



GOLDEN MILE SECONDARY PLAN STUDY

O'Connor Drive Reconfiguration

June 3, 2019

Eglinton Crosstown LRT



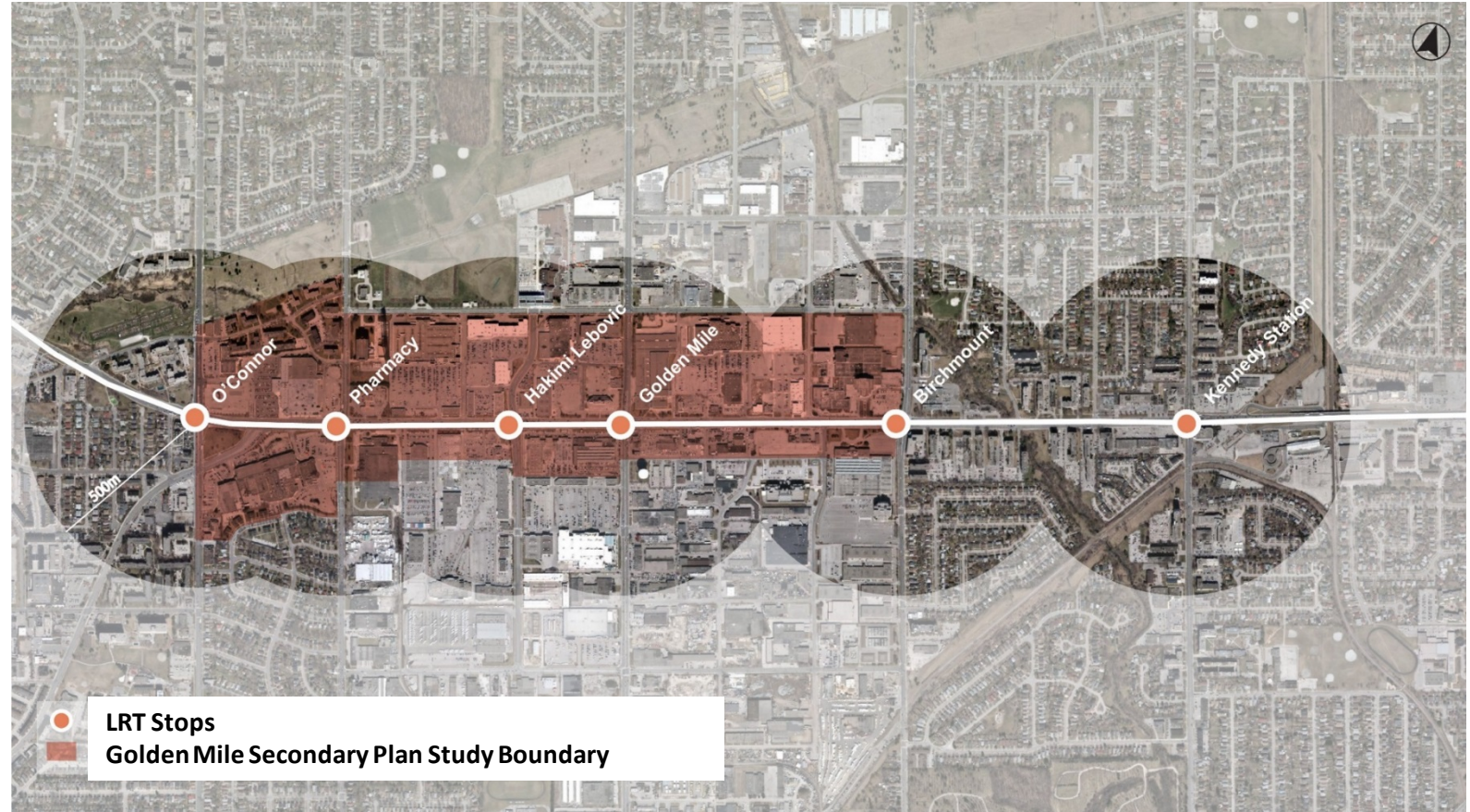
Five Eglinton Crosstown LRT Stops within GMSP Study Area



Background

In May 2014, City Council adopted the EglintonConnects Planning Study and directed City Planning staff to undertake further study of the focus areas along the Eglinton Crosstown LRT corridor, including the Golden Mile.

1. The Golden Mile Market Analysis and Economic Strategy Study was completed in December 2016.
2. In May 2017, City Planning staff initiated the **Golden Mile Secondary Plan (GMSP) Study** with the assistance of a team of land use, transportation, urban design, and service consultants led by SvN Architects + Planners Inc.

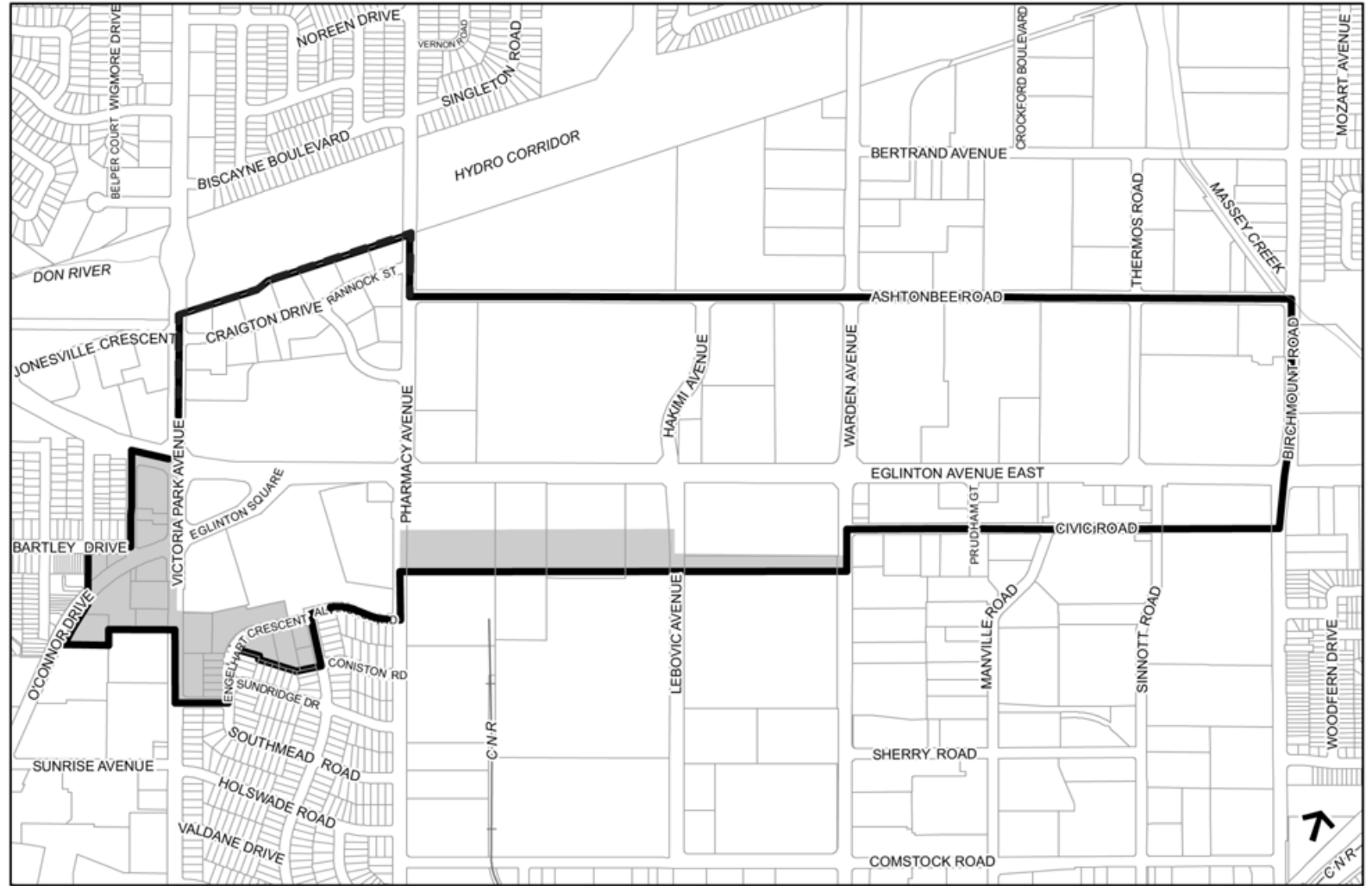


Study Purpose

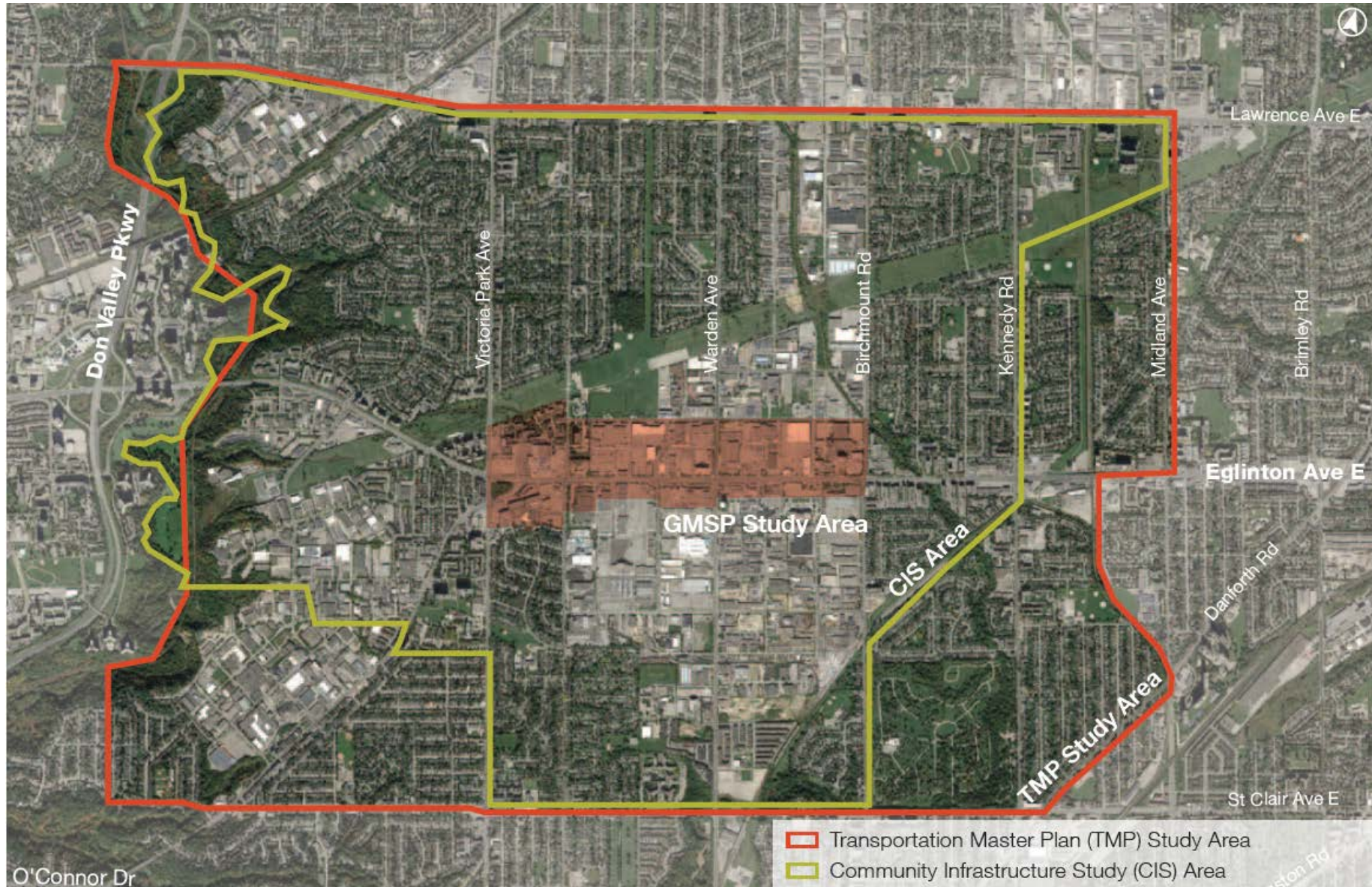
GMSP Study Area: 113 hectares
(Wards 16, 20 and 21)

To provide a **vision and comprehensive planning framework** for the Golden Mile area in advance of the opening of the Eglinton Crosstown LRT in 2021 that would include Secondary Plan policies that direct:

- built form, public realm, community infrastructure, and public art;
- a transportation master plan;
- a master servicing plan;
- urban design guidelines; and
- Implementation/financial strategies.



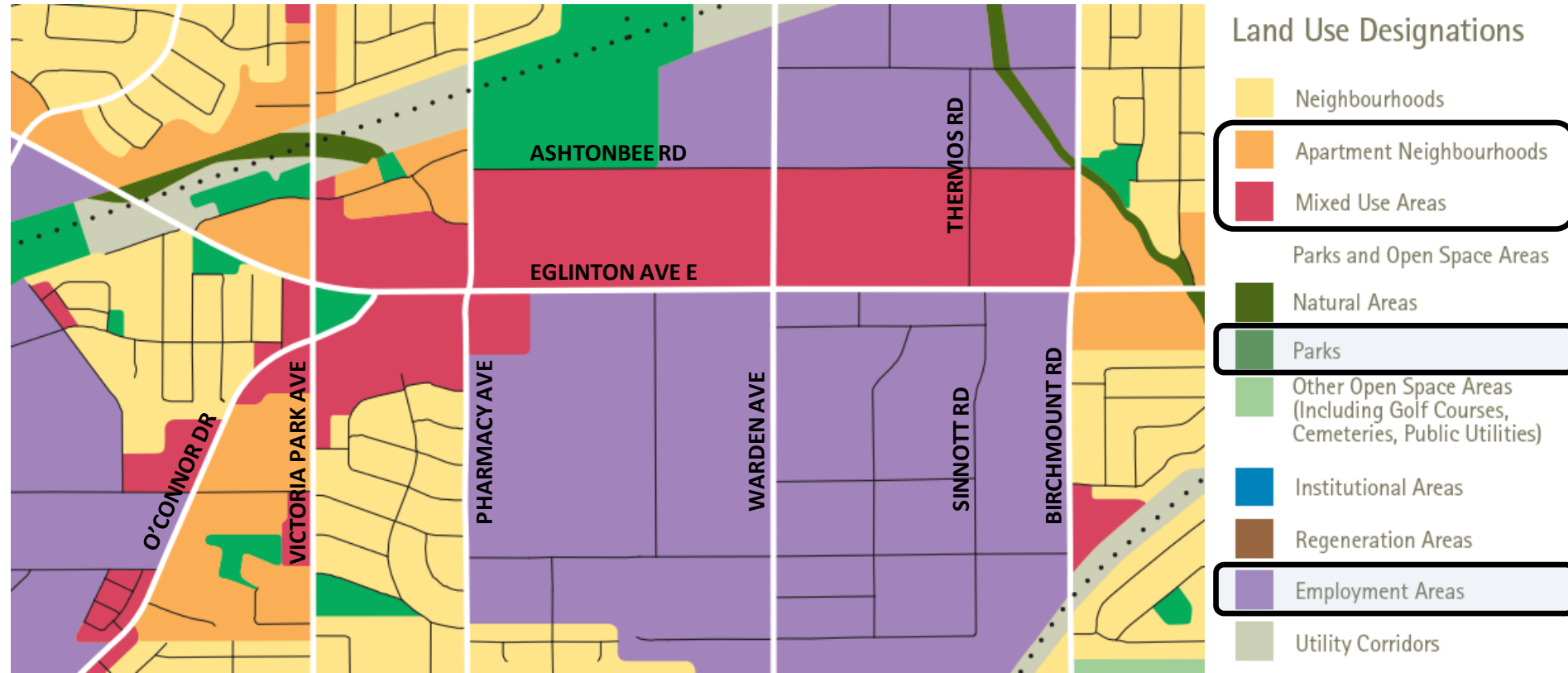
Golden Mile Study Areas



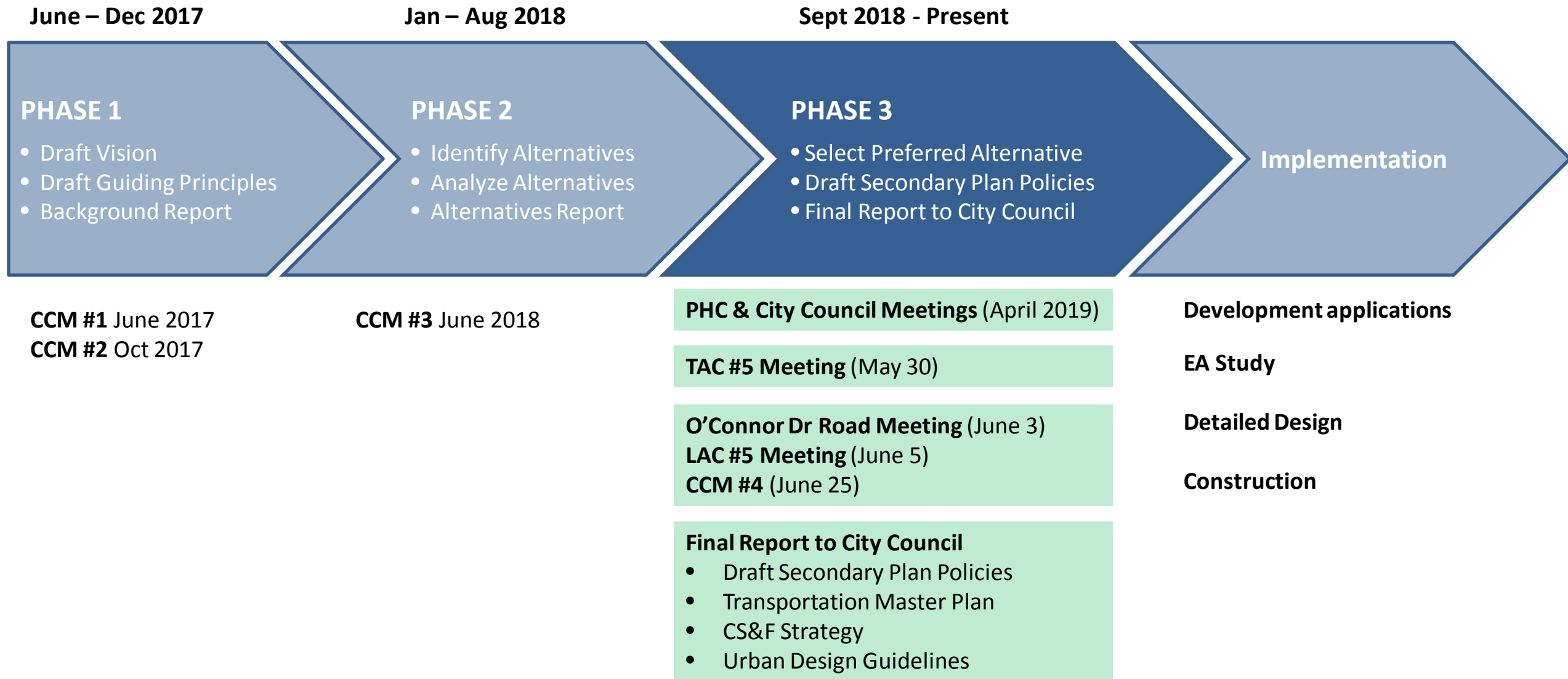
Official Plan

The planning framework for the Golden Mile will include Official Plan policies, guidelines and strategies that will:

- support continued employment investment; and
- **promote residential and mixed-use intensification** within the Golden Mile area.



Golden Mile Secondary Plan Status



PHASE 1 RESULTS

Transportation: What We Heard

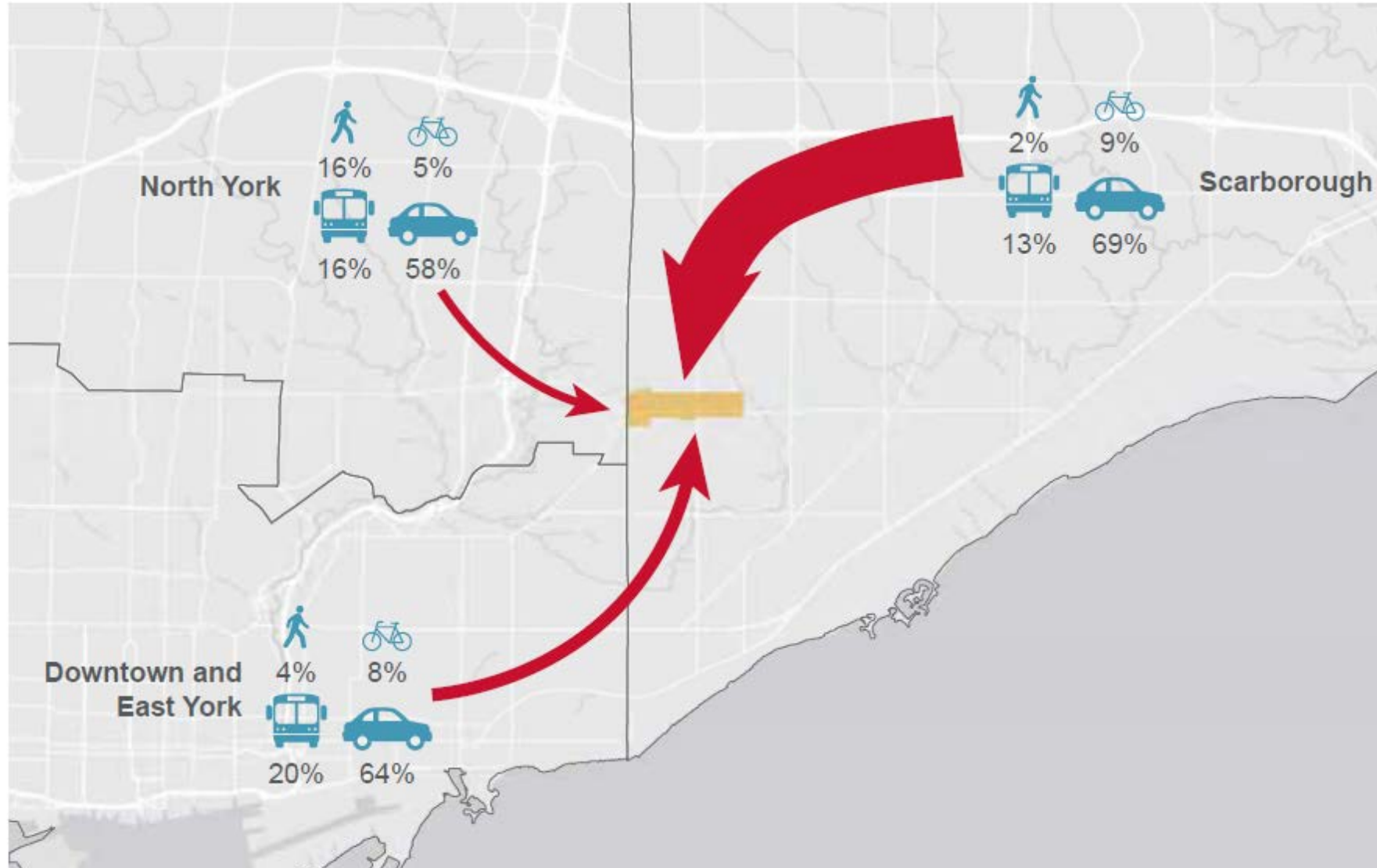
What's Working Well

- Because it is wide, Eglinton works (somewhat) well for moving traffic
- Lots of free surface parking in the area
- Victoria Park bus service, Pan Am bike path

What Could Be Improved

- Congestion is a big issue during rush hours and peak shopping
- Safe cycling options
- Pedestrian safety and walkability
- Increase/improve transit service, particularly on major north-south streets
- Break up larger blocks into smaller parcels.
- A connected public realm network that provides spaces for the community to gather, sit and play outdoors

Travel Behaviour



Existing Trend:

- Majority of trips originating in Scarborough demonstrating local use

What could be improved:

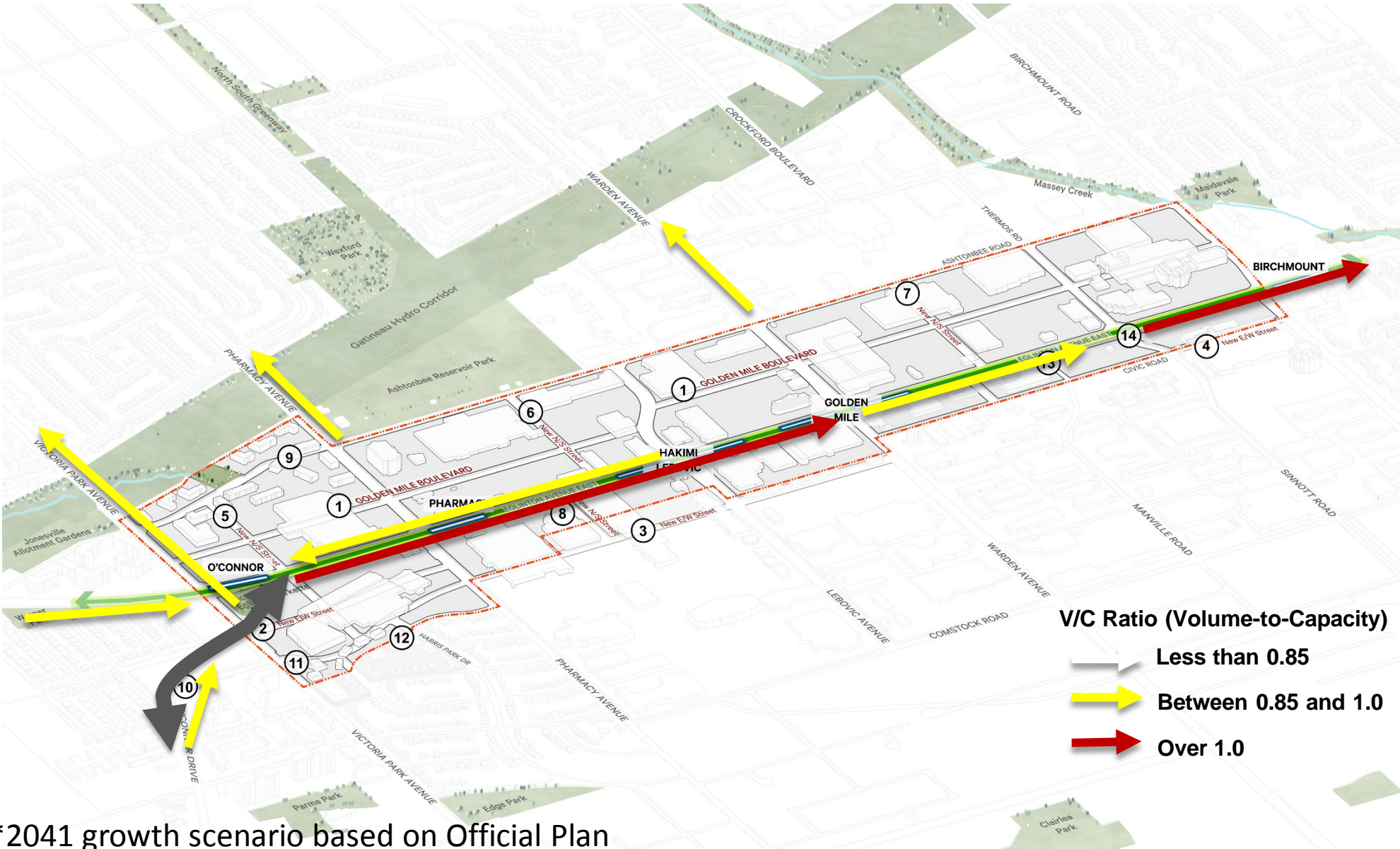
- Increase modal split away from cars
- Transit access to increase regional draw

Transportation Challenges & Opportunities

Based upon the review of transportation challenges, five major opportunities were identified:

- Creation of a grid street network
- A complete street network for all mobility users
- Improving connectivity to LRT stops
- **Improving Eglinton Square Triangle**
- Improving Transportation Demand Management measures.

2041 Base Case* Traffic (PM Peak Hour)



*2041 growth scenario based on Official Plan

PHASE 2 & 3
EMERGING CONCEPT

Street and Block Network Alternatives (June 2018)

Alternative 1



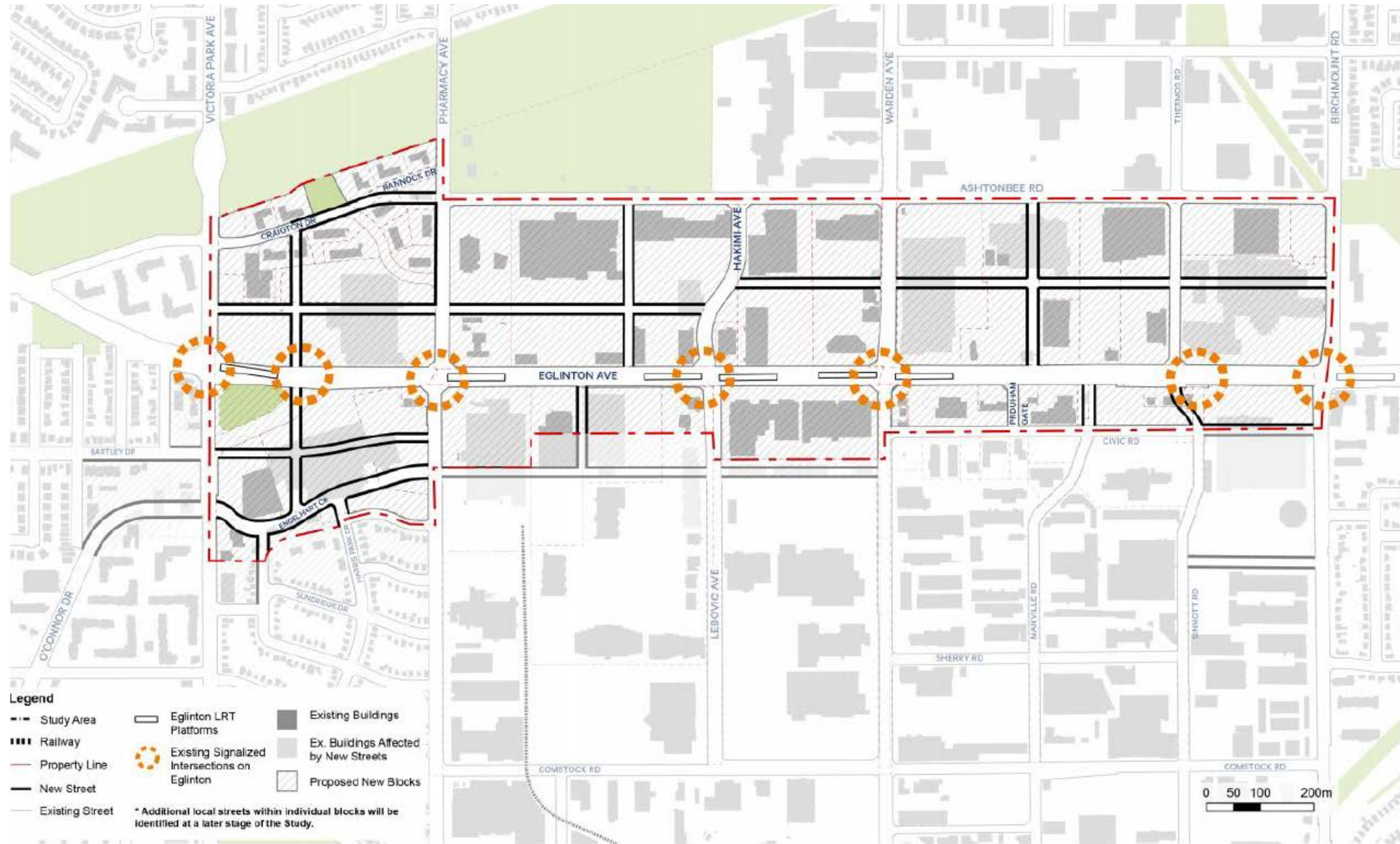
Alternative 2



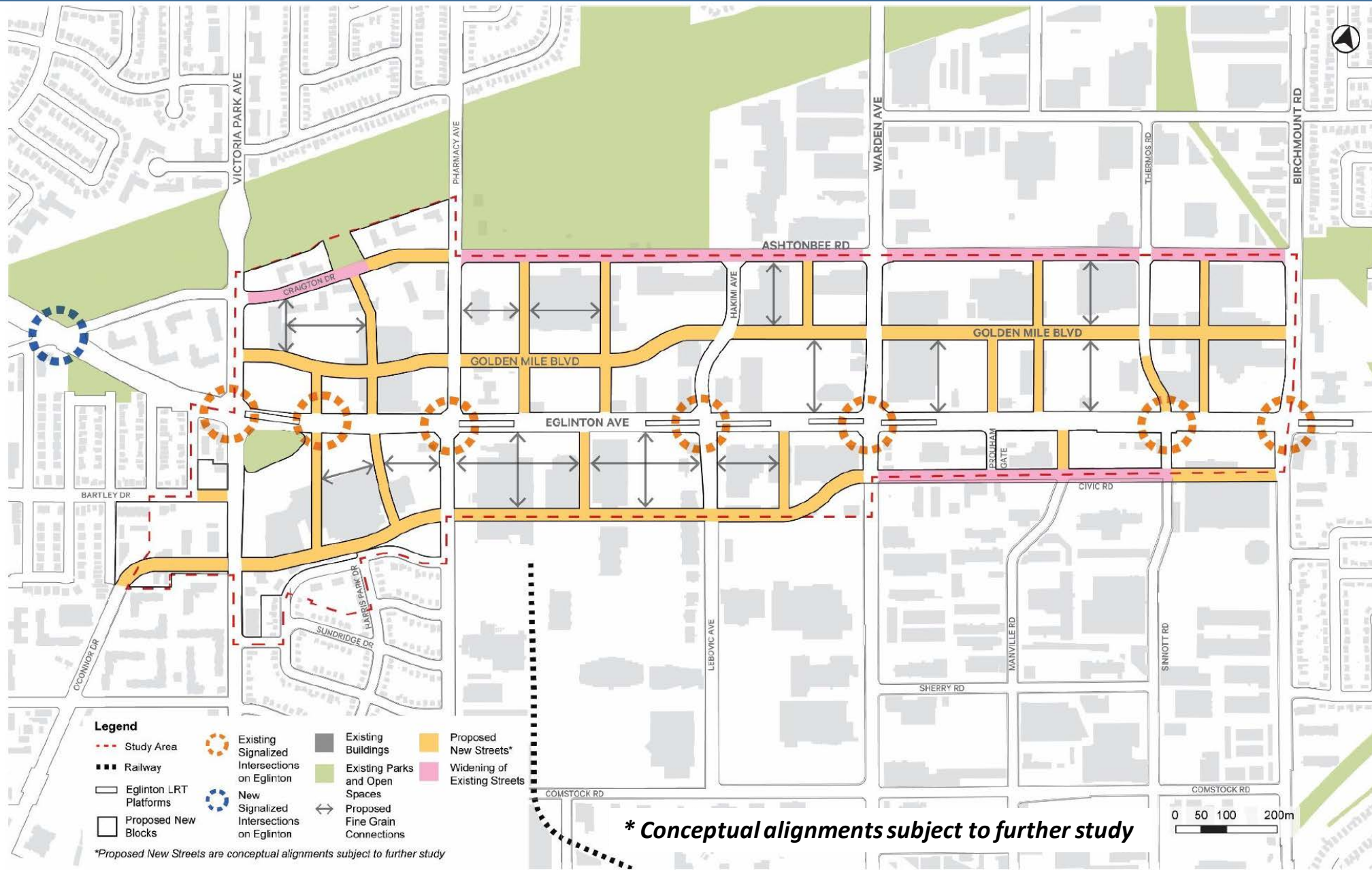
Alternative 3



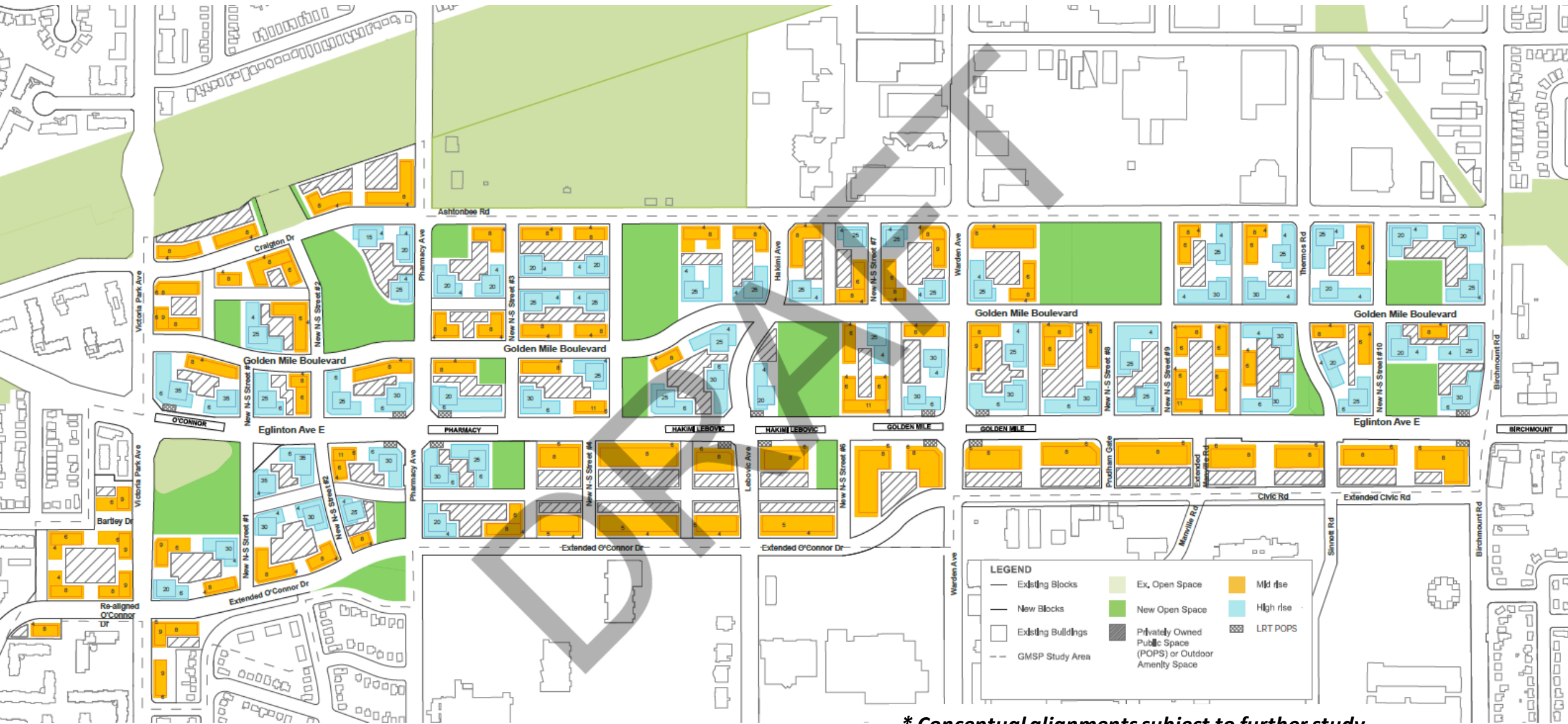
Emerging Street and Block Network (June 2018)



Emerging Street and Block Network (May 2019)

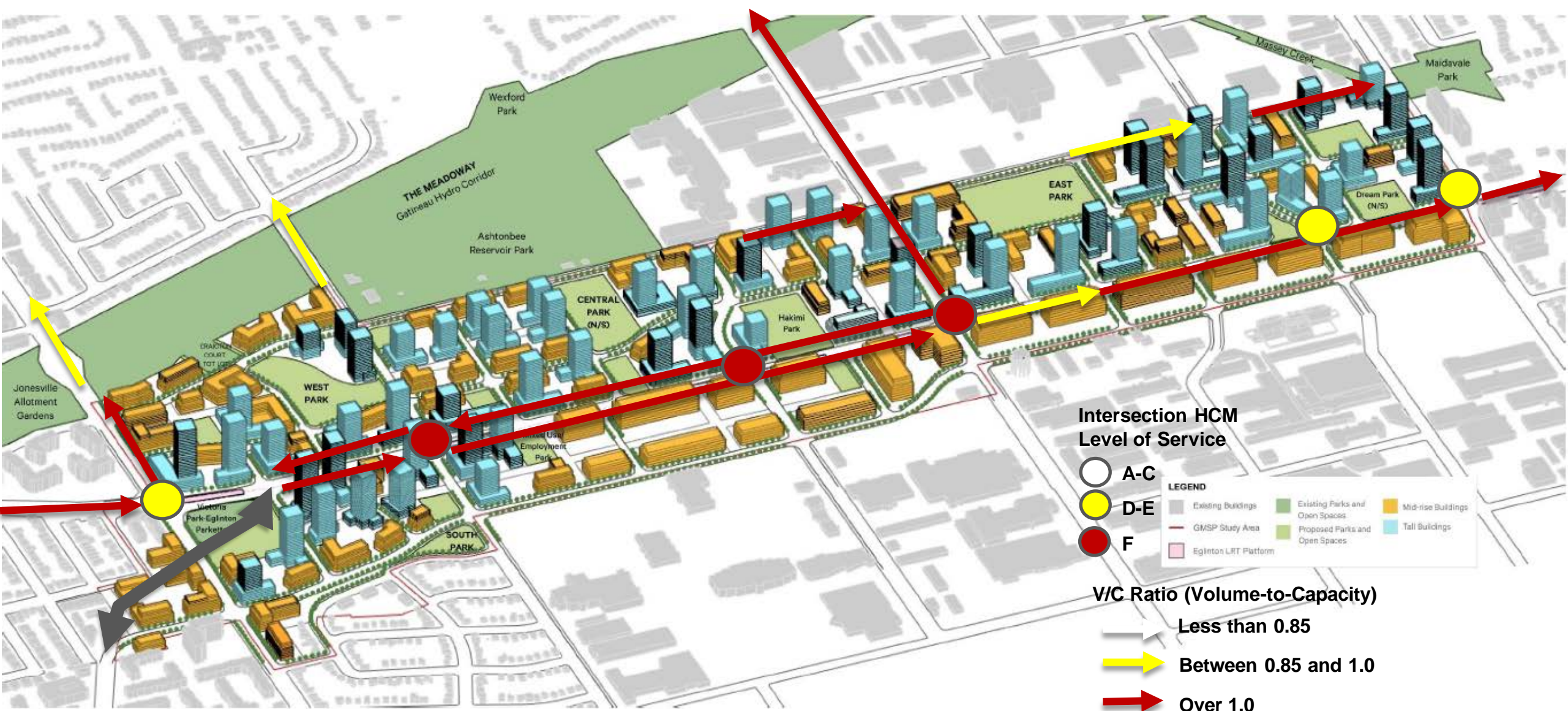


Golden Mile Demonstration Plan



** Conceptual alignments subject to further study*

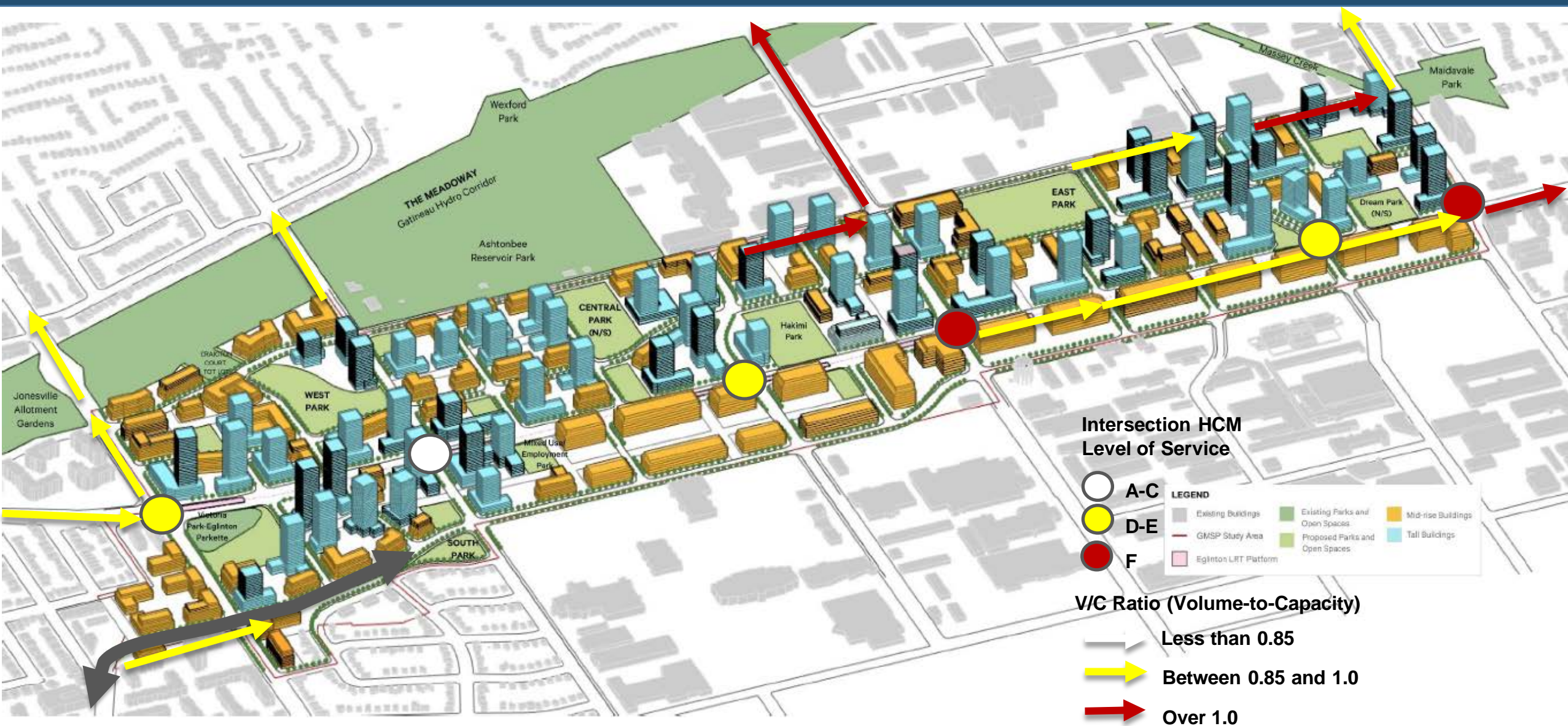
2041 Preferred* - Without O'Connor Realignment - PM Peak Hour



*Preferred Growth Scenario by 2041

**Proposed new streets are conceptual alignments subject to further study

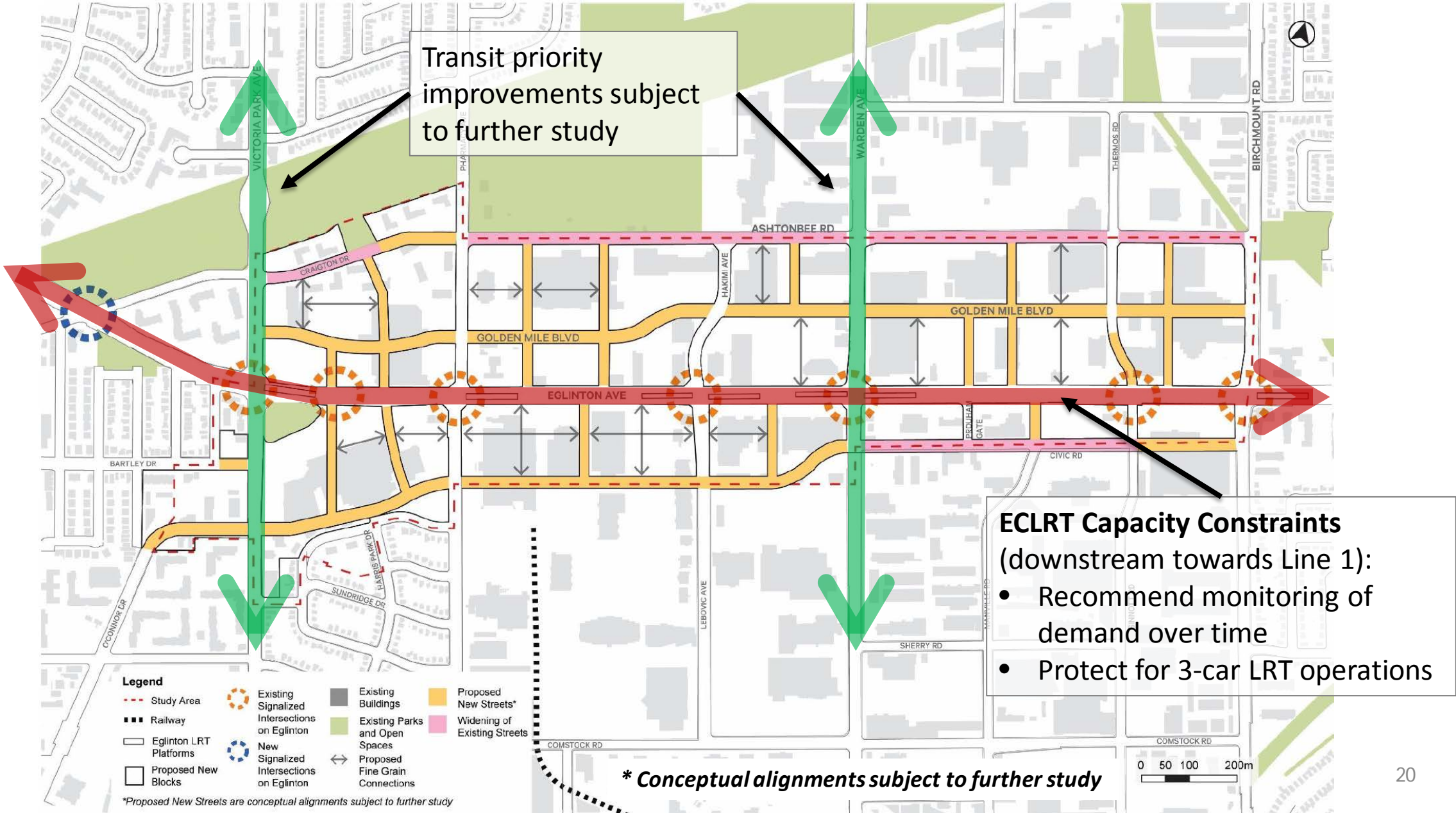
2041 Preferred* - With O'Connor Realignment - PM Peak Hour



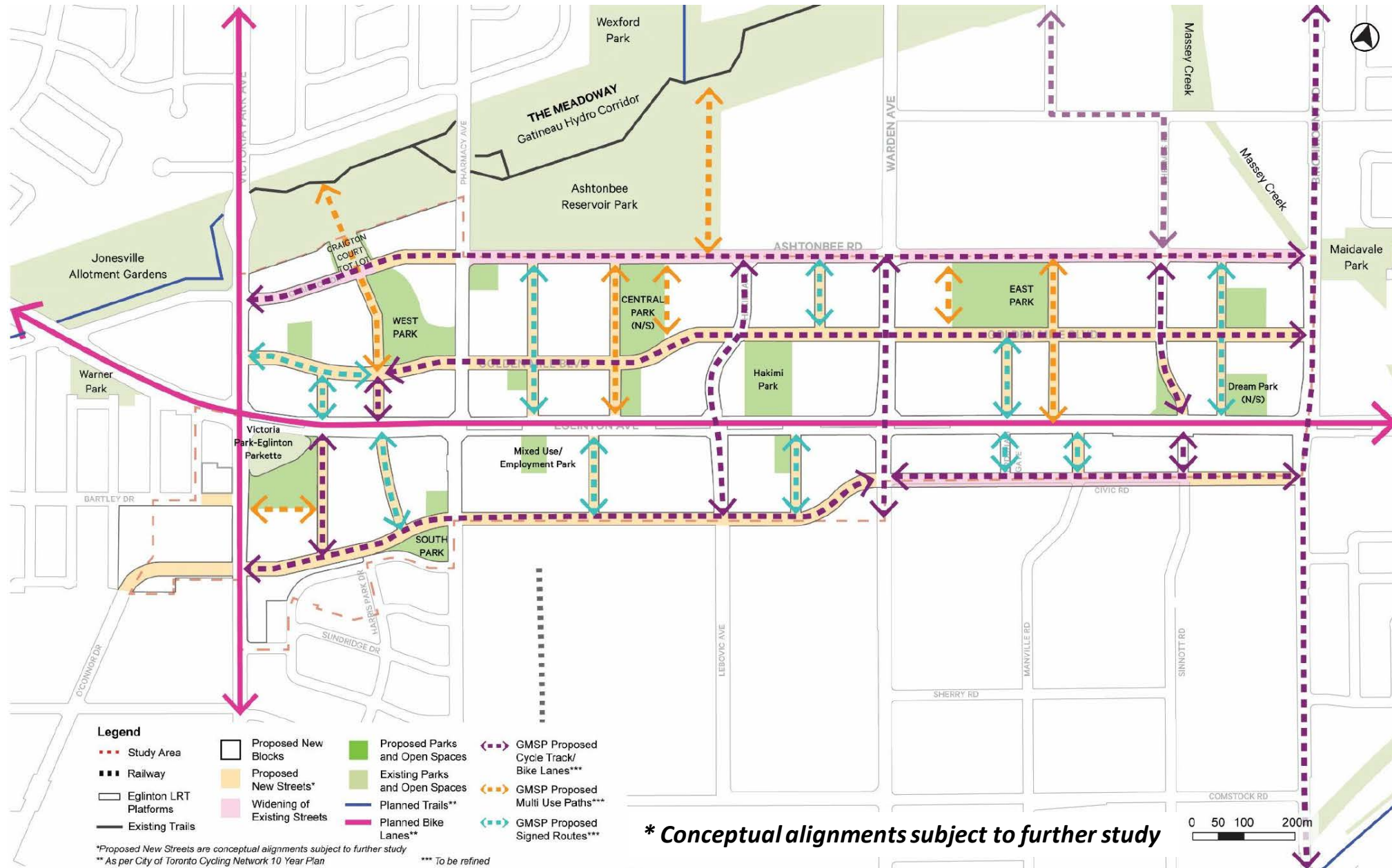
*Preferred Growth Scenario by 2041

**Proposed new streets are conceptual alignments subject to further study

Recommended Transit Network Improvements



Proposed Cycling Network



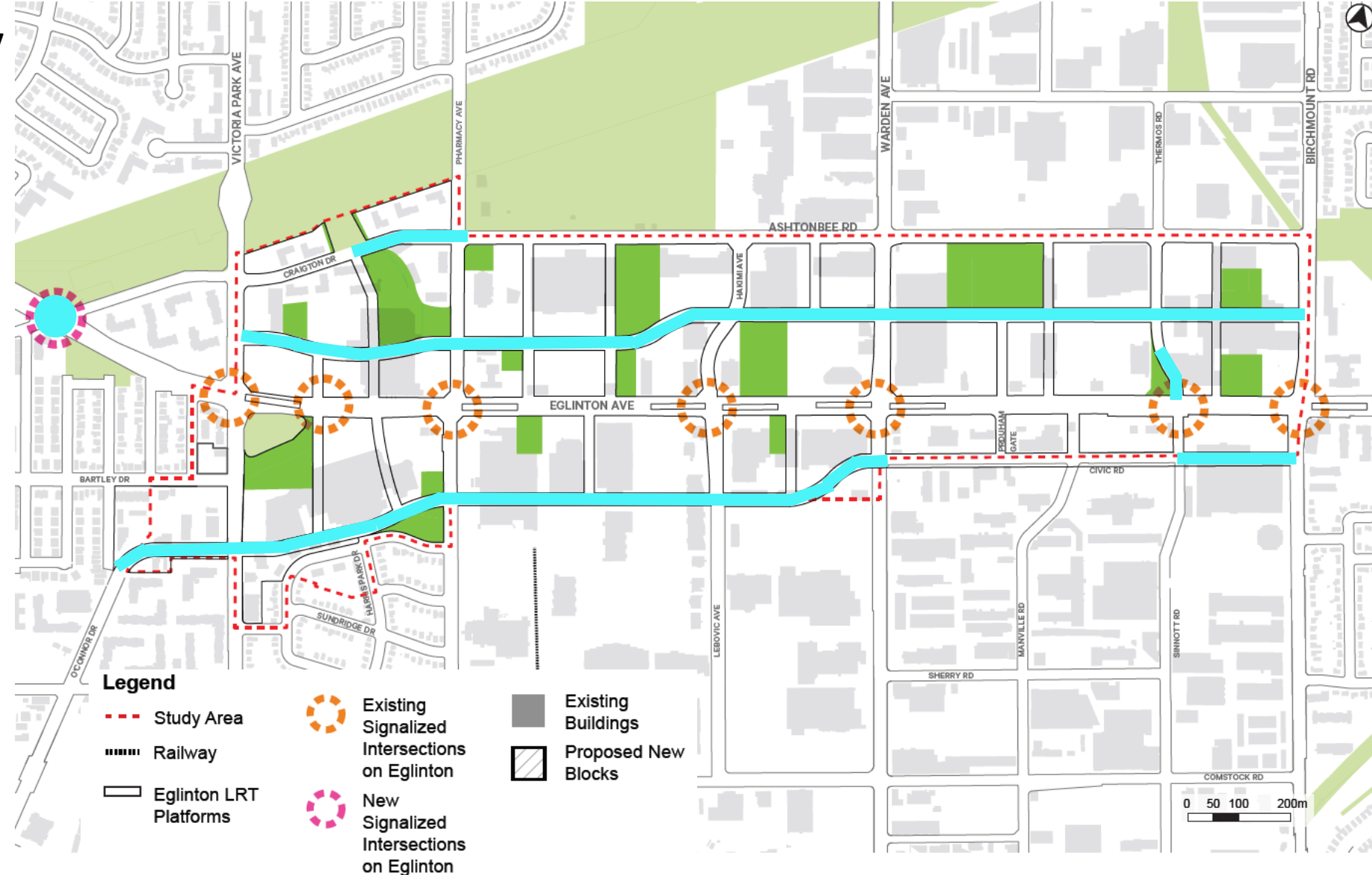
Big Moves

Emerging Street and Blocks Strategy

- Enhanced street and block network
- Coarse street network to finer street network
- New north/south and east/west connections
- Reconfigure existing streets/intersections
- A range of appropriately sized development blocks

Implementation

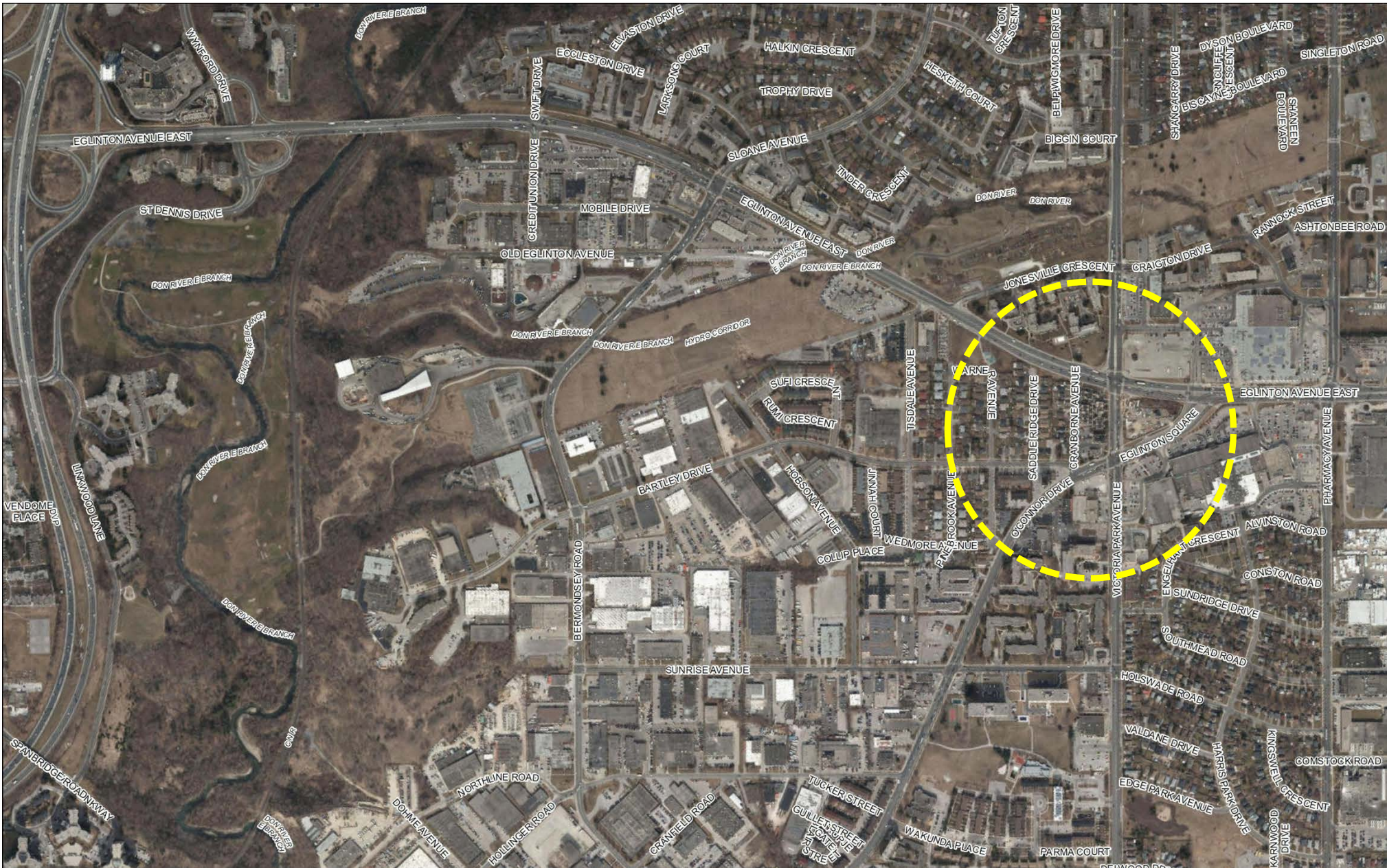
- Subsequent EA Study
- TIS (i.e. Rezoning)
- TDM
- Monitoring
- Phasing



*** Conceptual alignments subject to further study**

IMPLEMENTATION

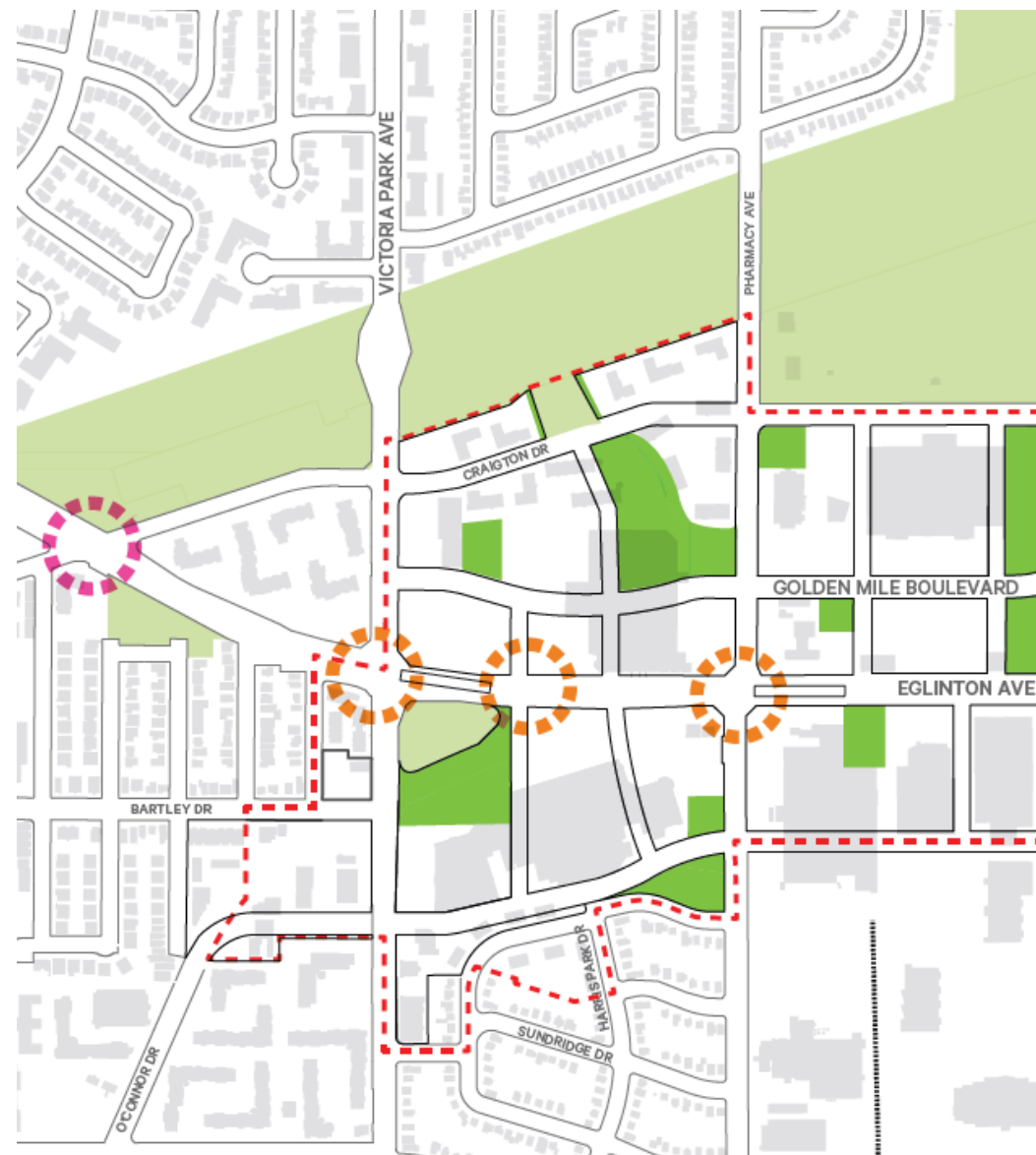
Eglinton / Victoria Park / O'Connor Triangle



O'Connor Drive Reconfiguration

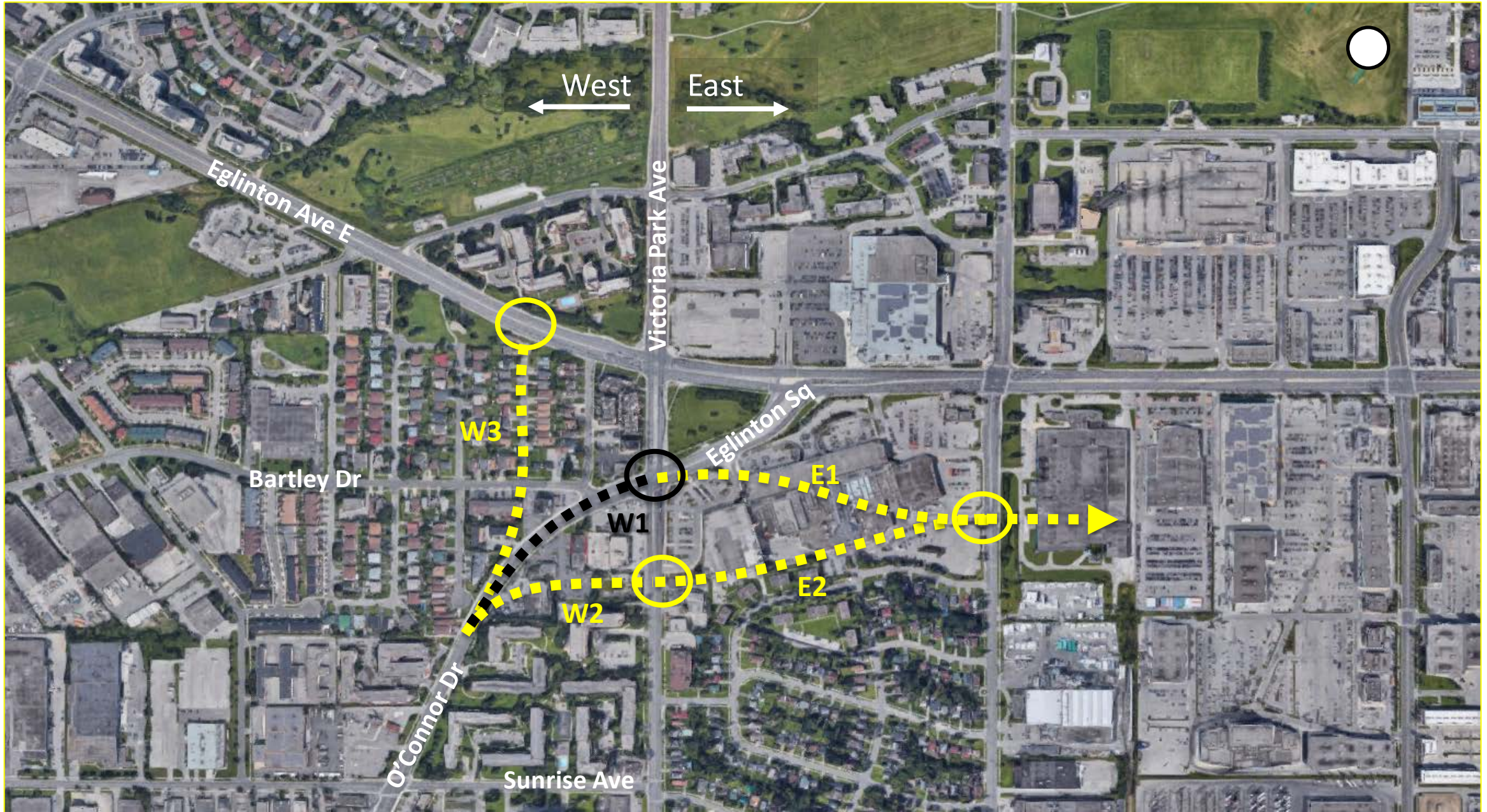
O'Connor Drive reconfiguration will:

- Establish a gateway at Eglinton Avenue and Victoria Park Avenue
- Expand Victoria Park - Eglinton Parkette
- Provide east-west alternative to Eglinton Avenue
- Enhance connectivity
- Support transit investment and development



** Conceptual alignments subject to further study*

O'Connor Drive - Conceptual Alignment Options



O'Connor Drive Reconfiguration – Next Study

The next steps for O'Connor Drive reconfiguration is:

- Initiate Environmental Assessment (EA) Study
- Review potential alignment options
- Preliminary Design
- Detailed Design
- Implementation/Construction

} **Community Consultation Meetings**

Next Steps

June 5	Local Advisory Committee #5 Meeting	}	Golden Mile Demonstration Plan to be presented
June 25	Community Consultation Meeting #4		

Q3/Q4 2019 Final Staff Report to City Council

- Draft Secondary Plan Policies
- Transportation Master Plan (recommendation to initiate EA)
- CS & F Strategy
- Urban Design Guidelines