

WHAT IS THE GOLDEN MILE SECONDARY PLAN (GMSP) STUDY? WHY IS IT IMPORTANT?

The purpose of the Golden Mile Secondary Plan (GMSP) Study is to develop a vision and comprehensive planning framework for a complete community in the Study Area.

The vision and comprehensive planning framework will form the foundation for a Secondary Plan, Urban Design Guidelines, and other planning tools which will support existing and future employment, mixed use and residential uses in the Golden Mile area.

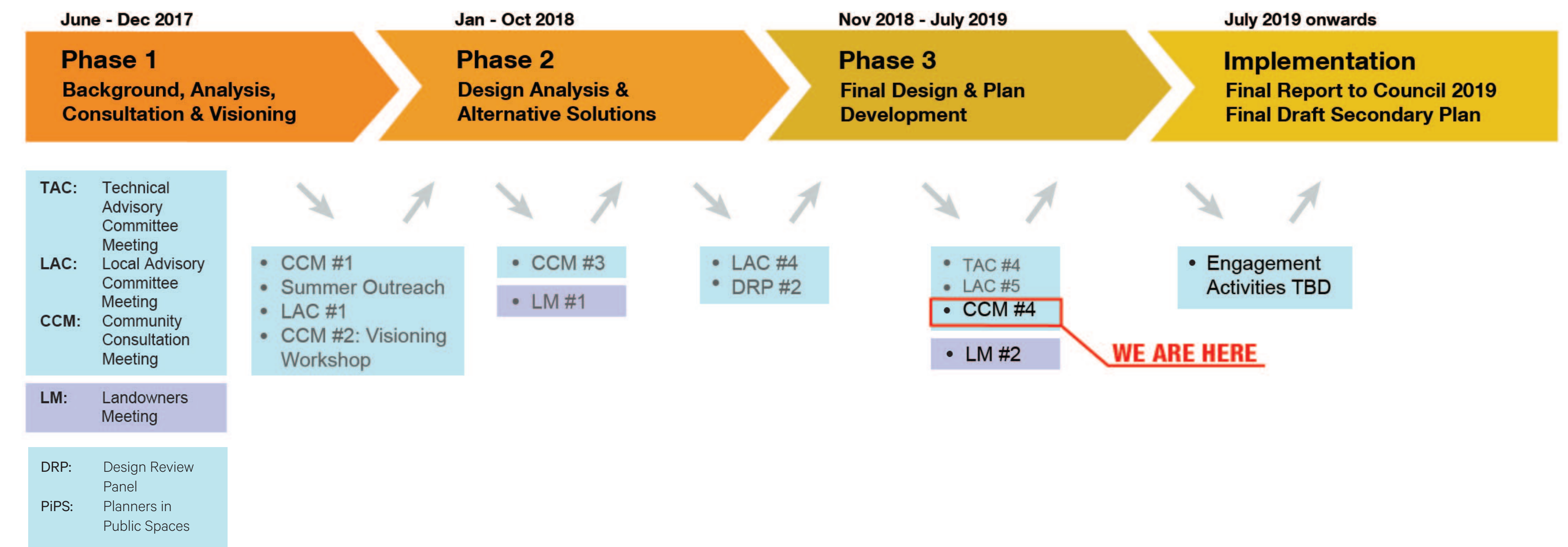


Eglinton & Victoria Park, 1969

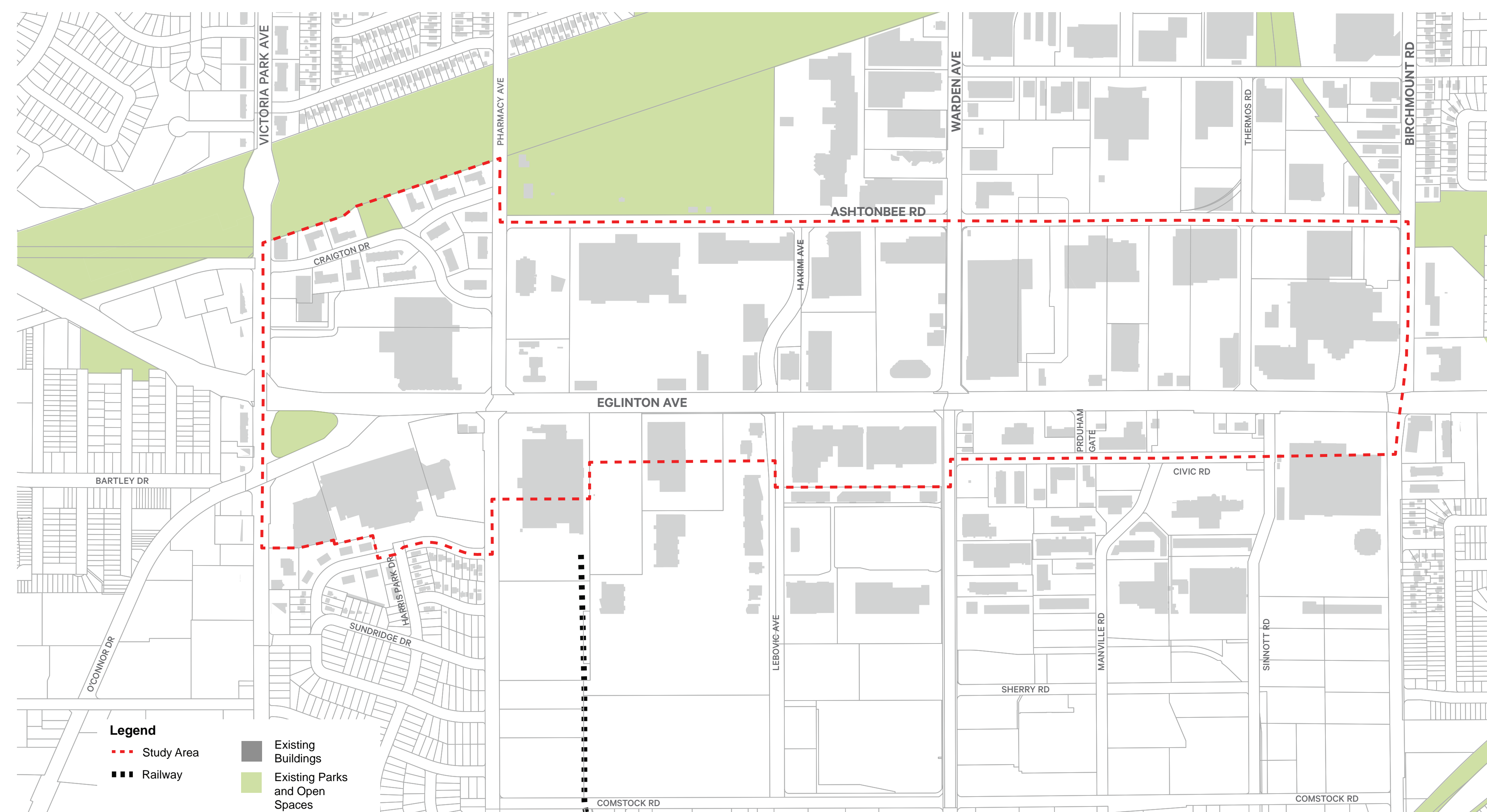


Eglinton & Victoria Park, 2017

STUDY PROCESS



ORIGINAL STUDY AREA BOUNDARY

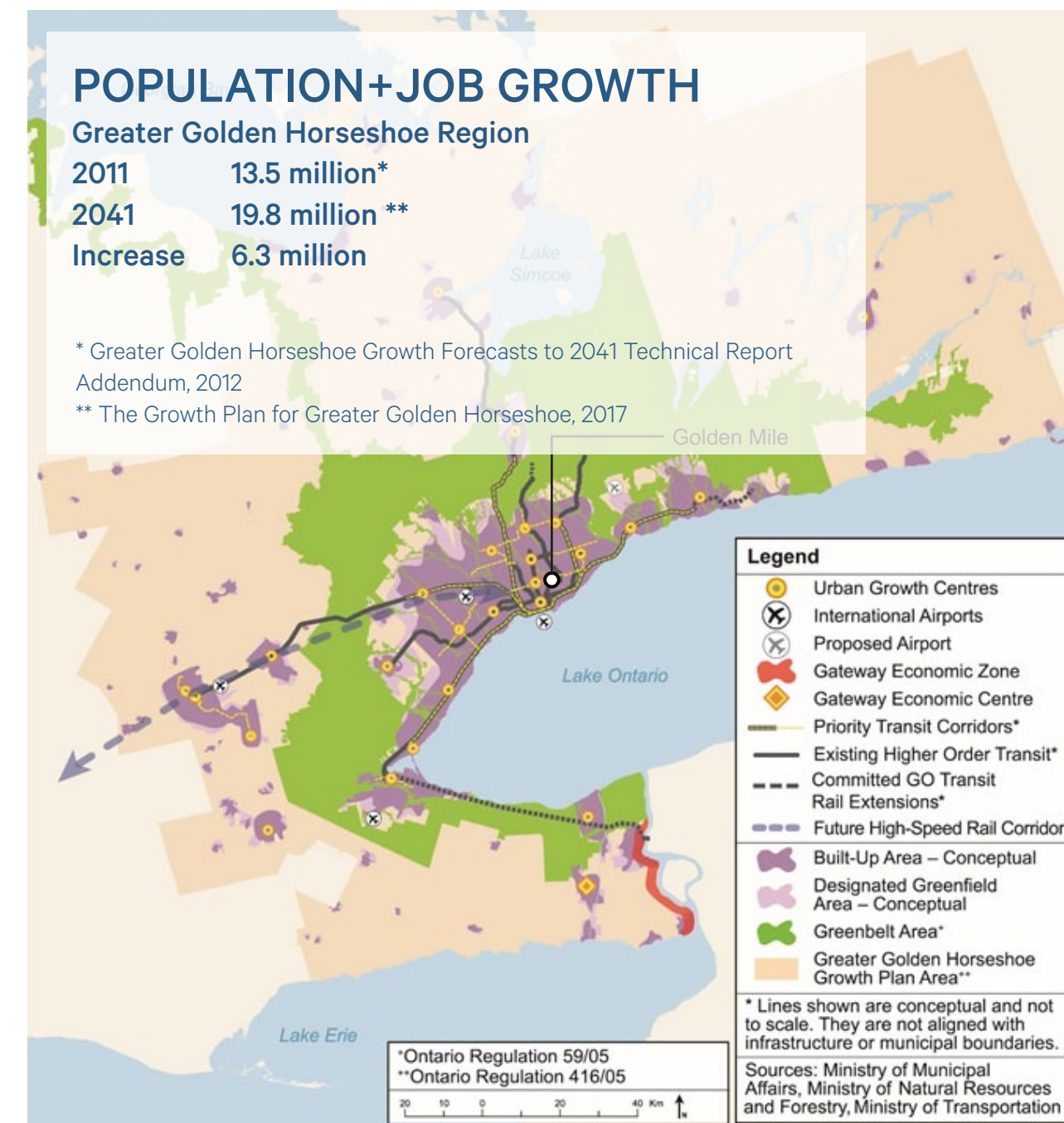


EXPANDED STUDY AREA BOUNDARY



DRIVERS OF CHANGE

PLACES TO GROW



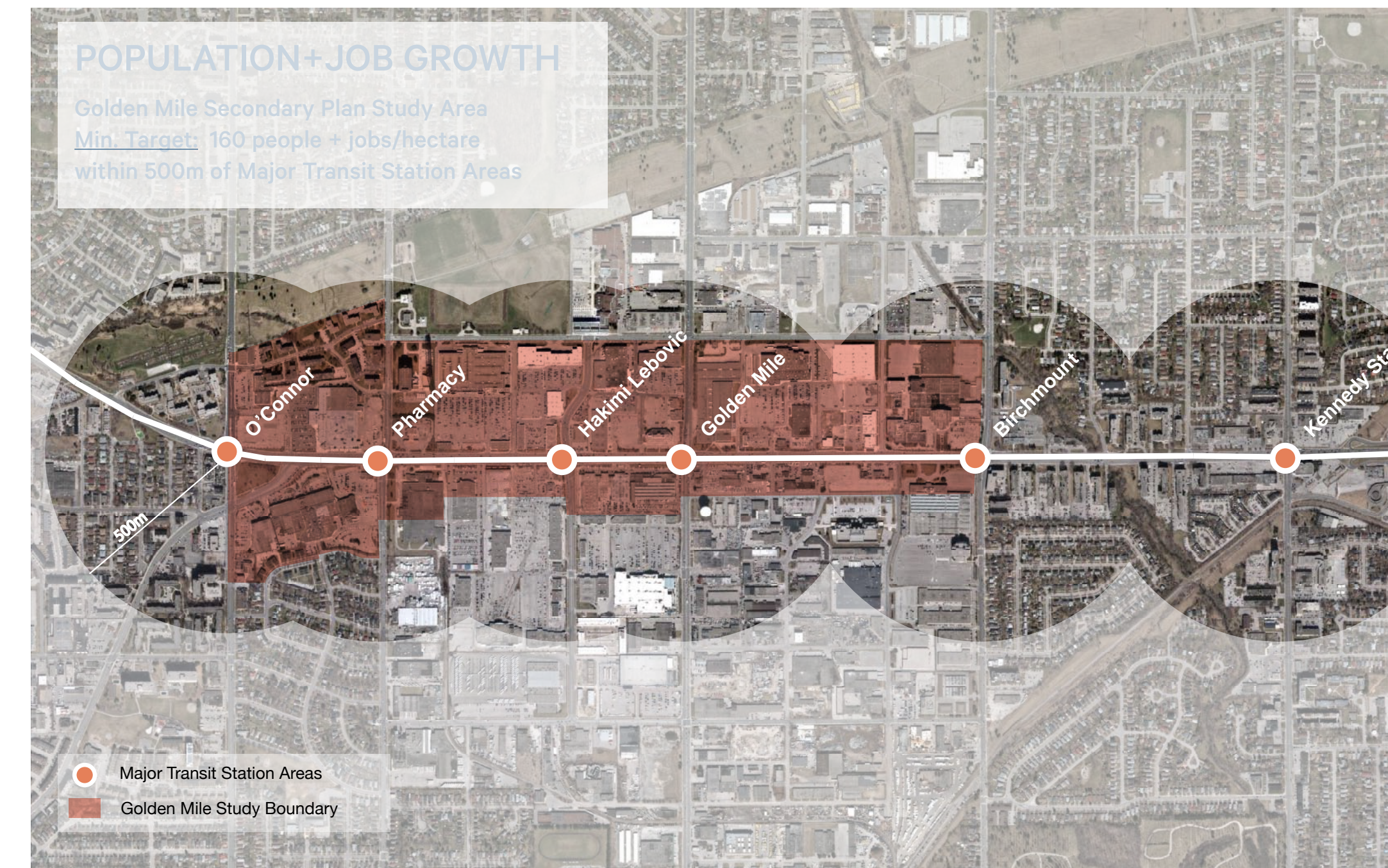
Province of Ontario, Schedule 5 Moving People - Transit (Places to Grow), 2005

EGLINTON CROSSTOWN LRT



Golden Mile section of the green track (Eglinton Crosstown LRT)

MAJOR TRANSIT STATION AREA



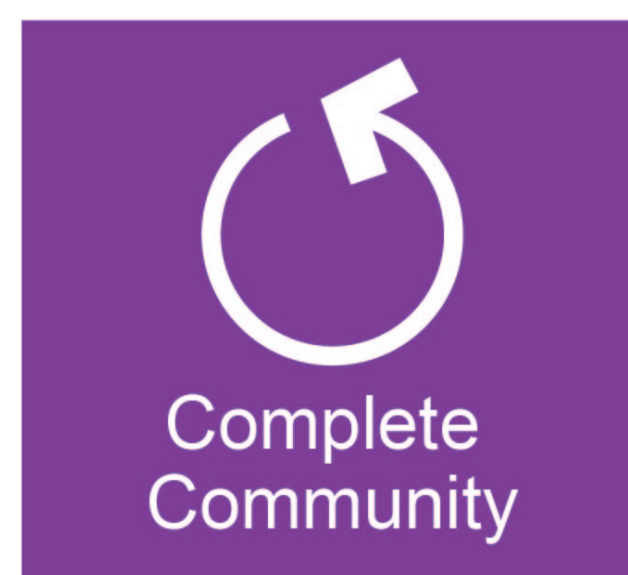
Golden Mile Secondary Plan Study Area and Major Transit Station Areas

DEVELOPMENT APPLICATIONS



8 Current Development Applications

GUIDING PRINCIPLES



1. Towards a Complete Community

Golden Mile will be a liveable, vibrant neighbourhood with a balance of development and open spaces, diverse mix of housing types, different scales of retail, and a range of employment uses while retaining its historical identity as a commercial retail centre in the region.



2. Towards a Connected Community

Golden Mile will offer improved connections for all modes of travel, providing enhanced travelling experience as well as safety for all users of the street. It will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors.



3. Towards a Responsive Community

Golden Mile will be flexible, responsive, and resilient to the changing needs of the community. It will have the basis to provide wide range of facilities, services, and programs that suits the diverse neighbourhood while anticipating and accommodating change over time.



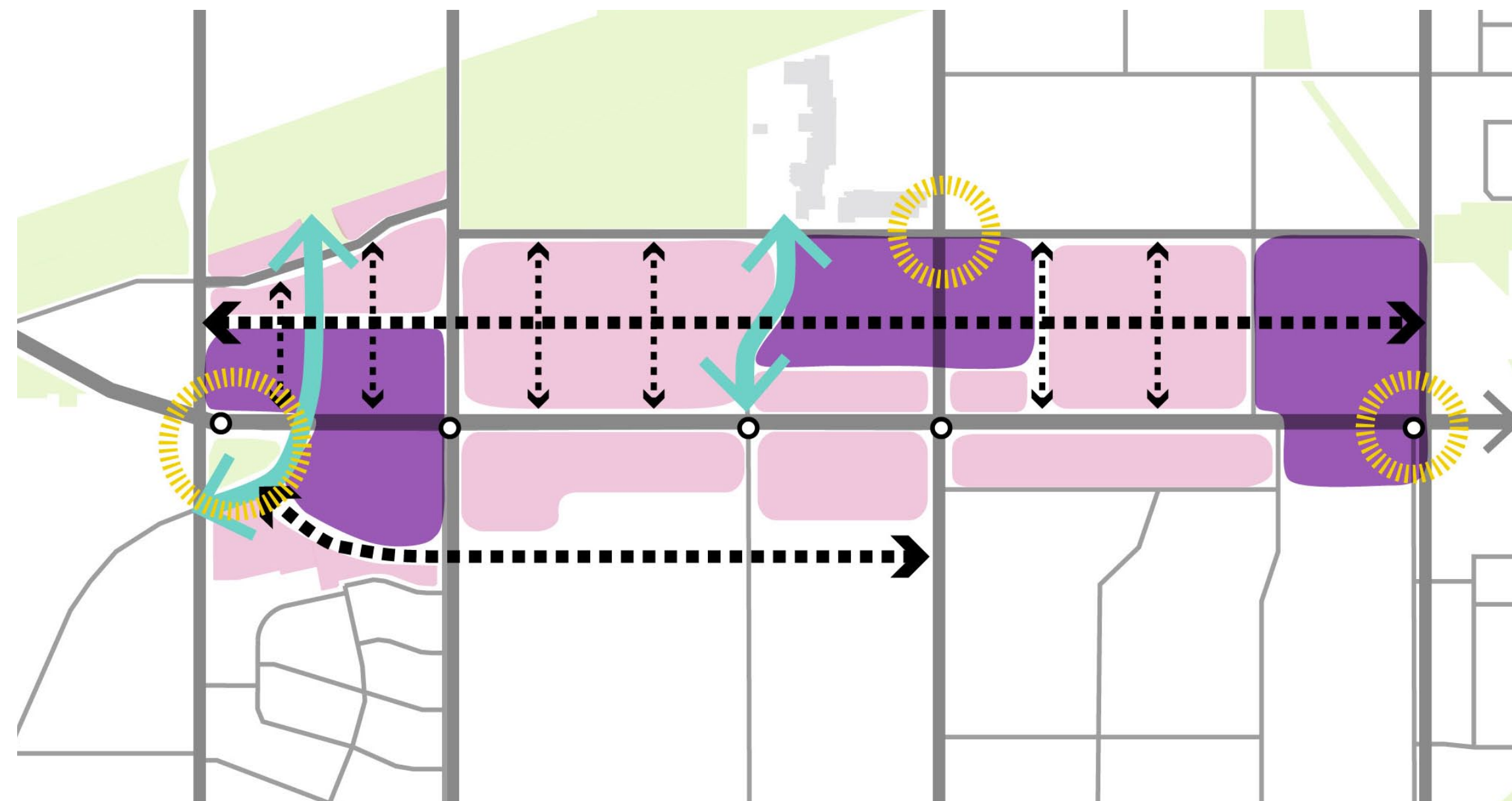
4. Towards a Prosperous Community

Golden Mile will provide an opportunity for prosperity for all. It will have enhanced competitiveness of the existing employment, while providing opportunity for new types of businesses to grow and flourish.

VISION FOR GOLDEN MILE

- A connected, accessible and diverse mixed-use community •
- A balance of residential, commercial and employment uses anchored by community services •
 - Improved network of streets, parks and open spaces •
- A distinct place that is both a community and a destination •

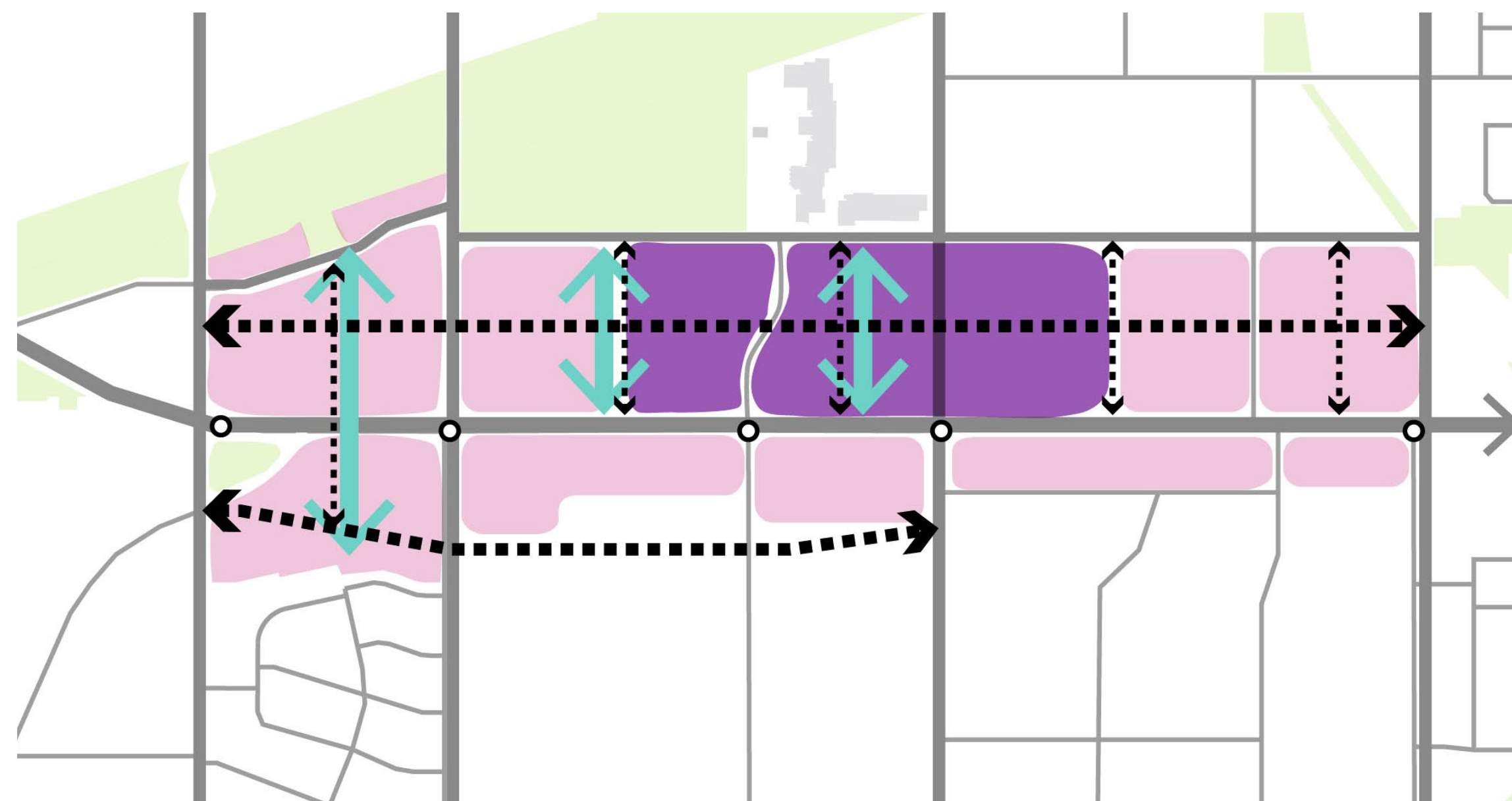
INITIAL ALTERNATIVES ALTERNATIVE A



Minimal change to existing conditions

- Reflects active development applications
- 1 new continuous E/W connection north of Eglinton Ave. E.
- New E/W connection south of Eglinton Ave. E.

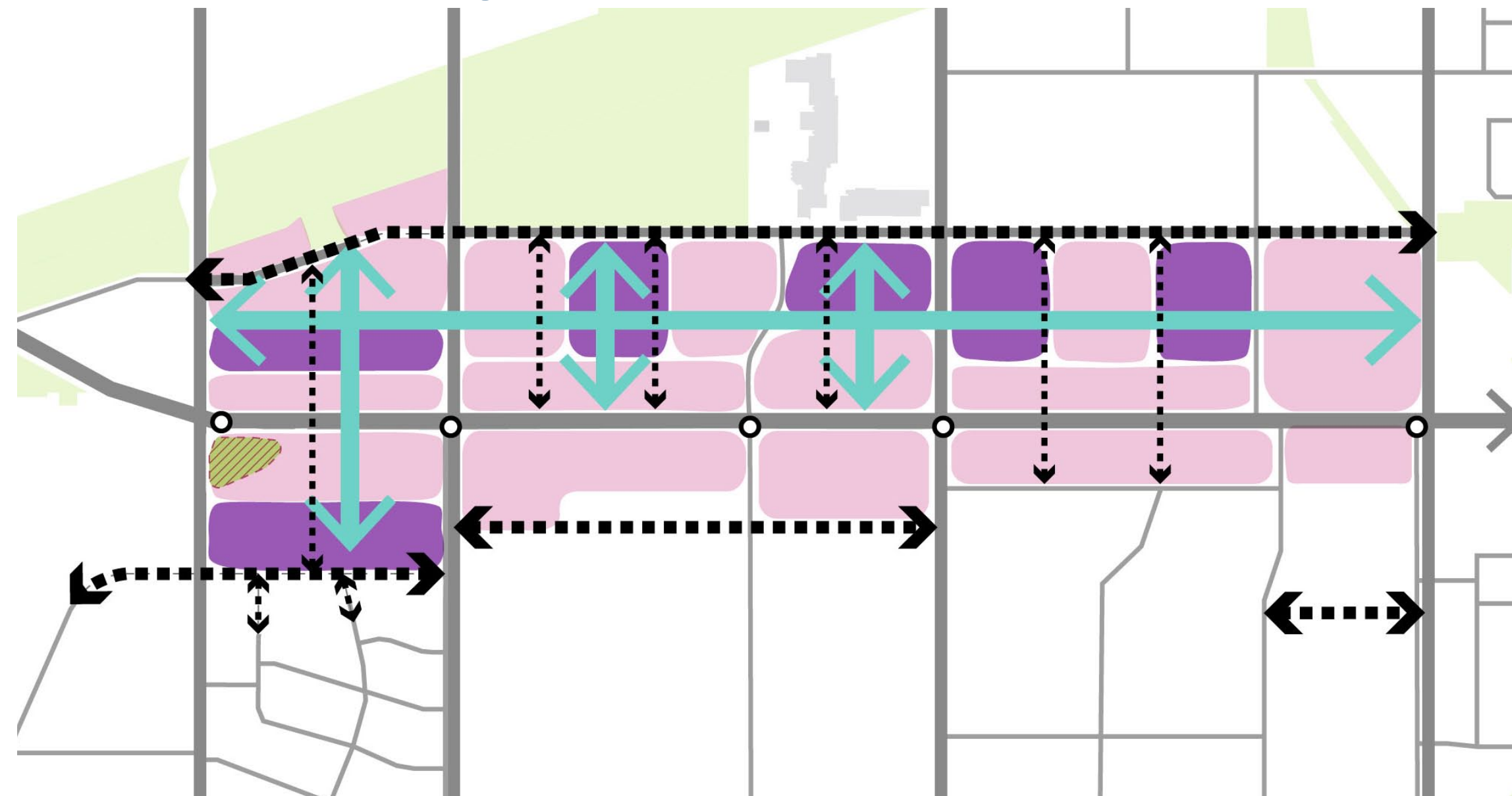
ALTERNATIVE B



Moderate change to existing conditions

- Does not reflect active development applications
- 1 new continuous E/W connection north of Eglinton Ave. E.
- New E/W connection south of Eglinton Ave. E. connects directly to O'Connor Dr.

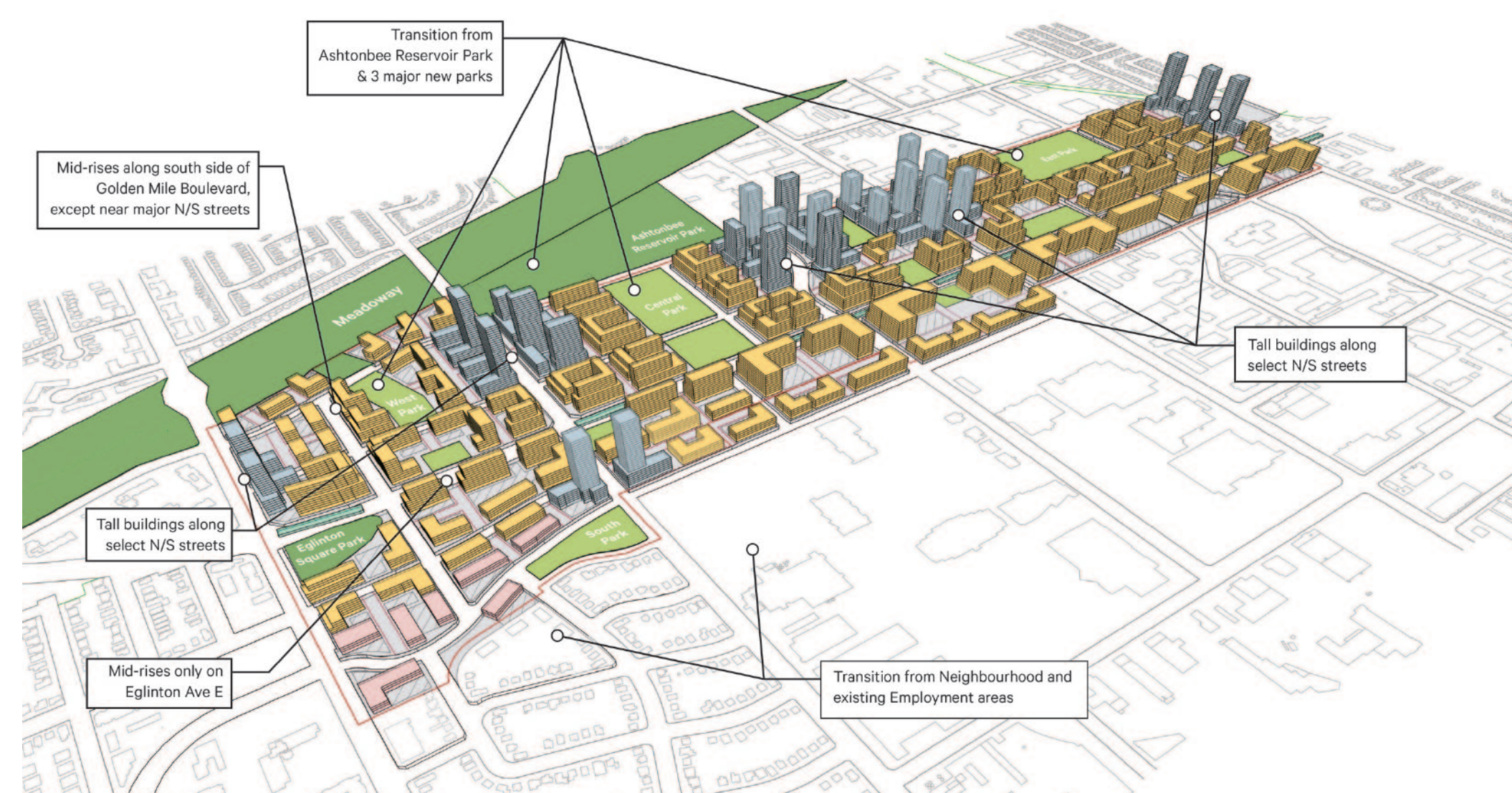
ALTERNATIVE C



Substantial change to existing conditions

- Does not reflect active development applications
- New E/W connection north of Eglinton Ave. E., Craigton Dr. and Ashtonbee Rd. aligned
- New E/W connection south of Eglinton Ave. E. connects directly to realigned O'Connor Dr.

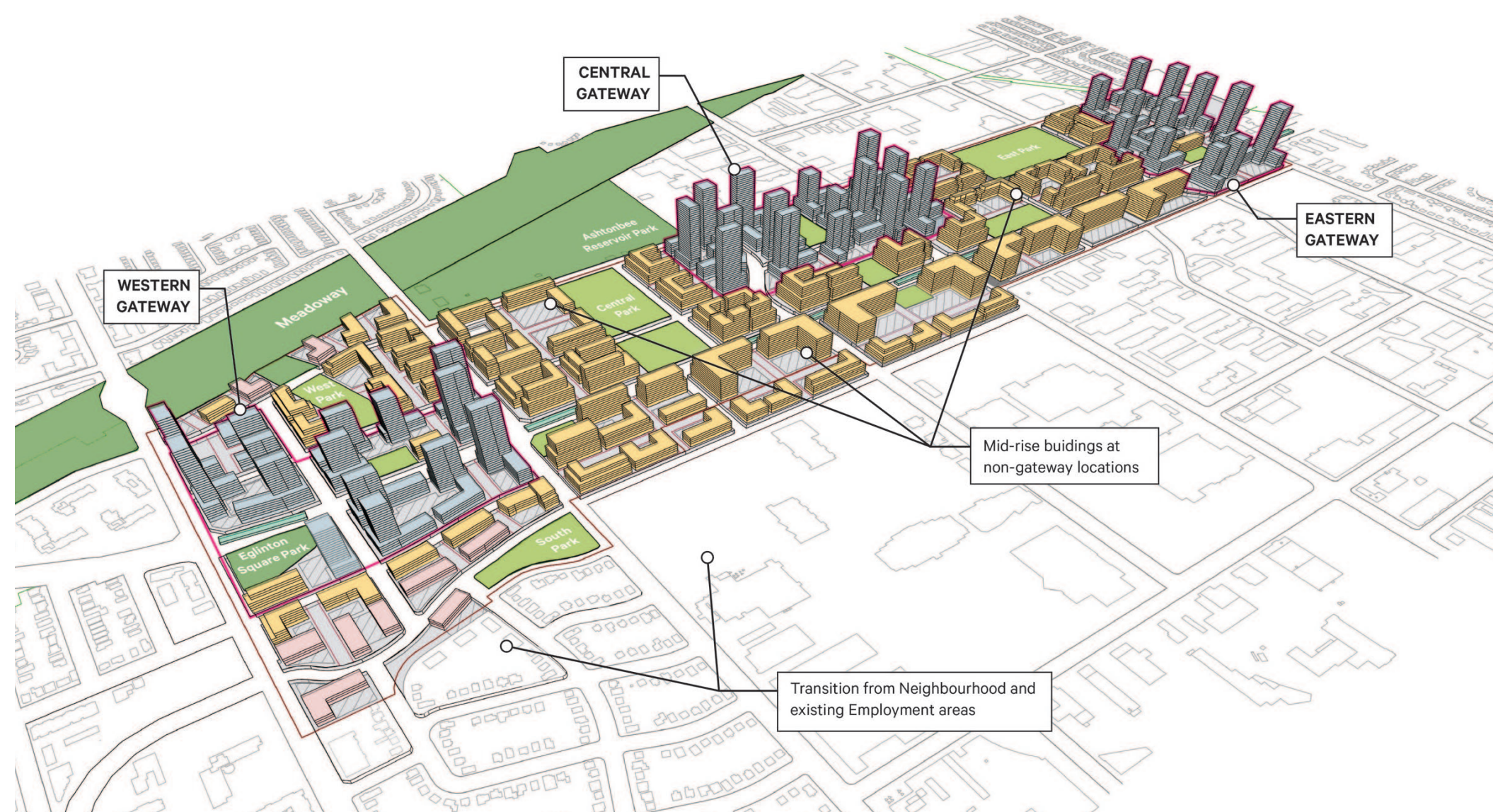
DRAFT ALTERNATIVES ALTERNATIVE 1



Eglinton as a Mid-rise Main Street

Public realm protected and connected by shifting height away from existing and proposed significant parks, linked by a green Golden Mile Boulevard (new east-west street north of Eglinton)

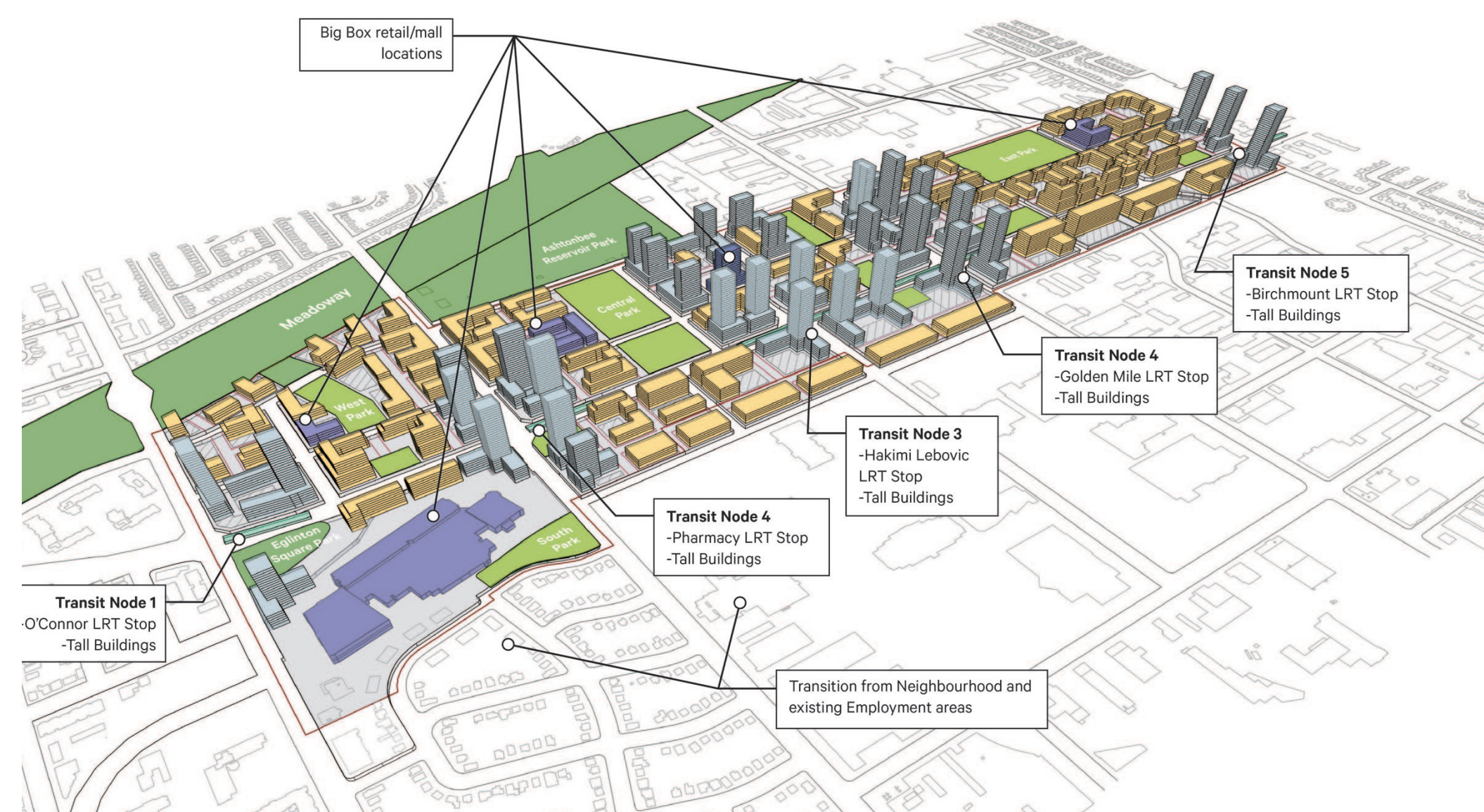
ALTERNATIVE 2



Three Gateways and Parks Districts

Three Gateway Precincts with a mix of tall and mid-rise buildings, centered around three major parks - Eglinton Square Park, Central Park, West Park and East Park.

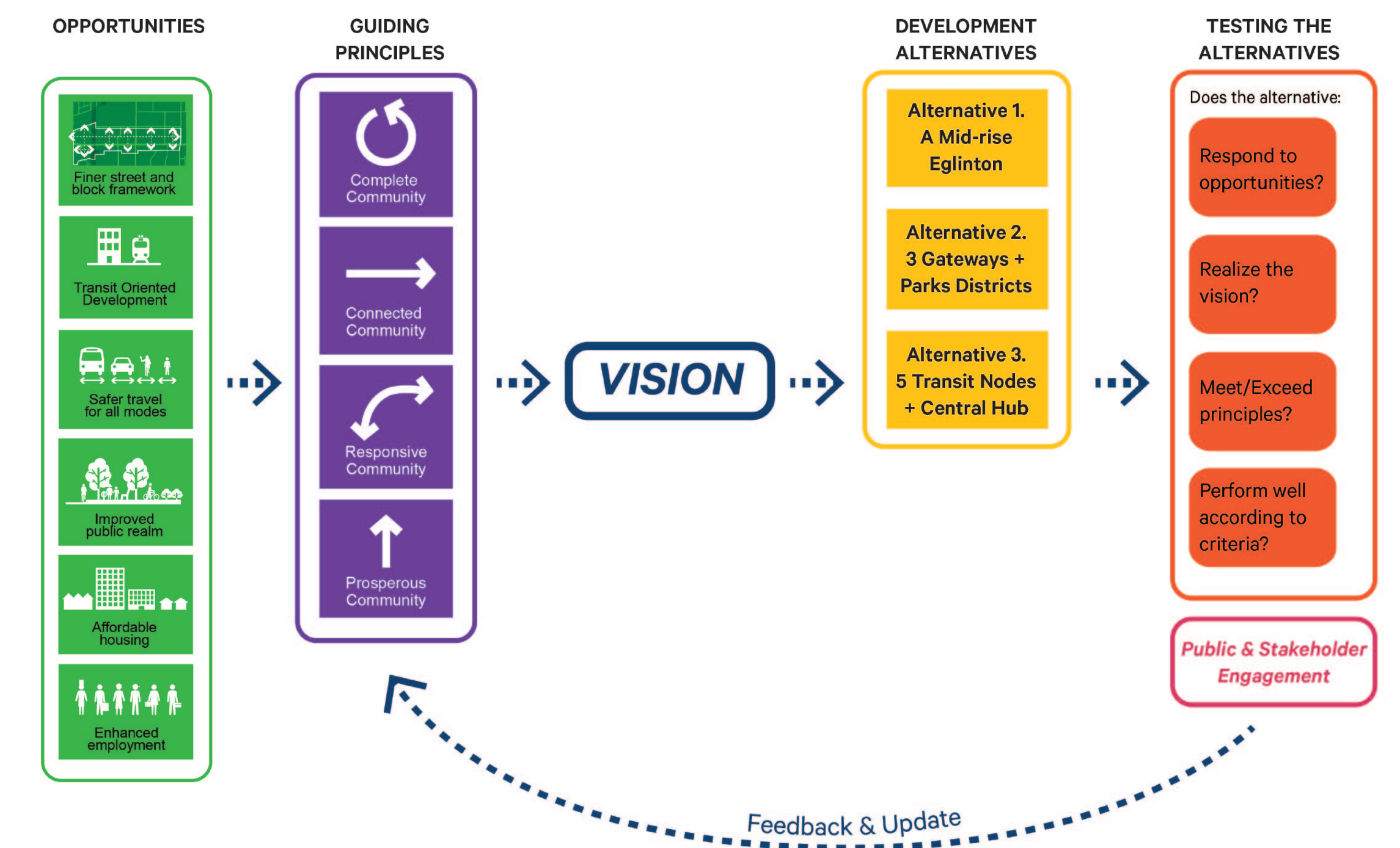
ALTERNATIVE 3



Five Transit Nodes + A Central Hub

Eglinton Ave. E. as a connector with concentrations of activity at transit nodes and the greatest concentration of density within a Central Hub, bridging Centennial College and Eglinton Ave. E.

HOW THE ALTERNATIVES WERE DEVELOPED



WHAT WE HEARD

Land Use / Density / Built Form

- Height and density should be located close to transit
- Provide transition to existing low-rise residential neighbourhood areas
- Allow for a range of retail types, including larger format retail

Public Realm / Community Infrastructure

- Ensure that there are many green and walkable north-south and east-west connections to make it easy, safe and pleasant to walk to and within the Golden Mile
- Ensure that community facilities and services are provided to accommodate growth in the Golden Mile, including maintaining existing facilities and services

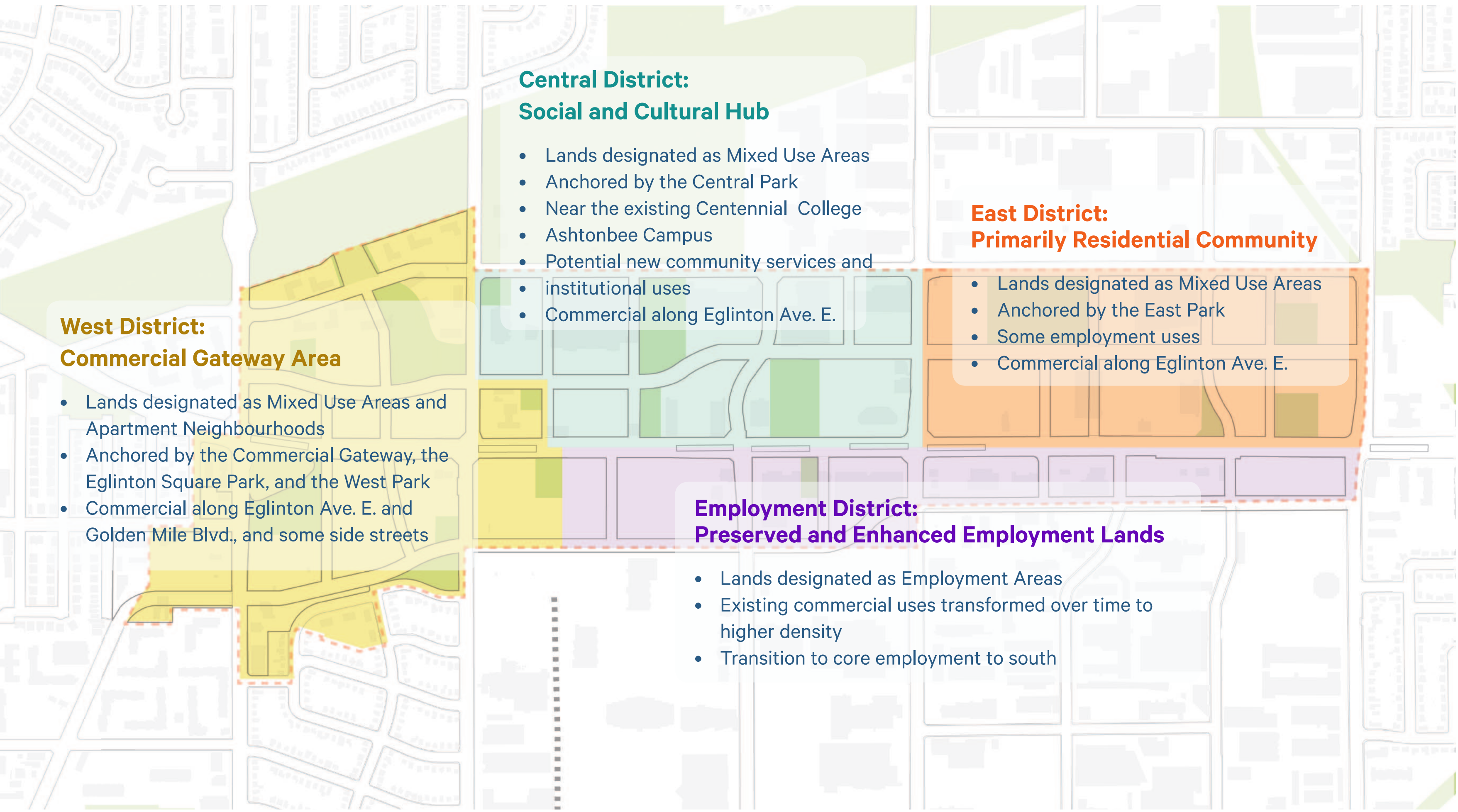
Transit / Mobility

- Ensure that traffic infiltration into existing adjacent neighbourhoods is minimized
- Ensure that all streets (new/existing) provide safe and comfortable space for pedestrians and cyclists

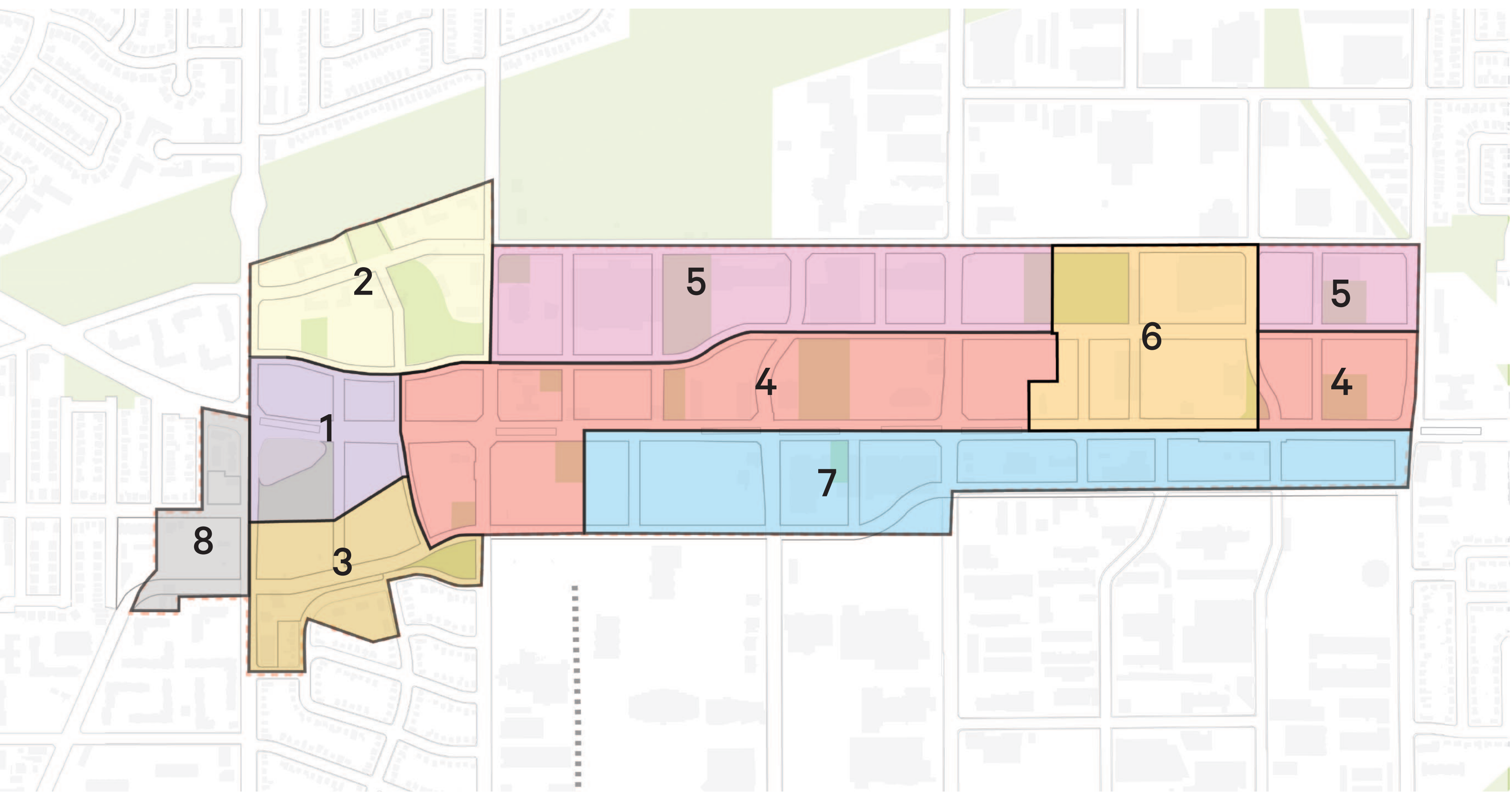
Landowners/Developers

- Provide for a balance between context-appropriate and transit-supportive density

4 DISTRICTS



8 CHARACTER AREAS



The future communities within the Golden Mile represented by the four Districts will be implemented through eight Character Areas. Each Character Area will feature particular densities, land uses, built form and streetscapes. The combination of these elements will provide character-defining traits that support the overall vision for each district.

1. Commercial Gateway

2. West Park and Meadoway Residential Transition Area

3. O'Connor Dr. Residential Transition Area

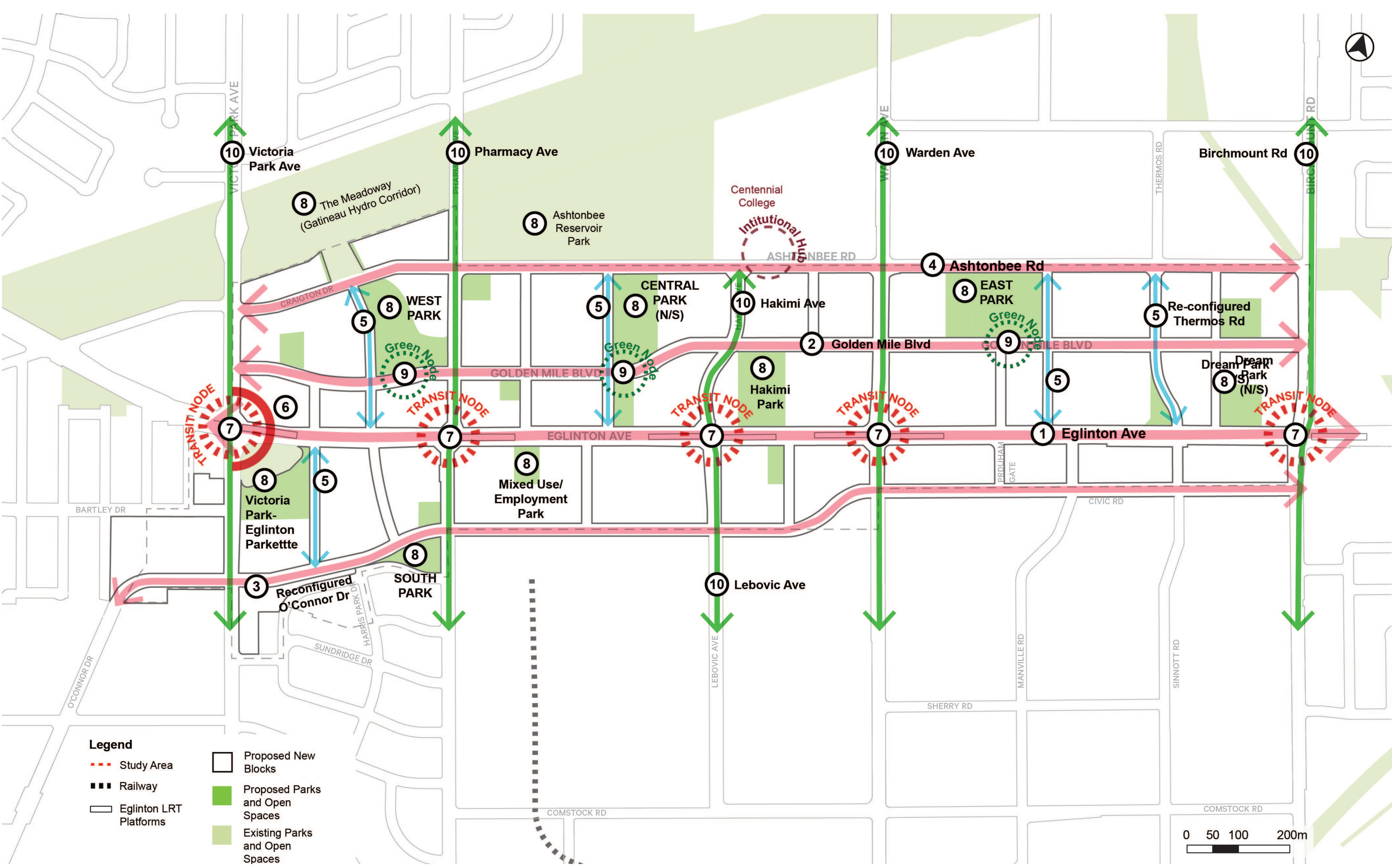
4. Mixed Use Transit Nodes
5. Ashtonbee Residential Transition Area

6. East Park Mid-rise and Tall Building Community

7. Employment Area

8. Victoria Park Ave. / O'Connor Dr. - Emerging Main Street Area (SASP 400)

STRUCTURE PLAN: 10 STRUCTURING ELEMENTS



- Streets**

① Eglinton as multi-modal transit corridor and a people place including enhanced streetscapes

② Golden Mile Blvd as multi-modal neighbourhood street

③ O'Connor Dr. reconfigured and extended

④ Ashtonbee Rd./Craigton Dr. reconfigured and including enhanced streetscapes

⑤ Key new and re-configured north-south streets
- Gateway**

⑥ Golden Mile Commercial Gateway

Transit

⑦ Mixed Use Transit Nodes as centres of activity
- Parks**

⑧ Major/Key Parks and Open Spaces as focal points, connected to broader open space network including the Meadoway

⑨ Green Nodes at new parks for enhanced public realm investments

⑩ Enhanced streetscapes on existing north-south streets