

# ReNew Golden Mile: Reconfigured and New Major Streets Environmental Assessment

Second Public Meeting

November 21, 2024



# Land Acknowledgement



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit, as well as the Williams Treaties (which covers Scarborough) signed with multiple Mississaugas and Chippewa bands.





**This meeting is being recorded for  
purposes of creating a meeting  
summary that will be shared with all  
meeting participants.**



# Introductions



## City of Toronto

**Cassidy Ritz** – Project Director, Strategic Capital Coordination Office

**Philip Morse** – Senior Project Manager, Capital Projects and Program, Transportation Services

**Sonali Praharaj** – Senior Project Manager, Major Projects, Transportation Services

**Steve Turco** – Senior Transportation Planner, Transportation Planning

**Nasim Norouzi** – Transportation Planner, Transportation Planning

**Emily Caldwell** – Senior Planner, Community Planning

**Xue Pei** – Program Manager, Urban Design

**Xinqi Wang** – Senior Urban Designer, Urban Design

**Dominic Cobran** – Senior Coordinator, Public Consultation Unit

**Michael Carroll** – Coordinator, Public Consultation Unit

## HDR Consulting Team

**Heather Templeton** – Project Manager

**Justin Jones** – Deputy Project Manager

**Brittany Zhang** – Project Coordinator



# Using WebEx



**WebEx** looks different in some browsers and on mobile.

The screenshot shows the WebEx interface with the following elements and annotations:

- Top Bar:** Webex, Meeting Info, Show Menu Bar.
- Speaking:** Daniela Castellanos Forero (Host).
- Participants (2):** Mark De Miglio (he,him) (Cohost, me), Daniela Castellanos Forero (Host).
- Bottom Bar:** Mute, Start video, Share, Raise Hand, Leave Meeting, Participants, Chat.

Annotations with arrows pointing to the bottom bar controls:

- Enable Closed Captioning:** Points to the CC icon.
- Mute/Unmute Mic:** Points to the Mute button.
- Start/Stop Video:** Points to the Start video button.
- Share Screen:** Points to the Share button.
- Raise Hand:** Points to the Raise Hand button.
- Leave Meeting:** Points to the red X button.
- Open/Close Participants Chat:** Points to the Participants and Chat buttons.

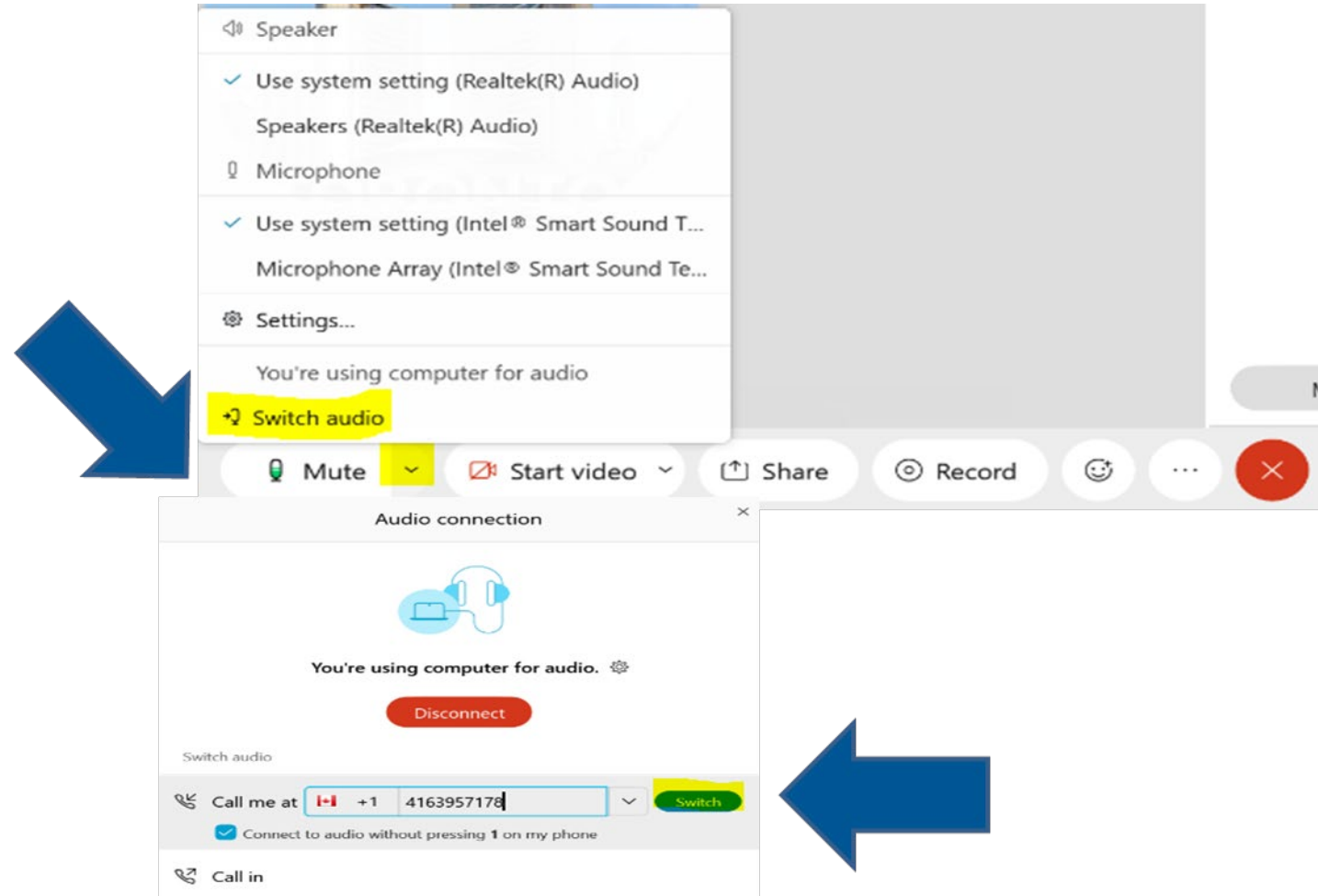


# Webex Functions – Audio Trouble?



## WebEx can call you!

1. Click **the arrow** beside your mute button
2. Click “**Switch audio**”
3. Use “**Call me**” function
  - Enter your phone number
  - WebEx will call your phone
  - No long distance charges





Still Not Working? Try This!



## Call Into the Meeting

Dial: **+1-416-915-6530**

When prompted for a meeting number,  
enter:

**2866 417 7735**



# Participating by Computer

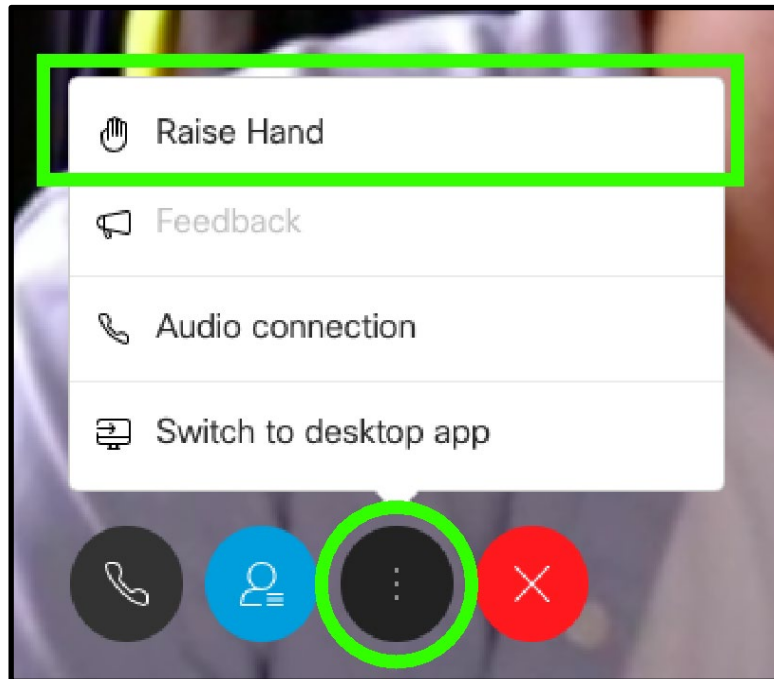


Raise your  
hand or  
type your  
question



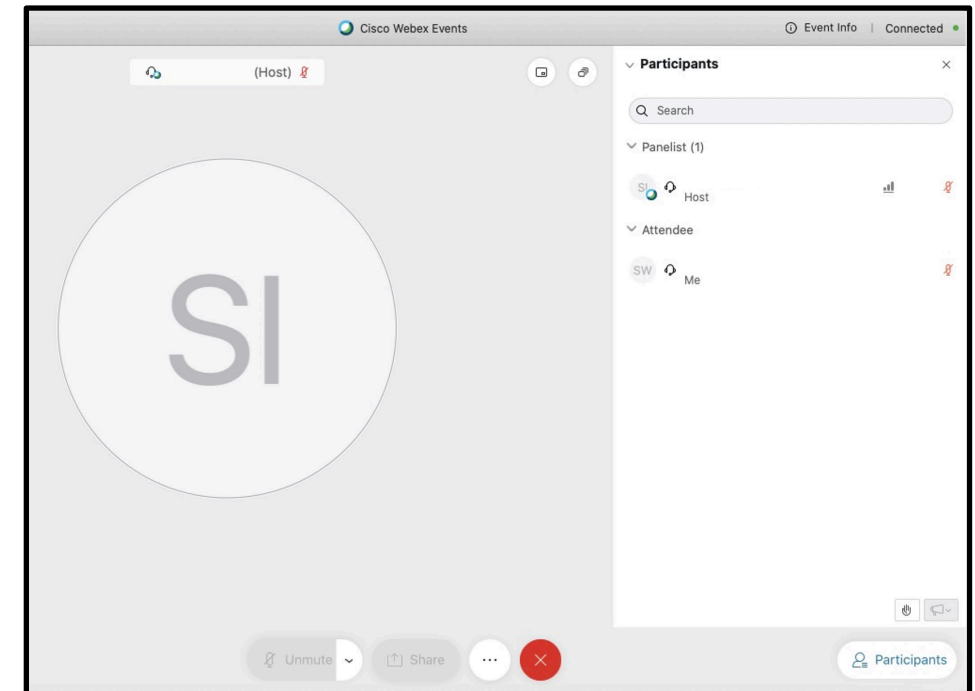
## **Via the internet browser**

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



## **Via the Webex App**

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

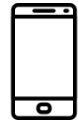




# Participating by Smartphone or Tablet

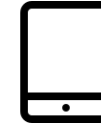
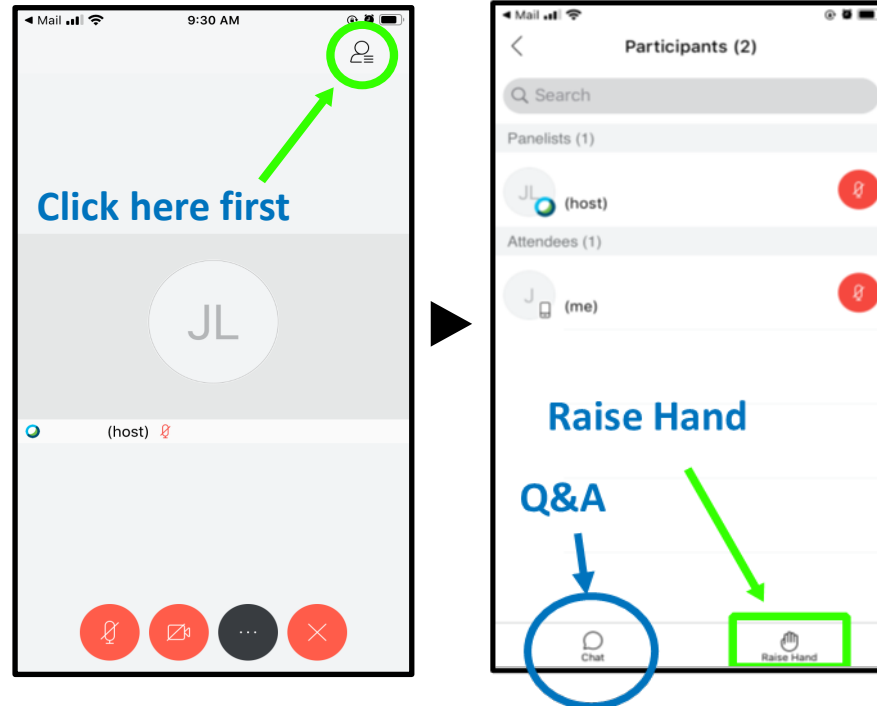


Raise your  
hand or  
type your  
question



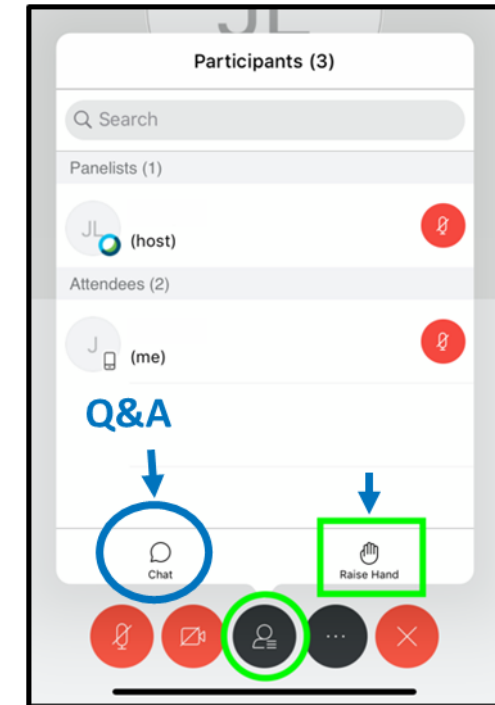
## For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



## For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.





# Raising your hand by phone



- To raise your hand virtually, key in \*3.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A periods, the Host will unmute you and let you know that you can speak



# Code of Conduct



- **Be Patient:** Virtual meetings don't always run as smoothly as planned.
- **Be Brief:** Limit yourself to one question or comment when you are called on to speak.
- **Be Respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

If we do not address your question, staff will follow up with you after the meeting.



# Purpose of Today's Meeting



Study Overview



Recap of Alternatives and Evaluation



Recommended Street Designs



Next Steps



# Study Overview and Recap of the Phase 1 Public Consultation



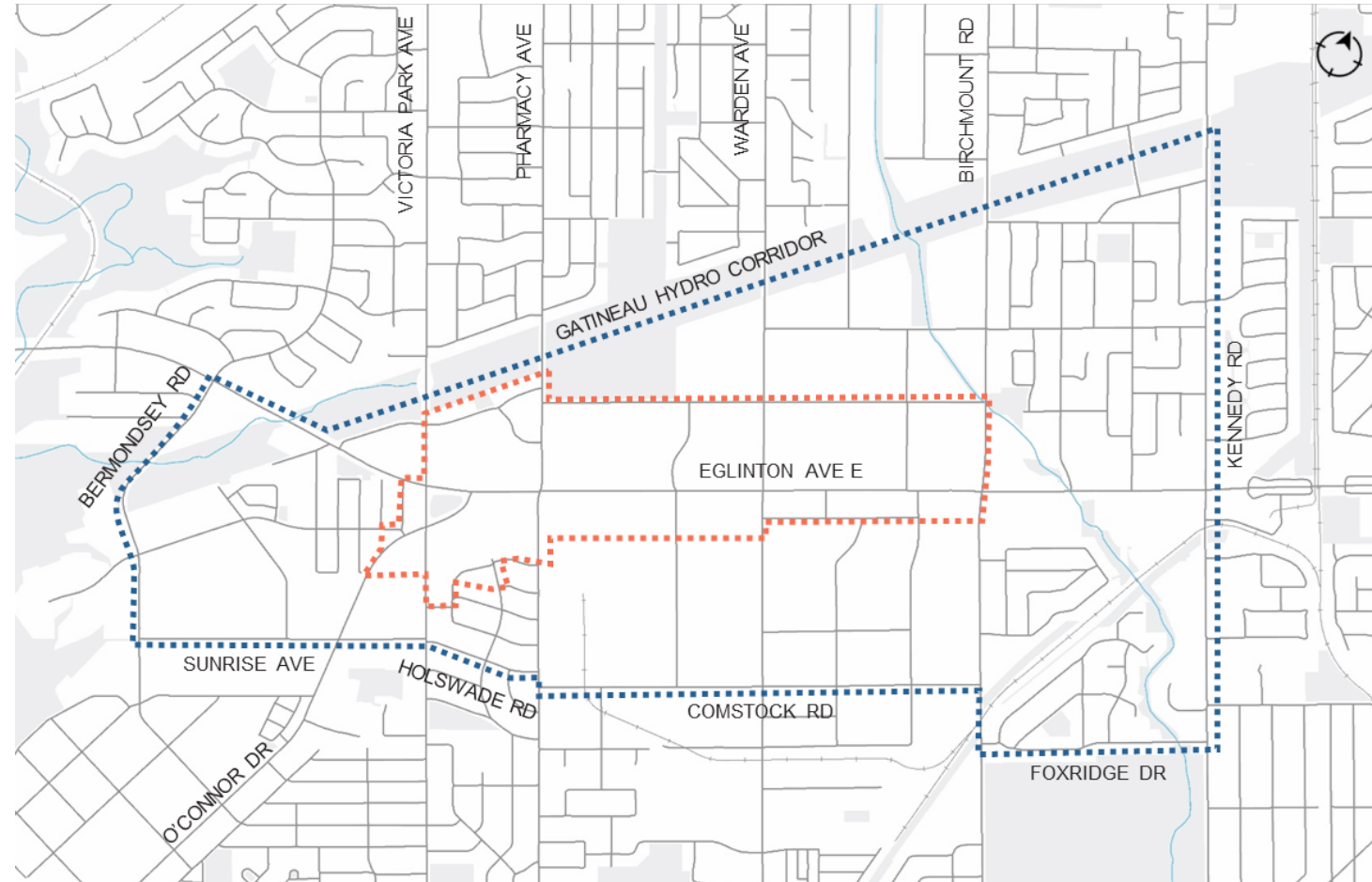


# Study Overview



## Schedule 'C' Municipal Class Environmental Assessment (EA) for transportation infrastructure in the Golden Mile area

- Builds on recommendations from the Golden Mile Secondary Plan (GMSP) completed and Golden Mile Transportation Master Plan (TMP) completed in 2020.
- The study area is bounded by the Gatineau Hydro Corridor Trail to the north, Bermondsey Road to the west, Sunrise Avenue, Holswade Road, Comstock Road, Foxridge Drive to the south, and Kennedy Road to the east.











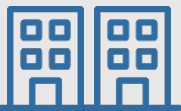

- ..... GM EA Study Area Boundary
- ..... GM TMP Study Area Boundary



# Golden Mile TMP – Problems and Opportunities



The TMP identified the following problems and opportunities within the study area:

| Problem   |   | Opportunity   |   |
|---|---|---|---|
|    | The Golden Mile was planned and built predominantly for cars                              |    | Create comfortable and accessible streets for all ages and abilities                          |
|    | No formal cycling facilities within the area  |    | Create various mobility options where possible to encourage an active community and lifestyle |
|    | Future ECLRT divides and acts as a barrier for pedestrians and cyclists                   |    | Provide safe and convenient connections to future ECLRT transit stops                         |
|   | Existing streets are wide and lack connectivity   |   | Create a finer-grained street network to enhance connectivity                                 |
|  | Large blocks and low-rise buildings setback and separated from streets by surface parking |  | Ensure economic vitality of existing and future business is protected                         |

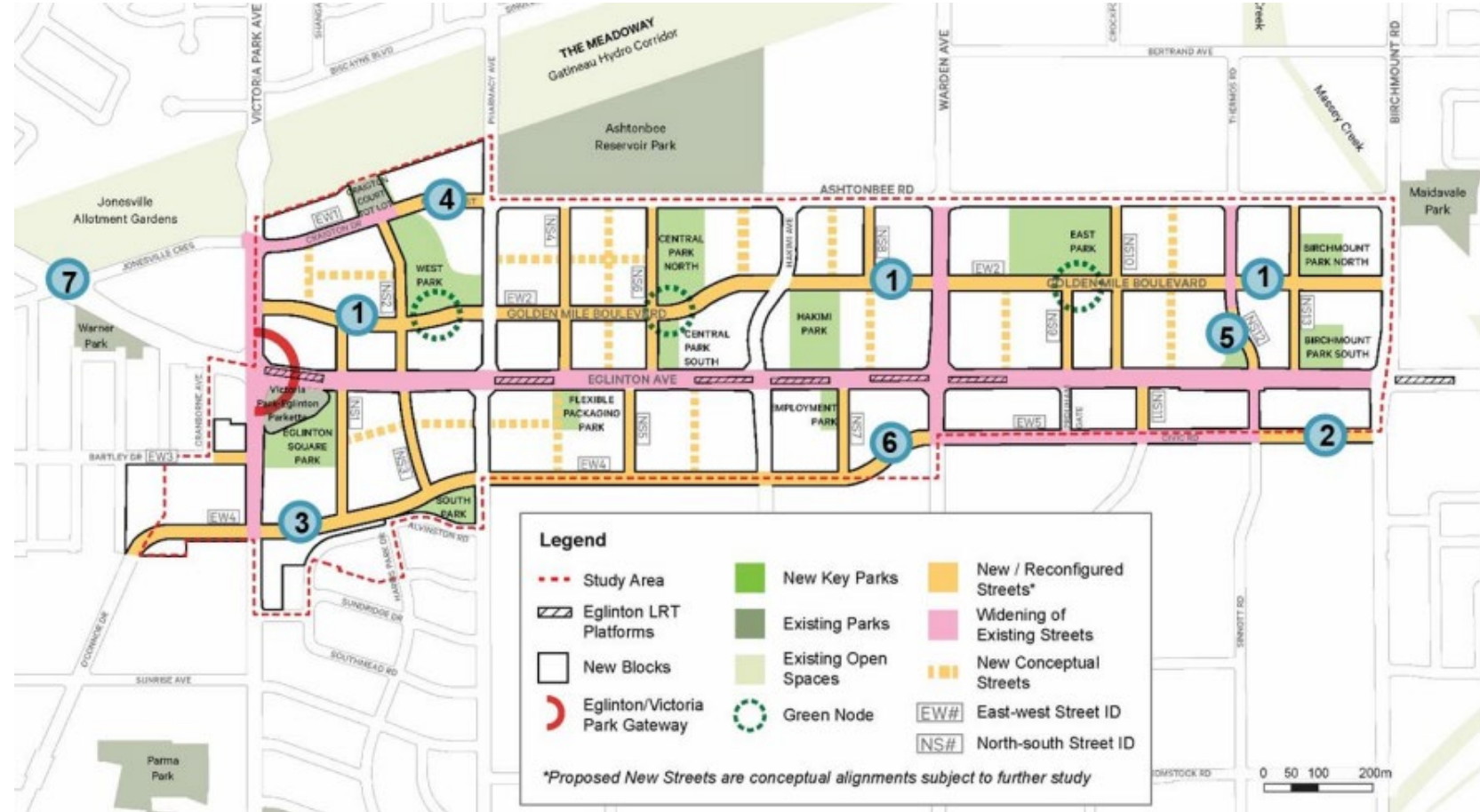


# Golden Mile TMP Preferred Street Network



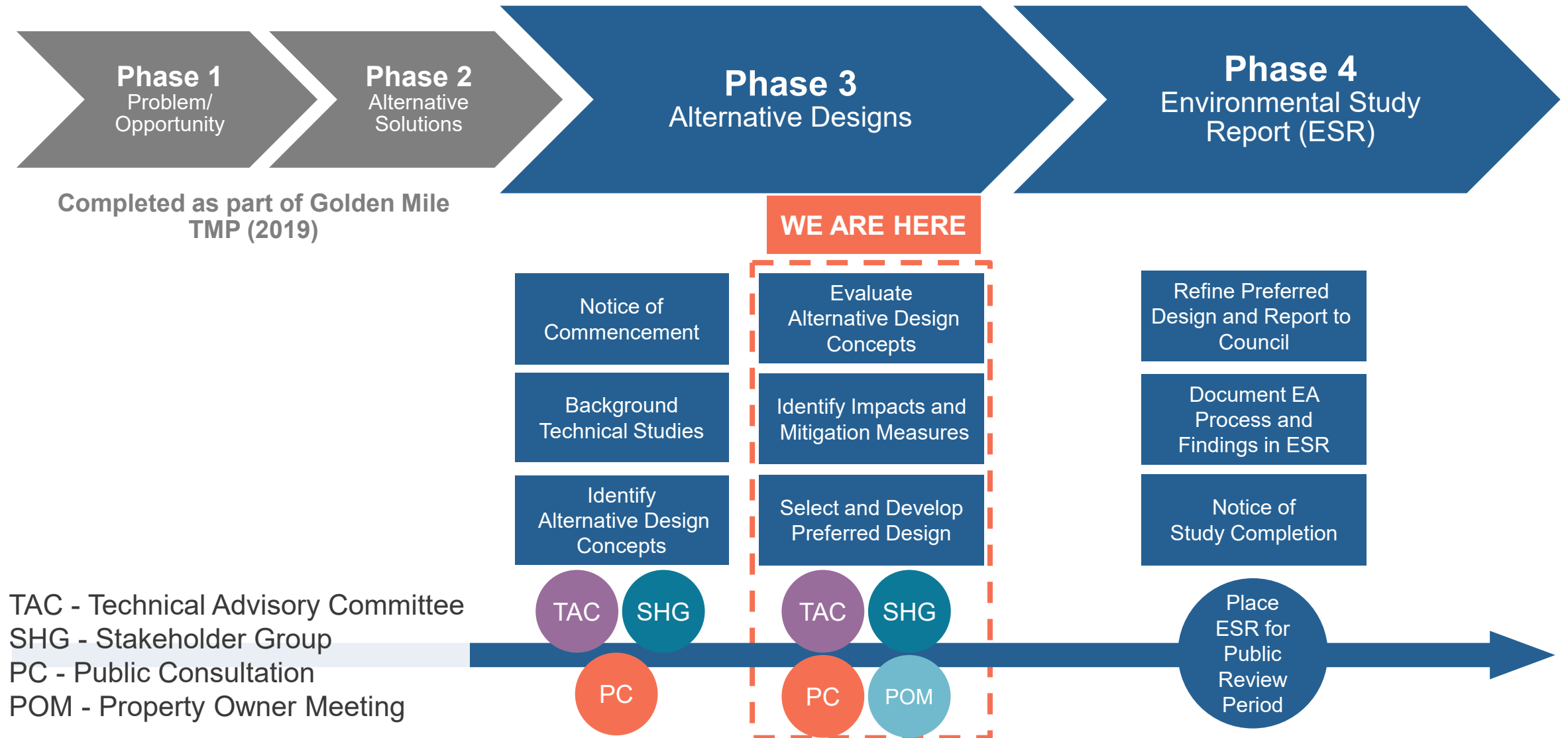
The TMP identified five Schedule C road projects that trigger the requirement to complete Phases 3 and 4 of the MCEA to determine preferred alignments and designs

- ① Golden Mile Boulevard
- ② O'Connor Drive Extension (Pharmacy Ave to Birchmount Rd)
- ③ O'Connor Drive Reconfiguration (West of Pharmacy Ave)
- ④ Craighton Drive/Ashtonbee Road Realignment
- ⑤ Thermos Road/Sinnott Road Intersection



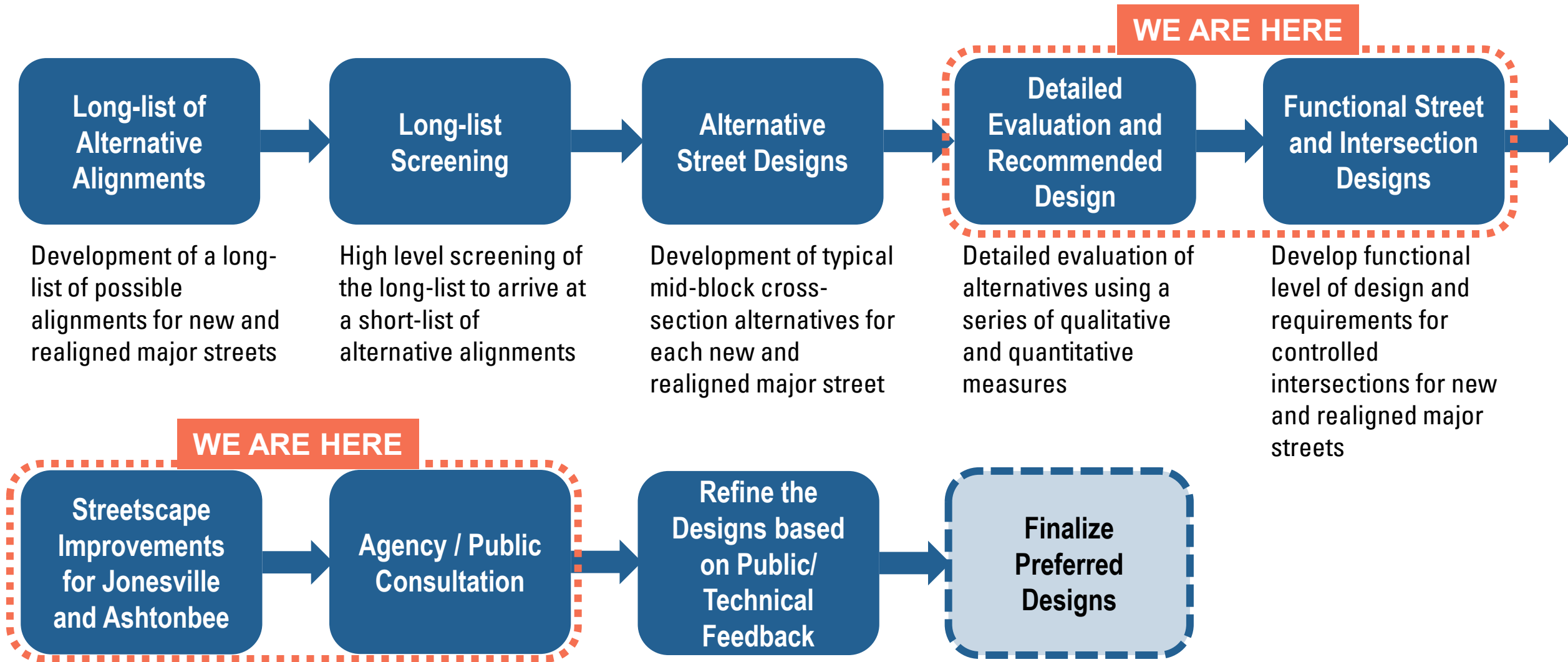


# Municipal Class Environmental Assessment (EA) Process





# Developing Preferred Designs





# Recap of Policies, Plans & Guidelines Informing This Study



This study is informed by several policies, plans and guidelines as instructed by City Council:



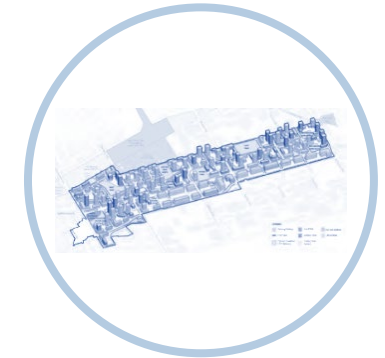
**Official Plan Policies**



**Vision Zero Road Safety Plan**



**TransformTO: Climate Action Strategy**



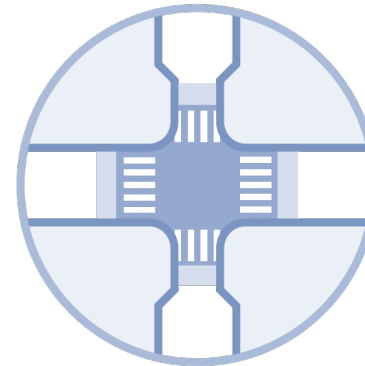
**Golden Mile Secondary Plan & Urban Design Guidelines**



**Green Street Technical Guidelines & Standards**



**Complete Street Guidelines**



**Intersection Design Best Practices**



**Golden Mile Transportation Master Plan**

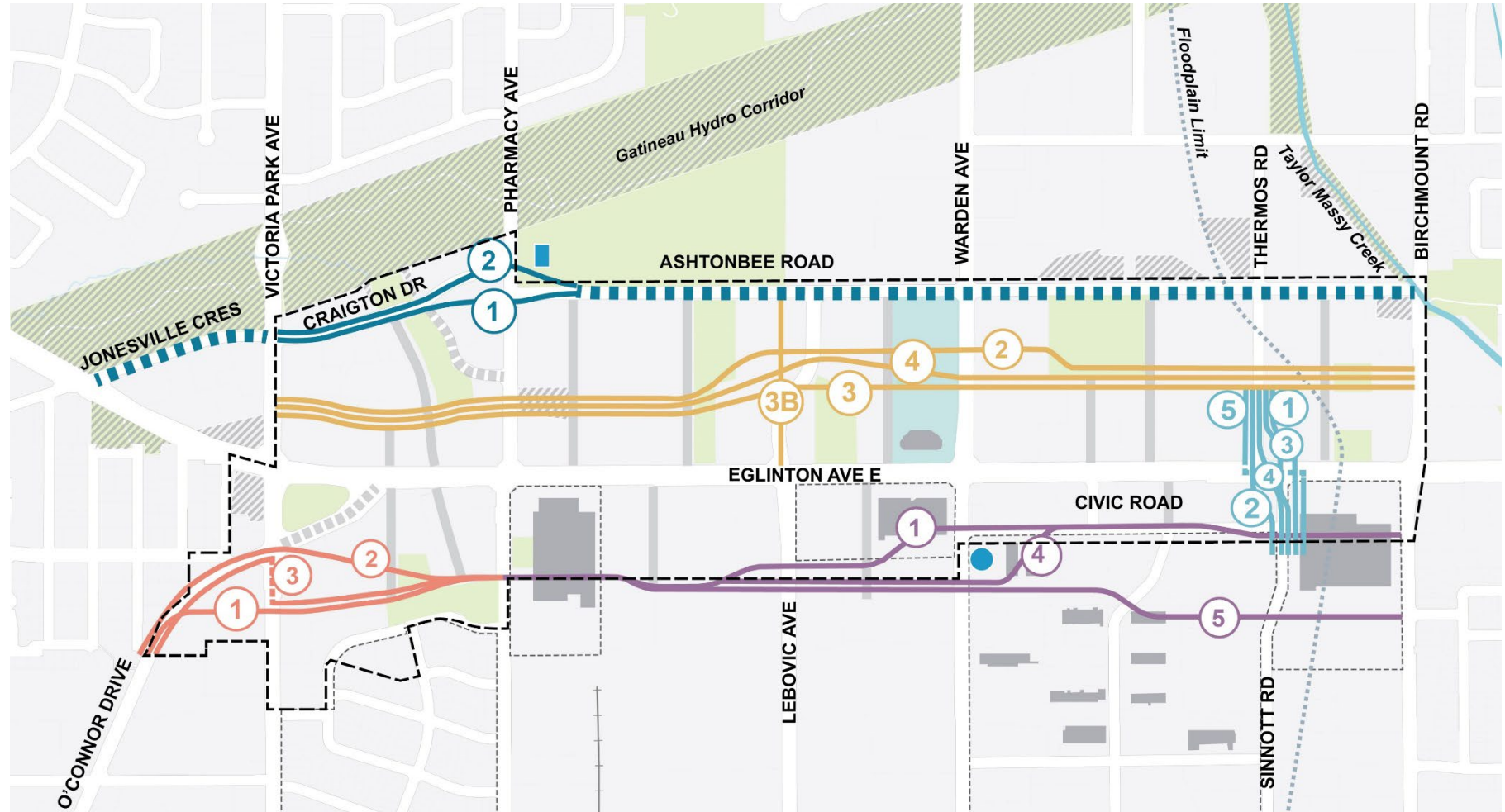


# Recap of the Short-listed Alternative Alignments



A total of 17 short-listed alternative alignments for the five EA street corridors were presented at the first public consultation meeting, highlighted on the map below along with key features of the study area

- ① Short-list Alternatives
- O'Connor Drive Reconfiguration
- O'Connor Drive Extension
- Golden Mile Boulevard
- Reconfiguration of Thermos and Sinnott Roads
- Craigton Drive Reconfiguration
- Ashtonbee and Jonesville Streetscape Improvements
- Streets to be decommissioned
- Toronto Water Tower
- Water Pumping Station
- Potential Cultural Heritage Resource / Building
- Archeological Potential
- Listed on the Heritage Register
- New Conceptual Local Streets
- Existing and Proposed Parks / Open Spaces
- Golden Mile Secondary Plan Area










# Recap of the Alternative Street Designs



A total of **16 mid-block alternative street designs** for the five EA street corridors were presented at the first public consultation meeting. Each mid-block alternative design considered the **Official Plan's planned right-of-way widths**. There were also **design constants** in all of the alternatives and **design variables**

|   | Active Transportation   | Travel Lanes  | Public Realm  | Parking   | Utilities   |
|---|---|---|---|---|---|
|   |  |  |  |  |  |
| <b>Design Constants across the Alternatives</b>       | 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                       |
| <b>Design Variables in the Different Alternatives</b> | 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                                   |

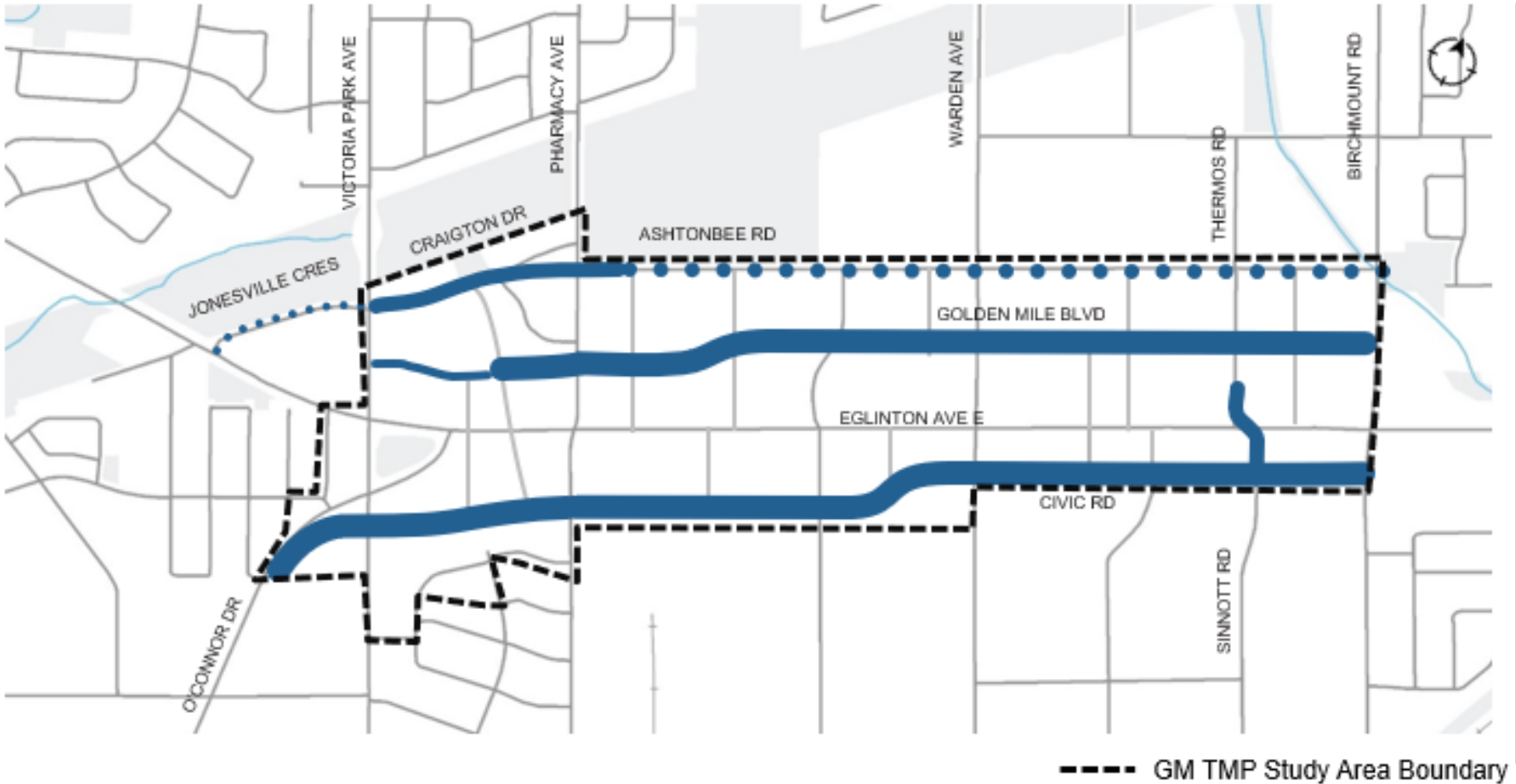


# Recap of Official Plan Street Widths



The widths for each street are based on the planned street widths in the City's Official Plan, as shown below

- 20m Collector Road
- 23m Collector Road
- 27m Collector Road
- Existing Street



*Note: Additional street width may be required at some intersections to allow for the required functionality of the intersection that will be secured in accordance with Official Plan policy 2.2.5. See functional plans.*



# Recap of Evaluation Criteria



An initial set of evaluation criteria to evaluate the alternatives were also presented at the Phase 1 Public Consultation. The evaluation criteria has since been refined to take into account feedback received during the Phase 1 consultation

## Transportation



Creates an Accessible Street Network



Improves Public Transportation



Emergency & Incident Response



Meets Desired Design Criteria and Standards



Multimodal Network Capacity & Efficiency

## Policy Framework



Provides Equitable Transportation Choices



Compatibility with Planning Policy

## Natural Environment



Impacts to the Natural Environment

## Economical



Area Development



Impacts on Private Property and Businesses

## Healthy Communities



Impact to Air Quality



Impact on Noise Levels



Creates Place-making Opportunities



Connects to/from Destinations

## Cultural Heritage



Maintains or Enhances Archaeological Resources & Traditional Uses of Indigenous People



Maintains and Enhance Cultural Heritage Resources

## Engineering and Cost



Engineering Feasibility & Cost



Potential Sources of Soil Contamination



Construction Phasing/Staging



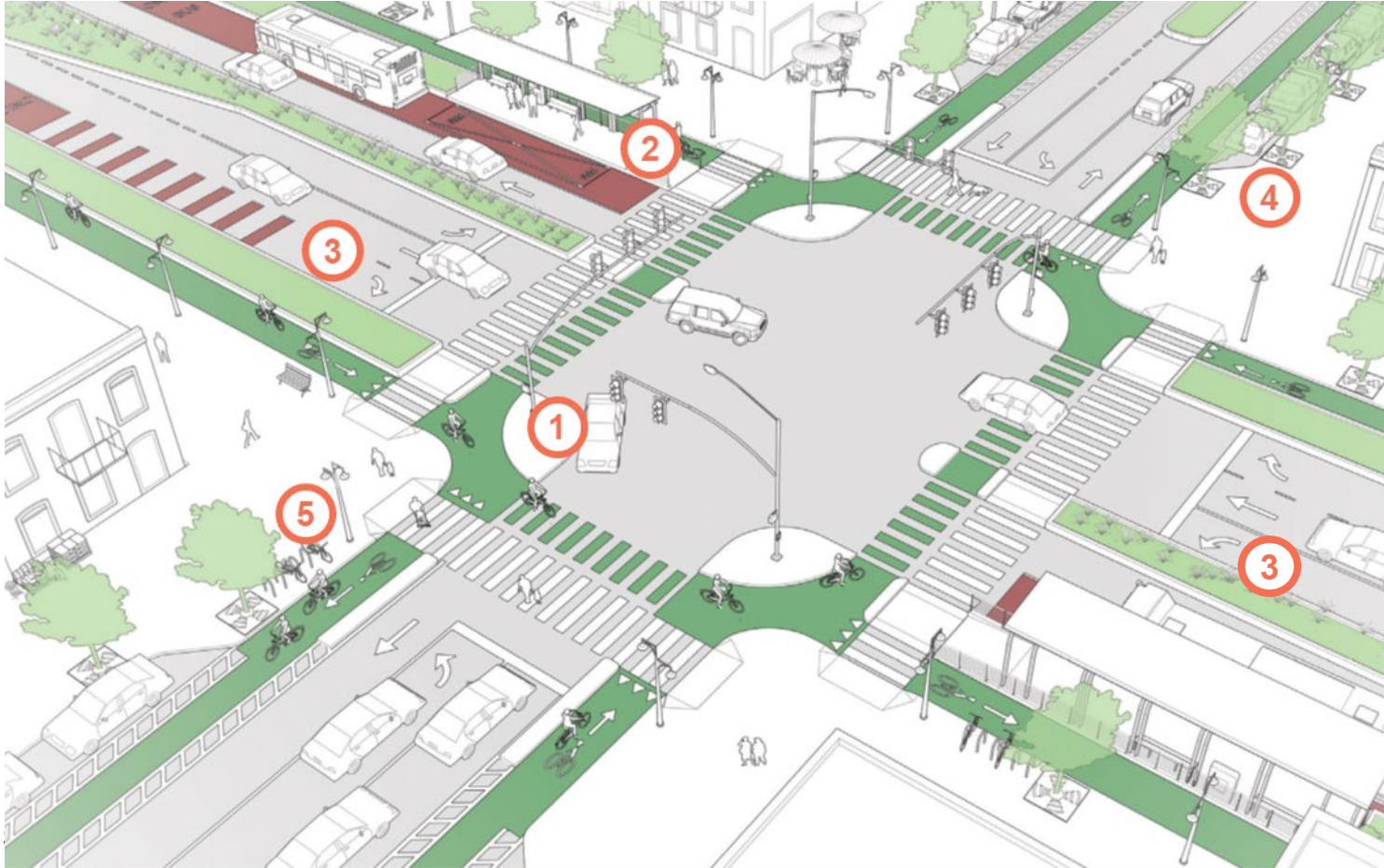
Management of Contaminated Soils



Existing Municipal Infrastructure & Utilities



# Recap of Intersection Features



The Phase 1 Public Consultation identified that protected intersections would be advanced as part of developing recommended designs. In some instances, these types of intersections along with the need to accommodate other functional requirements require additional property. Functional requirements can include:

- ① Corner medians to protect cyclists
- ② Transit stops
- ③ Right and/or Left Turning Lanes
- ④ Green Infrastructure
- ⑤ Traffic poles and light standards



# What We Heard from Phase 1 Public Consultations >>

Phase 1 Public Consultation activities began in December 2022. Activities included **three meetings** between the City and developers, **a virtual Interest Group meeting**, **a virtual public event** and **an online public survey** where the proposed alignments and evaluation criteria were presented. Feedback from the public included the following:



## Desire for Greenspace

Preserving and improving greenspace, including the addition of trees, has been expressed as a top priority



## Traffic Congestion

Maintaining sufficient traffic flow on main roads should be prioritized to reduce traffic on residential roads



## Economic Impacts

Local businesses are important to the community and construction impacts to existing businesses should be strongly considered in the evaluation of alternatives



## Construction Duration, Impacts & Disruption

Resistance to new roads and re-alignments have been strongly expressed due to the potential impacts to residential areas, commercial properties, and community services, such as the ECLRT, from construction



# What We Heard from Phase 1 Public Consultations



Continued common feedback from the public.



## **Pedestrian & Cyclist Safety**

Residents voiced concerns for traffic calming, meeting accessibility requirements, elderly mobility and safety, and wider sidewalks.



## **Parking Availability**

It was noted that existing parking options are expensive and infrequently available. Concerns were raised about parking availability as the neighbourhood continues to grow and change.



## **Amenity Availability**

Concerns were raised regarding the accessibility of grocery and healthcare facilities nearby, and the preservation of original Golden Mile retail such as Eglinton Square Mall.



## **Study Background Information**

Residents wished to learn more about the use of the Transportation Master Plan (TMP) and Secondary Plan (SP) to inform the EA study of future community growth trends and needs of the neighbourhood.



# Alternative Refinement and Evaluation





# Refinements to Alternatives



**Based on feedback during Phase 1 consultation as well as continued discussions with landowners and developers, refinements to some of the Alternatives were made:**

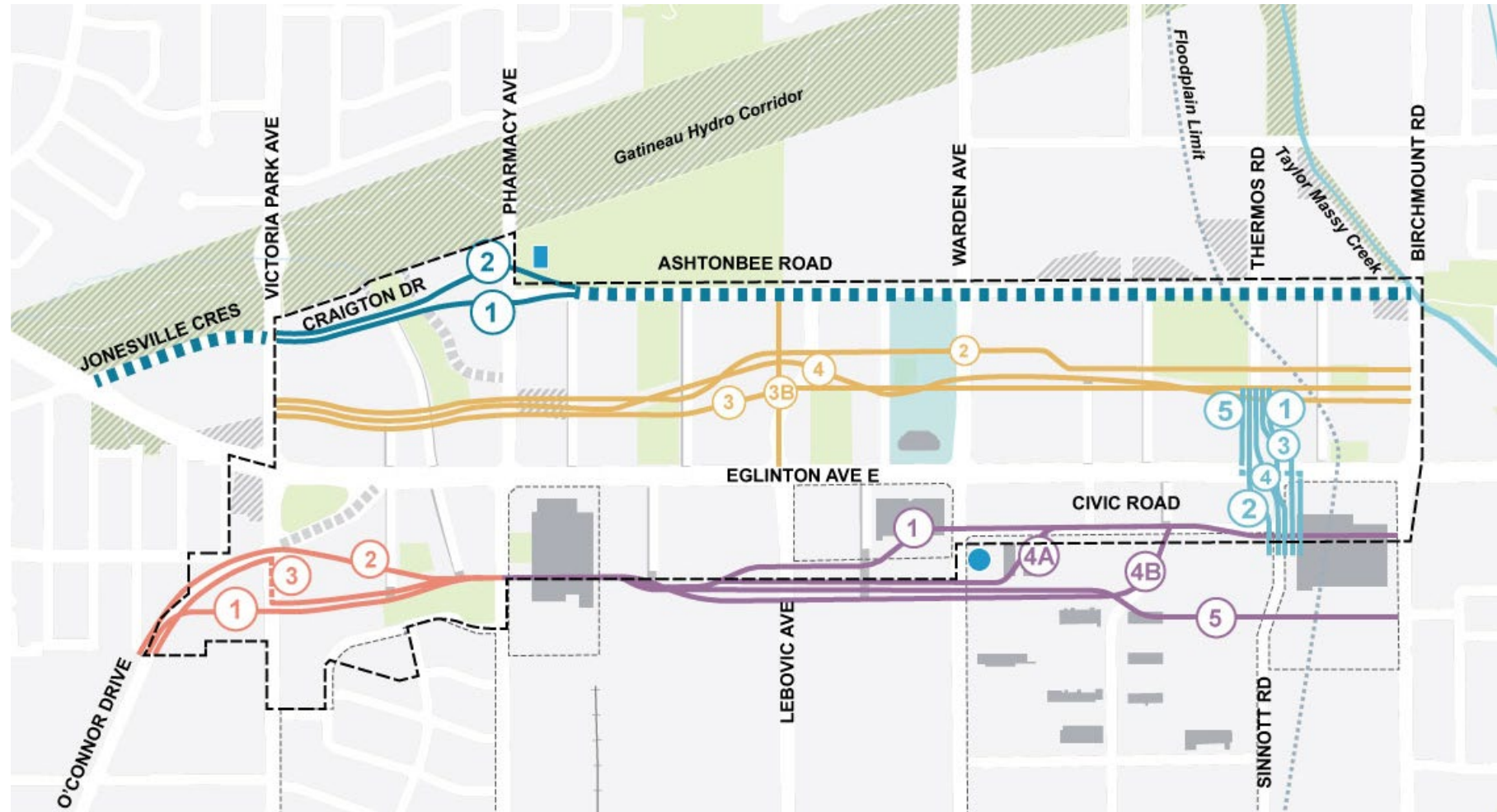
- **Minor adjustments were made to some Alternative Alignments** to reflect feedback and discussions with area developers with active applications:
  - Alternative 4 for the Golden Mile Boulevard;
  - Alternative 1 for the O'Connor Drive Reconfiguration; and
  - Alternative 1 for the O'Connor Drive Extension
- **A new Alternative Alignment (4B) was added and evaluated to the O'Connor Drive Extension.** The new Alignment generally reflected an alternative suggested by a landowner
- **Minor adjustments to street element widths** were made to some Alternative Street Designs to ensure functional intersections and consistent sidewalks



# Final Short-listed Alternative Alignments

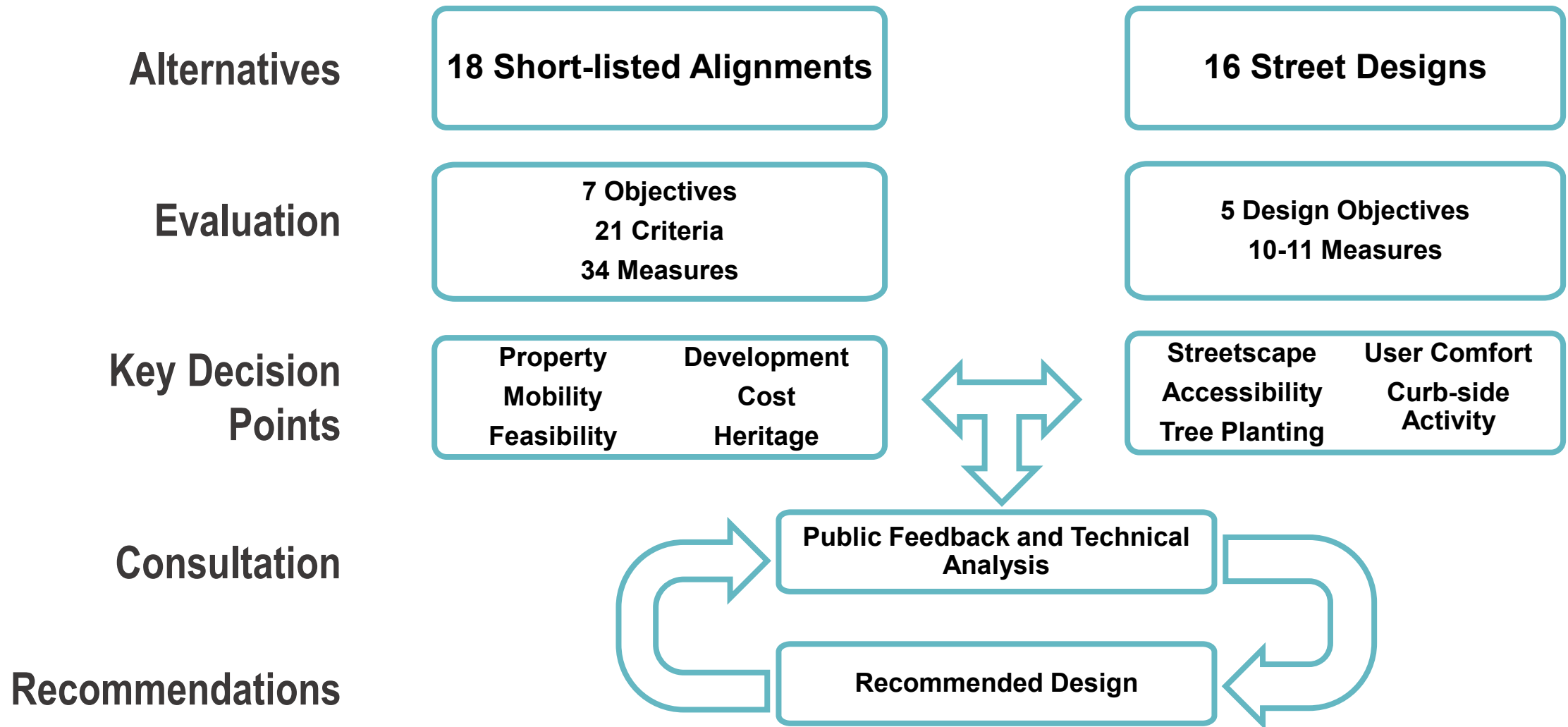


- 1 Short-list Alternatives
- O'Connor Drive Reconfiguration
- O'Connor Drive Extension
- Golden Mile Boulevard
- Reconfiguration of Thermos and Sinnott Roads
- Craighton Drive Reconfiguration
- ■ ■ Ashtonbee and Jonesville Streetscape Improvements
- - - Streets to be decommissioned
- Toronto Water Tower
- Water Pumping Station
- Potential Cultural Heritage Resource / Building
- Archeological Potential
- Listed on the Heritage Register
- New Conceptual Local Streets
- Existing and Proposed Parks / Open Spaces
- Golden Mile Secondary Plan Area





# Evaluation Process





# Discussion Guide Example



The [discussion guide](#) serves as supplementary material that summarizes the evaluation process. It includes information such as alternatives, scoring, and key decision points, helping the reader to understand the reasoning behind each recommendation.

## Recommended Alignments and Designs

### Summary of Recommendation

O'Connor Drive Reconfiguration  
Based on the Street Alignment Evaluation Framework, Alternative 1 is the recommended alternative [...]

## Diagrams Showing the Alternatives

### Alternative Alignments and Designs



## Evaluation and Scoring

### Evaluation Tables

| Category         | Alternative 1 | Alternative 2 | Alternative 3 |
|------------------|---------------|---------------|---------------|
| TRANSPORTATION   | +             | +             | -             |
| POLICY FRAMEWORK | +             | +             | -             |

## Key decision points

### Summary of the Evaluation

**Transportation:** Alternatives 1 and 2 are preferred from a transportation perspective as the continuous connection reduces travel times and [...]



# Evaluating Impact to Private Property



## Type of Property Impact

- Impacts to existing rental residential units
- Impacts to existing business anticipated to remain for the foreseeable future
- Significant loss of development viability and/or status of development approvals to date

- Sites not anticipated to redevelop where the majority of a site or a building is impacted requiring full acquisition

- Minor impacts (e.g. small land area consisting of existing landscaped areas or surface parking)
- Active development sites early in development approvals or sites anticipated to redevelop in the future

## Evaluation Considerations

- Avoid alternatives that impact any existing rental housing due to the housing crisis
- Identify land swap opportunities and policies to support redevelopment in the medium- to longer-term
- Address in evaluation and where possible advance location-specific impact mitigations

- Calculate the land area of the site as part of the evaluation and measure severity depending on total property requirement for an alternative

- Optimize road geometry, where possible, to reduce required land area for minor impacts
- Secure land through development approvals in accordance with the City of Toronto Act and/or Planning Act



# Recommended Alignments and Network












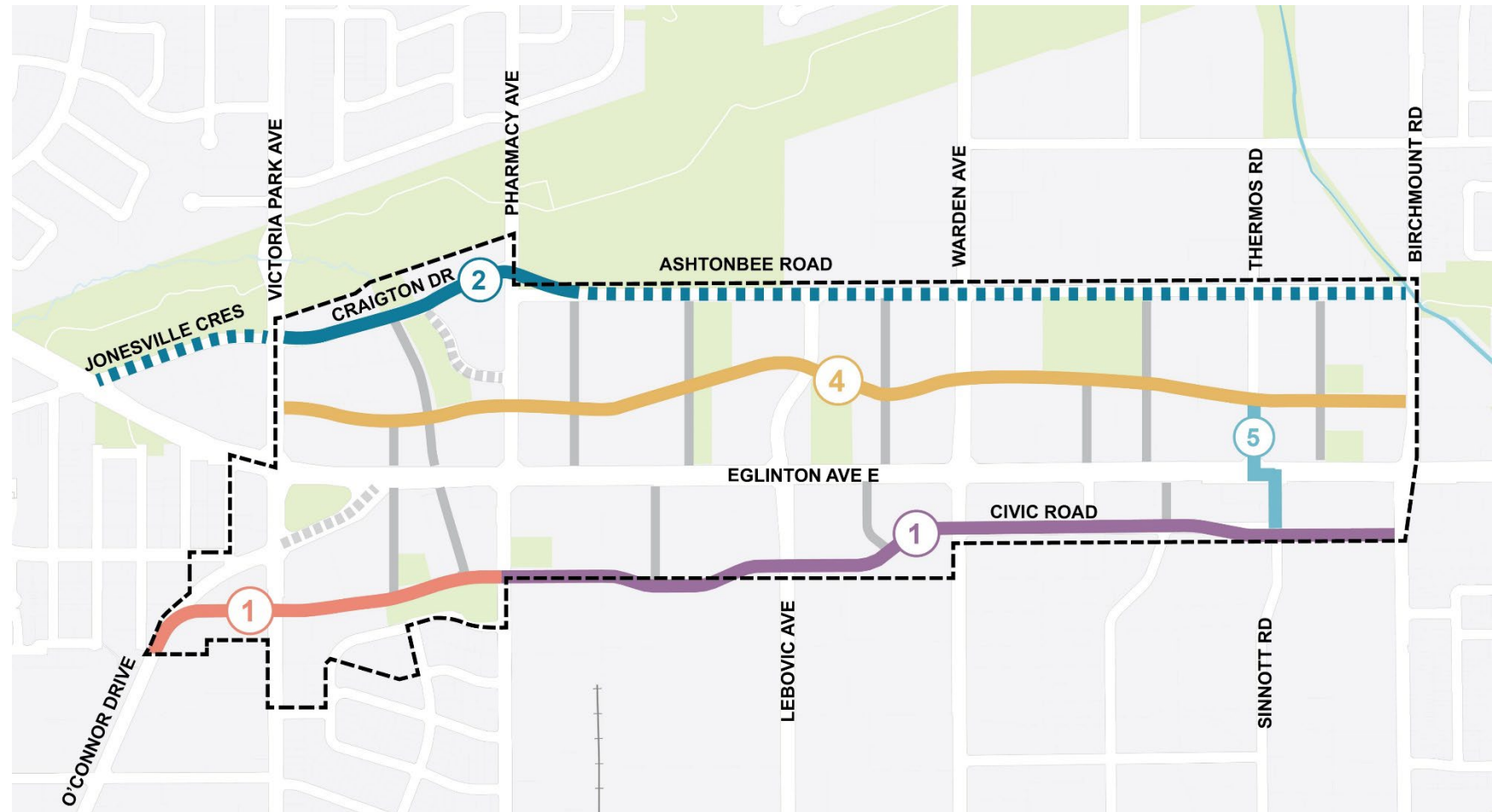


# Recommended Alignments



The diagram below presents the recommended street alignments based on a detailed evaluation of alternatives and through feedback from the public and various agencies and landowners

-  O'Connor Drive Reconfiguration
-  O'Connor Drive Extension
-  Golden Mile Boulevard
-  Maintain off-set intersection at Thermos Road and Sinnott Road with improvements
-  Craigton Drive Reconfiguration
-  Ashtonbee Road and Jonesville Crescent Streetscape Improvements
-  Streets to be decommissioned
-  Conceptual local streets, not part of the EA
-  Golden Mile Secondary Plan Area





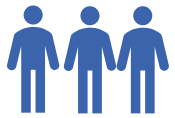
# Future Traffic Needs and Performance



Future population and employment growth will continue to increase travel into, out of and within the Golden Mile.

New development will create a compact, mixed-use community that supports more trips by transit, walking and cycling and reduces reliance on cars.

## Previous GMSP Forecast



43,000

Population



20,000 of employment is forecasted in both the GMSP and the updated forecast

## Updated Forecast Based on Development Trends

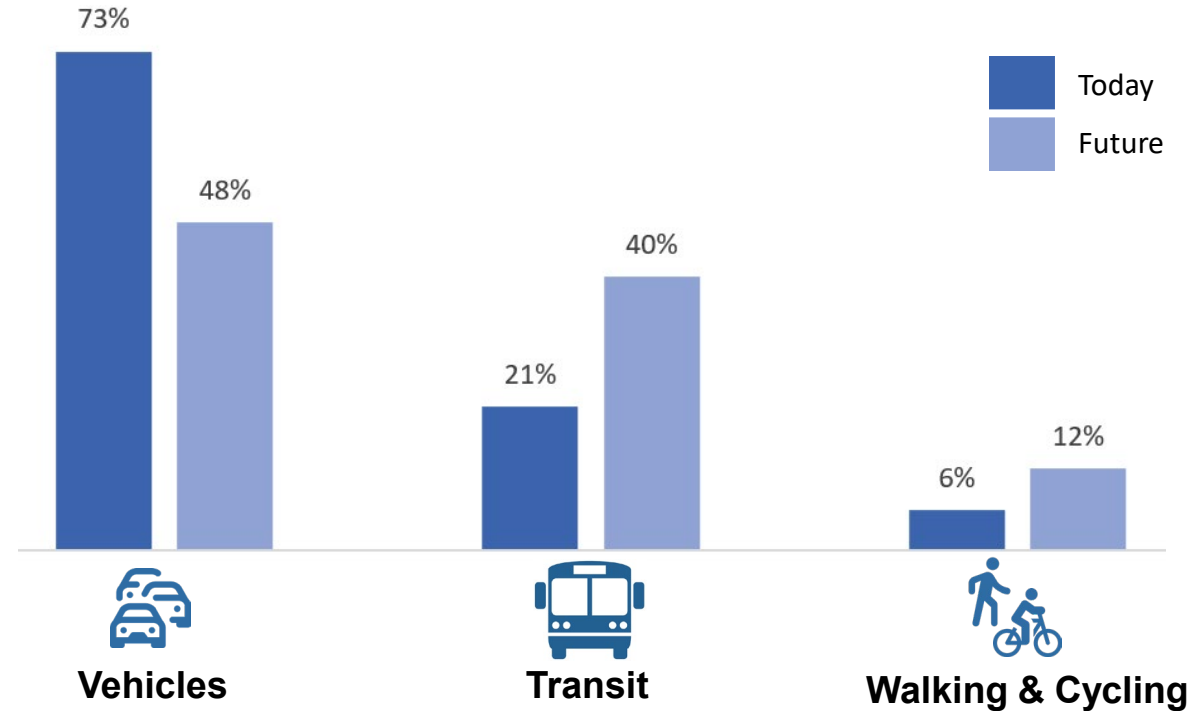


57,500

Population



Many people in Golden Mile drive for short trips. In the future, more people will live or work near rapid transit stations. The wider sidewalks and cycle tracks will encourage more walking and cycling for short trips.





# Future Traffic Needs and Performance



The future (2041) P.M. Peak traffic operations analysis or traffic modelling completed for the recommended street network illustrates below that overall traffic flows as expected for the PM Peak Hour.



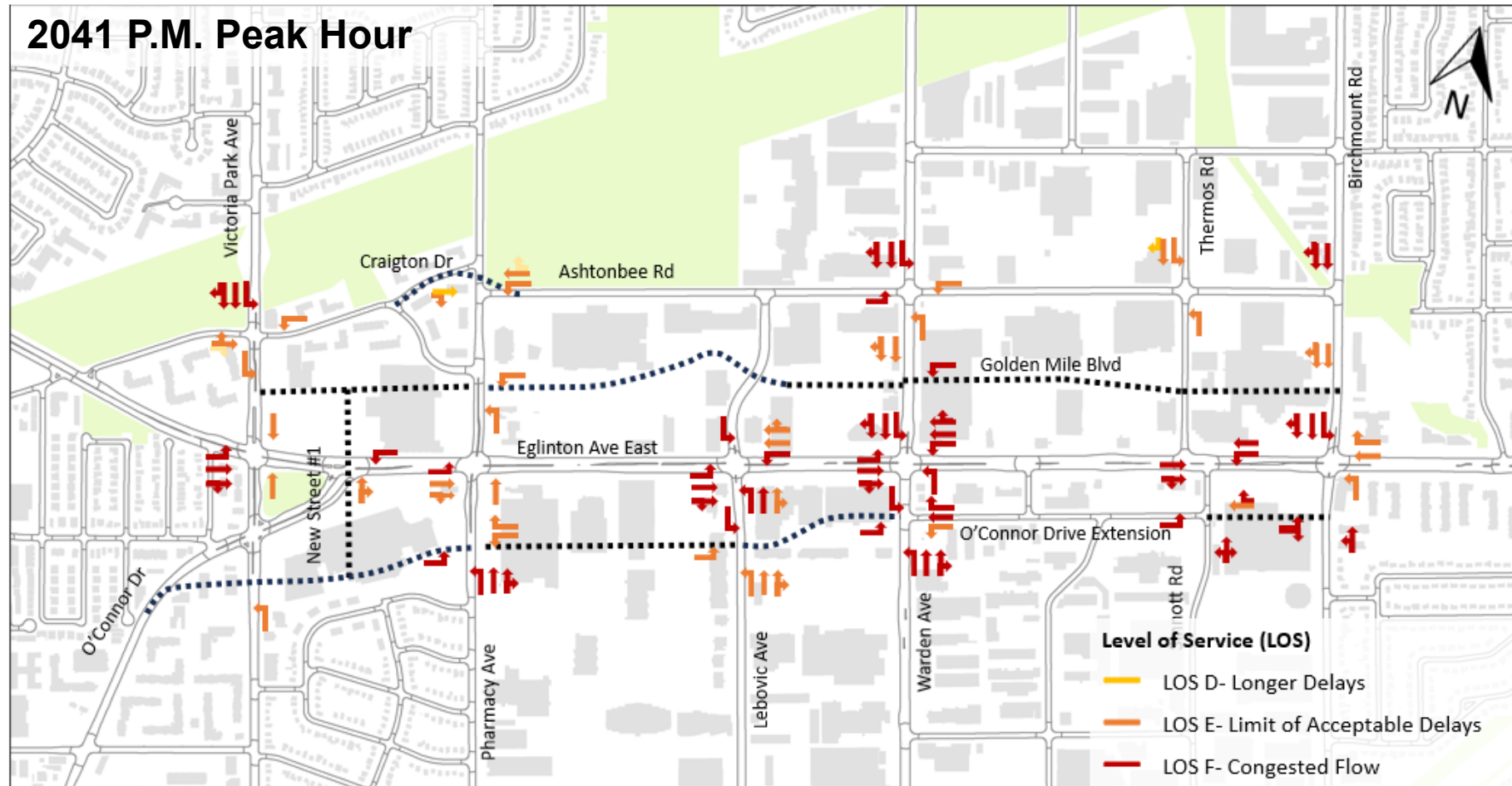
| Modelled LOS and Travel Delay (sec)        |                 |
|--|-----------------|
| <span style="color: green;">■</span>       | LOS A (0 - 10)  |
| <span style="color: lightgreen;">■</span>  | LOS B (10 - 20) |
| <span style="color: yellowgreen;">■</span> | LOS C (20 - 35) |
| <span style="color: orange;">■</span>      | LOS D (35 - 55) |
| <span style="color: red;">■</span>         | LOS E (55 - 80) |
| <span style="color: darkred;">■</span>     | LOS F (over 80) |



# Future Traffic Needs and Performance



The future (2041) traffic operations analysis results illustrate where delays are anticipated at intersections in the Golden Mile shown as Level of Service (LOS).



Level of Service (LOS) reflects the experience a road user can expect at an intersection. LOS ranges from A to F, where “A” represents a generally smooth travel through the intersection, whereas “F” signifies that delays can be expected.

Only travel movements with LOS E or F are shown in the graphic below, all other movements are anticipated to function at a level of D or higher.

In an urban setting like the City of Toronto, it is common to encounter LOS E or F at a busy intersection.



# Recommended Street Network




Detailed transportation analysis also informed intersection controls and confirmed the closure of specific street segments


Several existing roads are proposed to be closed:


- The portion of Craigton Drive between Rannock Street and Pharmacy
- Eglinton Square from Victoria Park Avenue to Eglinton Avenue
- The portion of O'Connor Drive from the realignment to Eglinton Square.
- Access to Bartley Drive would be closed from O'Connor Drive.



 New signals proposed at certain major intersections with significant traffic volumes

 New Stop signs

 Existing signals

 Existing streets proposed to be closed



# Recommended Transit and Eco-mobility Network

The diagram below presents the transit, cycling and eco-mobility hub network proposed in the study area, which will provide people with choice on how to move around and help people connect to destinations, day-to-day activities and to the broader city sustainably

- New Cycle Tracks on EA streets
  - New Multi-use Trail on Jonesville Avenue
  - Existing Bike Lanes on Eglinton Avenue
  - Planned Bikeway Connection (Victoria Park Avenue Complete Street Feasibility Study)
  - Planned Bikeway Connection on Non-EA streets
  - Existing Meadowway multi-use trail
  - Planned multi-use trail
  - Eglinton LRT
  - Transit priority improvements
  - Existing and Proposed Parks / Open Spaces
  - Golden Mile Secondary Plan Area
- Ecomobility Hubs**
- Large Scale (Transit Interchanges at LRT stops)
  - Medium Scale (Autos, Bikes)
  - Small Scale (Bike Share)





# Craigton Drive Reconfiguration

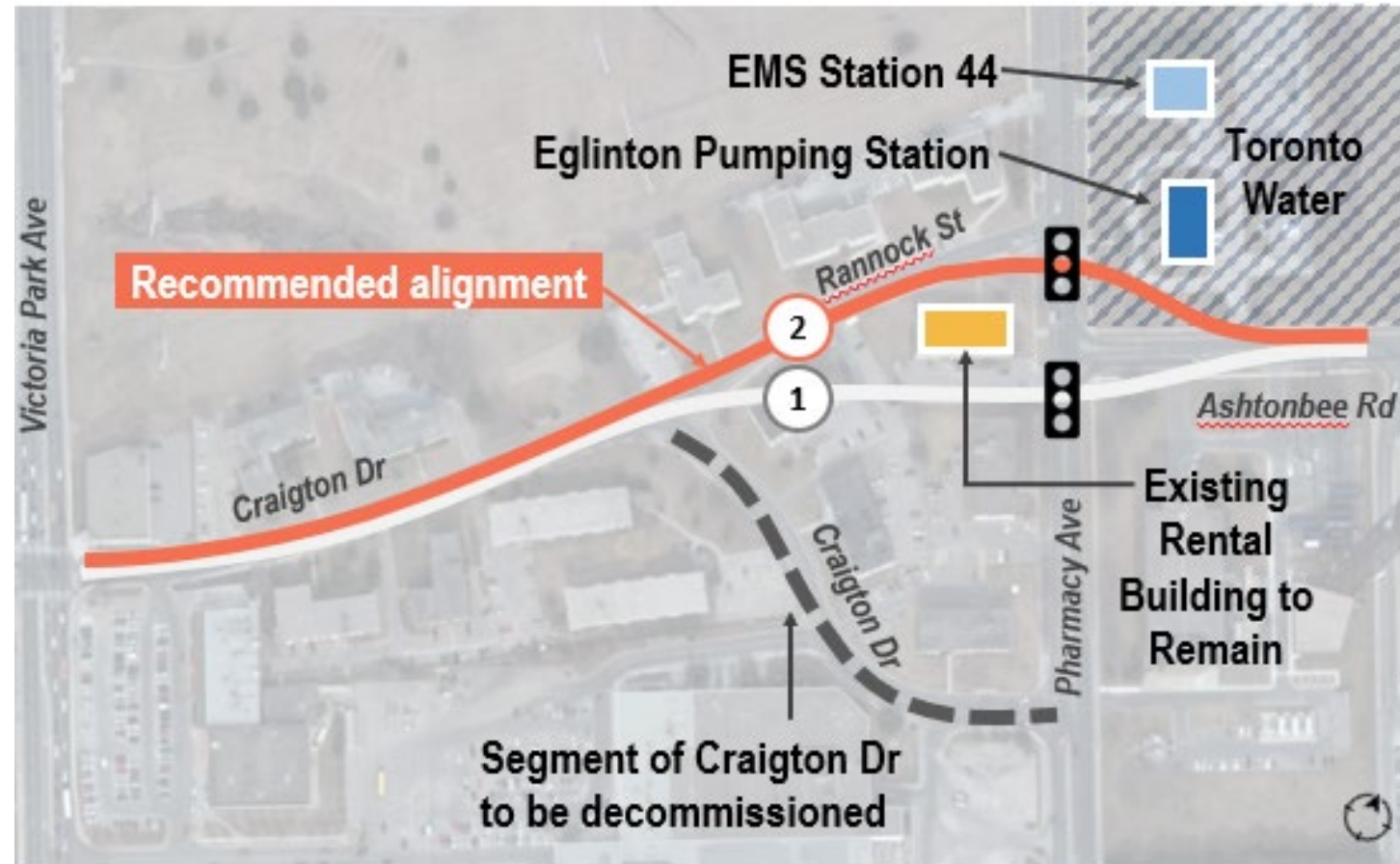
## Additional Analysis at Preliminary and Detailed Design



**The Craigton Drive Reconfiguration recommendation requires additional mitigation measures in order for the realignment to proceed to maintain and protect for future operations of the Eglinton Pumping Station**

Transportation Services will complete more detailed analysis during preliminary and detailed design of the re-aligned street to:

- Reduce impacts to transmission mains and water valves that would be located under the roadway;
- Include safety measures to protect the Pumping Station building; and
- Relocate the EMS station within the area or reduce its footprint to free up land in the northwest quadrant of Toronto Water's site to ensure Toronto Water has sufficient contiguous land for the critical water infrastructure needs and long-term operational and maintenance requirements.





# O'Connor Drive Reconfiguration

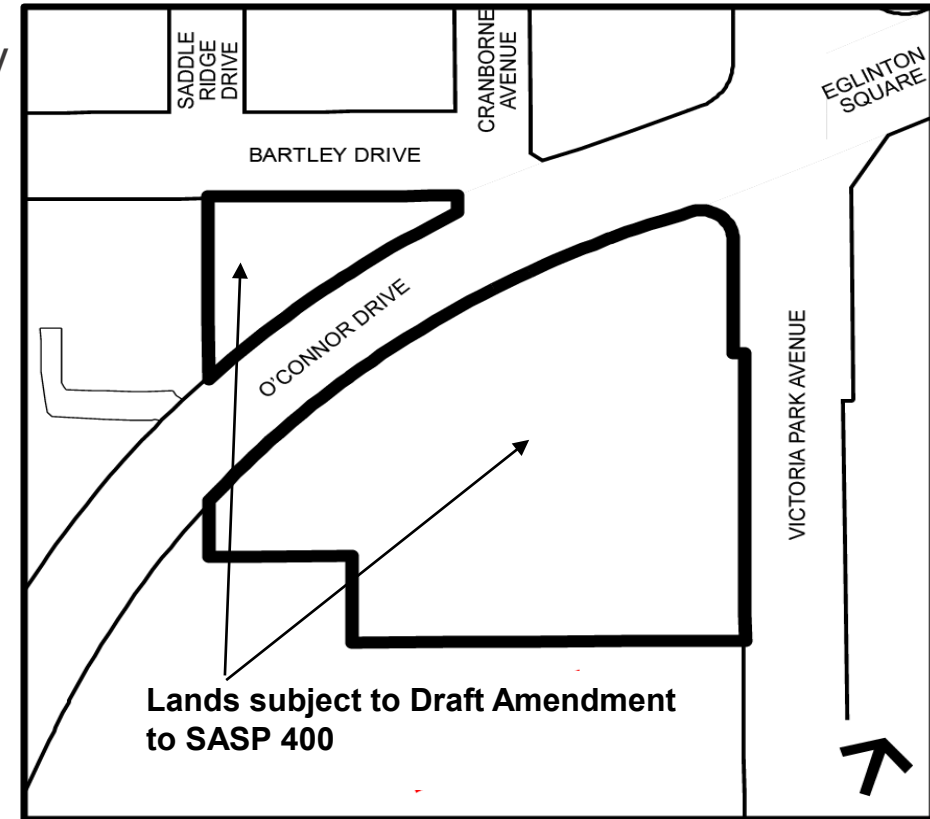
## West of Victoria Park Avenue



**O'Connor Drive Reconfiguration has implications for the lands west of Victoria Park Avenue to be addressed through Official Plan policies**

City staff are drafting amendments to Site Area Specific Policy (SASP) 400 in the Official Plan to provide direction on:

- Requiring consolidation of lands to deliver the O'Connor Drive Reconfiguration through development approval
- Built form, land use and public realm objectives
- Potential implementation mechanisms





# O'Connor Drive Reconfiguration

## East of Victoria Park Avenue

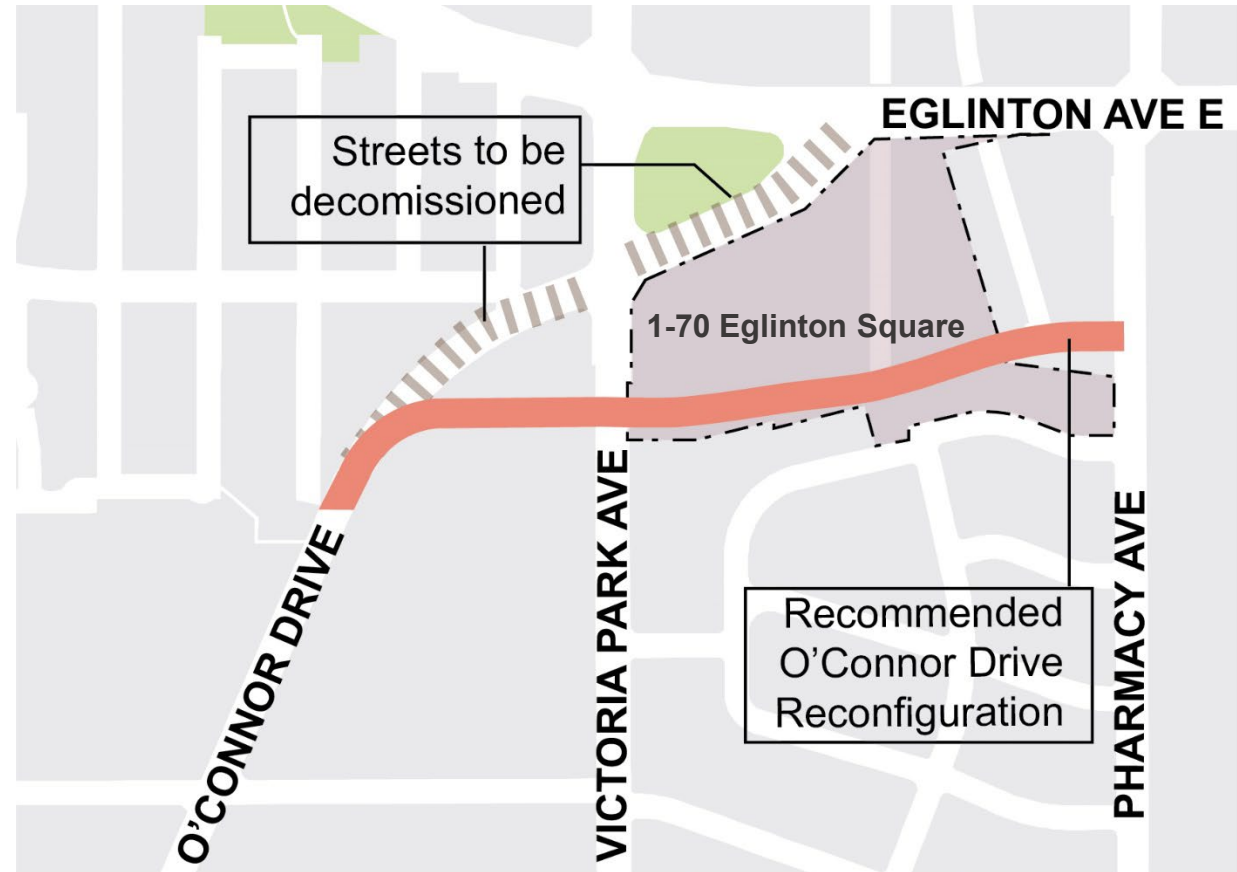


**O'Connor Drive Reconfiguration has implications for the lands east of Victoria Park Avenue.**



City staff are drafting amendments to the site-specific Official Plan policies and Zoning By-law provisions for the lands at 1-70 Eglinton Square to:

- Update the alignment of the O'Connor Drive Reconfiguration between Victoria Park Avenue and Pharmacy Avenue
- Provide direction on built form and public realm adjustments to accommodate the recommended alignment for the O'Connor Drive Reconfiguration





# Q&A Period



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Question or  
Comments?  
We want to hear from  
you!



# Recommended Street Designs





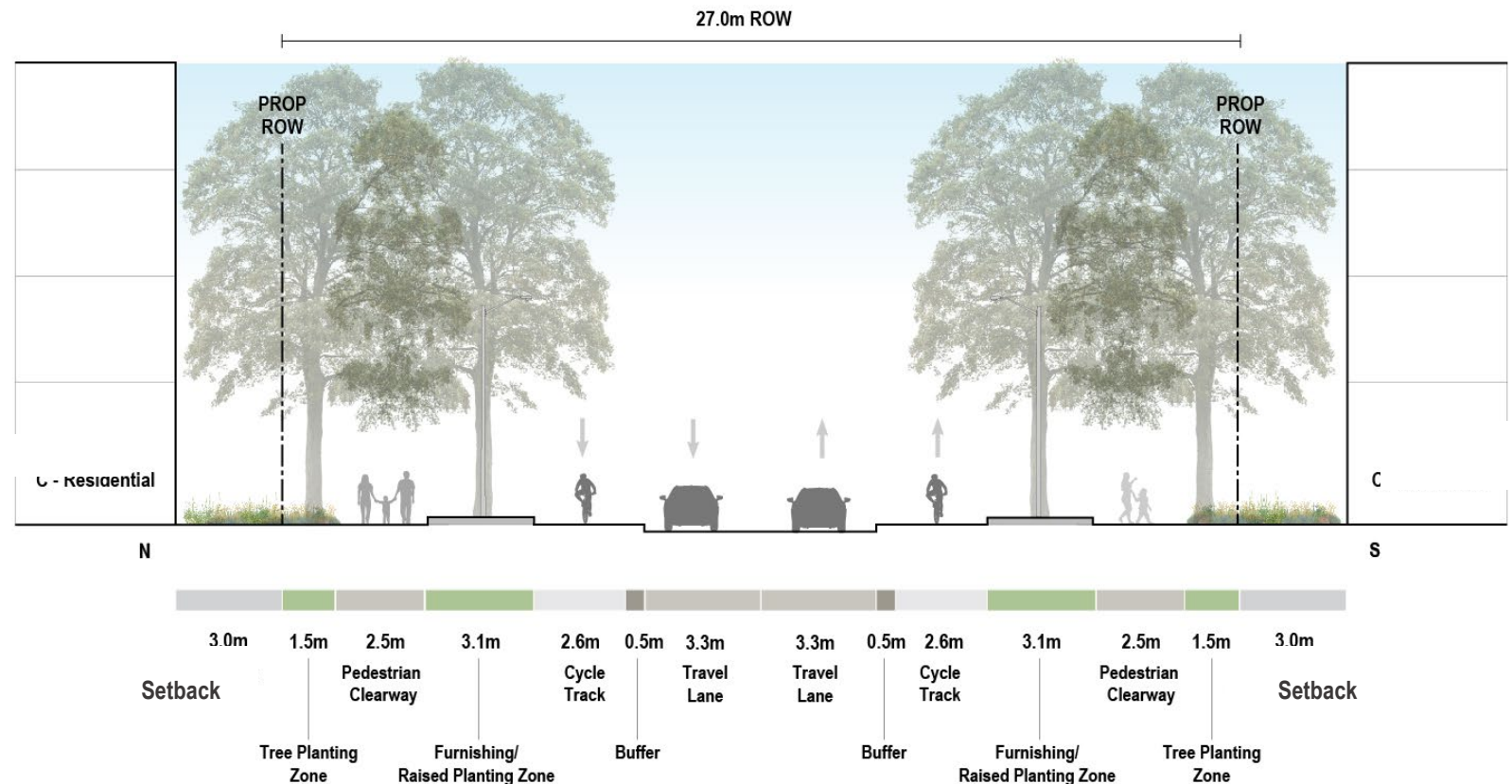
# O'Connor Drive Reconfiguration and Extension

## Typical Mid-Block Design (27.0m)

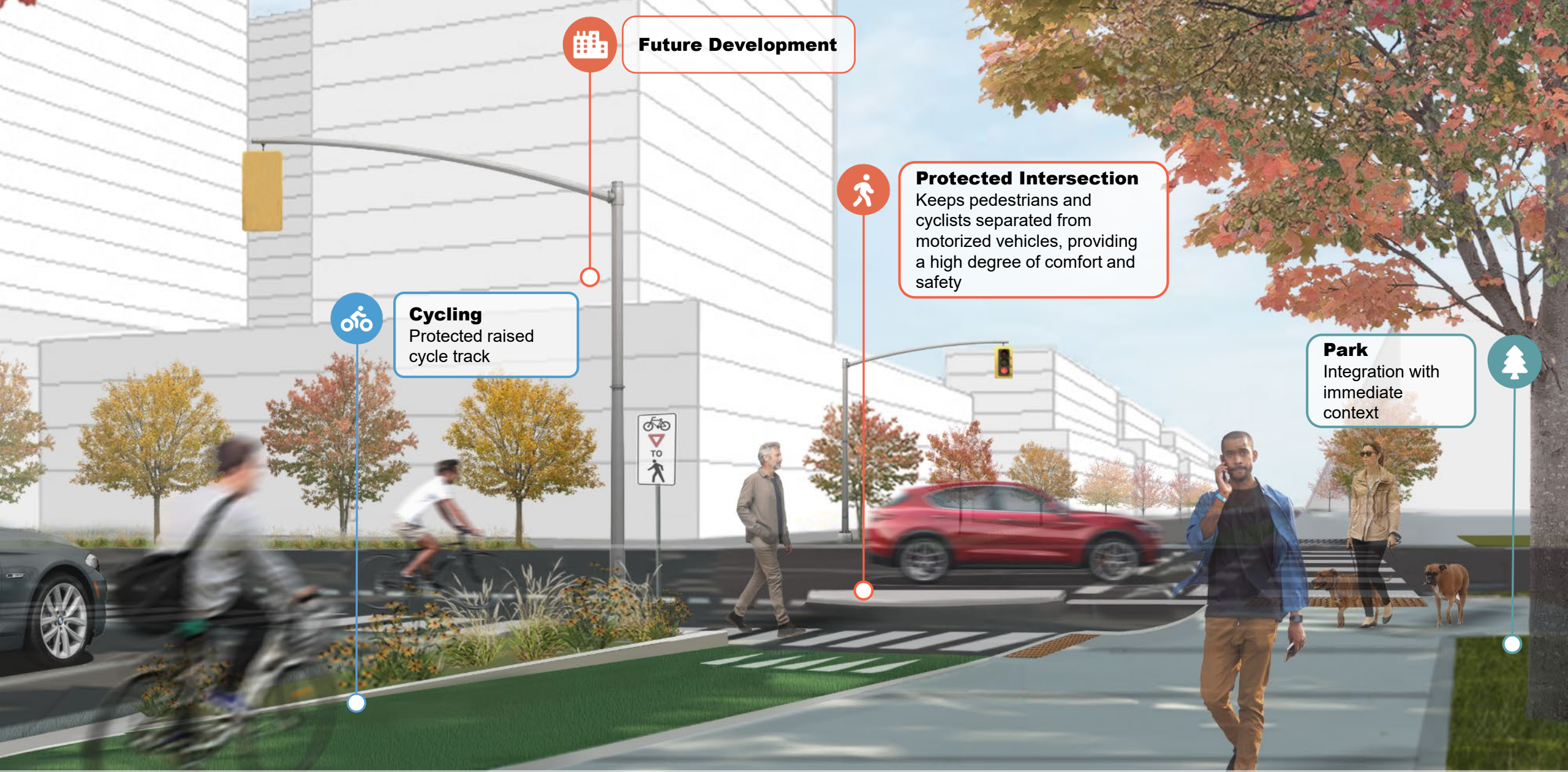
**Alternative C4 and Alternative D2 are the Recommended Street Designs for the O'Connor Drive Reconfiguration and Extension to support the existing and planned uses along the two corridors**

The typical mid-block condition for the Recommended Street Design has:

- **Two motor vehicle traffic lanes** (one in each direction);
- **Protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- Generous space allocated to **two planting areas** on both sides of the street; and
- Opportunities for some **lay-by parking mid-block** to support curbside activity.







### Future Development



### Cycling

Protected raised cycle track



### Protected Intersection

Keeps pedestrians and cyclists separated from motorized vehicles, providing a high degree of comfort and safety



### Park

Integration with immediate context

Artistic rendering of O'Connor Drive and Pharmacy Avenue intersection



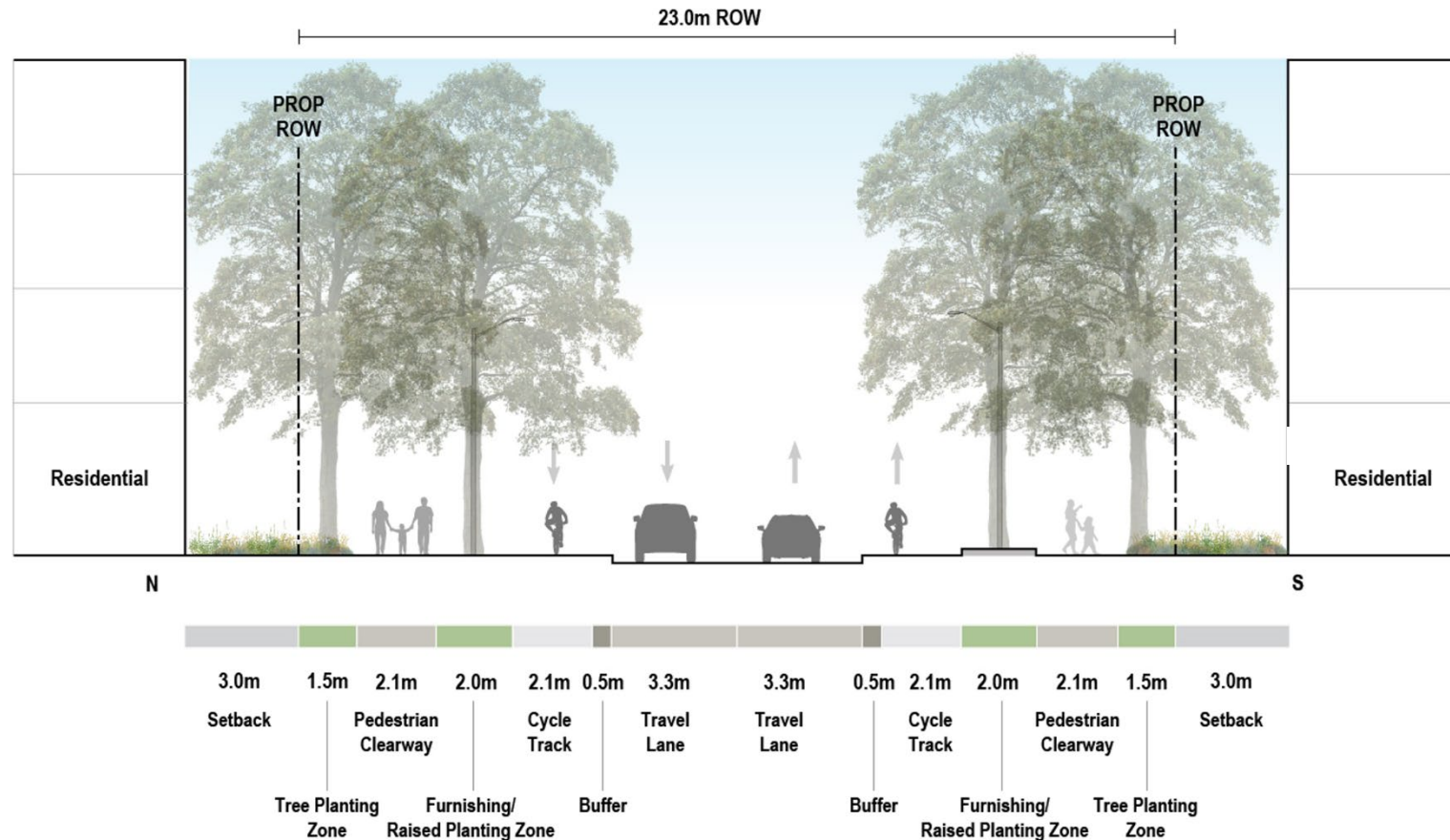
# Craigton Drive Reconfiguration

## Typical Mid-Block Design(23m ROW)

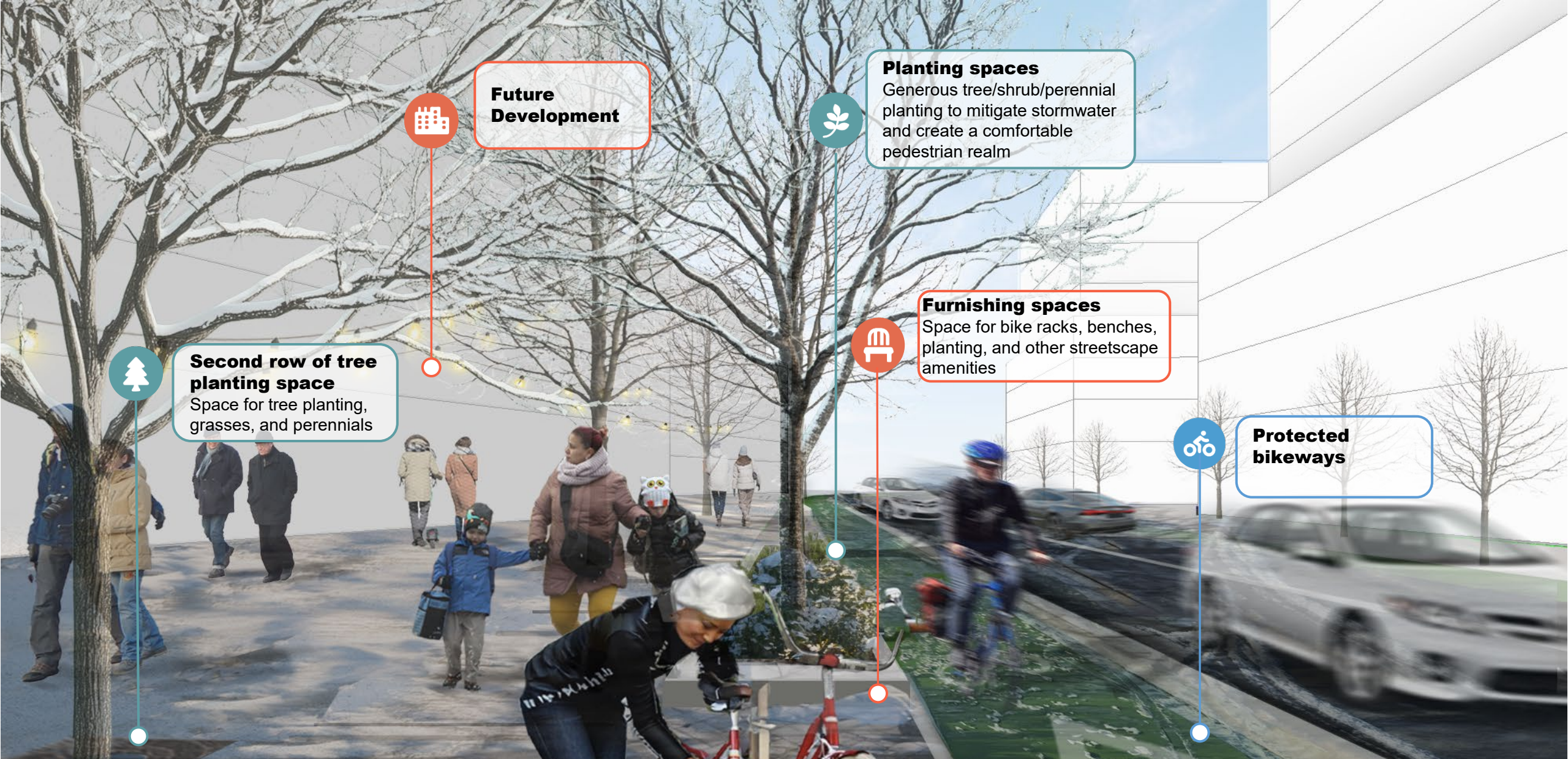
**Alternative E2 is the Recommended Street Design for the Craigton Drive Reconfiguration to support the existing and planned uses along the corridor**

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.1m wide sidewalks** on both sides of the street; and
- Generous space allocated to **two planting areas** on both sides of the street;







**Future Development**

**Planting spaces**

Generous tree/shrub/perennial planting to mitigate stormwater and create a comfortable pedestrian realm

**Second row of tree planting space**

Space for tree planting, grasses, and perennials

**Furnishing spaces**

Space for bike racks, benches, planting, and other streetscape amenities

**Protected bikeways**

Artistic rendering of Craigton Drive, east of Victoria Park Avenue



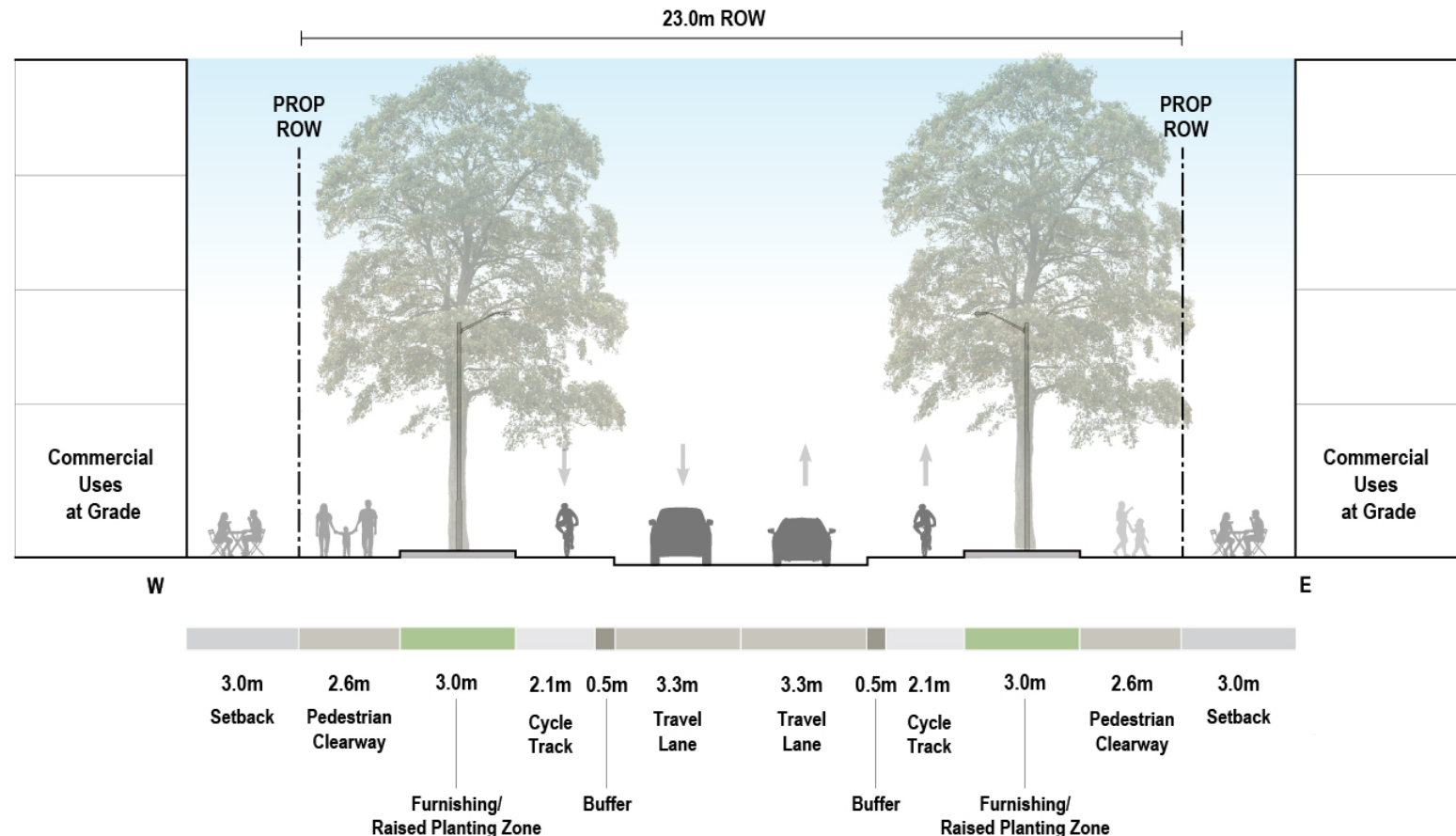
# Thermos Road and Sinnott Road

## Typical Mid-Block Street Sections (23m ROW)

**Alternative F1 is the Recommended Street Design for Thermos Road and Sinnott Road to support the existing and planned uses along the corridor**

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.6m wide sidewalks** on both sides of the street; and
- generous space allocated to **planting and furnishing areas** on both sides of the street;

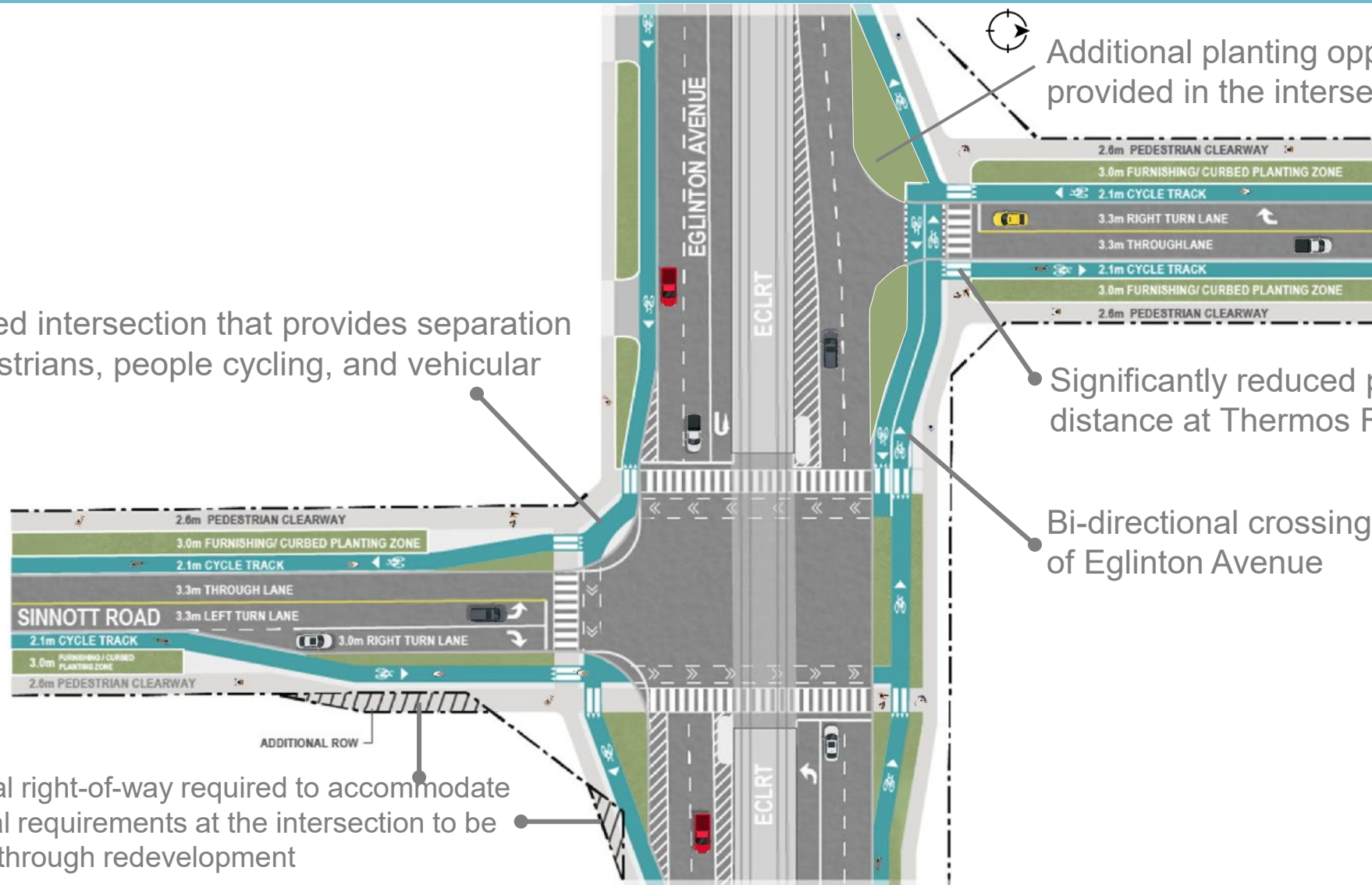




# Thermos Road and Sinnott Road

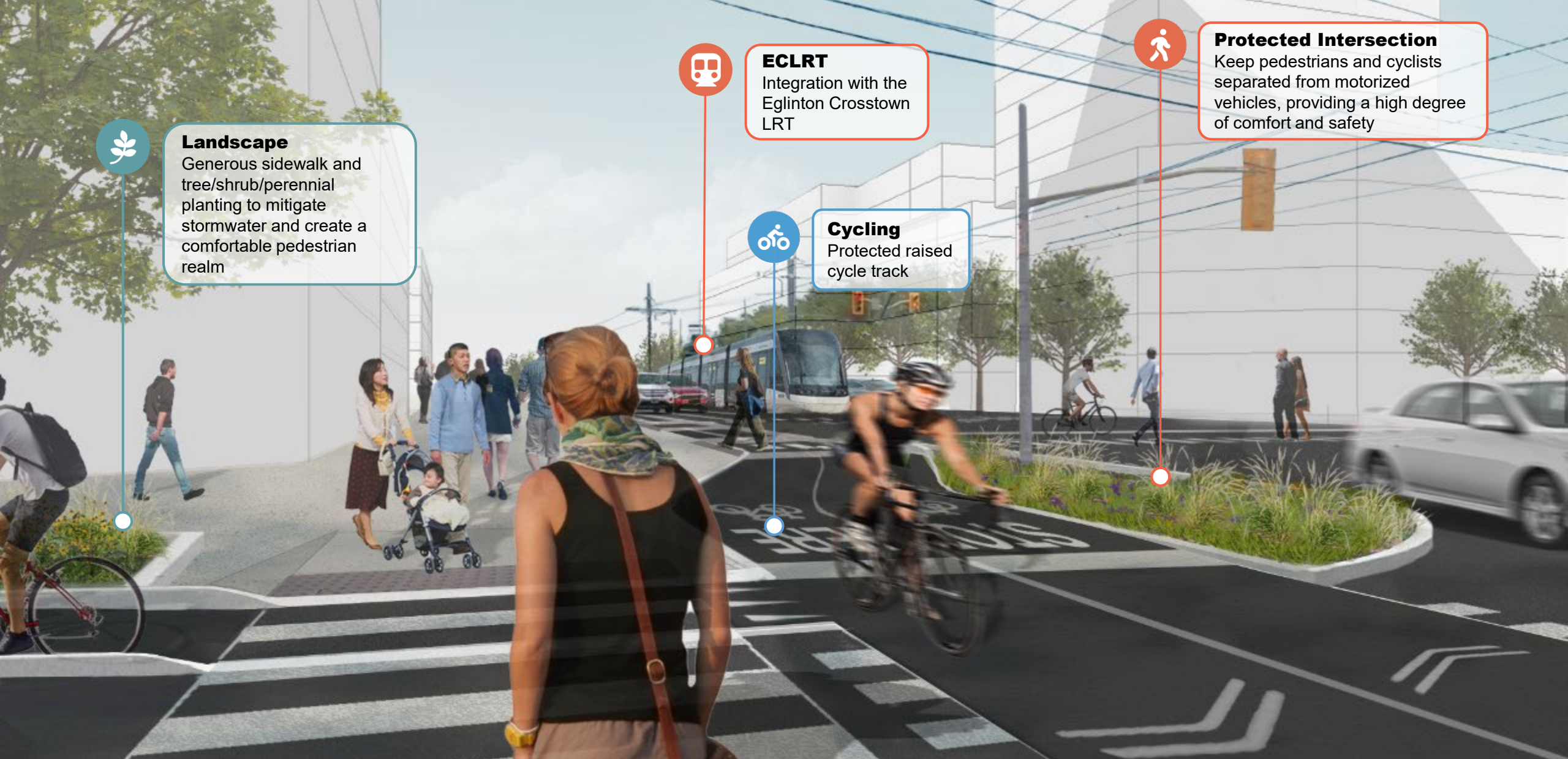


Protected intersection that provides separation of pedestrians, people cycling, and vehicular traffic



Additional right-of-way required to accommodate functional requirements at the intersection to be secured through redevelopment





**Landscape**  
Generous sidewalk and tree/shrub/perennial planting to mitigate stormwater and create a comfortable pedestrian realm

**ECLRT**  
Integration with the Eglinton Crosstown LRT

**Cycling**  
Protected raised cycle track

**Protected Intersection**  
Keep pedestrians and cyclists separated from motorized vehicles, providing a high degree of comfort and safety

Artistic rendering of the Thermos Road and Eglinton Avenue intersection



# Golden Mile Boulevard

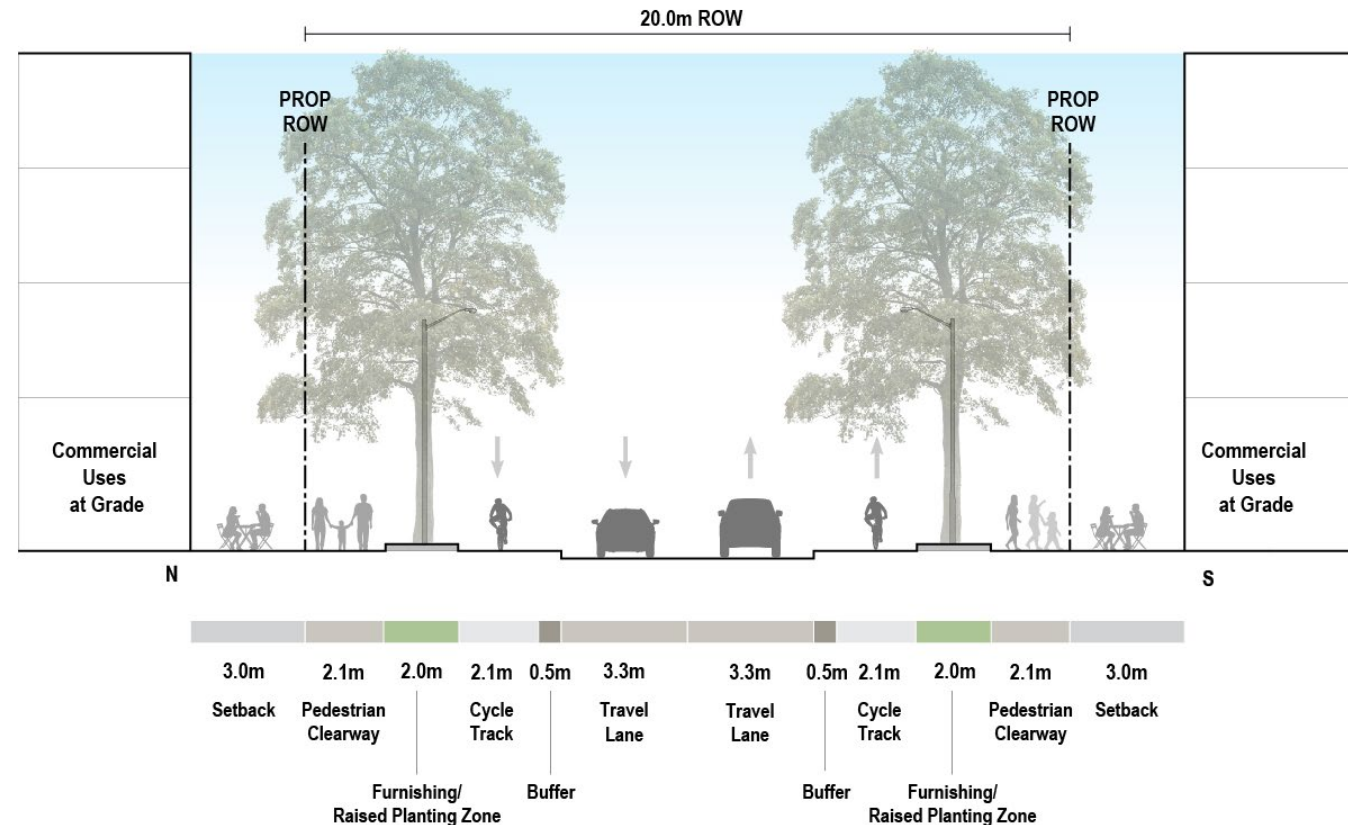
## Typical Mid-Block Street Sections (20m ROW)

**Alternative B2 is the Recommended Street Design for Golden Mile Boulevard between Victoria Park Avenue and West Park to support the existing and planned uses along the corridor.**

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.1m wide sidewalks** on both sides of the street; and
- **two planting areas** on both sides of the street;

### Victoria Park Avenue to West Park





# Golden Mile Boulevard

## Typical Mid-Block Street Sections (27m ROW)

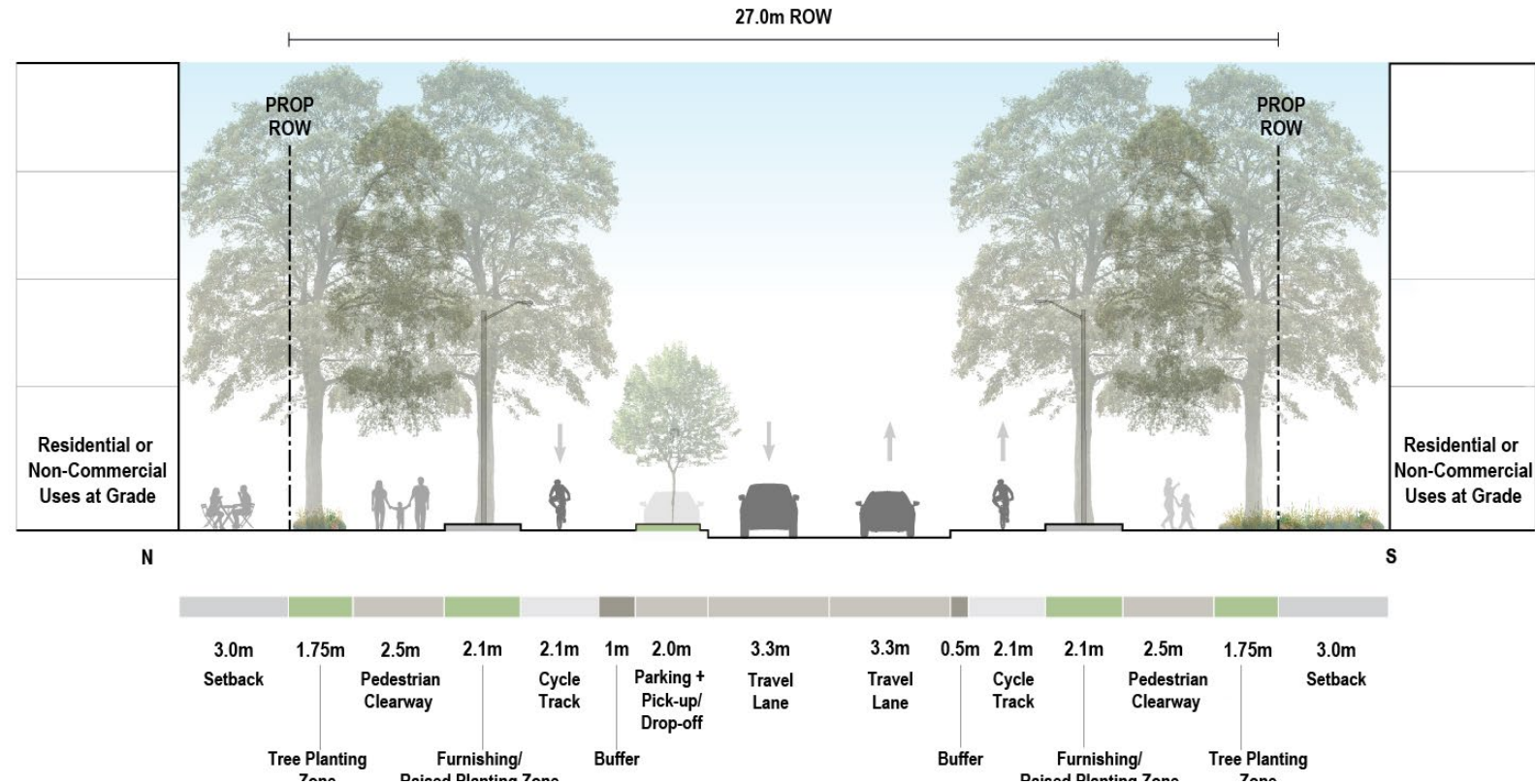


**Alternative A2 is the Recommended Street Design for Golden Mile Boulevard between West Park and Birchmount Road to support the existing and planned uses along the corridor.**

The typical mid-block condition for the Recommended Street Design has:

- **two motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- generous space allocated to **two planting areas** on both sides of the street; and
- opportunities for some lay-by parking mid-block to support curbside activity.

### West Park to Birchmount Road







**Placemaking**  
Spill-out space for  
future buildings



**Tree Planting Zone**  
Space for tree planting,  
grasses, and perennials



**Cycling**  
Protected raised  
cycle track



**Protected Intersection**  
Keep pedestrians and cyclists  
separated from motorized  
vehicles, providing a high  
degree of comfort and safety

Artistic rendering of Golden Mile Boulevard and Hakimi Avenue intersection





### Future Residential Development

Massing from Golden Mile Secondary Plan. Mid-rise buildings, 5-11 stories



### Cycling

Protected raised cycle track



### Retail Use Setback

Spill-out space for future retail buildings



### Tree Planting Zone



### Future Park

Recreational space near retail and housing

Artistic rendering of Golden Mile Boulevard, east of Warden Avenue



# Ashtonbee Road

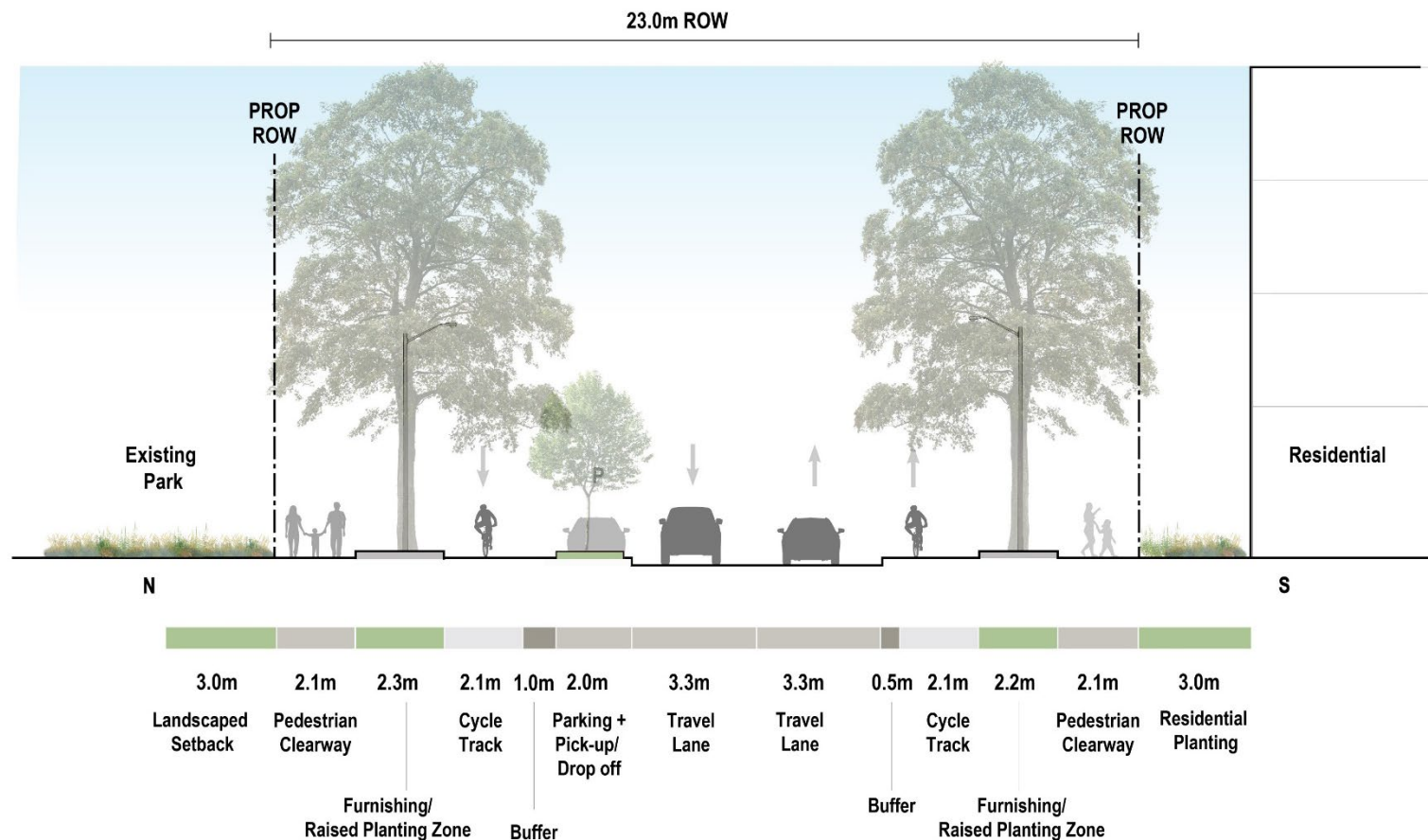
## Streetscape Improvements



**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 motor vehicle traffic lanes** (one in each direction);
- **protected bikeways;**
- **2.5m wide sidewalks** on both sides of the street;
- **planting and furnishing areas** on both sides of the street; and
- opportunities for some lay-by parking mid-block to support curbside activity.





# Jonesville Crescent

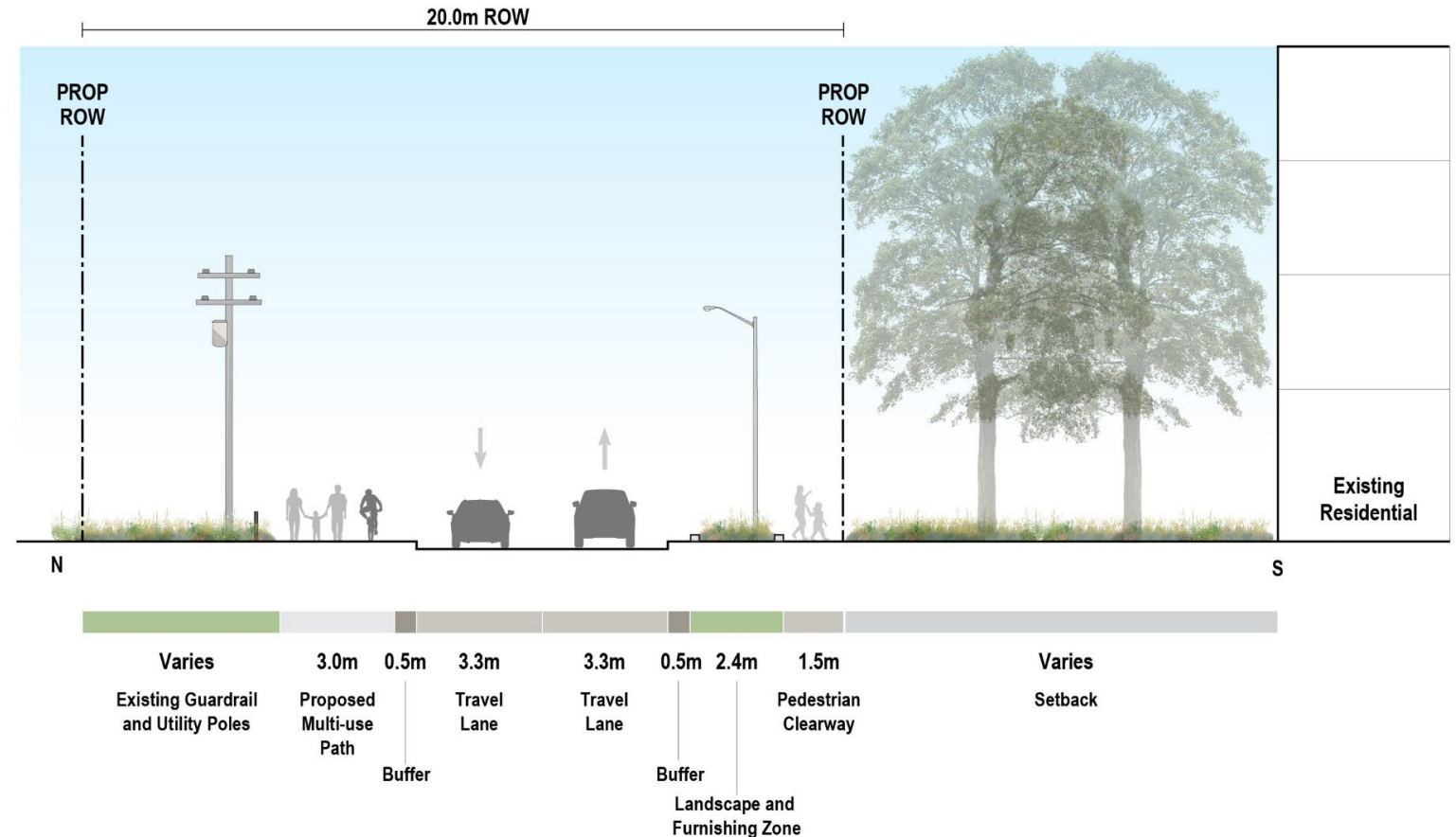
## Streetscape Improvements



**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 motor vehicle traffic lanes** (one in each direction);
- **3.0m multi-use path** on north side;
- **improved landscape and furnishing zone** to the south side of the street;
- **existing sidewalk** on the south side of the street.





# Q&A Period



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Question or  
Comments?  
We want to hear from  
you!



# Next Steps





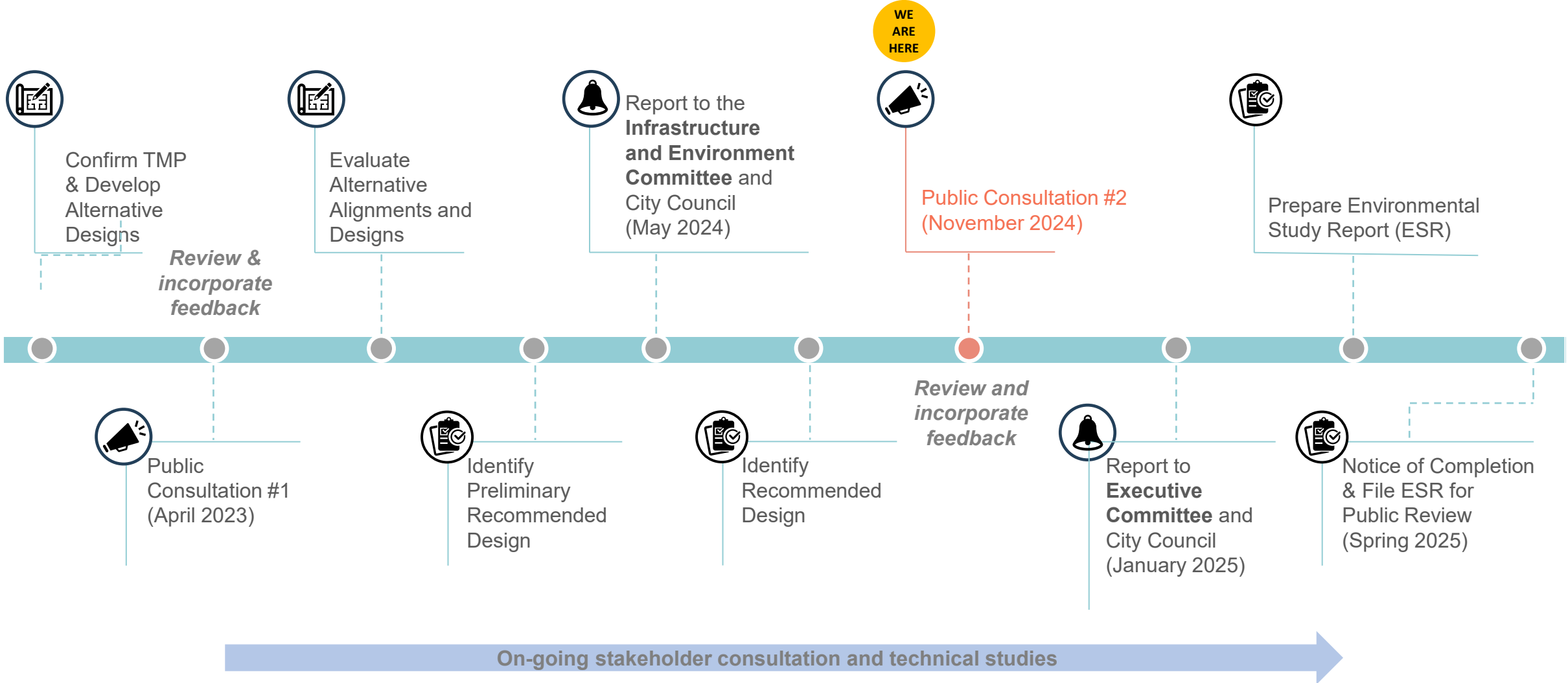
# Survey Questions



- How well do you think the recommended alignments address the area's future transportation needs for all road users, including people driving, walking or rolling, and cycling? **Why?**
- What do you like about the recommended street design for different streets? **Why?**
- What would you change in the Recommended Street Designs? **Why?**



# Next Steps





# Share Your Feedback and Stay Connected



Learn more about the project, complete the survey and subscribe to receive project updates:

[Toronto.ca/goldenmile](https://toronto.ca/goldenmile)

Comment Deadline: December 2, 2024

## Questions? Contact:

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# Thank You

