

Golden Mile Secondary Plan (Draft)

Streets and Streetscape

EGLINTON AVE. E. (43M ROW)

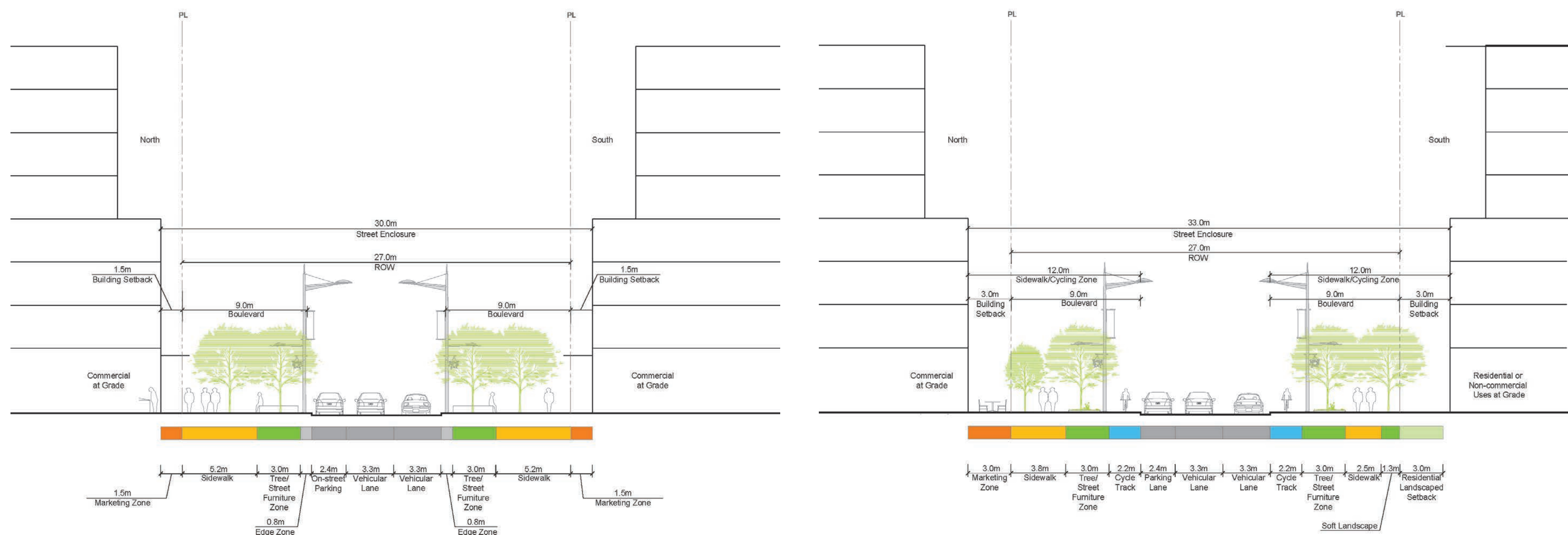
Eglinton Ave. E. will be a green and vibrant urban place along the LRT corridor. The existing 36 metre right-of-way will be widened to 43 metres to allow for an enhanced streetscape to achieve the public realm vision for the street established through the EglintonConnects Planning Study and the subsequent EA study for the Eglinton Crosstown LRT. The sidewalk zone (from curb to building face) will be designed to support street trees in the public right-of-way, greater pedestrian activities, and marketing zones in front of the commercial uses at grade.



Streetscape Vision and Examples for Eglinton Avenue East

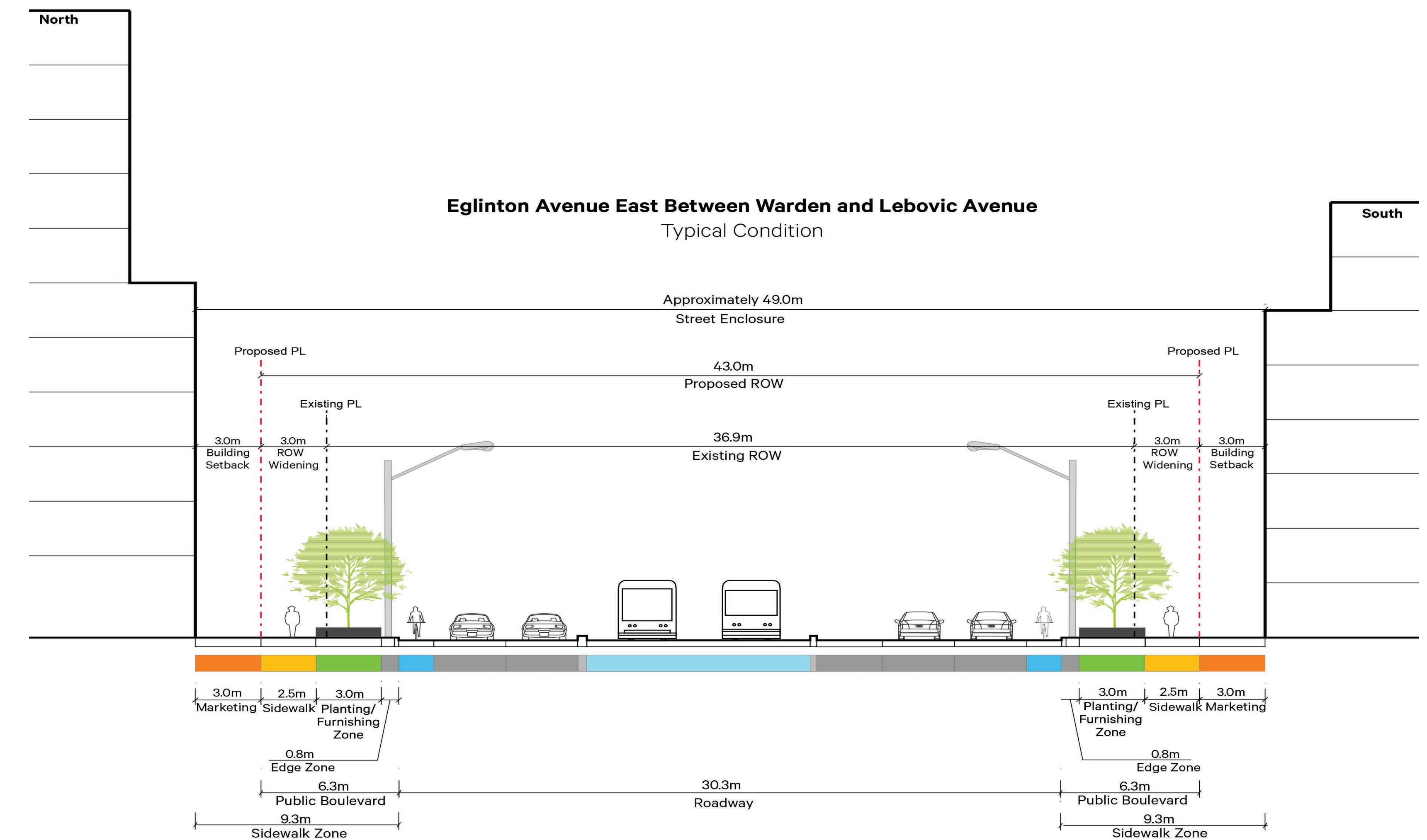
GOLDEN MILE BLVD. (27M ROW -TYPICAL)

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 and open space frontages. The design of the street will prioritize the pedestrian and cycling experience with double rows of street trees on both sides of the street at appropriate locations from Victoria Park Ave. to Birchmount Ave.

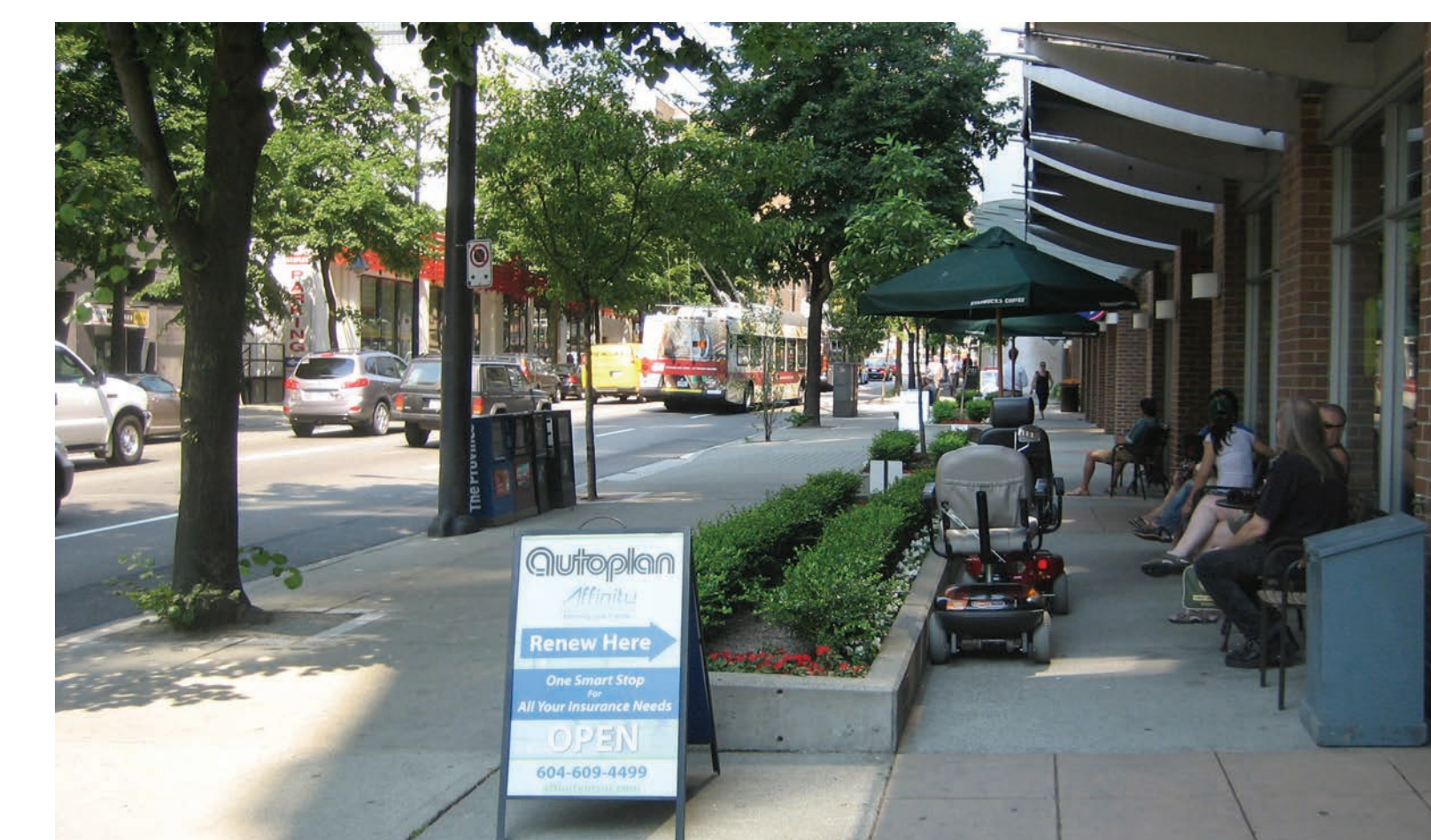


Streetscape Section for Golden Mile Boulevard from Victoria Park Avenue to West Park (27m ROW)

Streetscape Section for Golden Mile Boulevard from West Park to Birchmount Road (27m ROW)



Streetscape Section for Widened Eglinton Avenue East (43m ROW); Graphic Provided by SvN Architects and Planners; 2020.



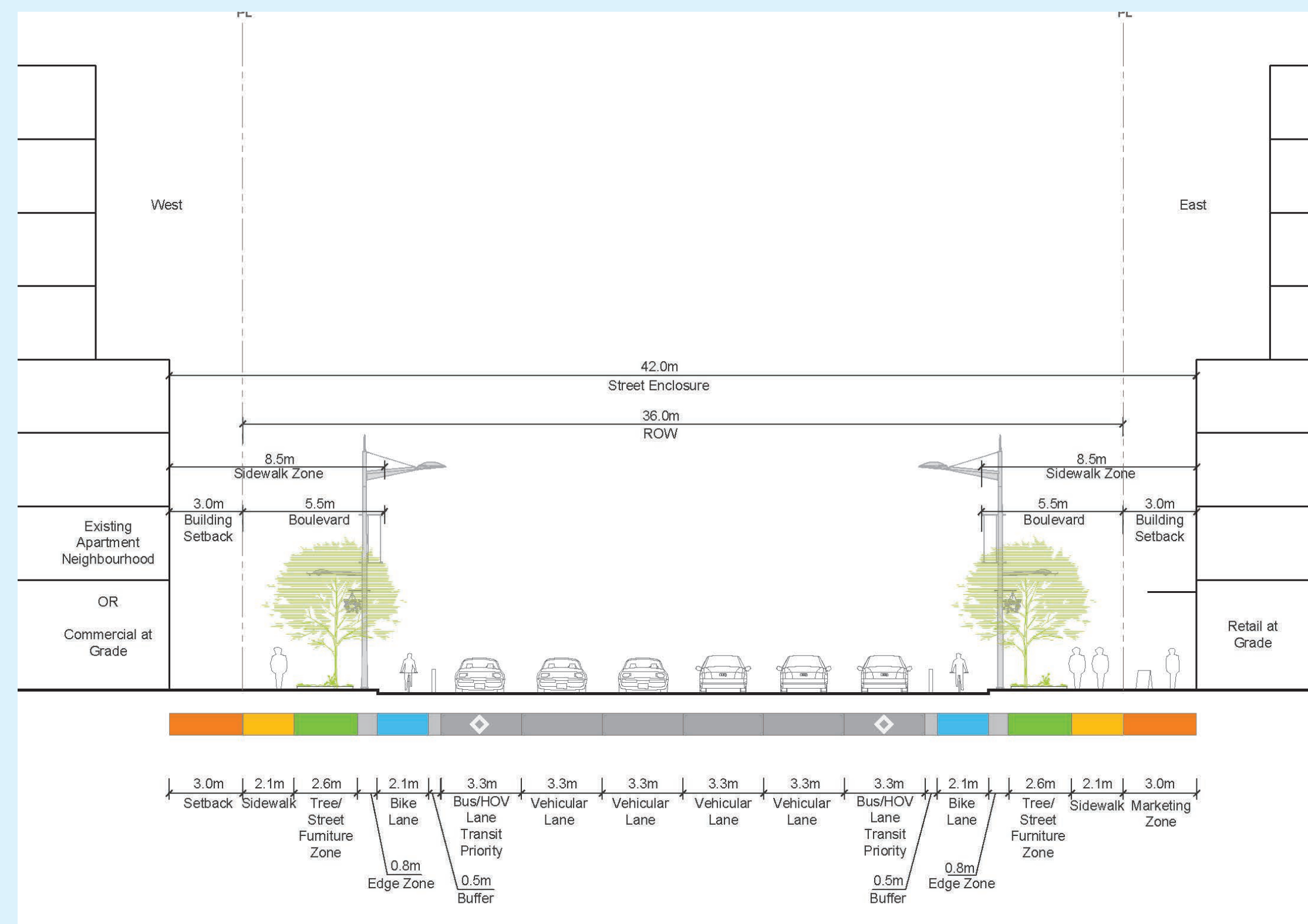
Streetscape Examples for Golden Mile Boulevard (Photo provided by SvN Architects and Planners; 2020.)

Golden Mile Secondary Plan (Draft)

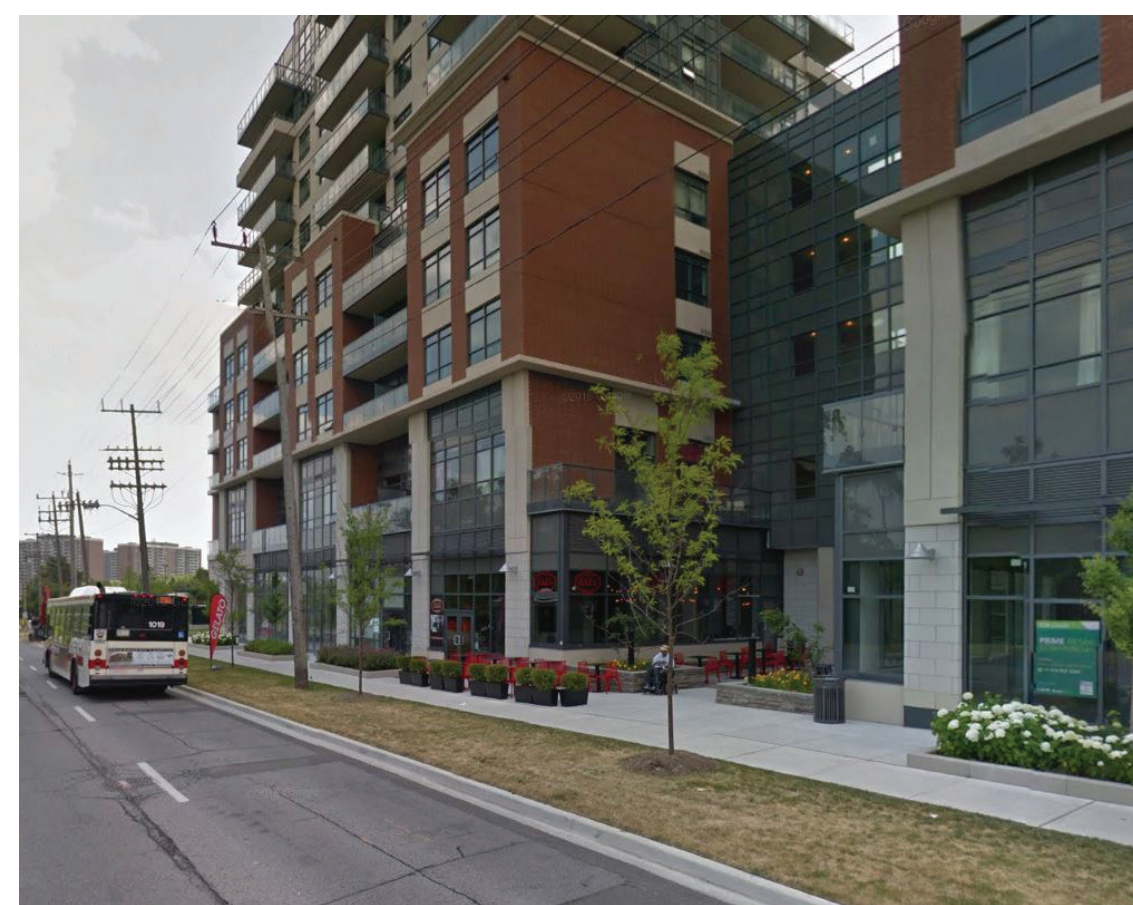
Streets and Streetscape

WIDENED VICTORIA PARK AVE. AND WARDEN AVE. (36M ROW)

Victoria Park Avenue (27 – 30m existing ROW) and Warden Avenue (30m existing ROW) will be widened to promote complete streets that provide a greater balance between all modes of travel.



Streetscape Section for Widened Victoria Park Avenue and Warden Avenue (36m ROW).
Graphic provided by SvN Architects and Planners; 2020.



Streetscape Examples for Widened Victoria Park Ave. and Warden Ave -Photos provided by SvN Architects and Planners; 2020

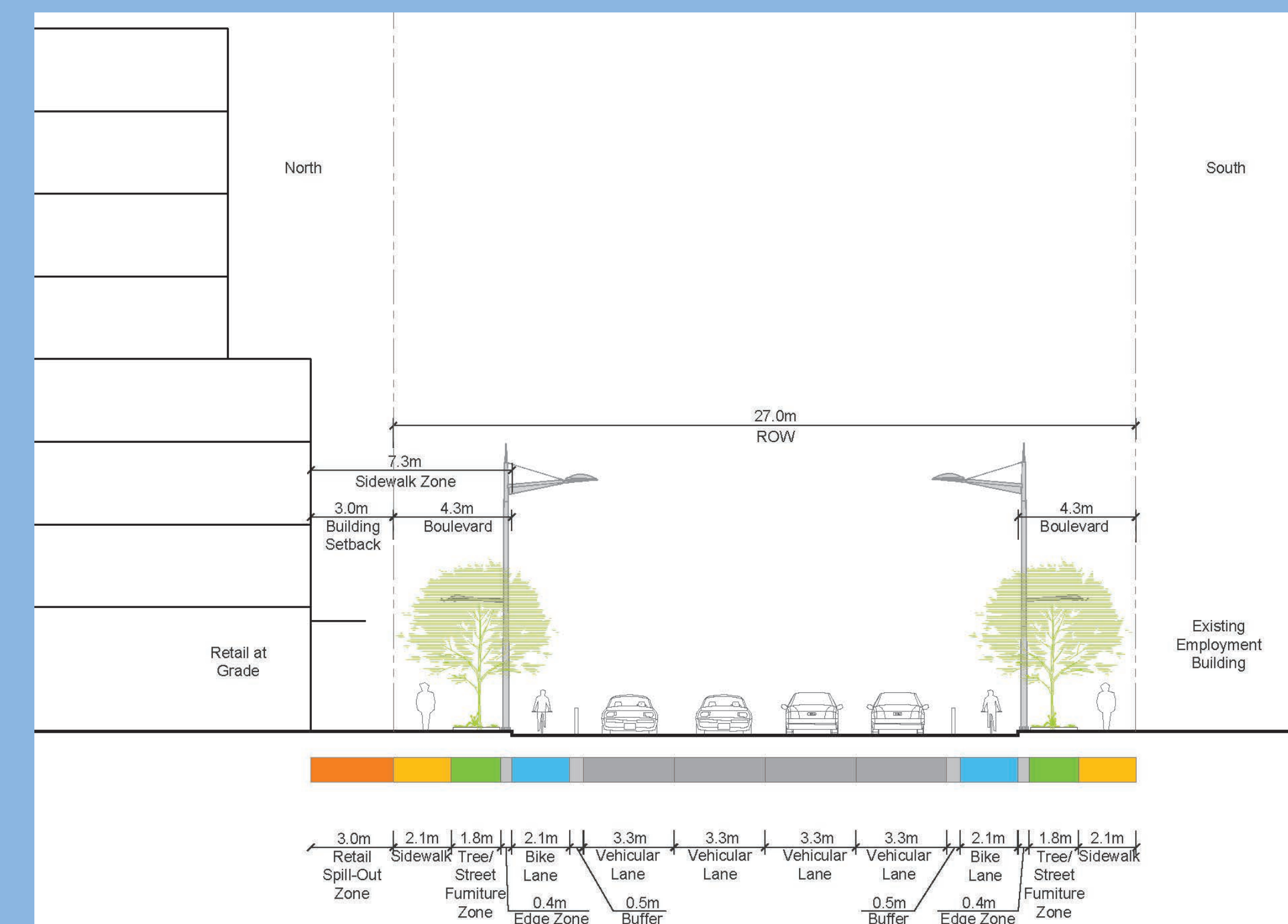


Indianapolis Cultural Trail ;
Photo provided by SvN Architects and Planners; 2020.



Multi-Use Path in Los Angeles, California
Photo provided by SvN Architects and Planners; 2020.

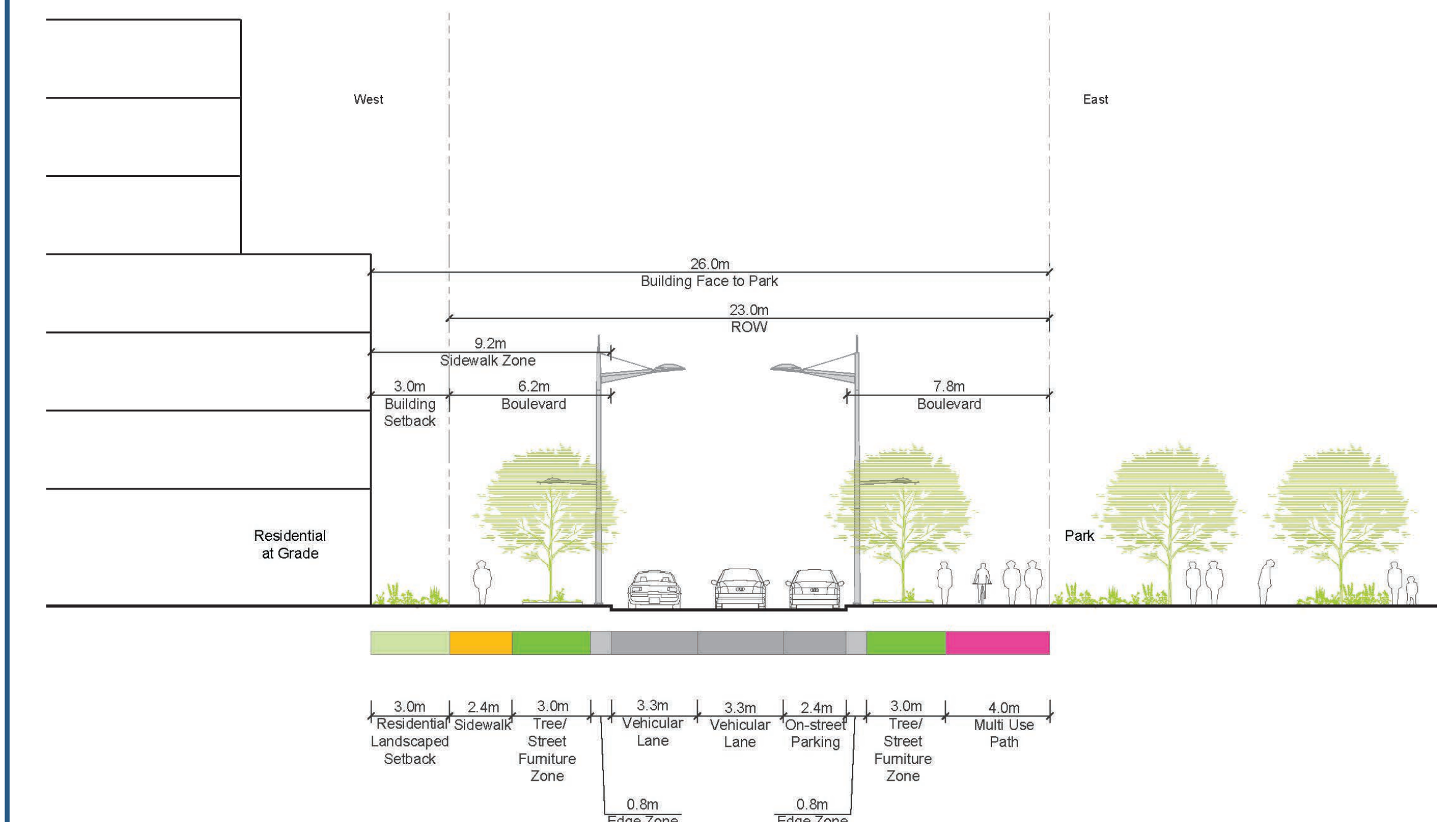
RECONFIGURED O'CONNOR DR. (27M ROW)



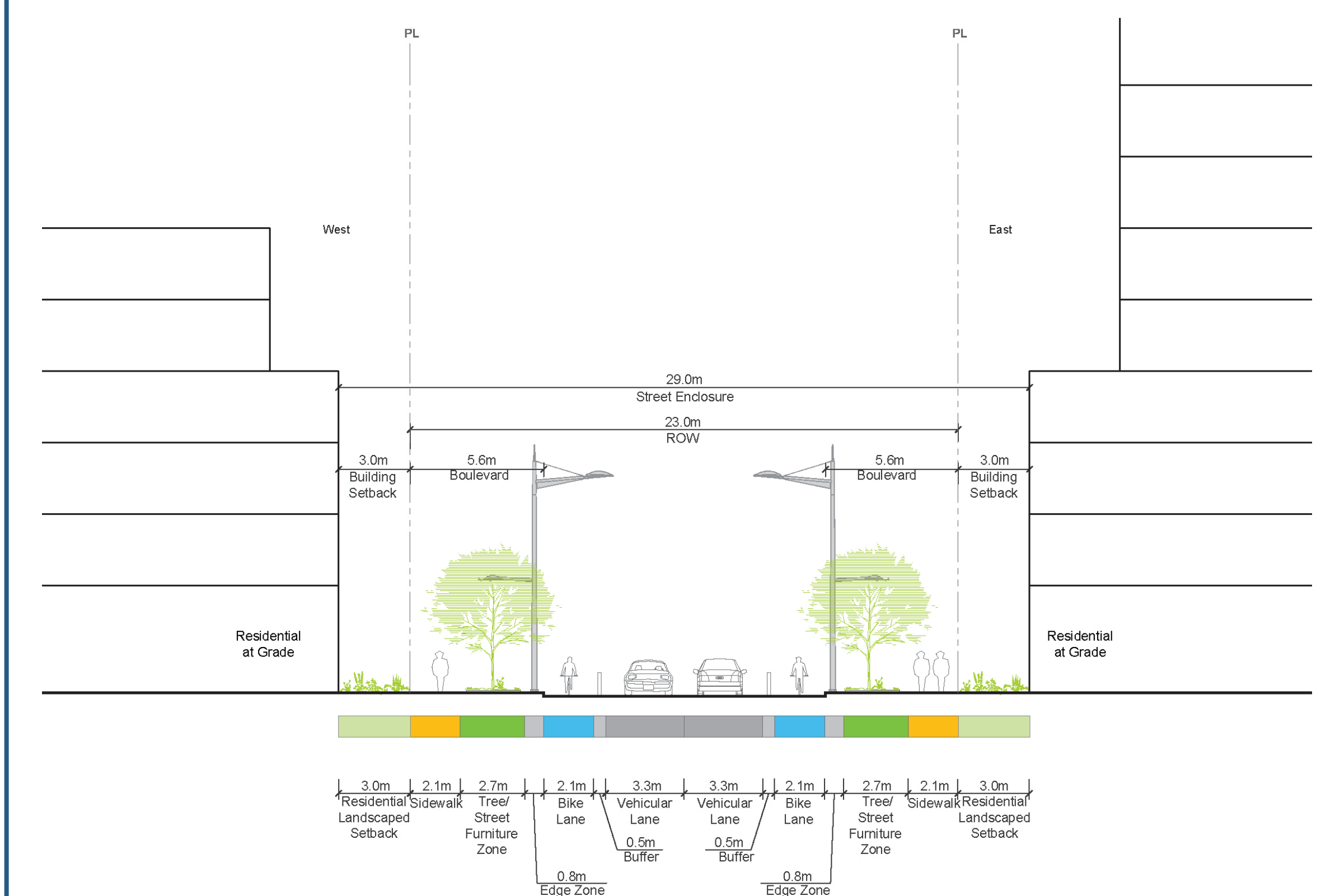
Streetscape Section for Reconfigured O'Connor Dr.
Graphic provided by SvN Architects and Planners; 2020.

DEDICATED CYCLING FACILITIES

Dedicated cycling facilities such as multiuse paths, bike lanes, and cycle tracks will be provided on 13 existing and new streets in the Secondary Plan Area.



New Streets with Multi-Use Paths. Graphic provided by SvN Architects and Planners; 2020.



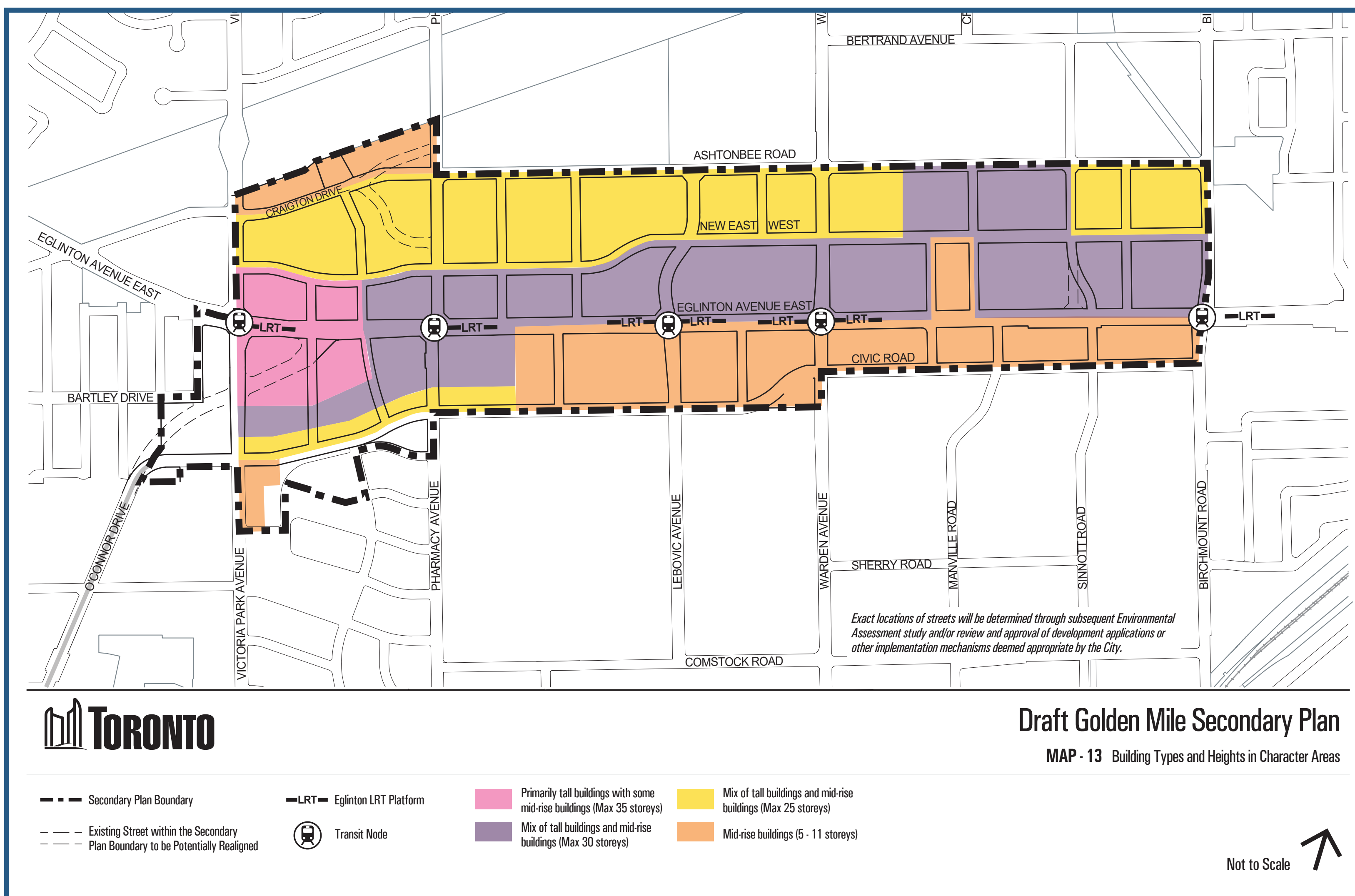
New Streets with Cycle Tracks / Bike Lanes. Graphic provided by SvN Architects and Planners; 2020.

Golden Mile Secondary Plan (Draft)

Built Form

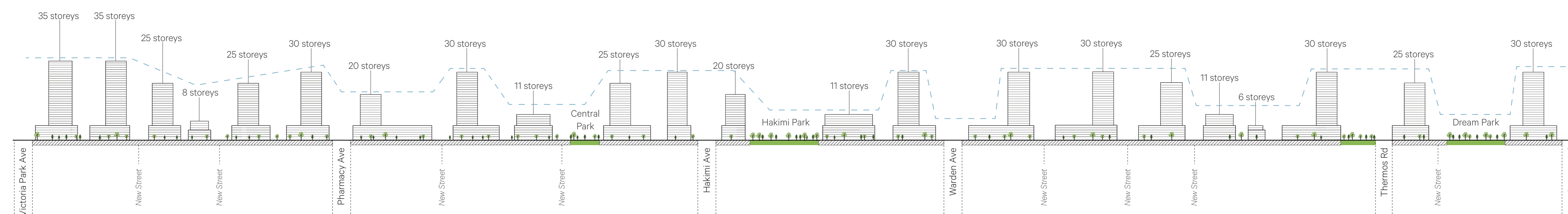
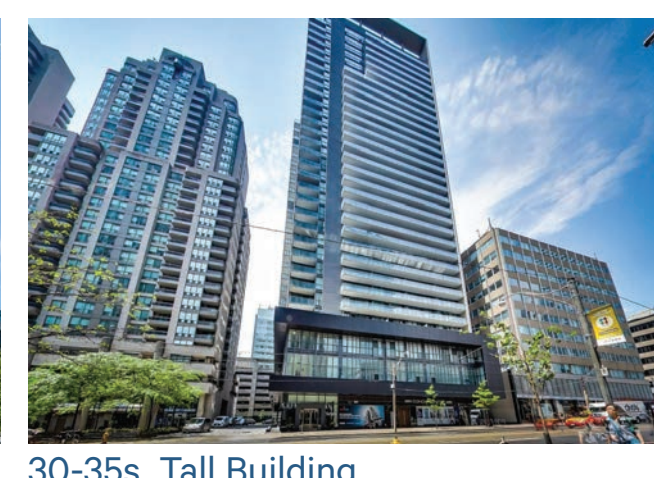
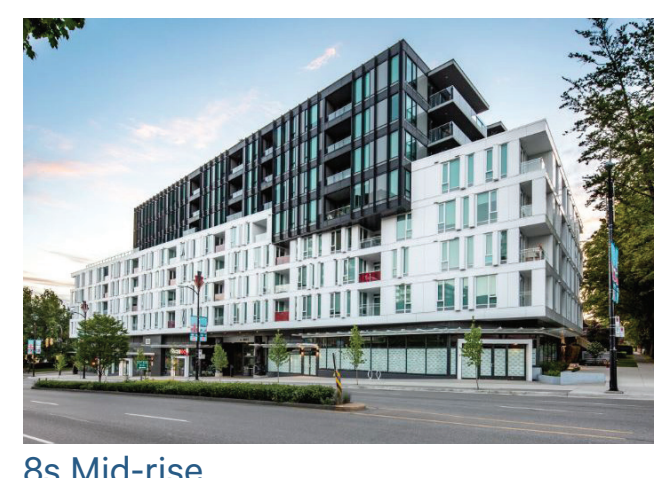
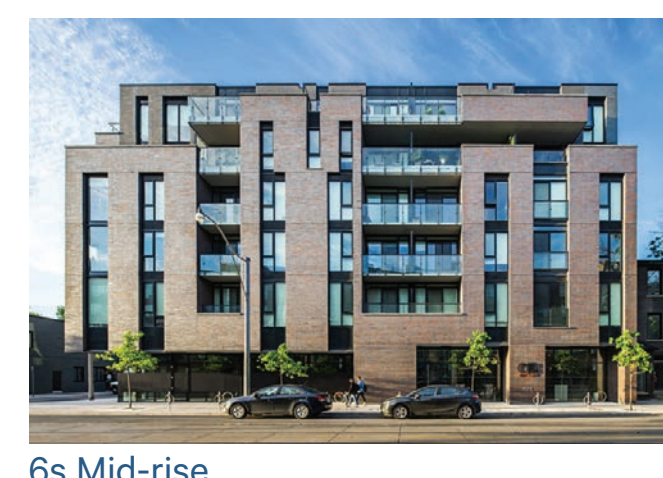
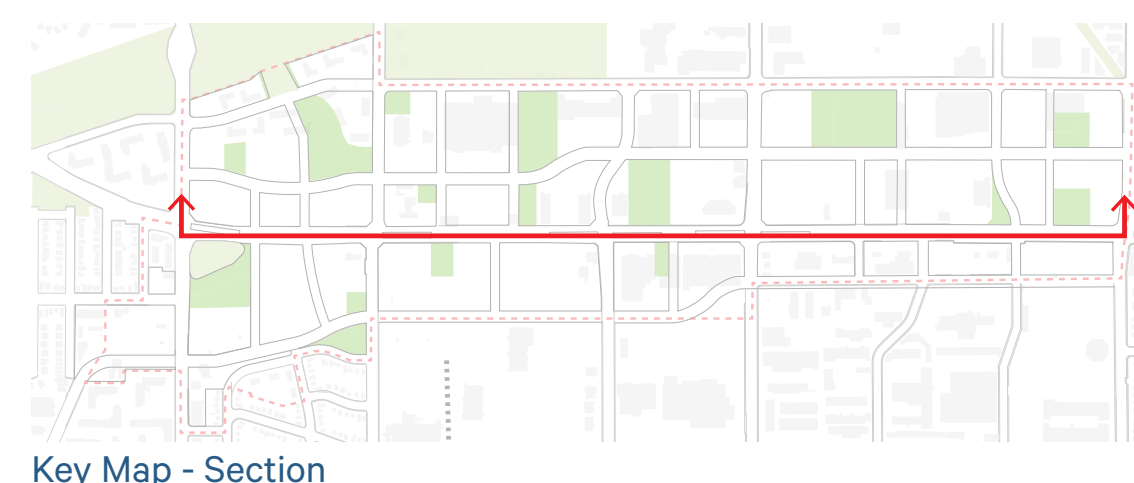
To achieve the long-term vision for a complete, liveable, connected, responsive, and prosperous mixed-use community, built form policies for the Plan are structured around:

- Promoting contextually appropriate and transit-supportive development;
- Defining and contributing to the public realm and Character Areas;
- Implementing appropriate transitions; and
- Supporting a comfortable pedestrian and cycling environment.



Development within the Golden Mile will achieve the built form principles by:

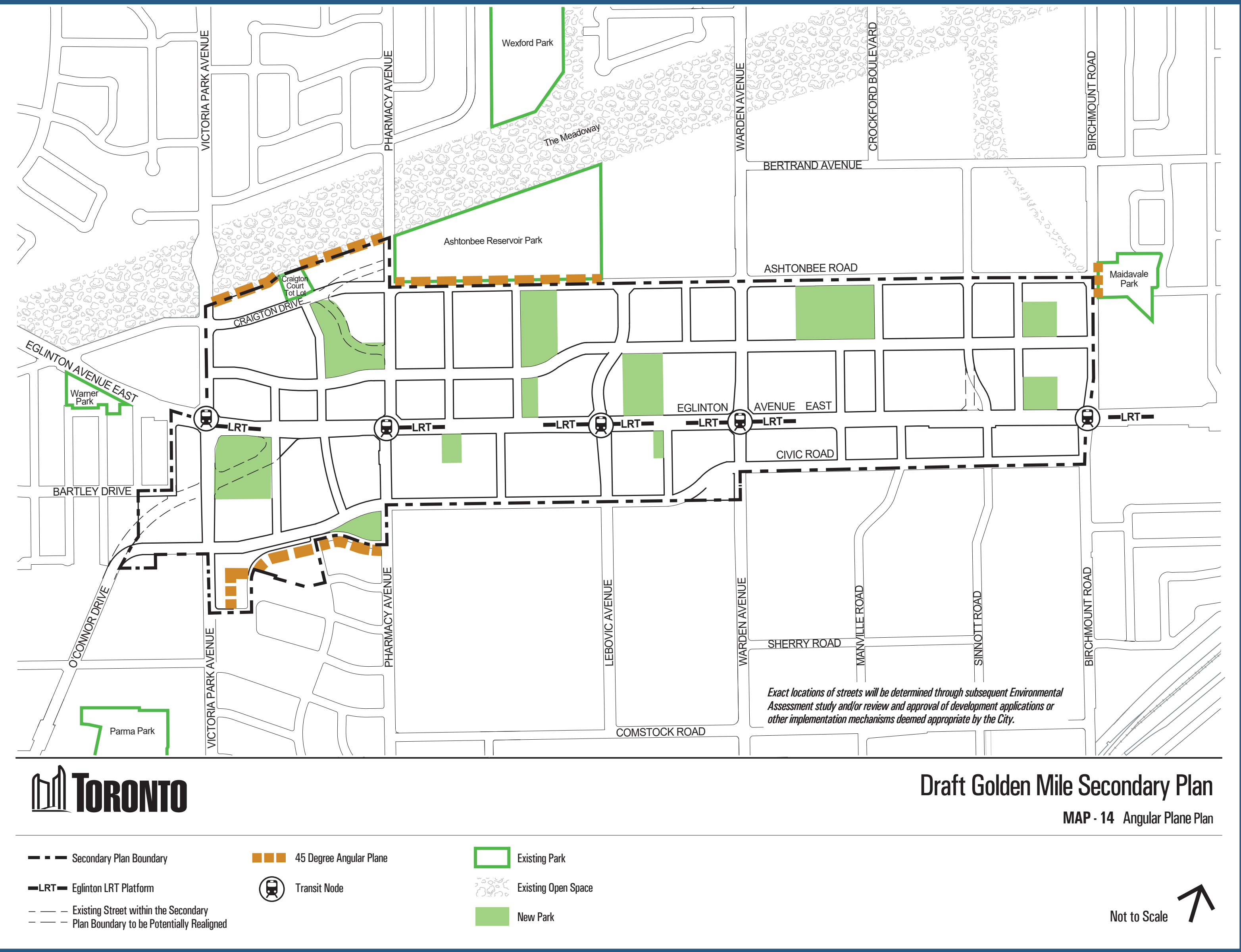
- Providing appropriate building setbacks to support a generous, cohesive, and green public realm.
- Providing active at-grade commercial, residential, community, and institutional uses at appropriate locations, to foster a human-scaled and pedestrian-oriented environment by encouraging activities in the public realm and promoting eyes on the streets, parks, and open spaces.
- Creating at-grade outdoor amenity spaces such as courtyards and gardens to provide opportunities for a variety of activities and social interaction.
- Limiting and screening surface parking and above grade parking structures to mitigate their impact and promote active uses above grade to animate the Golden Mile;
- Providing lower to modest streetwall/base building conditions to promote an overall pedestrian-friendly scale throughout the Golden Mile;
- Providing variety and variation in site configuration, building type, tall building height and tower placement to promote visually interesting streetscapes, diverse pedestrian experiences, and a strong sense of place along the streets, in the Character Areas, and across the Golden Mile;
- Implementing appropriate transition in scale through variation in building form and stepping down of tall building height and base building height, within and between Character Areas;
- Locating buildings under the angular planes from lands designated *Neighbourhoods* and the existing parks and open spaces, to create an appropriate fit between the new Golden Mile community and its existing lower scale surroundings.
- Limiting the shadow and wind impact on streets, parks and open spaces to encourage the usage of these spaces and contribute to a pedestrian and cycling friendly environment, through strategic deployment of density and built form; and
- Providing high quality building and landscape design throughout the Golden Mile, with the greatest emphasis on the Eglinton/Victoria Park Gateway, the Transit Nodes at the ECLRT stops, the new parks, and the existing and new streets, such as Eglinton Avenue East and the new east-west street (Golden Mile Boulevard) north of Eglinton Avenue East.



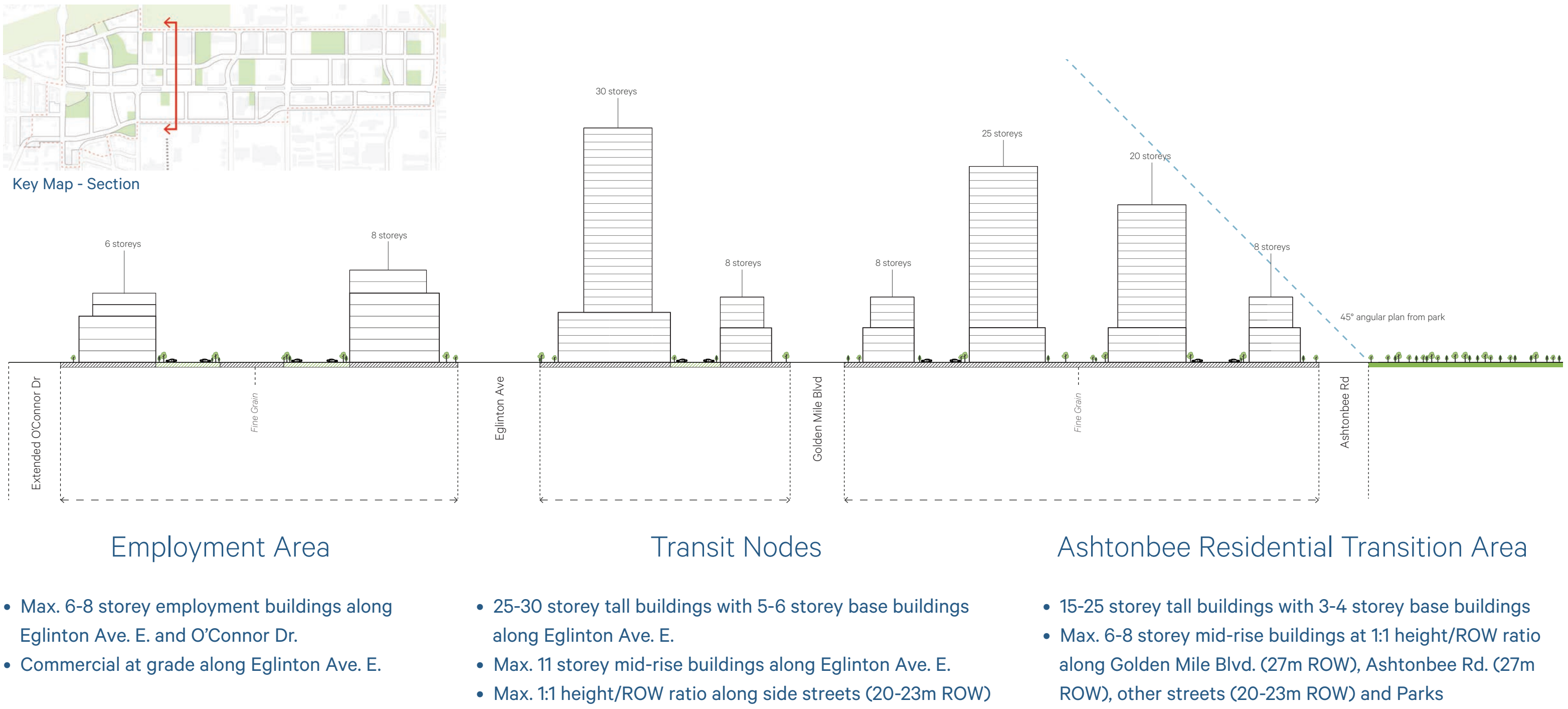
Golden Mile Secondary Plan (Draft)

Built Form

NEIGHBOURHOOD ANGULAR PLANES



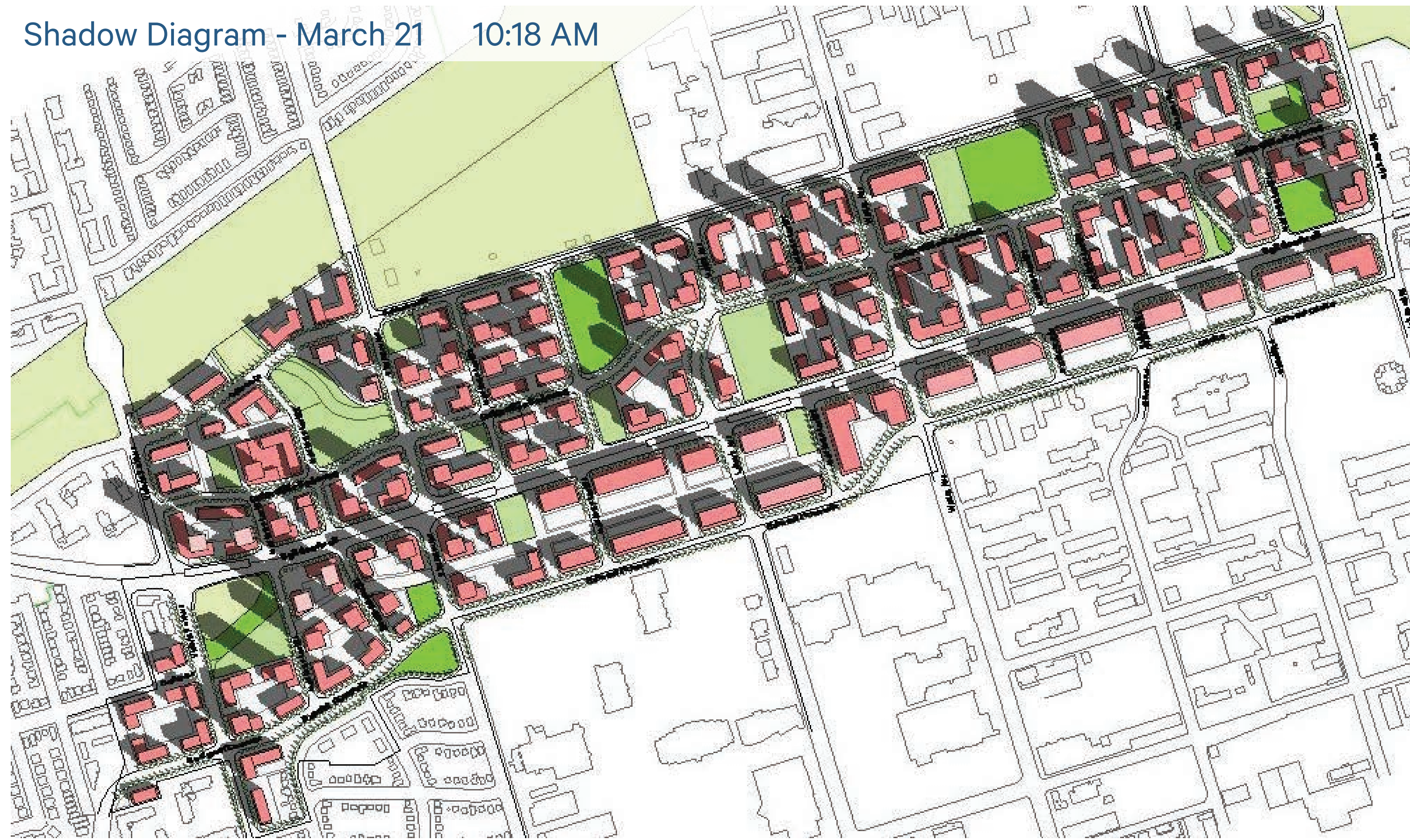
TRANSITION IN BUILDING FORM (TYPE) AND HEIGHT



MINIMIZING SHADOW IMPACT

- Development will locate density and built form strategically and design buildings appropriately to minimize shadows in order to preserve the utility of sidewalks, parks, open spaces, natural areas, childcare centres, playgrounds, schools and other institutional open spaces, private open spaces, outdoor amenity spaces and POPS;
- Development will create no net new shadow for a minimum 5 consecutive hours from 10:18 a.m. to 3:18 p.m. on the existing Parks and Open Space Areas including The Meadowway, Ashtonbee Reservoir Park, Maidavale Park, and Craigton Tot Lot between March 21st and September 21st;
- Development will achieve a minimum of 5 consecutive hours of sunlight from 10:18 a.m. to 3:18 p.m. on 75 per cent of park area for all new Parks and Open Space Areas between March 21st and September 21st;
- Development in the *Mixed Use Areas* on the south side of Eglinton Avenue East will achieve a minimum of 5 consecutive hours of sunlight from 10:18 a.m. to 3:18 p.m. on a minimum 50 percent of the sidewalk on the north side of Eglinton Avenue East between March 21st and September 21st;
- Development in the *General Employment Areas* on the south side of Eglinton Avenue East will achieve a minimum of 5 consecutive hours of sunlight from 10:18 a.m. to 3:18 p.m. on 100 per cent of the sidewalk on the north side of Eglinton Avenue East between March 21st and September 21st; and
- Development will achieve a minimum of 5 – 7 consecutive hours of sunlight from 10:18 a.m. on a minimum 50 per cent of the sidewalk on the north side of the East-West Street #2 (Golden Mile Blvd.) from Victoria Park Avenue to Birchmount Road between March 21st and September 21st.

Shadow Diagram - March 21 10:18 AM



Golden Mile Secondary Plan (Draft)

Demonstration Concept

DEMONSTRATION CONCEPT- 2D



DEMONSTRATION CONCEPT- 3D



Examples of Public Realm and Built Form Elements (Photos Provided by SvN Architects and Planners; 2020.)



11s Mid-rise
(Photo Provided by SvN Architects and Planners; 2020.)



30-35s Tall Building
(Photo Provided by SvN Architects and Planners; 2020.)