4 of the MCEA. Ashtonbee Road streetscape improvements are recommended when the street requires reconstruction within the existing street width to support the existing and planned uses along the corridor.

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

- Two vehicle lanes (3.3 m each) - one in each direction
- Protected bikeways (2.1 m cycle tracks) with buffer space between vehicle lanes, travelling in the same direction as the road on both sides
- Landscaped furnishing zone (2.2 m) raised planting zones on both sides, separating the cycle track and the pedestrian clearway
- Wide sidewalks (2.1 m) on both sides
- Lay-by parking mid-block to support curbside activity.

See **Figure 7-7** for the cross-section of Ashtonbee Road.

Figure 7-7: Ashtonbee Road Cross-Section



7.1.6 Jonesville Crescent

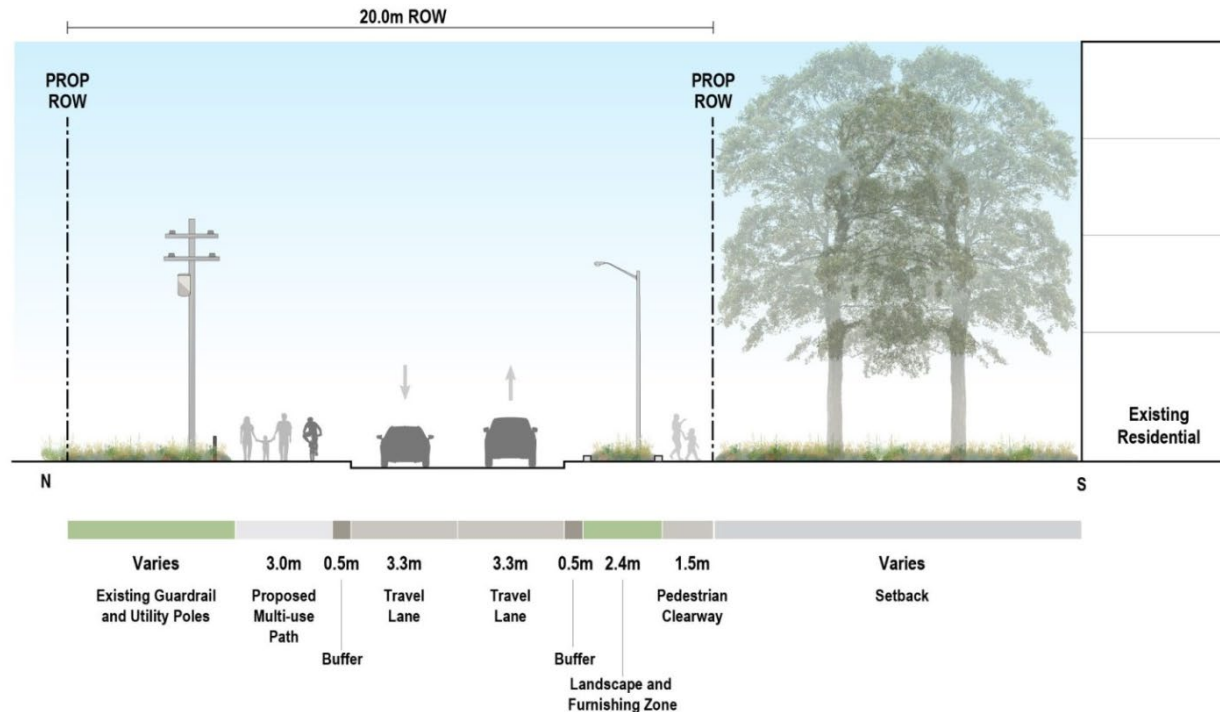
The EA Study explored improvements along Jonesville Crescent that do not require the completion of phases 3 and 4 of the MCEA. Jonesville Crescent streetscape improvements are recommended when the street requires reconstruction within the existing street width to support the existing and planned uses along the corridor.

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

- Two vehicle lanes (3.3 m each) - one in each direction
- Improved active transportation connection to Eglinton Avenue and Meadowway Trail by the addition of 3 m multi-use path with buffer space between vehicular lanes to the north side of the street.
- No change to the existing 1.5 m sidewalk to the south side of the street.
- Improved landscape and furnishing zone to the south side of the street.
- No changes to the location of existing guardrail and utility poles.

See **Figure 7-8** for the cross-section of Jonesville Crescent.

Figure 7-8: Jonesville Crescent Cross-Section



7.2 Cycling and Pedestrian Facilities

The cycling and pedestrian facilities on all streets were developed building on the recommendations in the GM TMP and GM SP Urban Design Guidelines and considering the standards in the City of Toronto Complete Street Guidelines and On-Street Bikeway Design Guidelines (OSBDG) Chapters 1-3, and Ontario Traffic Manual (OTM) Book 18. Continuous pedestrian and cycling facilities are proposed along both sides of all streets, with furnishing and raised planting zones in between the two facilities provide physical separation and greater comfort for both pedestrians and cyclists.

Separated uni-directional cycle tracks are provided along both sides of all streets physically separated from vehicles lanes by curb and buffer. The width of each cycle track was designed to the OSBDG recommended clearway for uni-directional cycle tracks for moderate to low volumes; the width varies by street from the default of 2.1m to upper limit of 2.6m. The recommended buffer is 0.2m curb + 0.3m buffer adjacent to vehicle lanes, and 1.0m buffer adjacent to parking.

Sidewalks are provided along both sides of all streets physically separated from the cycle track by a furnishing and raised planting zone with street trees. The width varies by street from the minimum of 2.1m to 2.6m per City standard.

The material type, treatment and pavement markings and signage for pedestrian clearways, cycle tracks and buffer / tactile strips will be confirmed during detailed design. The material type and treatment style will consider the interface between respective active transportation facilities and transit stops. The need for delineation through bus stop areas by signage, tactile warning or change in elevation will be confirmed during detailed design.

Cycling and pedestrian crossings are presented for all major intersections with existing north-south arterials. A protected intersection design is recommended to separate people cycling and walking from vehicle traffic through use of curb islands, set back crossings, and delineated pedestrian and cycling crossings. This is illustrated on the Design Plans for each street. During detailed design, final intersection configurations will be reviewed to ensure the proposed design and treatments conform to current guidelines.

7.3 Transit Provisions

The TTC and Metrolinx, as the local transit authorities, are key interest groups and are expected to operate within the boundaries of the ReNew Golden Mile EA Study area. Both agencies actively participated in the consultation process to explore opportunities for enhancing transit service levels, particularly in response to the Golden Mile's transformation into a mixed-use community with increasing travel demand.

During the consultation process, TTC recommended that operations of all existing routes should assume to remain, and they provided details of specific bus routes in the Study area will be considered in future phases of planning. TTC provided the following recommendations to the Project Team for consideration in the Design Plans. Transit routing plans are subject to change in future and must be revisited prior to implementation in design:

- Route 70A O'Connor current end-of-line is along Craigton Drive. The realignment of Craigton Drive to Pharmacy Avenue is requested to protect for a bus bay to allow for bus parking and layover.
- Route 67B Pharmacy current end-of-line is along Rannock Street. The realignment of Craigton Drive to Pharmacy Avenue is requested to protect for a bus bay to allow for bus parking and layover.
- To protect for transit use along new streets, please ensure the lane widths along the curves are wide enough to accommodate bus travel path.

The ReNew Golden Mile EA assessed operational feasibility of the roadway design to confirm that transit vehicles can successfully maneuver through the planned segments and intersections along the Study corridors.

Within the scope of this EA Study, Ashtonbee Road is being considered solely for streetscape enhancements. No modifications are proposed to the existing lane configurations or curb radii. As a result, transit service provisions along this segment will remain unchanged.

For the new segment of O'Connor Drive extension and Golden Mile Boulevard, transit stop locations and transit infrastructure requirements are to be reviewed, identified, and confirmed in consultation with TTC during detailed design. Transit amenities such as bus stops and bus pads will conform to the latest TTC specifications and standard drawings.

Due to the design of protected intersection with reduced curb radius, less pavement width is available. Hence, buses should not right-turn on red as they may be required to oversteer to clear the corner. All AutoTURN simulations are to be verified during detailed design.

7.4 Intersections

Intersections with all existing north-south arterial streets were evaluated in detailed transportation analysis. The recommendations for these intersections are illustrated on **Figure 7-9** showing existing traffic signals, new traffic signals and new stop signs.

Turning lanes are provided at each intersection based on the recommended future 2041 traffic operations analysis.

A protected intersection design is recommended to separate people cycling and walking from vehicle traffic through use of curb islands, set back crossings, and delineated pedestrian and cycling crossings.

The intersections design recommendations are illustrated on the Design Plans for each street.

The protected intersections are designed per the guidelines provided in the OTM Book 18 and OTC Protected Intersection Guide. Protected intersection is a design concept that is used to improve safety and comfort for cyclists and pedestrians at intersections, especially where bike lanes cross busy roads. Curb radii are reduced to slow down turning vehicles. Corner refuge islands are provided. These are raised islands at each corner of the intersection that physically separate turning vehicles from cyclists and

pedestrians, while improving visibility. Bicycle and pedestrian crossings are set back from the main intersection to allow more time for drivers to see and yield to crossing cyclists and pedestrians.

For all intersections, unless otherwise noted, the standard design vehicle is a medium single-unit truck and the standard control vehicle is a 20 m-wheelbase tractor-semitrailer, as defined in Transportation Association of Canada 2017 guideline.

Figure 7-9: Recommended Intersection Control



7.5 Public Realm and Landscape

The ReNew Golden Mile vision seeks to create a connected, accessible, and livable mixed-use community anchored by a strong landscape framework and seamless multi-modal connections. High-quality architecture, parks, green streets, trails, and vibrant public spaces form the backbone of the area, enhancing everyday life, supporting climate resilience, and shaping a distinctive public realm.

Development is strategically organized around the ECLRT and other key transit corridors, promoting sustainable growth while respecting the area's history and character. Streetscape design prioritizes safe, comfortable, and efficient movement for pedestrians, cyclists, and transit users, fostering an inclusive and people-focused environment.

The street design incorporates the public realm and landscaping elements outlined in the sections below to create complete streets that support safe, efficient travel while enhancing user comfort.

7.5.1 Furnishing / Raised Planting Zones

Furnishing zones are a multifunctional component of the streetscape that integrates infrastructure, landscape, and streetscape elements—including lighting, street furnishings, public art, and planting—within a coordinated and well-defined area. These elements are strategically organized to maintain a clear, safe, and accessible pedestrian thoroughway, while enhancing environmental performance and supporting placemaking. The zone also plays a critical role in defining transitions between different modes of travel, providing physical and visual separation between pedestrians, cyclists, and vehicles to improve safety, comfort, and legibility within the streetscape.

The following elements are included within this zone:

- **Furnishing Zone:** This area is defined in the City of Toronto Streetscape Manual User Guide, and it's an allocated space for lighting, bicycle racks, benches, and other streetscape elements.
- **Raised Planters:** Continuous tree-planting zones support a mix of trees, grasses, and perennials, enhancing environmental performance and reinforcing the streetscape character. These zones contribute to stormwater management while improving pedestrian comfort through shade and greening. Trees play a key role in reducing urban heat island effects, improving air quality, supporting urban biodiversity, and strengthening wayfinding and street definition. The coordinated design detail for this zone is the Continuous Soil Trench with Soil Cells and Planter Curb (T-850.181-2).
- **Cycle Track Buffer at Furnishing Zone:** Separations are required between the Furnishing Zone and the Cycle Track. These are provided with a 0.60 m unit paver strip and concrete curb on each side, totaling 1.0 m in width. The paver strip provides a tactile cue to help visually impaired users identify the edge of the cycle track, in accordance with City Standard T-603.049. See **Figure 7-10** for an example.

Figure 7-10: Raised Planting Zone and the Cycle Track (Dundas Street)



- **Cycle Track Buffer at Raised Planter:** Separations are required between the Raised Planting Zone and the Cycle Track. In this case, the planter curb acts as the separation and tactile cue. See **Figure 7-11** for an example.

Figure 7-11: Furnishing Zone and the Cycle Track (Dundas St W and Kipling Ave)



- **Public Art:** The Furnishing Zone provides an opportunity to support placemaking through artistic expression, including Indigenous placemaking through pavement detailing, surface treatments, and custom-designed street furniture such as benches. Refer to the precedent images in **Figure 7-12** for precedents by Indigenous artists. To further illustrate how these elements can be integrated and spatially arranged, see the renderings of O'Connor Drive & Pharmacy Avenue, and O'Connor Drive between NS5 and Hakimi Avenue/Lebovic Drive in **Figure 7-13**.

Figure 7-12: Precedents of Indigenous Artist Works within Streetscapes

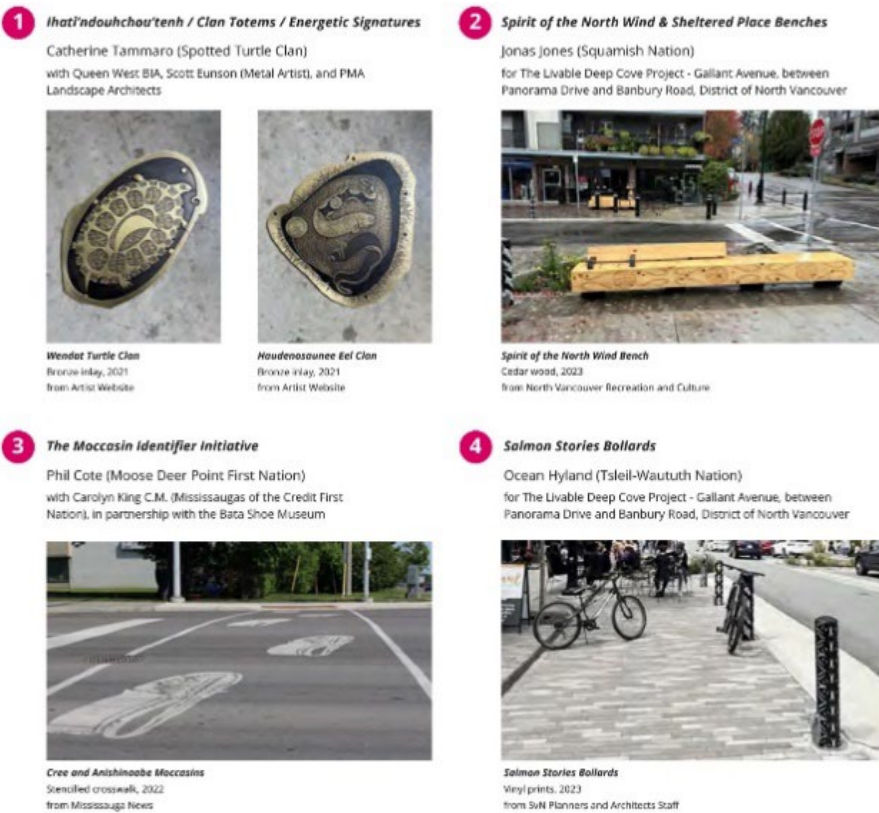
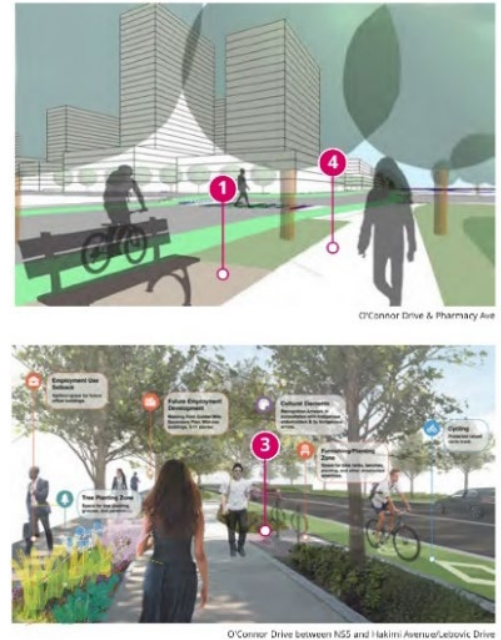


Figure 7-13: Visualizations of Furnishing Zone with Artist Works

Opportunities for Indigenous Place-making



7.5.2 Secondary Planting Zone

The secondary planting zone provides space for a second row of trees, grasses, and perennials to reinforce the street's green character where space permits and to provide a smooth transition to adjacent development. The coordinated design detail for this zone is the Continuous Soil Trench with Soil Cells and Tree Fence (T-850.182-4), maintaining a minimum 1.50 m tree opening eliminates the need for a tree fence. This approach enables a flush planting bed with adjacent surfaces, without a curb, unlike the Raised Planting Zone. Tree grates may be provided depending on the adjacent context, such as in employment areas or retail frontages, to help maintain accessible sidewalks in higher pedestrian traffic areas. Tree grates protect roots, allow water and air to reach the soil, and provide a safe, level walking surface for pedestrians. The coordinated design detail for this application is the Continuous Soil Trench with Soil Cells and Tree Grate (T-850.183-2).

7.5.3 Setback

The setback area is referred to as the Frontage and Marketing Zone in the City of Toronto Streetscape Manual User Guide and is defined as the space adjacent to the building or property line that buffers pedestrians from windows, doorways, and other building appurtenances. This zone may include marketing and outdoor merchandise displays, boulevard cafés, landscaping, and, in some cases, street furniture.

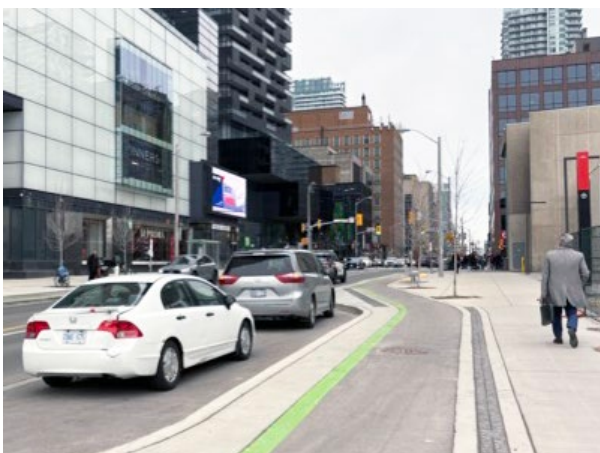
7.6 Parking and Pick-up / Drop-off Areas

Parking and pick-up/drop-off areas are designated mid-block lay-by areas that provide space for essential curbside activities, including short-term vehicle parking, deliveries, and passenger loading, to support efficient movement and access.

The following elements are included within this zone:

- **Parking and Pick-up/Drop-off:** Designated mid-block lay-by areas for motor vehicles to park or pull in temporarily without interrupting traffic. These areas provide space for essential curbside activities, including short-term vehicle parking, deliveries, and passenger loading, to support efficient movement and access.
- **Cycle Track Buffer at Parking and Pick-up/Drop-off:** A 1.0 m buffer between the cycle track and vehicular parking lanes, consisting of a 0.60 m unit paver strip and concrete curbs on each side, provides door zone clearance to enhance cyclist safety and clearly define separation between modes. See **Figure 7-14** for an example.

Figure 7-14: Cycle Track and Vehicular Parking (Yonge and Eglinton Avenue West)



7.6.1 O'Connor Drive Reconfiguration

On-street parking was deemed unnecessary given the anticipated character of this section of the street which is not intended to be a primary retail corridor. There may be some consideration through development review processes for lay-by parking at key locations where higher levels of curbside activity may be anticipated, and where curbside activity cannot be accommodated on other street frontages.

7.6.2 O'Connor Drive Extension to Birchmount Road

Similar to the O'Connor Drive reconfiguration, on-street parking was generally not deemed to be necessary. Some consideration could be provided for lay-by parking in strategic areas to accommodate curbside activity.

7.6.3 Golden Mile Boulevard

On-street parking is not recommended for the segment of Golden Mile Boulevard with a planned 20 m ROW from Victoria Park Avenue to a new proposed local street west of Pharmacy Avenue due to the constrained ROW and in order to achieve green infrastructure, sidewalks and bikeways.

Some lay-by parking is proposed for the segment of Golden Mile Boulevard with a planned 27 m ROW from Pharmacy Avenue to Birchmount Road.

7.7 Property Requirements

The Preferred Designs are almost entirely achievable through the redevelopment of lands in the area. However, there are six sites where property impacts are not anticipated to be mitigated through this process. **Table 7-1** outlines the estimated total permanent property requirements for the Preferred Designs. Property impacts are shown in the preliminary design drawings in **Appendix I.2**.

Table 7-1: Estimated Total Permanent Property Requirements

Corridor	Impacted Address	Area
Craigton Drive	4 Rannock Street	171 m ²
	5 Rannock Street	510 m ²
	1553 Victoria Park Avenue	9.5 m ²
O'Connor Drive Reconfiguration	1861 O'Connor Drive	136 m ²

Corridor	Impacted Address	Area
O'Connor Drive Extension	793 Warden Avenue <i>(note, should this site consolidate for redevelopment, widening will be secured through development approvals)</i>	328.8 m ²
	55 Civic Road	1,763 m ²

7.8 Utilities

The Utility Conflict Plan is provided in **Appendix I.3**. The Utility Conflict Plan illustrates all existing utility information located in the Study area, compiled as part of this study, and identifies those utilities that may be potentially impacted or require protection during construction by the Preferred Plans. Existing utility information was collected through consultation with all utility providers to identify all existing and planned utility infrastructure located within the Study area. These third-party as-built plans were supplemented with subsurface utility investigation (SUE) quality level C (QL-C) completed by 4Sight. QL-C investigations involved field surveys of above-ground utility features, including catch basins, manholes, valve boxes and other visible infrastructure markers. The Existing Utility Composite Plan illustrates SUE QL-D and QL-C based on available information. The Utility Conflict Plan identifies all potential utilities along the study corridors that may require relocation or protection during construction to accommodate the Preferred Design. Utility coordination and relocation are to be undertaken during detailed design.

One key area of consideration is the Toronto Water Eglinton Pumping Station and Reservoir site (885 Pharmacy Avenue) located in the northeast corner of the intersection of Pharmacy Avenue and Ashtonbee Road. The Preferred Alignment of Craigton Drive reconfiguration impacts this property. The pumping station serves Pressure District 3E and District 4, and transfers water supply to York Region. Any service disruptions, infrastructure deterioration, or challenges in operational maintenance will directly impact these water districts and potentially York Region.

The scope and timing of future rehabilitation works at the Eglinton Pumping Station are uncertain at this time. However, 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. Further details on Toronto Water infrastructure are provided in **Section 7.9**.

The location and alignment of existing utilities will be verified during the detailed design phase. This process may lead to revisions in the currently identified utility impacts. A formal assessment of utility impacts will be undertaken in collaboration with the respective utility providers during detailed design. To ensure accuracy and support effective planning, all utility data must be updated prior to construction. Where potential conflicts with existing or future utility infrastructure are identified, coordination with utility companies will be required to confirm relocation needs and finalize mitigation strategies.

7.9 Municipal Services

HDR completed a Drainage and Stormwater Management Study, and the Report is provided in **Appendix J**.

The Preferred Designs have been reviewed by Toronto Water with respect to the storm sewers, sanitary sewers and watermains within the Study area. The following existing municipal infrastructure has been identified within the study area: Eglinton Pumping Station and Reservoir, transmission mains, major water pressure zone valves and chambers, water tower located on the southeast corner of Warden Avenue and Civic Road, sanitary trunk sewers, local sanitary sewers, local storm sewers, local watermains, sanitary manholes, storm manholes, and catch basins.

The Project Team collected plans from Toronto Water on any existing or proposed infrastructure in the Study area and supplemented with subsurface utility investigation (SUE) quality level C (QL-C) completed by 4Sight. QL-C investigations involved field surveys of above-ground utility features, including catch basins, manholes, valve boxes and other visible infrastructure markers. The Existing Utility Composite Plan illustrates SUE QL-D and QL-C based on available information.

The proposed reconfiguration of Craigton Drive impacts the property for the Toronto Water Eglinton Pumping Station and Reservoir Site and impact operations and maintenance of the existing major valve chambers. The Project Team met with Toronto Water several times throughout the study, and TW confirmed that the travelled portion of the street is located directly above the valve chambers, resulting in future operations and maintenance activities to require roadway closures to facilitate access by TW maintenance vehicles and equipment. TW noted that this configuration is highly undesirable from a maintenance and operations perspective. The recommended Preferred Alignment for the Craigton Drive reconfiguration requires additional mitigation measures for the realignment of the street to proceed. These mitigation measures are needed to maintain and protect for existing underground infrastructure services and future operations of the Eglinton Pumping Station and Reservoir, which is a critical water facility, supplying water to over 300,000 residents and businesses in Toronto and

York Region. This facility will require future rehabilitation and expansion to meet operational and maintenance requirements as well as expansion for growth needs.

The pumping station serves Pressure District 3E and District 4, and transfers water supply to York Region. Any service disruptions, infrastructure deterioration, or challenges in operational maintenance will directly impact these water districts and potentially York Region. Close consultation with Toronto Water will be required to determine the appropriate timing to realign Craigton Drive when Toronto Water is due for an upgrade to their infrastructure in this area. Transportation Services, working with Toronto Water, will complete more detailed analysis during preliminary and detailed design of the re-aligned street to identify mitigation measures that:

- Reduce impacts to water valves and transmission mains that would be located under the roadway, and ensure access for operations, and ensure access for operations, maintenance and repair;
- Include safety measures to mitigate the potential for collisions into the Pumping Station building and protect the safety of workers in and around the facility, when using the roadway and accessing site;
- Ensure Toronto Water has sufficient contiguous land for the critical water infrastructure needs, future expansion, and long-term operational and maintenance requirements of the Eglinton Pumping Station. This will include relocating Toronto Paramedic Services Station 21 at 887 Pharmacy Avenue; and
- Consider Toronto Water's Operations and Maintenance pressures, including measures to mitigate routine maintenance and emergency repair of existing critical water infrastructure.

Existing storm sewers, sanitary sewers and watermains are located along existing streets within the Study area. Where existing streets are being reconstructed for the Preferred Designs, there are potential utility conflicts, protection measures and temporary conditions that may be required. The development of utility relocation, protection and temporary condition plans will be completed during detailed design. The new and realigned streets of Golden Mile Avenue and O'Connor Drive will require construction of new storm sewers, sanitary sewers and watermains to service the planned development. The detailed design of new, relocated and / or improved storm sewers, sanitary sewers and watermains will be completed by each development for those streets that are planned to be implemented through planning application process.

The Recommended Alignment for O'Connor Drive Extension has no impact on the water tower operated by Toronto Water located on the southeast corner of Warden Avenue and Civic Road.

The proposed drainage design will include a new subsurface road drainage system, consisting of storm sewer systems with catch basins along the curb lines to convey stormwater runoff to the various outfall locations along the corridor. The Study area is within the area regulated by the TRCA, but there are no watercourse crossings for the five road corridors.

The City of Toronto Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA) is currently still in draft condition and under review and has therefore not been provided at the time of preparation of this report. During subsequent stages of planning and design, the design criteria may need to be updated to include the requirements defined by the CLI-ECA. Recommendations from the Basement Flooding Remediation and Water Quality Improvement Master Plan Class EA – Study Area 34 (2018), and the Toronto Basement Flooding Capacity Studies – Bundle D Area 47: Study Report (2022) shall also be considered and/or implemented in consultation with the City of Toronto and Toronto Water.

Stormwater best management practices, including bioretention systems, and online storage pipes, are proposed to provide stormwater quality treatment, water balance, erosion control, and quantity control of the runoff from the ROW. The available volume of runoff storage within the bioretention facility above and below the underdrain will be determined during subsequent stages of design based on the confirmed maximum allowable depth of the reservoir and the underdrain configuration. During detailed design, 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.

Based upon the recommendations provided in the City's Wet Weather Flow Management Guidelines (WWFMG) (2006), it is understood that the adjacent developments will overcontrol peak flow rates on-site to account for uncontrolled runoff from the road ROW. However, 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). Appropriate quantity control measures (i.e., online storage pipes) shall be implemented, if required, for the runoff from the municipal roadway, in consultation with the City of Toronto and Toronto Water.

7.10 Pavement Design

A geotechnical investigation and report was completed as part of this Study. The preliminary pavement investigation recommendations are detailed in the Preliminary Geotechnical Investigation Report enclosed in **Appendix K**.

Existing pavement structures across the Study area typically consist of approximately 125 to 300 mm of asphalt over 360 to 635 mm of granular material, with localized granular thicknesses up to approximately 1,020 mm. In isolated locations, composite pavement structures including asphalt over concrete were encountered.

Removal of existing pavement structures, subgrade proof-rolling, and localized sub excavation of unstable soils are anticipated during construction to provide a suitable foundation for new pavement structures.

A flexible pavement structure is recommended based on borehole data, the anticipated average annual daily traffic volumes (AADT), and assuming adequate drainage of the pavement materials. This should be considered for preliminary planning purposes only for construction, reconstruction, and widening for the roadways.

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.

7.11 Preliminary Cost Estimate

Based on preliminary cost estimates, the cost of the recommended improvements is estimated at \$242.4 Million based on 2025 values. This preliminary cost estimate includes costs for road work, addition of streetlights and traffic signals, storm sewers, landscaping, traffic control, and engineering services; however, property acquisition costs and utility relocations costs are not included in the estimate. Cost breakdown per Study corridor is summarized in **Table 7-2**

Table 7-2: Preliminary Cost Estimate

Corridor	Preliminary Cost Estimate
O'Connor Drive Reconfiguration	\$27,310,000
O'Connor Extension to Birchmount Road	\$64,104,000
Craigton Drive Reconfiguration	\$23,244,000
Golden Mile Boulevard	\$78,078,000
Thermos Road & Sinnott Road Realignment	\$6,550,000

Corridor	Preliminary Cost Estimate
Ashtonbee Road	\$38,000,000
Jonesville Crescent Streetscape Improvement	\$5,120,000

7.12 Implementation and Constructability

Implementation of the new and reconfigured streets is recommended to be achieved through future site redevelopment, where applicable. This approach minimizes impacts on existing businesses and is consistent with the project goal of ensuring the economic vitality of existing and future business. It is anticipated that the full delivery of all of the ReNew Golden Mile EA streets would be fully realized in a long-term horizon of over 20+ years. Timing of improvements is to be confirmed during subsequent design phases and coordinated with development in the Study area. The sections below provide details on the implementation of the individual ReNew Golden Mile EA corridors. In preparation for Public Meeting #2 City Staff presented the design plans and implementation plans to City Council and received endorsement for the recommendations. Link to the report is here: (<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX20.11>).

This ESR, the following section and future commitments, reflects the implementation plan as presented in the above staff report. Any changes to the City's planned capital projects may change the following recommendations.

7.12.1 O'Connor Drive Reconfiguration

The detailed design and implementation of the O'Connor Drive reconfiguration is to be developed through the Official Plan Amendment process. City staff are drafting amendments to Site Area Specific Policy (SASP) 400 in the OP to provide directions on requirements of the consolidation of lands to deliver the O'Connor Drive reconfiguration through development approval, as well as directions on built form, land use and public realm objectives and potential implementation mechanisms.

7.12.2 O'Connor Drive Extension to Birchmount Road

The detailed design for the O'Connor Drive extension is to be completed by developers through development review processes and implemented gradually with the development of the individual land parcels. The existing portion of Civic Road at the intersection with Sinnott Road may be delivered as a future City capital project.

7.12.3 Craigton Drive Reconfiguration

It is anticipated that some of the improvements proposed in the Preferred Design will be achieved through development review processes when the adjacent sites redevelop. However, the future intersection of Craigton Drive and Pharmacy Avenue may be delivered as a future City capital project, from the existing intersection of Craigton Dr and Rannock Street to the east side of Pharmacy Avenue and Ashtonbee Road.

7.12.4 Golden Mile Boulevard

The detailed design for Golden Mile Boulevard is to be completed by developers through development review processes and implemented gradually with the development of the individual land parcels.

7.12.5 Thermos Road & Sinnott Road Realignment

It is anticipated that some of the active transportation improvements proposed under the Preferred Design will be achieved through the redevelopment of sites adjacent to Thermos Road and Sinnott Road. Additional street width is required on the east side of Sinnott Road at Eglinton Avenue East, to accommodate all intersection elements. This would be secured when the site redevelops in accordance with the City's Official Plan.

7.12.6 Ashtonbee Road and Jonesville Crescent Streetscape Improvements

Improvements along Ashtonbee Road to Birchmount Road do not require the completion of phases 3 and 4 of the Class EA. Ashtonbee Road streetscape improvements are recommended when the street requires reconstruction within the existing street width to support the existing and planned uses along the corridor.

The streetscape improvements on the south side of Ashtonbee Road would be implemented through site plan redevelopment by developers through development review processes and implemented gradually with the development of the individual land parcels. While the streetscape improvements on the north side of Ashtonbee Road would be implemented by the city through capital projects.

7.13 Considerations For Future Design Phases

The table below outlines key considerations to be addressed during future phases of design for each study corridor (**Table 7-3**).

Table 7-3: Considerations For Future Design Phases

Corridor	Considerations for Future Design Phases
O'Connor Drive	• At the west study limit of O'Connor Drive, the exact location of the transition from two to four lanes is to be determined during subsequent design phases. • Toronto Transit Commission (TTC) to review the alignment during subsequent design phases, as the proposed TTC routes may change at that time. • AutoTURN to be verified during subsequent design phases to ensure that appropriate design vehicle fits within a dedicated lane along an alignment curvature. Maneuvers at protected intersections are also to be verified. • Coordination with active developments to confirm property requirements and to optimize construction timelines.
Golden Mile Boulevard	• Toronto Transit Commission (TTC) to review the alignment during subsequent design phases, as the proposed TTC routes may change at that time. • AutoTURN to be verified during subsequent design phases to ensure that the appropriate design vehicle fits within a dedicated lane along an alignment curvature. Maneuvers at protected intersections are also to be verified. • Coordination with active developments to confirm property requirements and to optimize construction timelines.
Craigton Drive	• The Eglinton Pumping Station located at 885 Pharmacy Avenue is a major water supply pumping station that serves Pressure District 3E and District 4, and transfers water supply to York Region. • Toronto Water must be consulted prior to commencing the next phase of design to determine appropriate timing for the realignment of Craigton Drive at Pharmacy Avenue, aligning it with Toronto Water's plan to upgrade infrastructure in the area. • Close coordination with Toronto Water will be essential to avoid service disruptions, infrastructure deterioration, or challenges in operational maintenance that could directly impact supplying water to several districts. This will include relocating Toronto Paramedic Services Station 21 at 887 Pharmacy Avenue. Should relocation of the Paramedic Station not proceed, then an EA review will be required. • Toronto Water noted that not relocating the EMS footprint will not be conducive to effective and active use by Toronto Water, and that they would have objections to the solution moving forward should this be the case. • Toronto Transit Commission (TTC) to review the alignment during subsequent design phases, as the proposed TTC routes may change at that time. • AutoTURN to be verified during subsequent design phases to ensure that appropriate design vehicle fits within a dedicated lane along an alignment curvature. Maneuvers at protected intersections are also to be verified.

Corridor	Considerations for Future Design Phases
	• Coordination with active developments to confirm property requirements and to optimize construction timelines. • Protection of Toronto Water valve chambers and other mitigation measures to be discussed with Toronto Water during detailed design. Clearances to transmission watermains must comply with the Design Criteria for Sewers and Watermains and MECP Procedure F-6-1 "Procedures to Govern the Separation of Sewers and Watermains". No field work shall be conducted within the vicinity of a Transmission Water Main without the approval of a Toronto Water Inspector (see "Excavation Monitoring Form for Transmission Mains" for more details).
Thermos Road and Sinnott Road	• Lane width on Thermos Road in the Preferred Design is reduced from the existing dimension to enhance safety. The existing lane width is excessively wide, which may encourage inattentive or aggressive driving behavior. • Crosswalk and crossride on the east leg of Sinnott Road and Eglinton Avenue East intersection have a limited setback of 1.6 m because of the ECLRT platform. Separated signal phasing is recommended to provide greater protection for pedestrians and cyclists.
Ashtonbee Road	• The exact configurations of protected intersections are to be revisited during subsequent design phases. Network of active transportation facilities may extend along crossing roads at that time. • A portion of the proposed Ashtonbee Road design falls within TRCA's Regulated Floodplain near the intersection of Ashtonbee Road and Birchmount Road. A permit from the TRCA may be required during detailed design. • Ashtonbee improvements are proposed within the existing ROW. The increase in stormwater runoffs on Ashtonbee are not anticipated but will be assessed during detailed design if the design changes and appropriate stormwater management measures will be employed to mitigate any adverse effects.

7.13.1 Utilities and Tree Planting Requirements

To implement the recommended street cross-sections, utility conflicts within the Furnishing / Raised Planting Zones and Secondary Planting Zones should be reviewed to inform potential relocations (refer to Section 3.9 of the report). Relocation alone will

not be sufficient, however; utilities must also be strategically positioned to enable continuous soil volume in soil cells to support healthy tree growth. Soil cell areas will extend from Planting Zones to underneath adjacent paved areas, including cycle tracks and sidewalks.

Tree spacing is closely tied to the location of underground utilities and the extent of available space for root development. In accordance with City of Toronto standards, each tree should be provided with a minimum soil volume of 30 m³ to support growth, canopy development, and long-term health (T-850.181-1). Under constrained conditions, soil cells are required to meet these minimum soil volume targets and support continuous soil systems.

This approach aligns with the City of Toronto typical tree spacing requirements (T-850.181-1). Tree spacing may range from a minimum of 8.0 m to greater distances depending on available soil volume; however, a typical spacing of 8.0 m is preferred to enhance canopy continuity, improve pedestrian comfort, and strengthen overall streetscape character.

Resolving conflicts with existing infrastructure, including storm sewers, watermains, gas lines, telecommunications (e.g., Bell, Rogers, Beanfield), Toronto Hydro connections, and aerial utilities, will help establish continuous tree planting zones with consistent 8.0 m tree spacing. This coordinated approach reduces risks to critical infrastructure, supports efficient construction and long-term maintenance, and contributes to a greener, more comfortable, and resilient public realm.

7.13.2 Raised Planting Zones and Circulation

In the next phase of design, the Raised Planting Zones should be adjusted to accommodate pedestrian movement and incorporate transit stop locations to support safety, visibility, and comfort. The following guidance reflects City of Toronto standards for planter, planting, and tree placement relative to intersections, driveways, pedestrian walkways, and transit stops:

- Trees and planters should be kept out of sightlines at intersections and in driveways (daylight triangles) to maintain visibility and reduce conflicts.
- Planters should be kept clear of curb ramps and tactile walking surface indicators.
- Around transit shelters, a minimum 2.1 m pedestrian clearway should be provided to allow safe entry and circulation.

- For approaching buses, trees should not be located within 2.4 m of the roadway edge for a distance of 20 m in advance of transit stop markers; refer to the same diagram and precedents.
- Planting should form a continuous linear system, with breaks only where required for transit stops, shelters, hydrants, utility access, driveways, or accessible routes.
- Secondary Planting Zones should remain continuous, with breaks only where needed to accommodate driveways or accessible routes, such as access to residential entrances or retail spill-out areas.