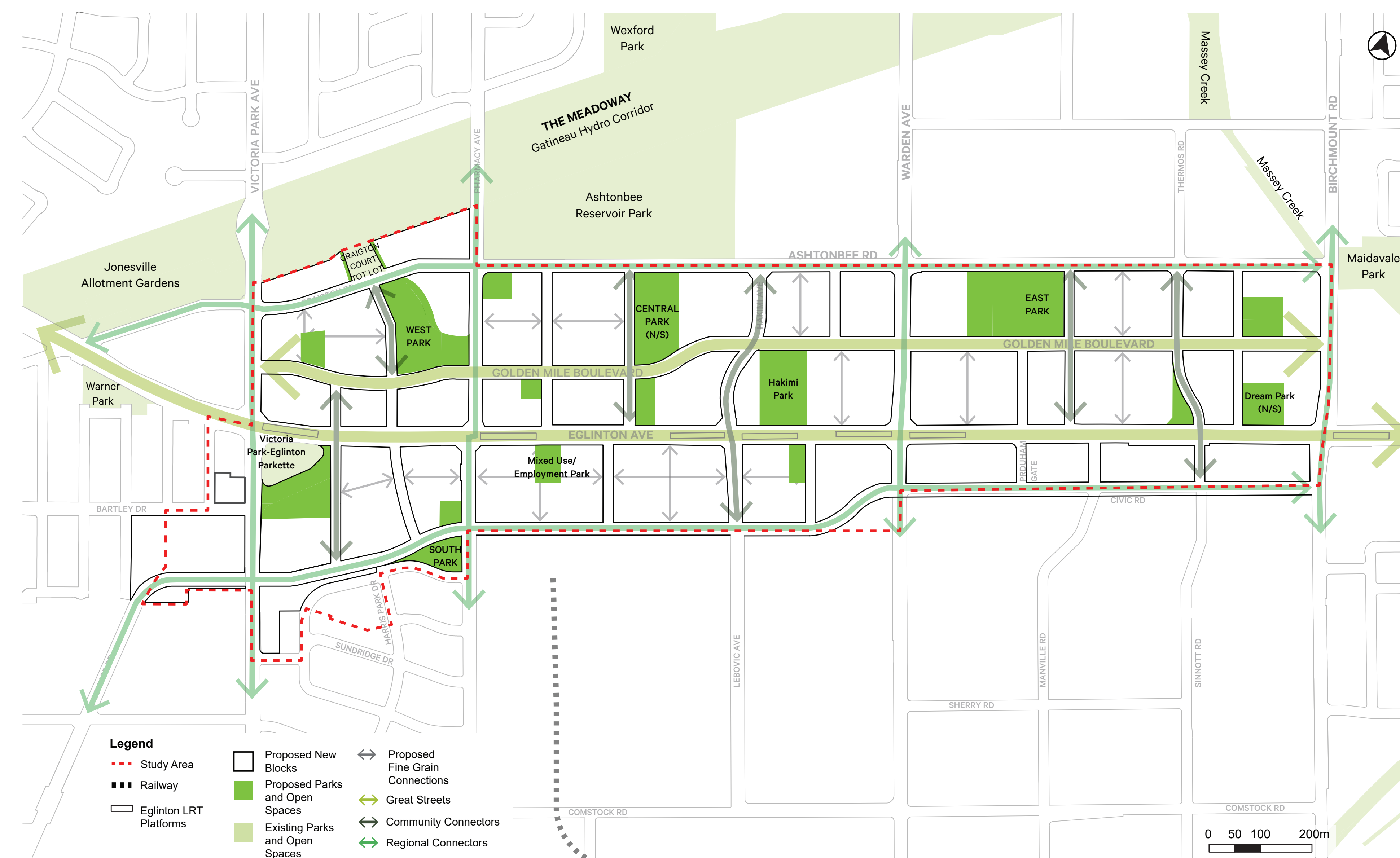
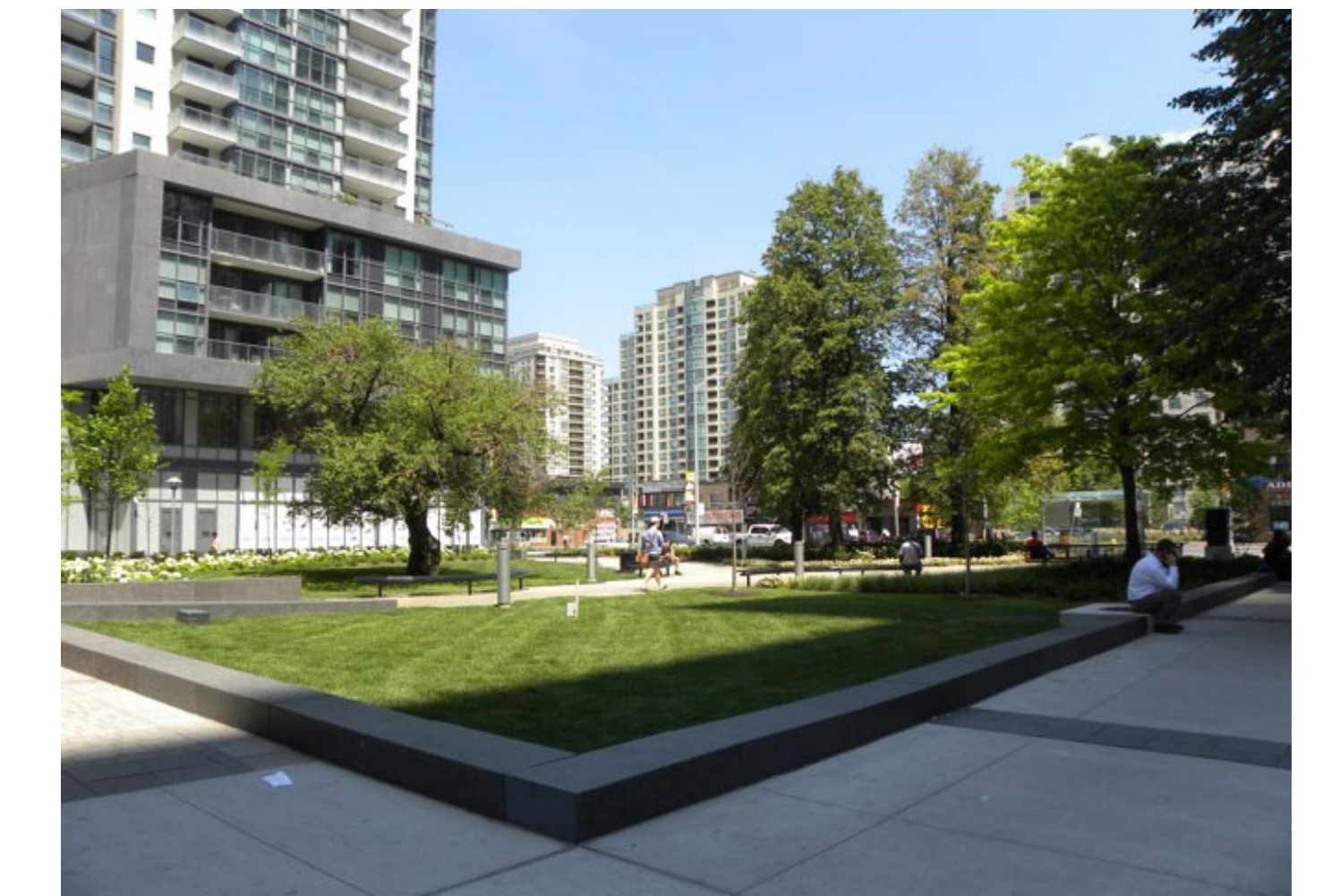


## PUBLIC REALM - PARKS, POPS, PUBLIC ART, AND HERITAGE EXPRESSION

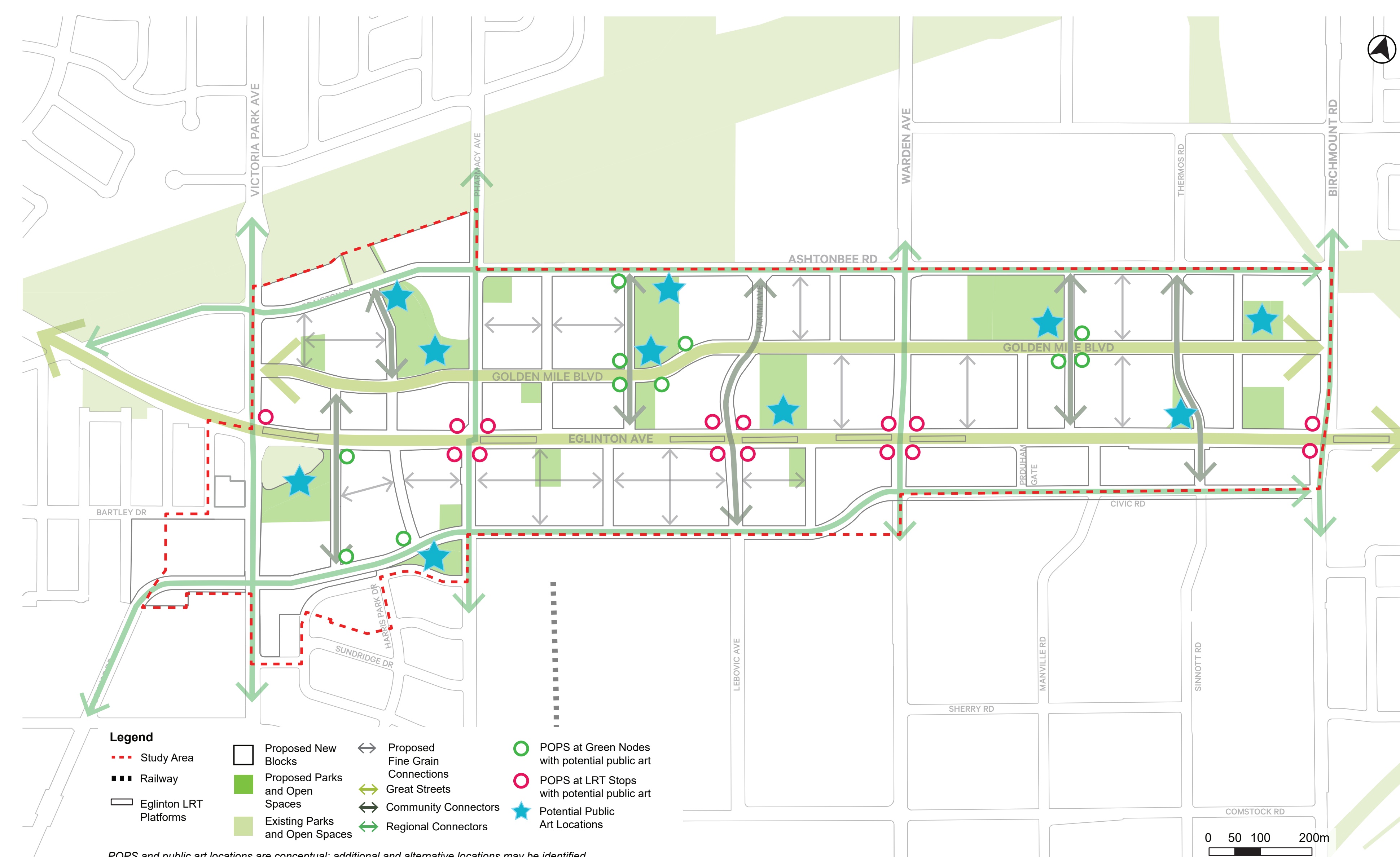
### PUBLIC REALM - PARKS



- Create a network of public parks of various sizes and characters, connected to the existing parks and open space system, allowing for a variety of programming opportunities, and providing open space breaks along Eglinton Ave. E. and other streets
- Provide Privately Owned Publicly-accessible Spaces (POPS) to compliment the public parks and open space system
- Create public art at key locations
- Along the themes of the industrial, agricultural and suburb eras of the Golden Mile, incorporate heritage influences into the landscape, lighting, signage, interpretation and public art



### PUBLIC REALM - POPS AND PUBLIC ART



POPS and public art locations are conceptual; additional and alternative locations may be identified





PUBLIC REALM - STREETS

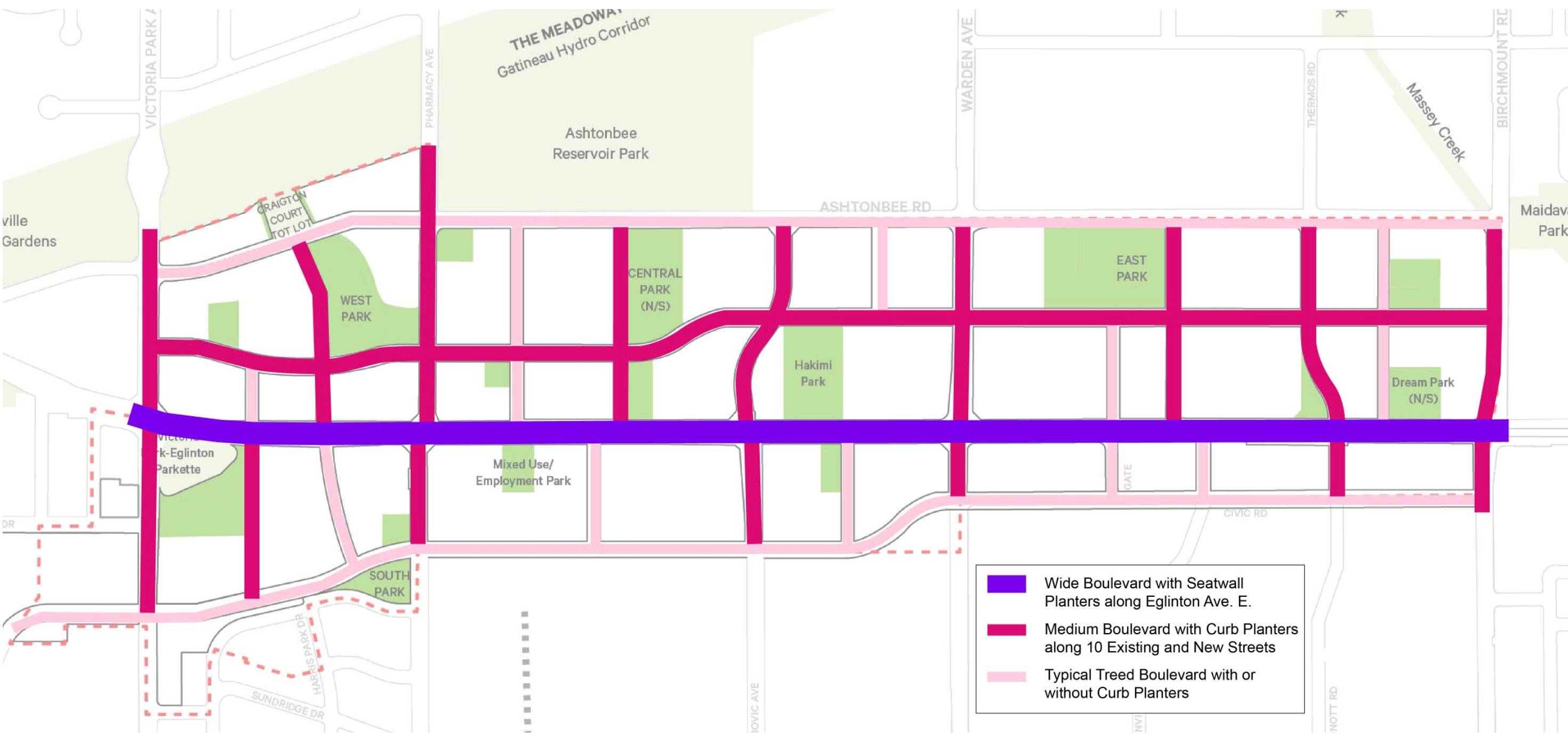
EGLINTON AVE. E. (36M ROW WITH POTENTIAL WIDENING)

Eglinton Ave. E. will be a people place with an enhanced streetscape along the LRT corridor. This enhanced streetscape will provide ample room for commuters walking to and from the LRT stops. It will also provide ample space for trees and retail spill out zones that will serve shoppers walking along Eglinton Ave. E. patronizing the stores and restaurants that will line Eglinton. The street trees will reinforce the image of Eglinton as a green street with the planted LRT median serving as a green seam throughout the Golden Mile.



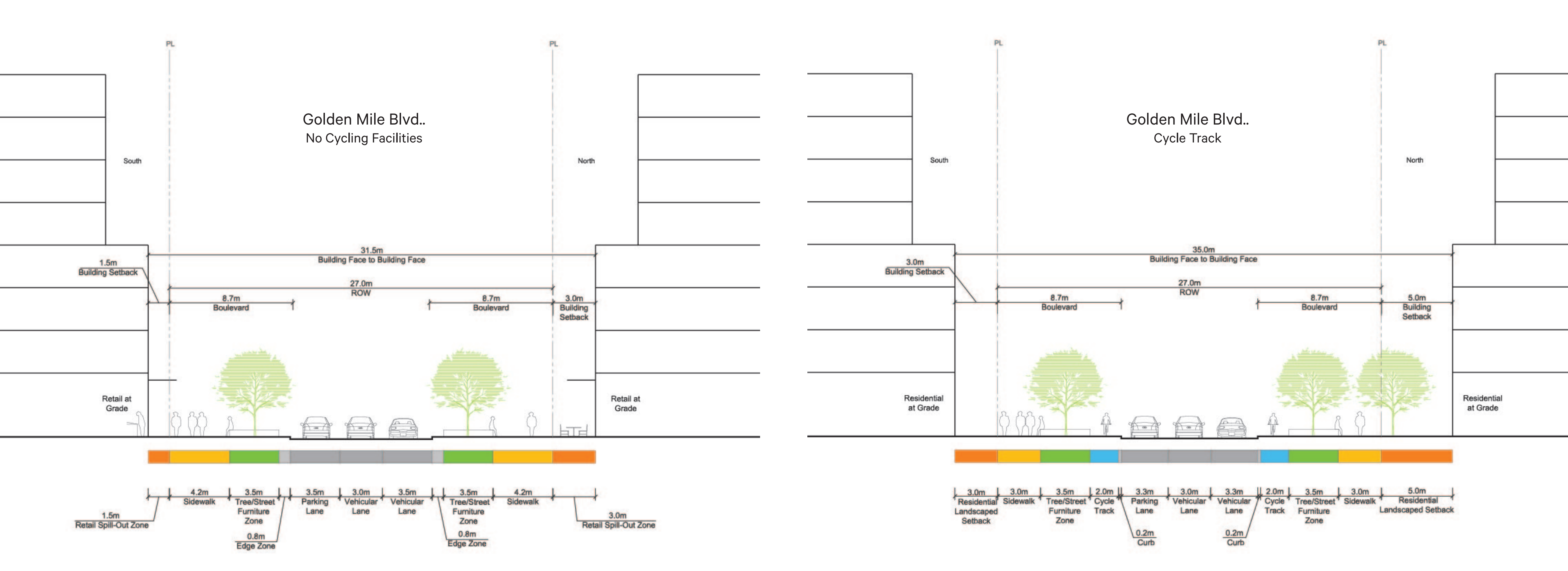
BOULEVARD TREATMENT

Green boulevards will be a significant and consistent component of the existing and new streets in the Golden Mile. Street trees will be provided with ample room to grow healthy canopies through varying planter and tree zones within all boulevards.



GOLDEN MILE BLVD. (27M ROW)

Golden Mile Blvd.. will be a new east-west neighbourhood street with varying characters as it crosses the districts and character areas with their differing commercial, residential and park frontages. Golden Mile Blvd.. will prioritize pedestrians, cyclists and street trees, with significantly sized space for each of these users / boulevard elements. This prioritization of space will support the retail experience in the West District, and support the more residential character in the Central and East Districts and the many people who will walk along Golden Mile Blvd.. from their homes to new parks, services and LRT stops.

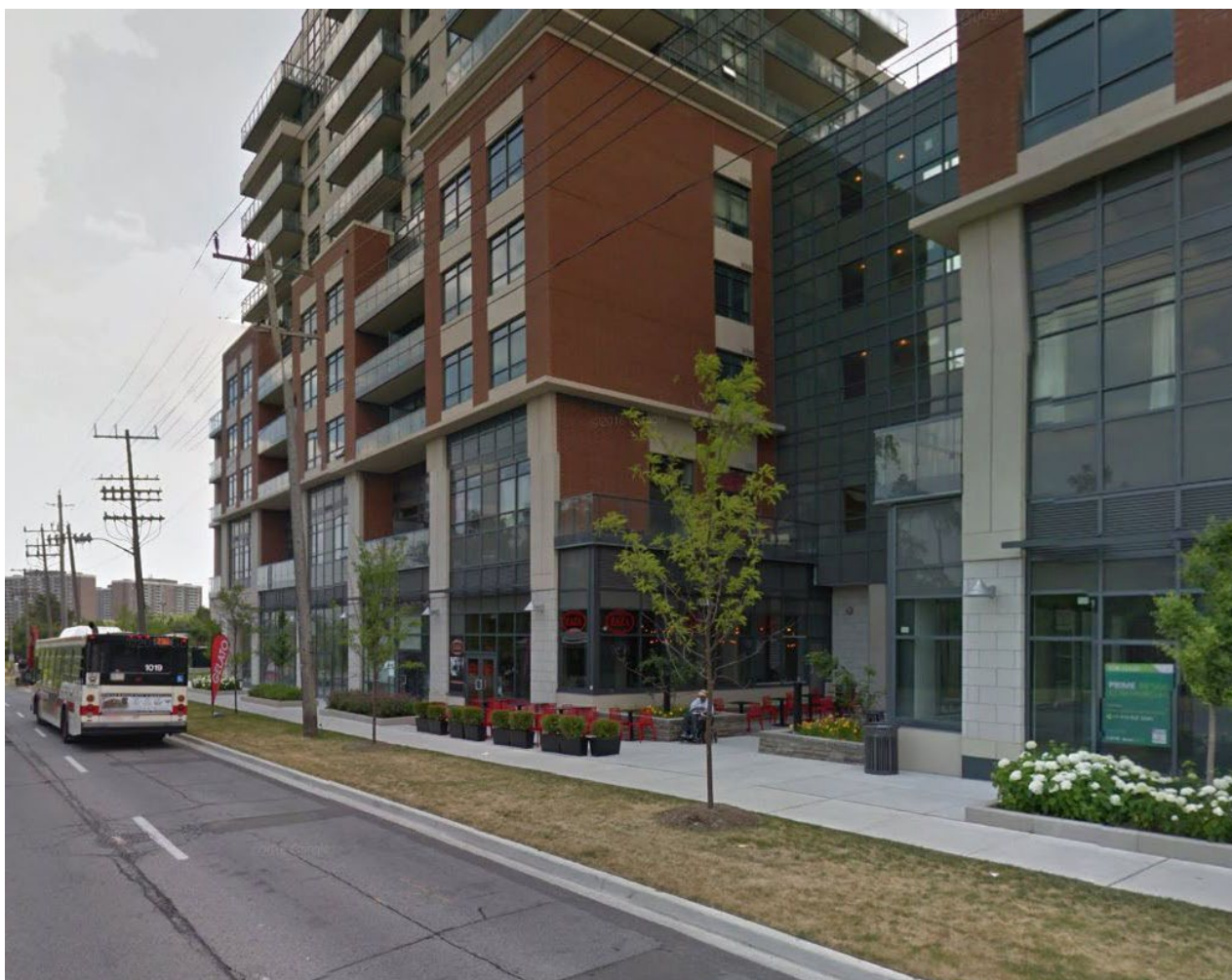
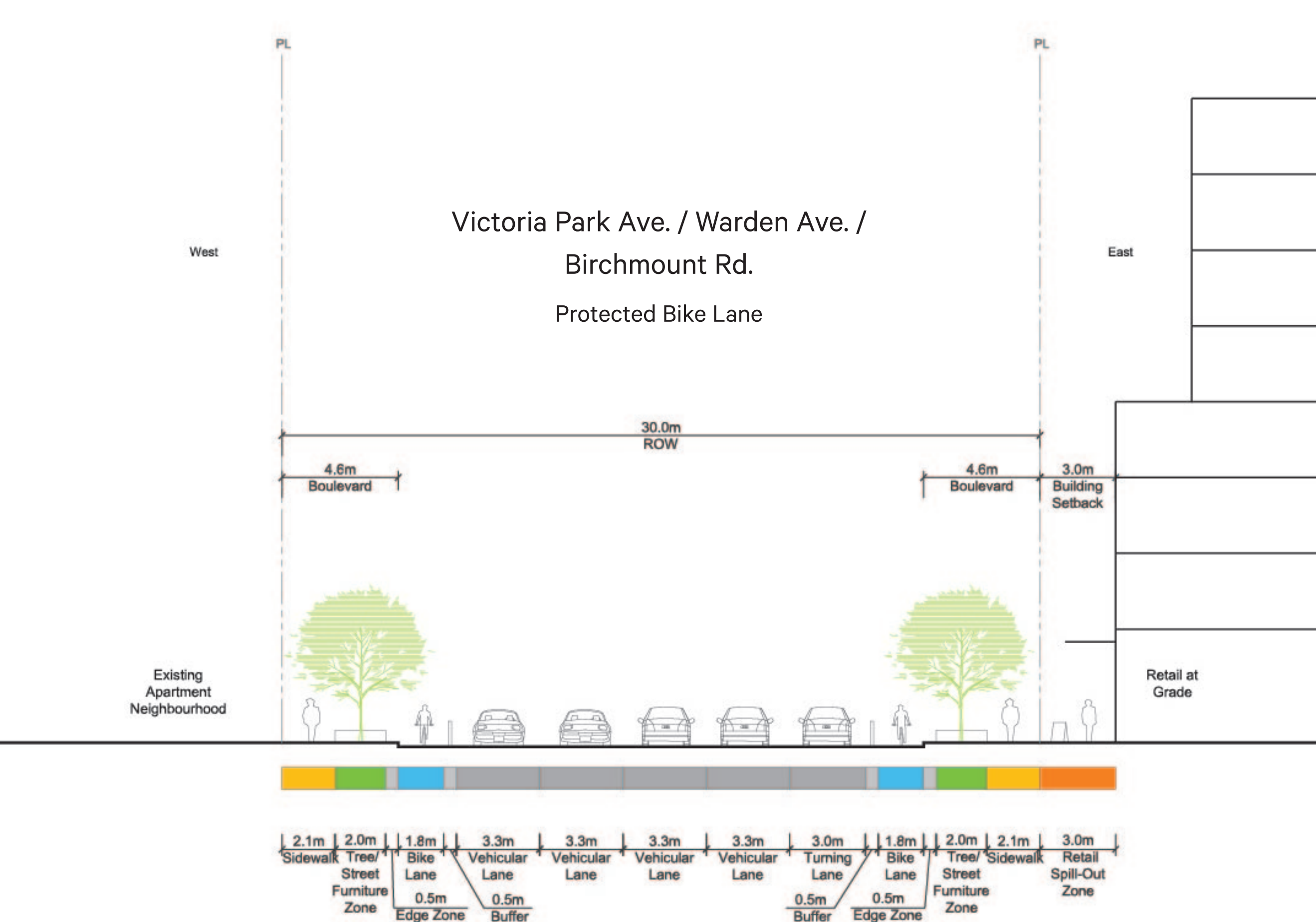




PUBLIC REALM - STREETS

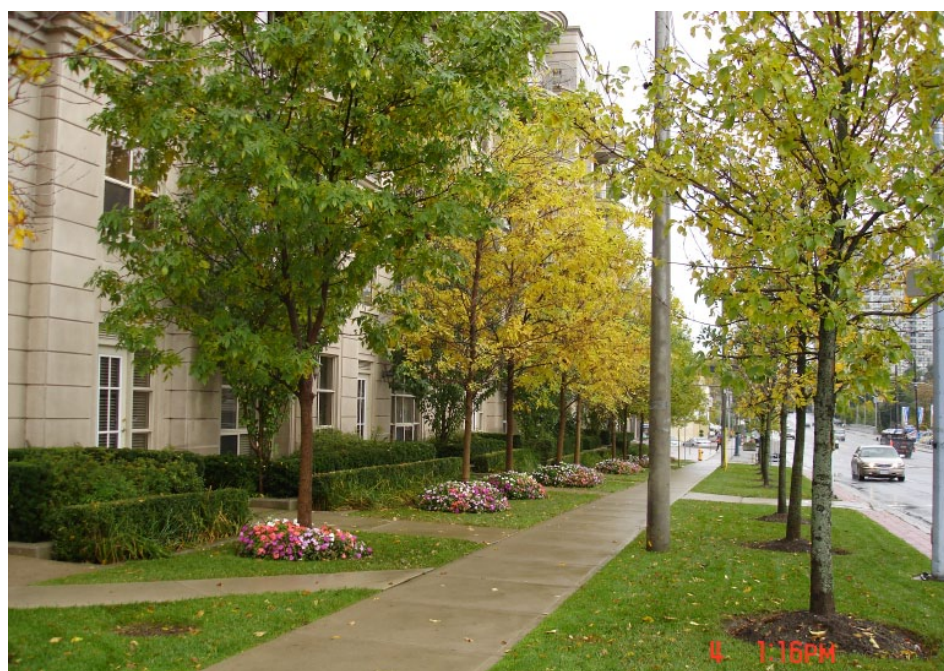
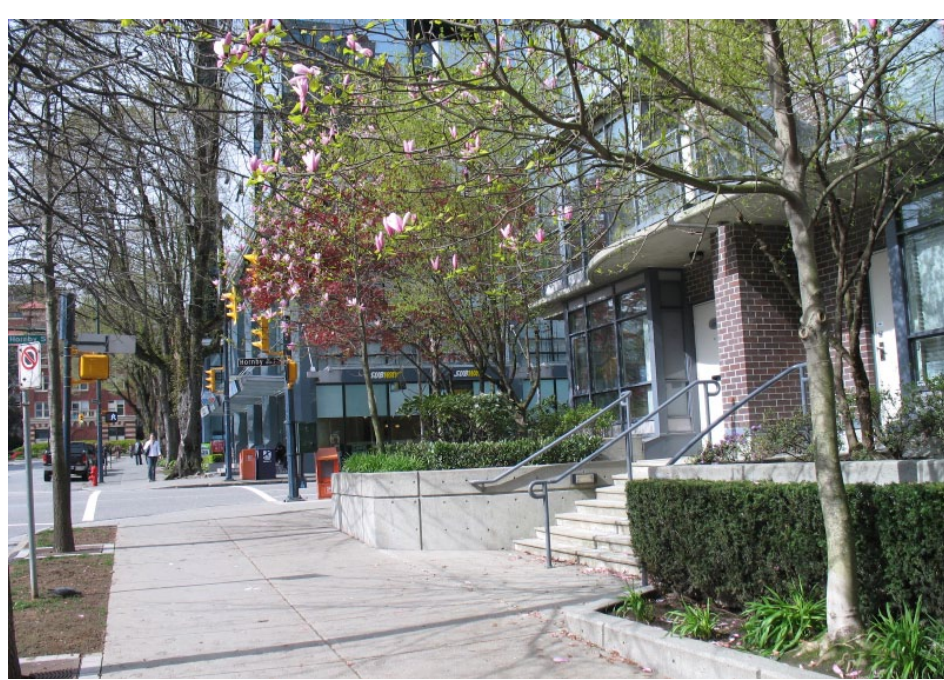
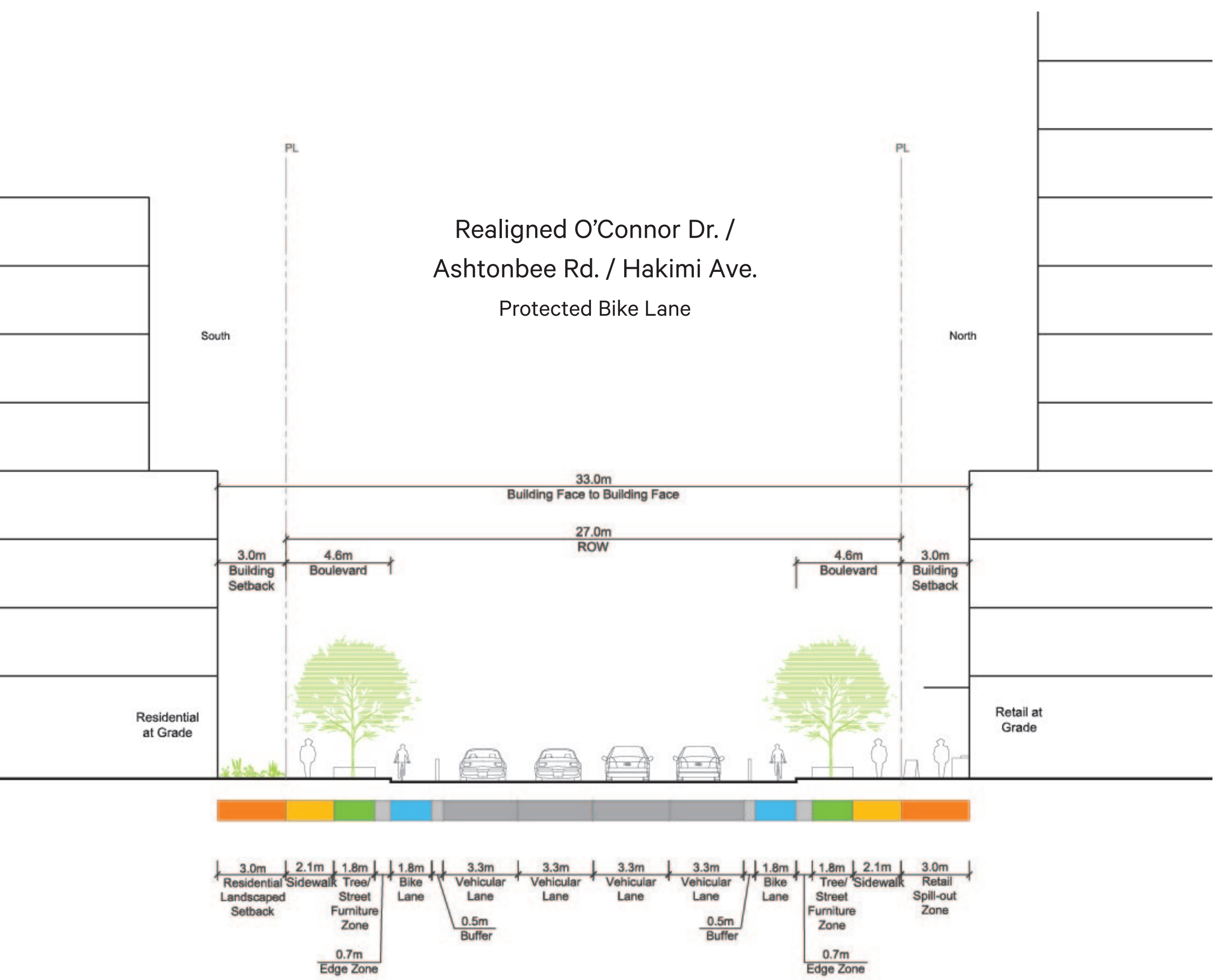
VICTORIA PARK AVE., WARDEN AVE., BIRCHMOUNT RD. (30M ROW)

The existing north-south arterial streets within the Golden Mile will be improved to promote complete streets that provide a greater balance between all modes of travel. These streets will provide primary north-south connectivity to and through the Study Area, for local residents and for those arriving at the Golden Mile from neighbourhoods to the south and north to shop, work, or transfer to the LRT.



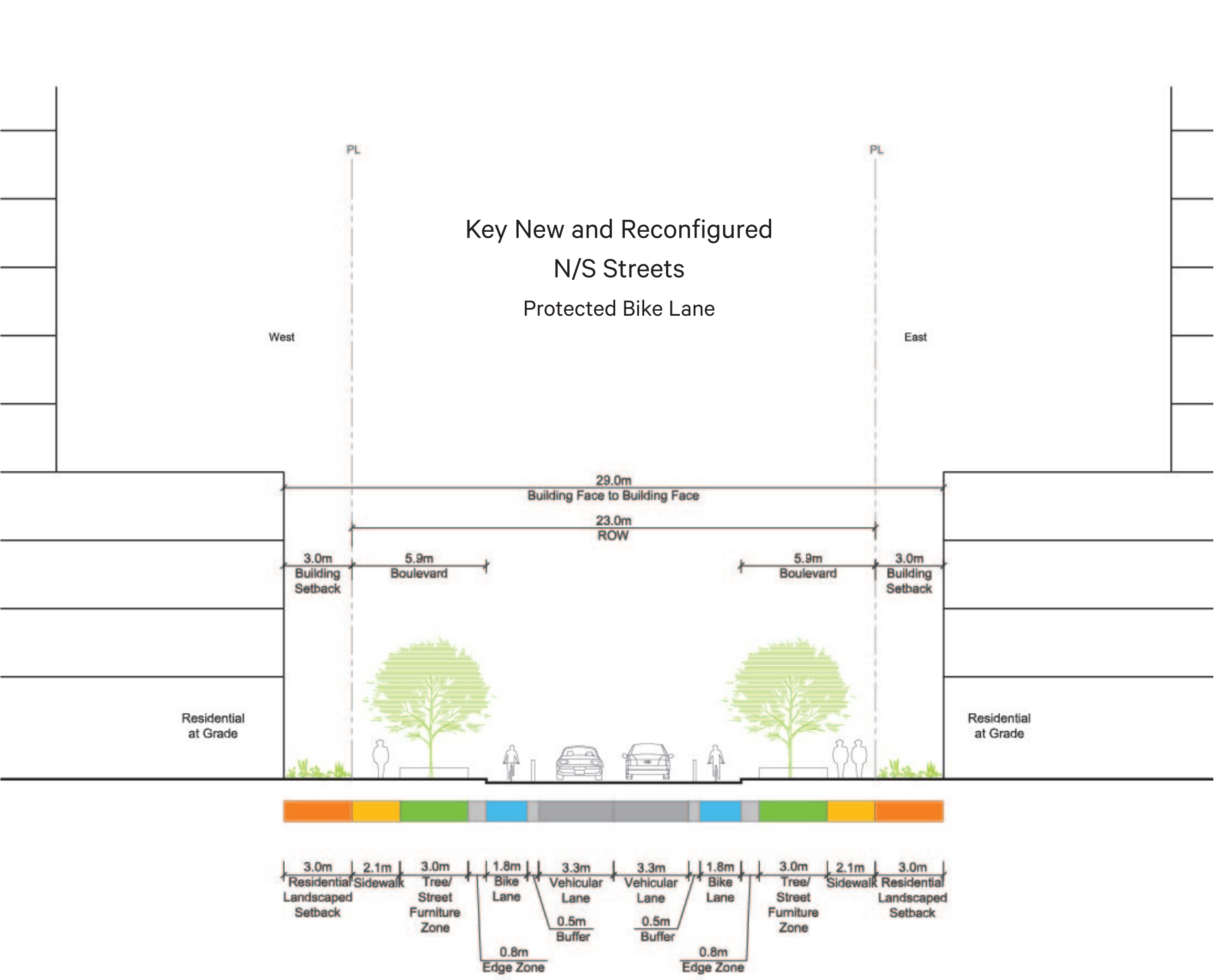
REALIGNED O'CONNOR DR., ASHTONBEE RD., HAKIMI AVE. (27M ROW)

O'Connor Dr., Ashtonbee Rd., and Hakimi Ave. will provide for enhanced connectivity and transportation capacity throughout the Golden Mile community while providing green and active transportation corridors with safe, comfortable and tree-lined spaces for pedestrians and cyclists.



KEY NEW AND RECONFIGURED NORTH-SOUTH STREETS (23M ROW)

A series of new key north-south streets will provide quieter connections between existing neighbourhoods to the south and the new services, amenities and parks within the Golden Mile. These streets will prioritize the pedestrian experience and safe cycling facilities.





BUILT FORM - SUPPORTING THE PUBLIC REALM AND CHARACTER AREAS

Create diverse built form to define, support, and contribute to the public realm and character areas with appropriate building types, heights, scale, massing, and design.

Setbacks and Step-backs

- Greater setbacks (5m min.) along key public streets such as Eglinton Ave. E and Golden Mile Blvd., especially on the north side
- Generous setbacks (6m min.) from public parks
- Greater tower step-backs along Eglinton Ave. E., Golden Mile Blvd., and Ashtonbee Rd., where tall buildings are appropriate

Building Heights and Base Building Heights

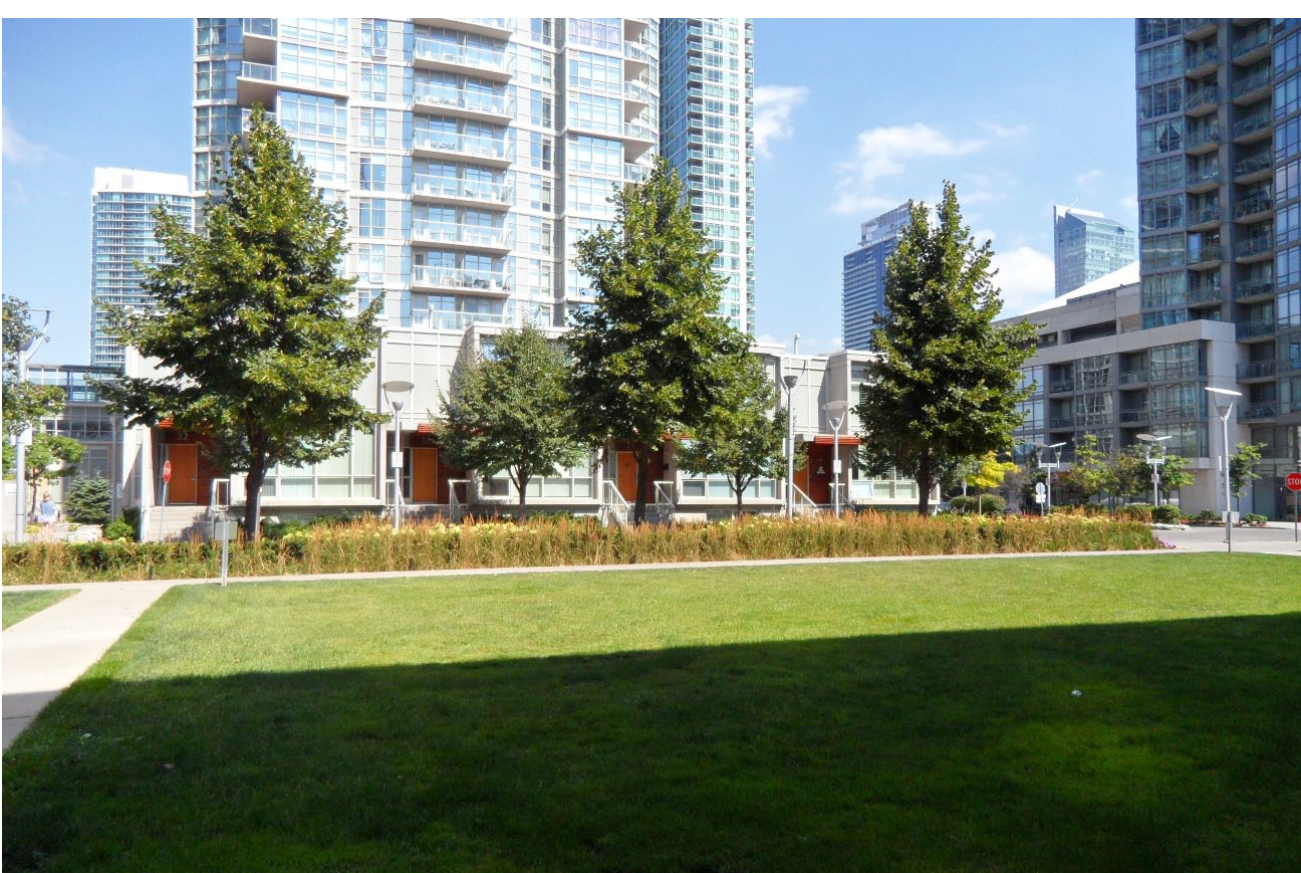
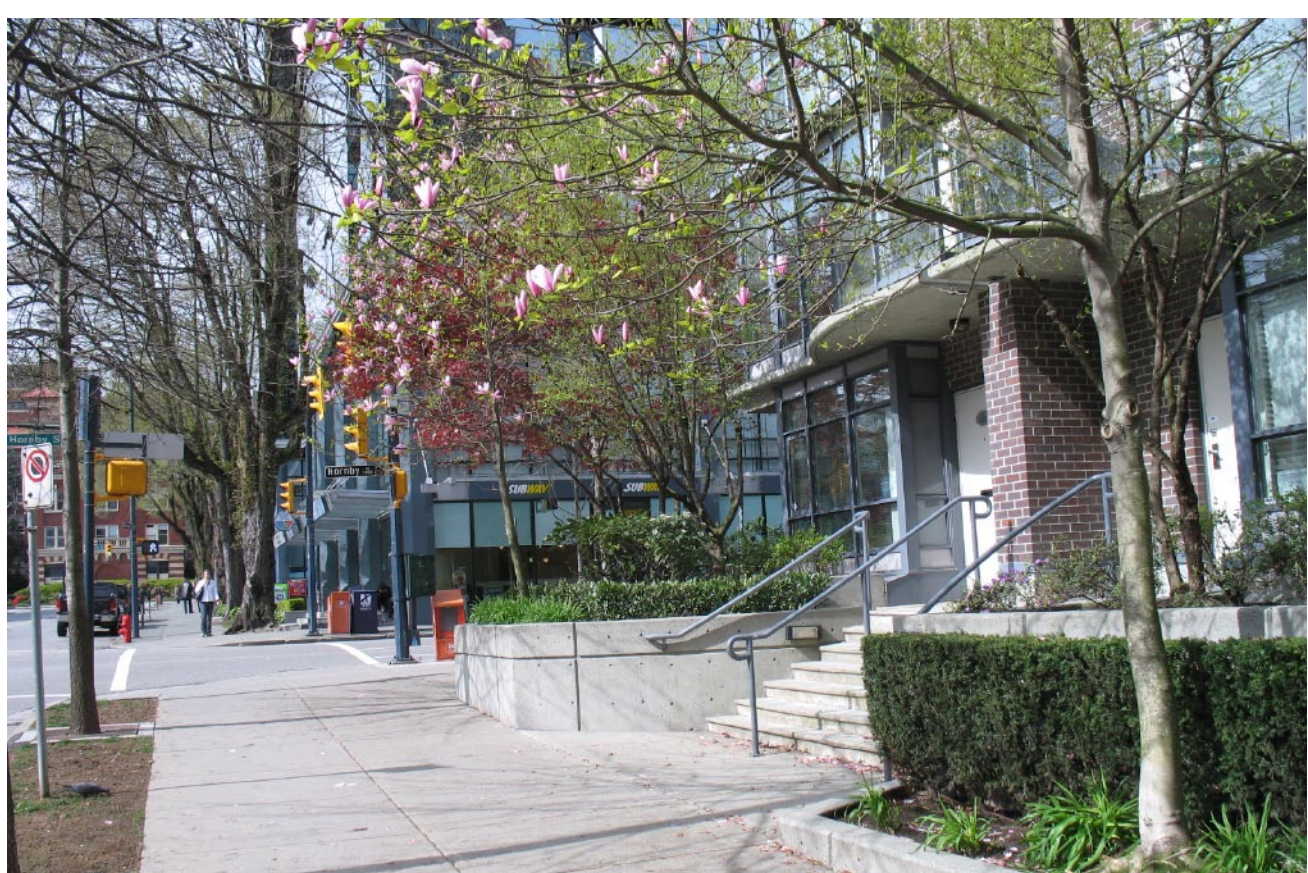
- Greater tall building heights in Commercial Gateway (30 -35 storeys) and Transit Nodes (25 -30 storeys); lower tall building heights in Transition Areas (15 -25 storeys)
- Max. 6 -11 storey mid-rise building heights at or below 1:1 ratio with the adjacent street ROW width
- Greater base building height (6 storeys) in Commercial Gateway, along Eglinton Ave. E., and along north-south arterial streets between Eglinton Ave. E. and Golden Mile Blvd.; lower base building heights (3 -4 storeys) in Transition Areas and along local streets and parks

Floor Plates and Separation Distances

- Tall buildings: 750m² max. tower floor plate; 30m min. separation distance between towers; generally no more than two towers on each block where tall buildings are appropriate
- Mid-rise buildings: min. 1:1 separation distance/height ratio on the same block

Ground Floor Treatment

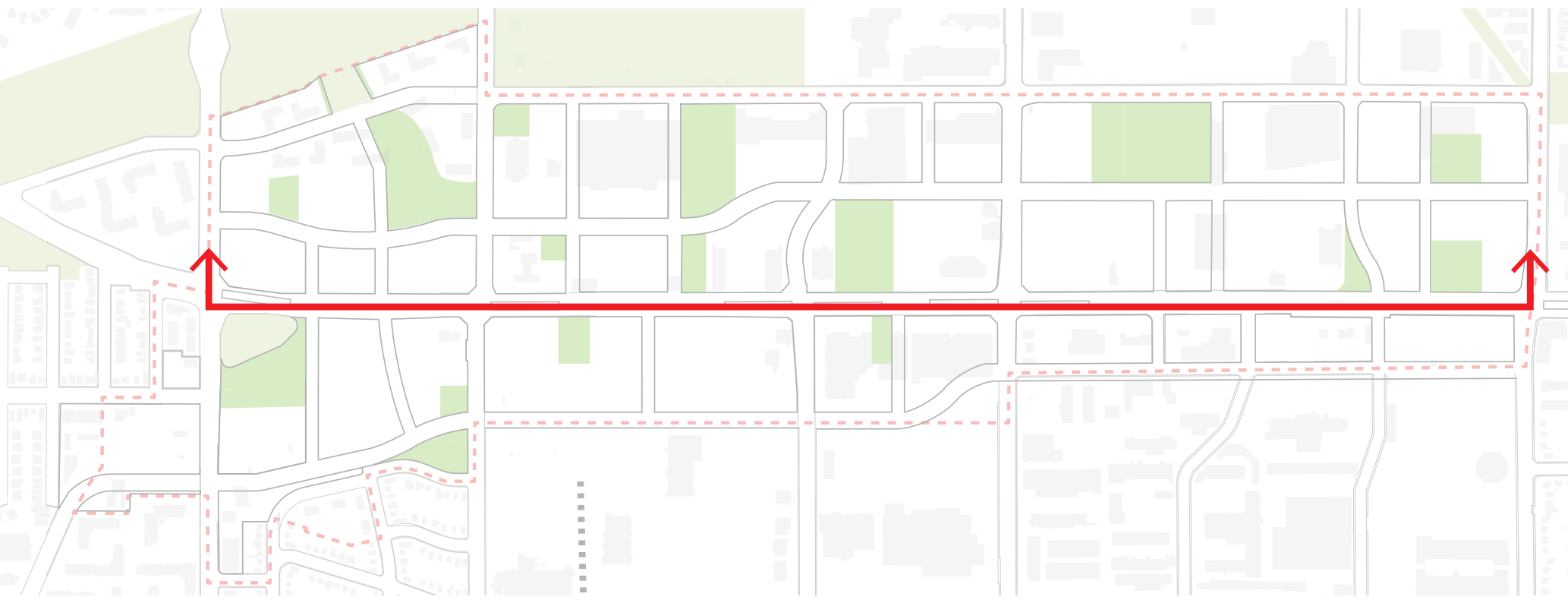
- Retail at grade in Commercial Gateway, along Eglinton Ave. E., and at other appropriate locations, with fine grained façade treatment and clear glazing
- Residential units with individual front entrances facing residential streets and parks



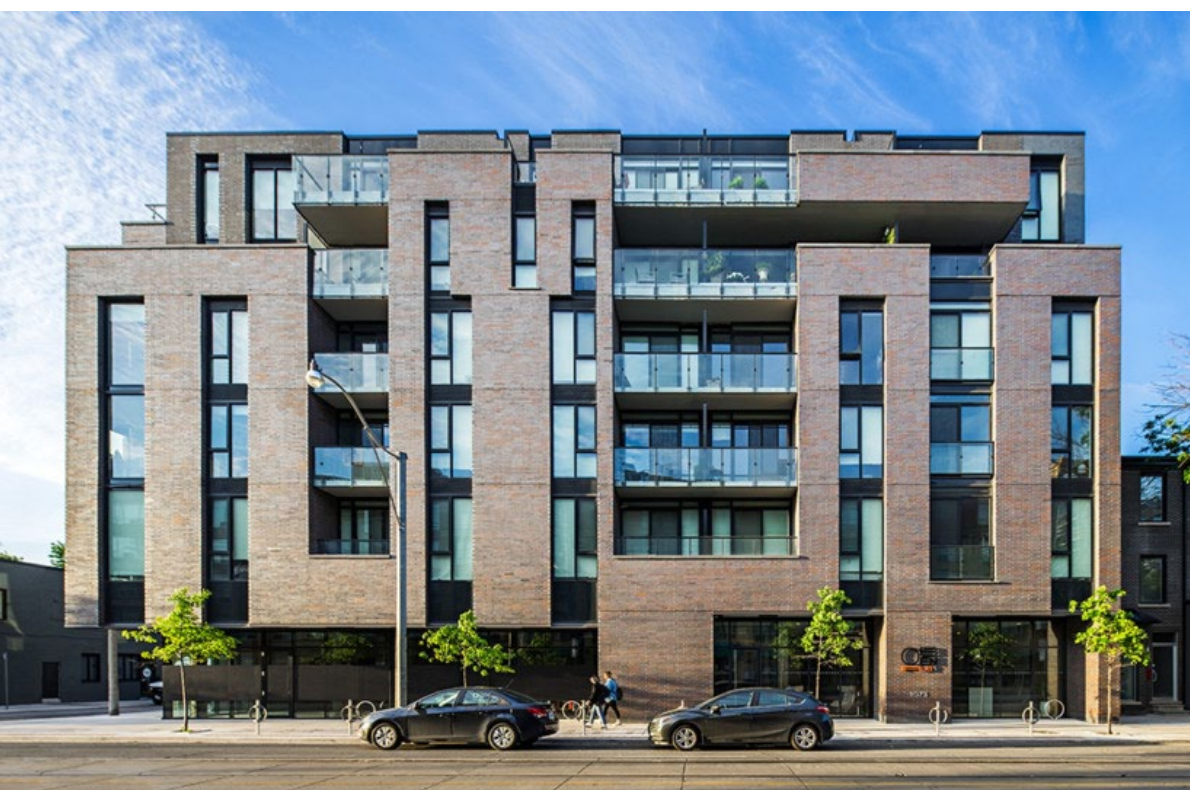
BUILT FORM - VARIETY AND VARIATION

Promote built form variety and variation throughout the Study Area and on individual sites.

- Building Types: mix of building types including tall buildings, mid-rise buildings, and low-rise building forms, such as 3-4 storey base buildings for tall buildings and stand-alone low-rise buildings at appropriate locations.  
Promote mid-rise buildings across the Study Area and on individual sites at appropriate locations.
- Figure Ground / Building Footprints: bar-shaped, L-shaped, and U-shaped building footprints
- Block Layout: permeability through all blocks through different configurations of buildings and pedestrian connections
- Tower Heights (on development sites and individual blocks) and setbacks along Streets: especially along Eglinton Ave and Golden Mile Blvd.



Key Map - Section



6s Mid-rise



8s Mid-rise



11s Mid-rise



20s+ Tall Bldg.



30-35s Tall Building

