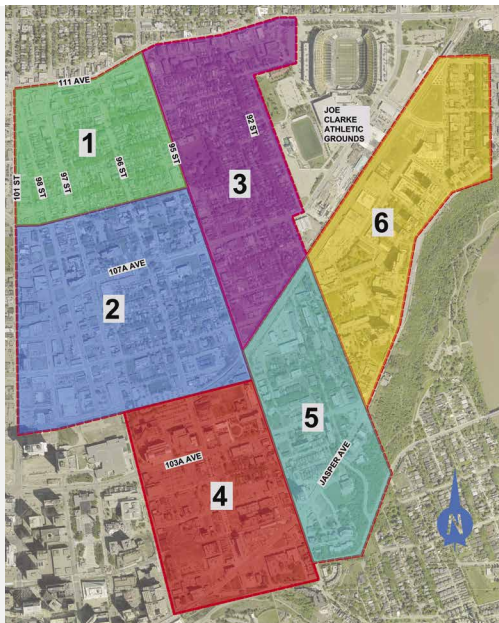


# BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL DRAFT DESIGN

## SECTION 3 111 to 106 Avenue – north of LRT (95 to 92 Street)

The draft design for Boyle Street and McCauley has been strategically prepared with considerations for walking, biking, rolling, driving and gathering. The draft design focuses on making the streets and public spaces safe, accessible and enjoyable for all ages, genders and mobility levels and in all seasons. To achieve this, the design includes a network of active transportation (walking, biking and rolling) connections, traffic calming measures and improved green spaces.

As the renewal area for these two neighbourhoods is quite large, the information has been divided into smaller sections to make it easier to see the details of the designs proposed on each street.













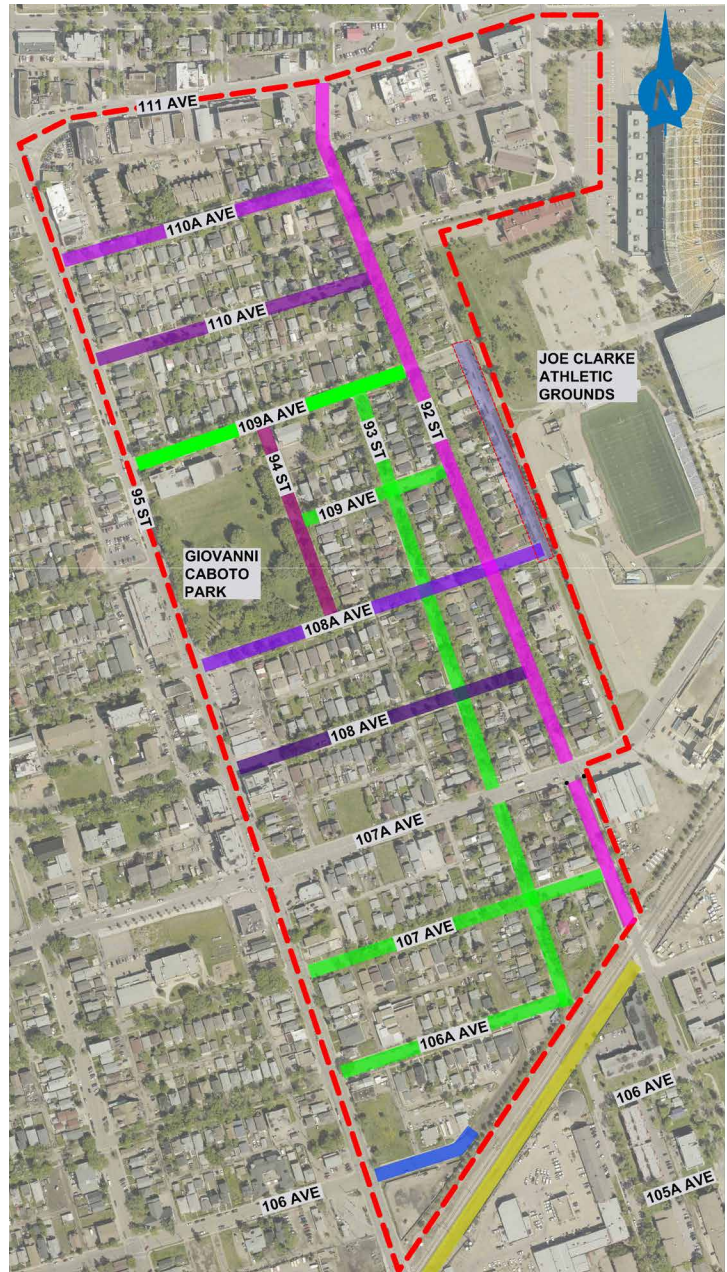
This booklet highlights the designs for **SECTION 3**, however, it is important to understand that no design decision is made in isolation. The Project Team considers how a change to the function of one street, installing a bike lane or a one-way for example, can also change how other streets in the neighbourhood will function. It is important to view the designs as a system, working together to provide the best experience for all users.



### Section 3 includes designs for:

- + 106 Avenue – 97 Street to LRT – east of 95 Street
- + 108 Avenue – 101 to 97 Street
- + 108 Avenue – 97 to 96 Street
- + 108A / 108 Avenue – 96 to 92 Street
- + 110A and 110 Avenue – 95 to 92 Street
- + 92 Street – 111 to 103A Avenue
- + LRT Shared Pathway Connection (proposed)
- + Giovanni Caboto Park and 94 Street
- + Stadium Alley / Berm (109A to 108A Avenue)

-  Road and Sidewalk Reconstruction Only
-  106 Avenue LID Additions
-  108 Avenue Shared Pathway
-  108A Avenue Shared Pathway
-  110 Avenue New One-Way
-  110A Avenue New One-Way
-  92 Street Bike Route
-  LRT Shared Pathway Connection (Proposed)
-  Giovanni Caboto Park and 94 Street Changes
-  Stadium Alley Pathway



*Note: Arterials and residential alleys are not included in the scope of work for Neighbourhood Renewal.*



## Tell us what you think!

Once you have reviewed the Section 3 designs in this booklet, please tell us what you think in the [online survey](#).

Your feedback at this phase helps us understand concerns and issues as we work towards a final neighbourhood design.

### **Related Information:**

#### **Policies guiding Neighbourhood Renewal:**

Summary of some of the City policies and strategies that guide the direction of Neighbourhood Renewal design considerations and decisions.

#### **Definitions:**

A list of commonly used terms in Neighbourhood Renewal.

#### **Local Improvement – Cost-sharing opportunities:**

All sidewalks throughout Boyle Street and McCauley will be replaced, subject to the Local Improvement outcome for sidewalk reconstruction.

- + New sidewalks installed where they are currently missing are 100 per cent City funded.

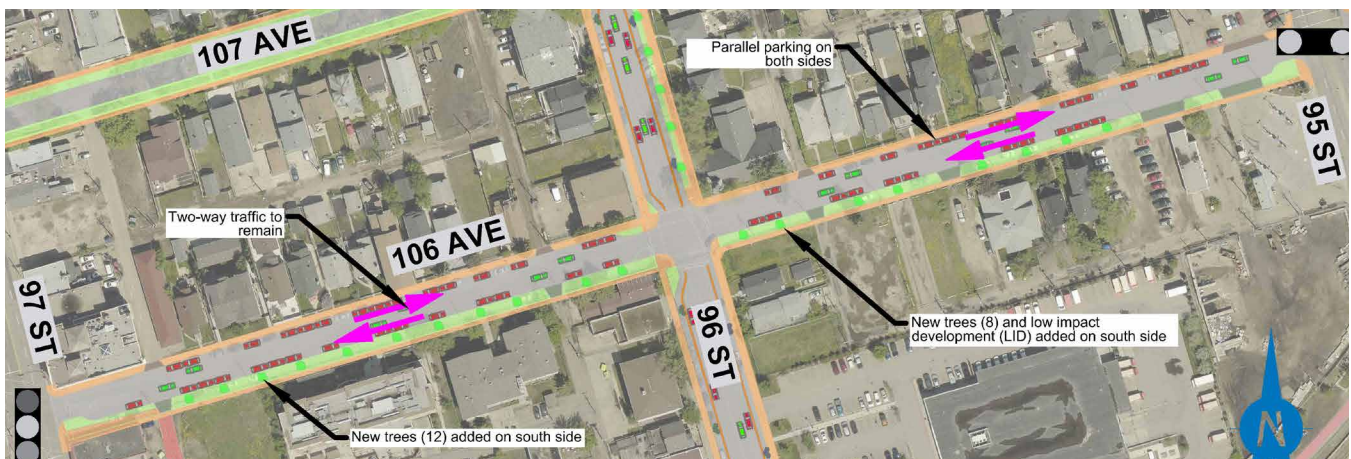


# 106 Avenue – 97 Street to LRT – East of 95 Street

## What the draft design includes:

- + A narrowed road width that will create public space for:
  - + Wider sidewalks on both sides of the road
  - + New tree plantings and low impact development (LID) on the south side
- + Two-way vehicle traffic (as exists today)
- + Two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk
- + A sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + Parallel on-street parking on both sides of the road (as exists today)

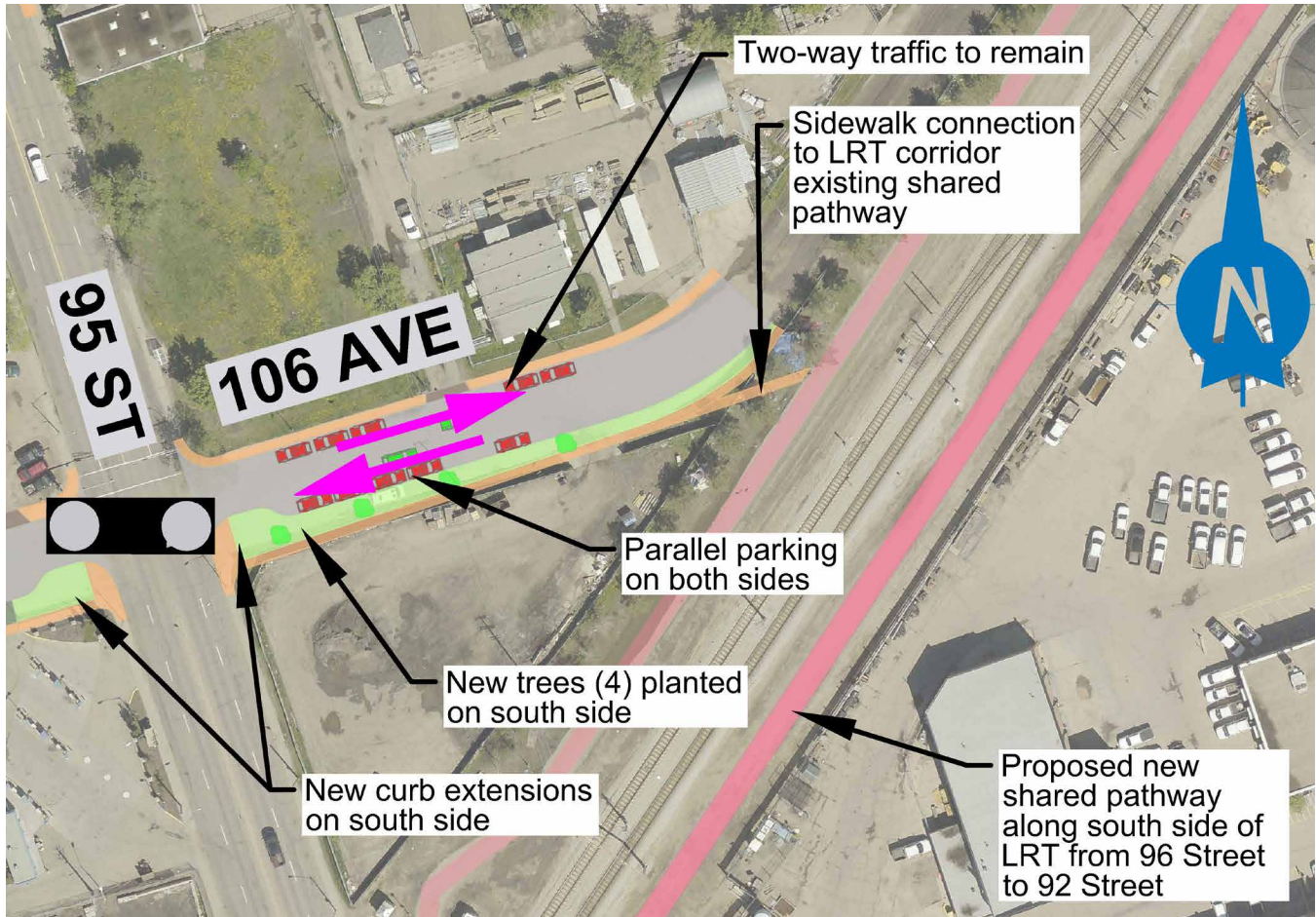
### 106 AVENUE 97 TO 95 STREET





## 106 Avenue – (97 Street to LRT – East of 95 Street)

### 106 AVENUE 95 STREET TO LRT SHARED PATHWAY

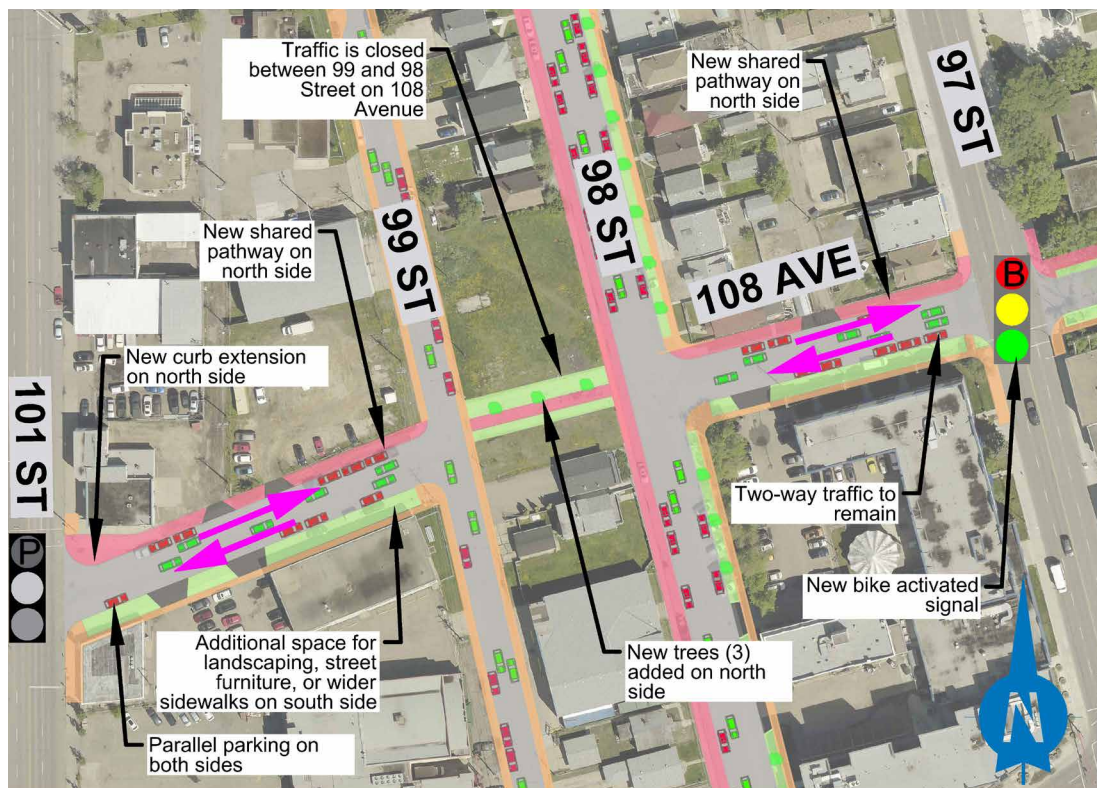




# 108 Avenue – 101 to 97 Street

## What the draft design includes:

- + A shared pathway added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + 108 Avenue closed to vehicle traffic between 99 and 98 Street
- + A shared pathway added between 99 and 98 Street with new trees added on the north side
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic between 101 and 99 Street and between 98 and 97 Street (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)

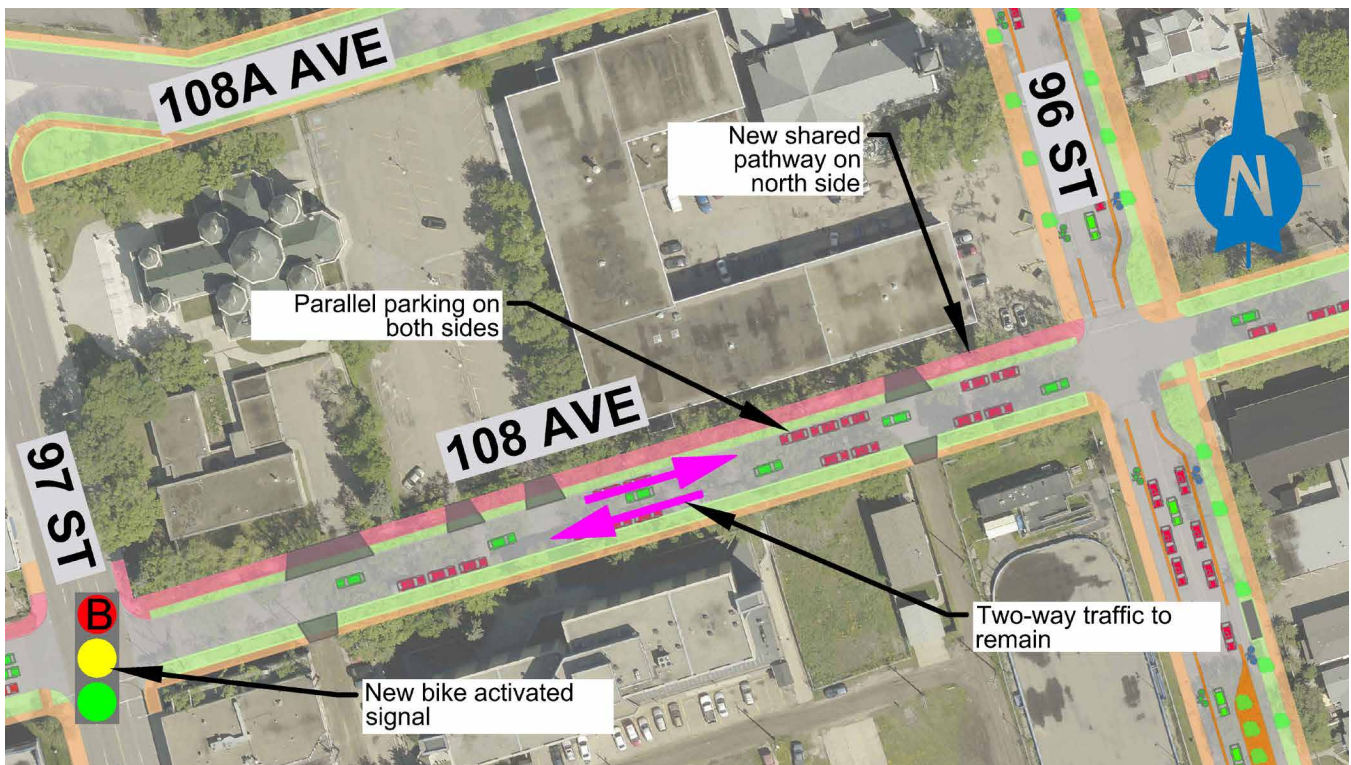




# 108 Avenue – 97 to 96 Street

## What the draft design includes:

- + A shared pathway added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of road (as exists today)



# 108 Avenue – 96 to 92 Street

These streets were identified as opportunities for on-street gathering areas with unique pavement treatment that would make the road favourable to be closed for special events or street markets that could interact with Giovanni Caboto Park, the south side piazza and other Little Italy area businesses.

## What the draft design includes:

### 108 Avenue:

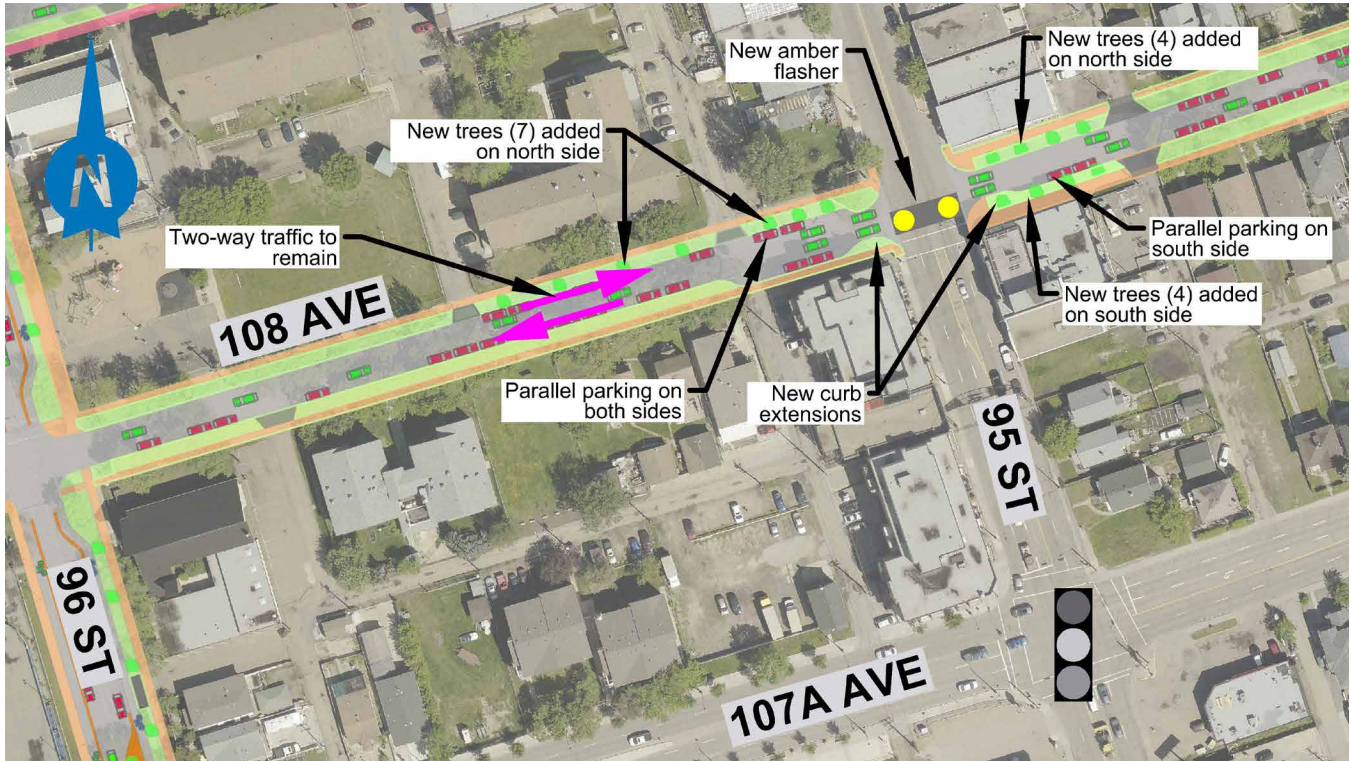
- + Parallel on-street parking (replacing angle parking) west of 95 Street to create public space for:
  - + Landscaping
  - + Wider sidewalks
  - + Street furniture
- + Two curb extensions on the south side of 108 Avenue at 95 Street to reduce the crossing distance for people who walk
- + An amber flasher signal to enhance pedestrian crossing at 95 Street (proposed)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (80 per cent of parking retained from what exists today)



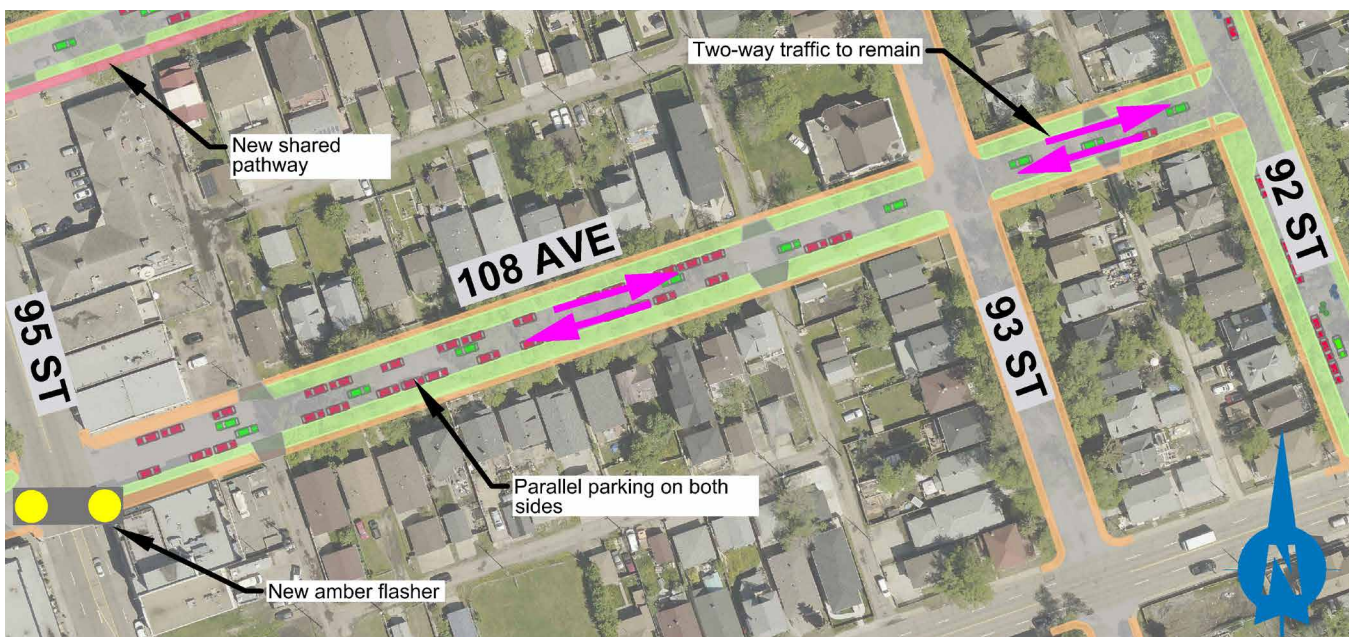


# 108 Avenue – 96 to 92 Street

## 108 AVENUE – 96 TO 95 STREET



## 108 AVENUE – 95 TO 92 STREET

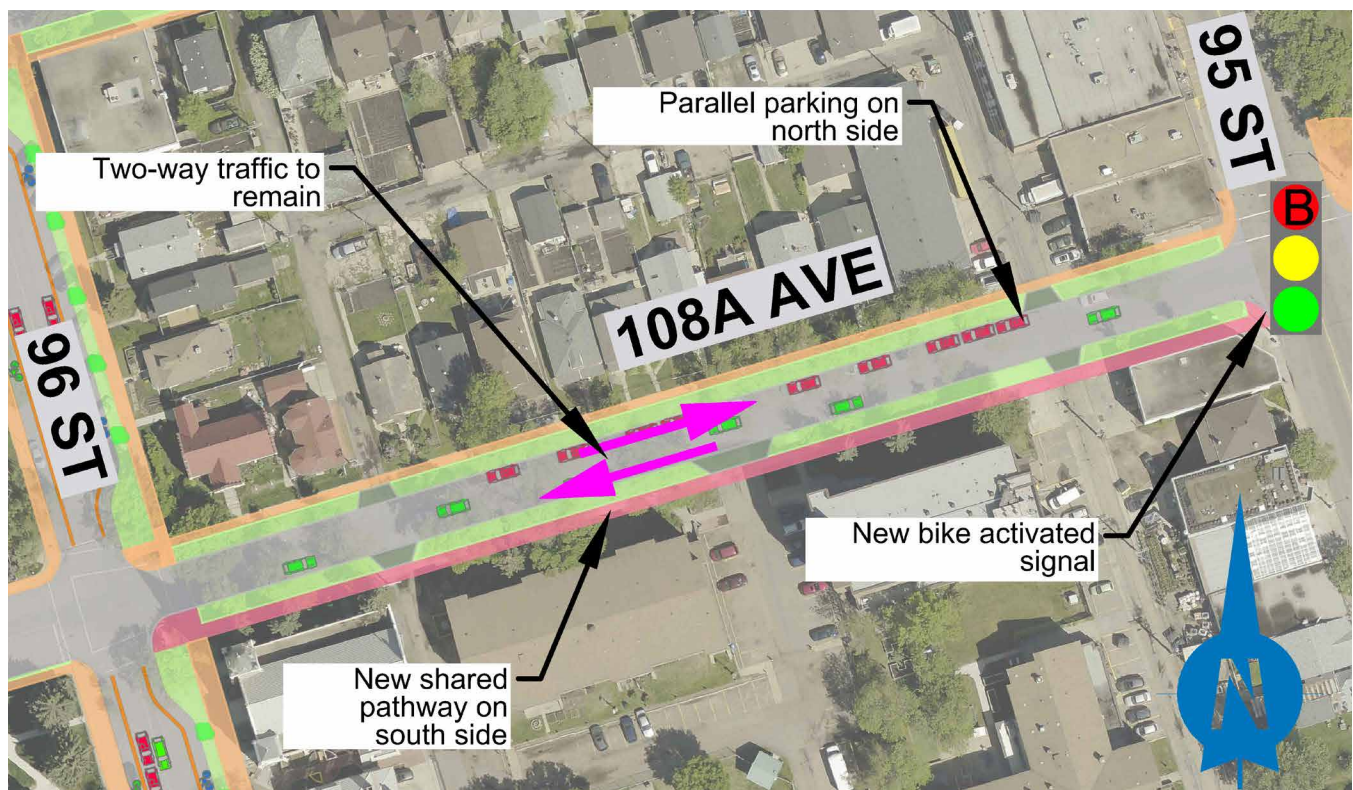




# 108A Avenue – 96 to 92 Street

- + A shared pathway on the south side of 108A Avenue between 96 and 92 Street to improve active transportation connections to and from the area
- + A new signal (upgraded from existing amber flasher signal) to enhance pedestrian and bike crossing at 95 Street (will impact a few trees along the south side)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today)

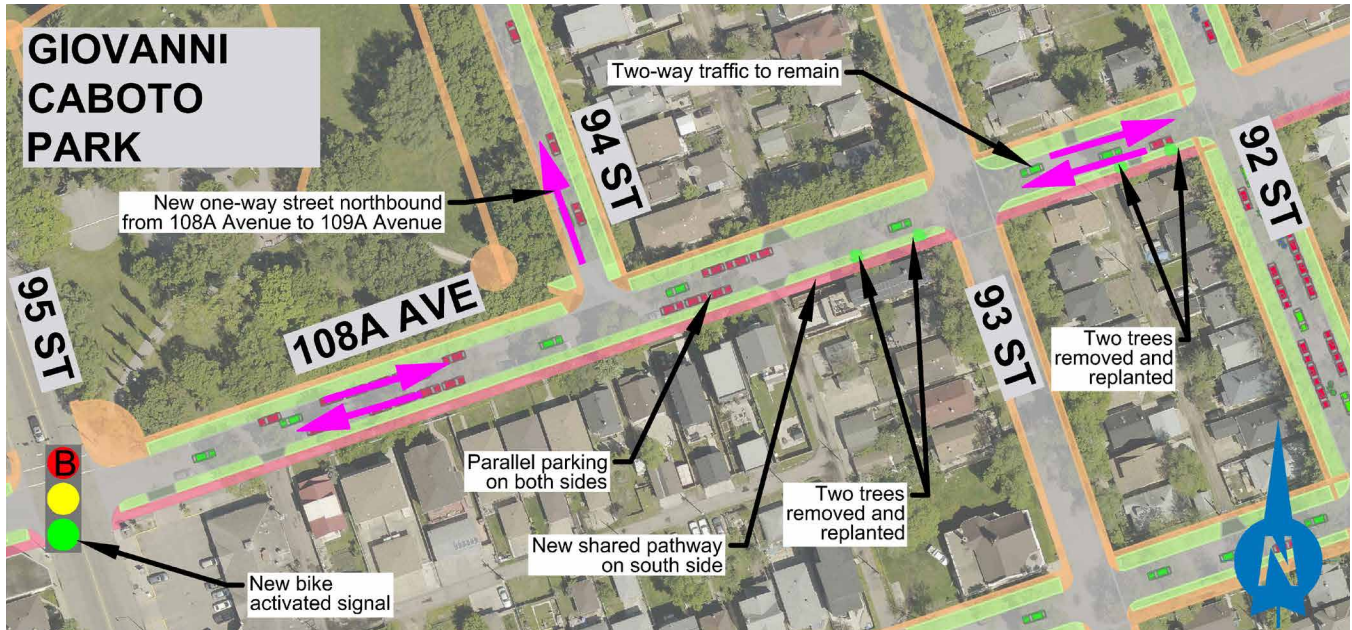
## 108A AVENUE - 96 TO 95 STREET





## 108A Avenue – 96 to 92 Street

### 108A AVENUE – 95 TO 92 STREET





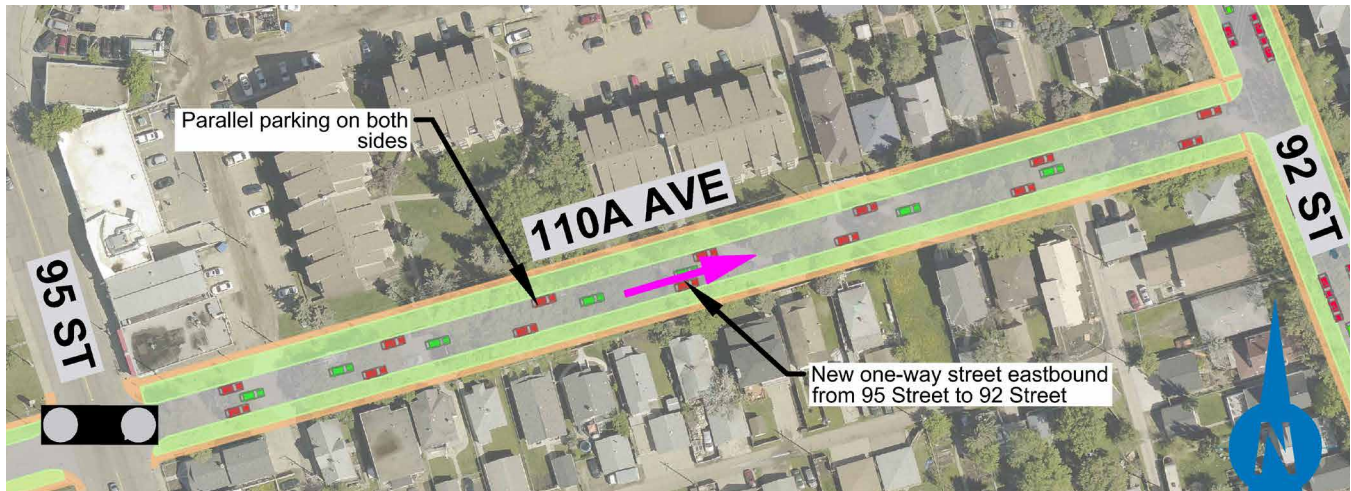


# 110A and 110 Avenue (95 to 92 Street)

## What the draft design includes:

### 110A Avenue

- + One-way eastbound vehicle traffic direction to reduce conflicts on this very narrow road (change from existing)
- + Parallel on-street parking on both sides of the road

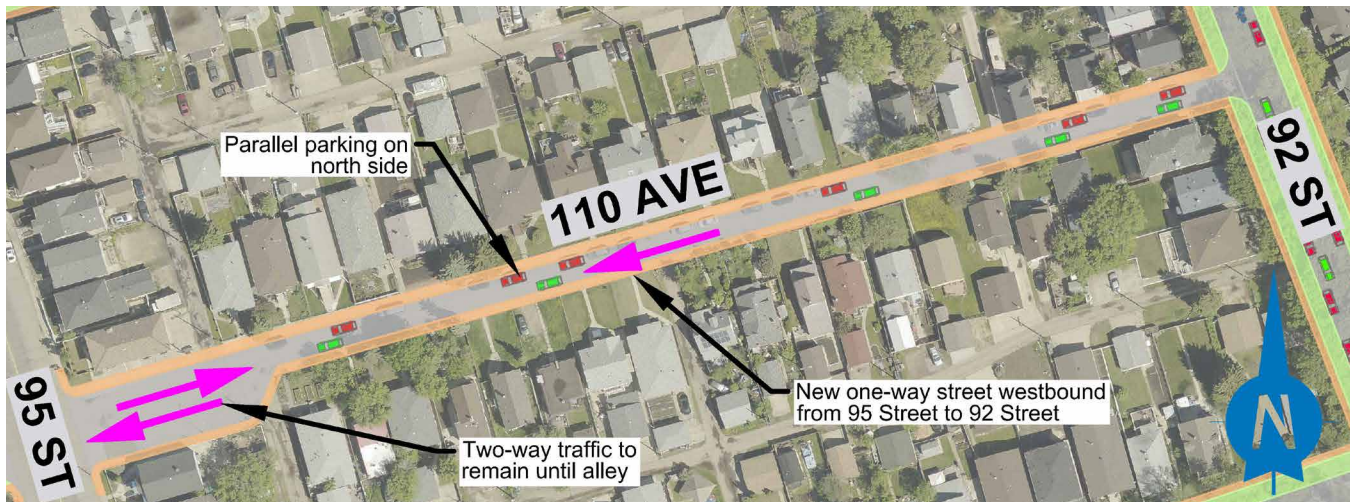




## 110A and 110 Avenue (95 to 92 Street)

### 110 Avenue

- + One-way westbound vehicle traffic direction from 92 Street to the alley east of 95 Street to complement the changes on 110A Avenue (change from existing)
- + Two-way vehicle traffic from the alley to 95 Street
- + Parallel on-street parking on the north side of the road



# 92 Street – 111 to 103A Avenue

## What the draft design includes:

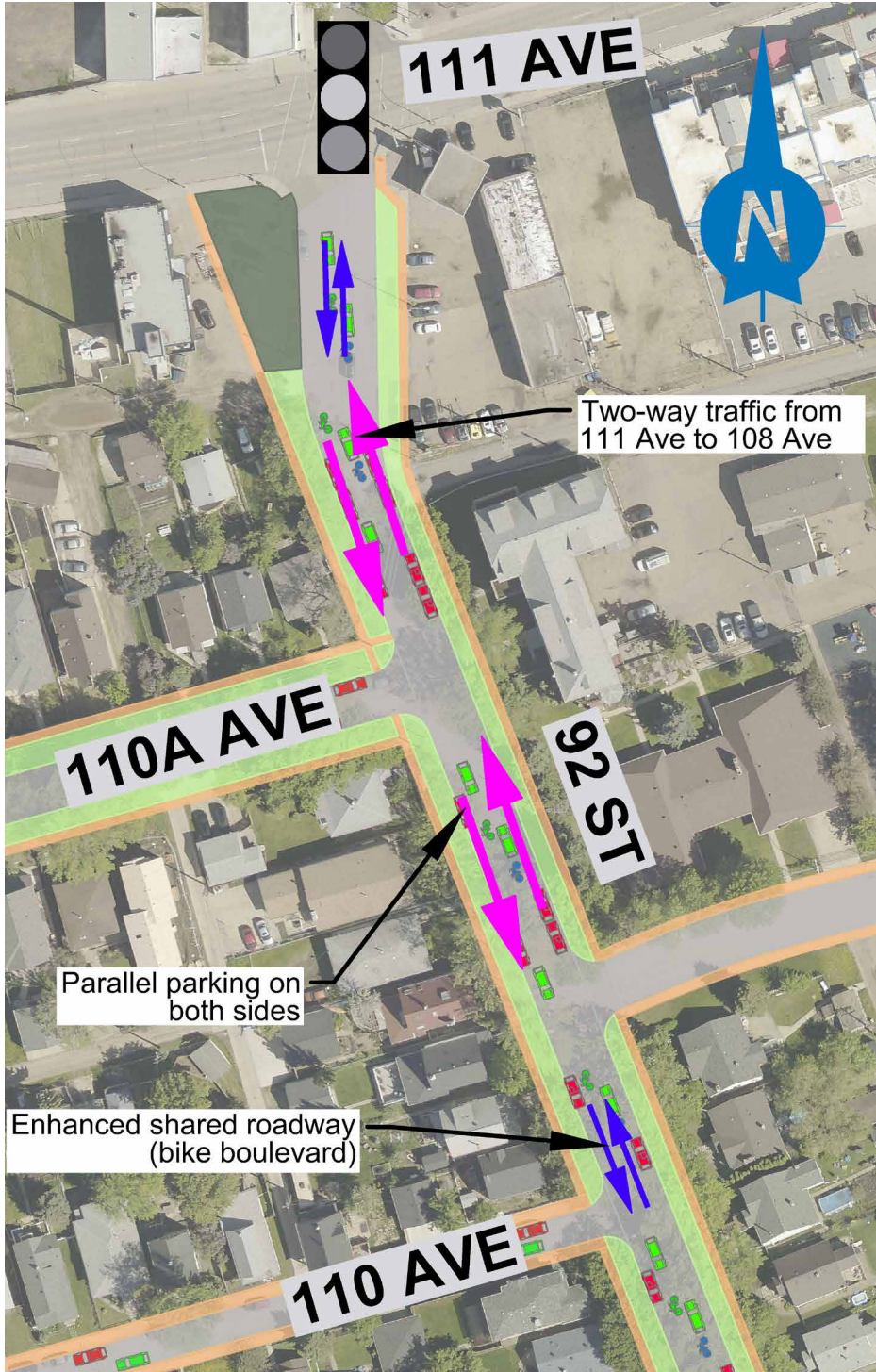
- + An enhanced shared roadway (bike boulevard)\* to provide north-south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Little Italy
- + Curb extensions along both sides of 92 Street, where utilities and drainage allow, to calm traffic
- + Restricted vehicle turning movements from 107A Avenue to 92 Street to reduce shortcutting traffic
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today) Exception is between 107A and 108 Avenue where parking changes to one side of the road

**\*Enhanced shared roadway (also known as a bike boulevard):** A bikeway that is located on the street and shared with low-volume, low-speed motor vehicle traffic. This design includes speed and volume management techniques to ensure the space is suitable for all ages and abilities.



## 92 Street – 111 to 103A Avenue

### 92 STREET – 111 TO 110 AVENUE

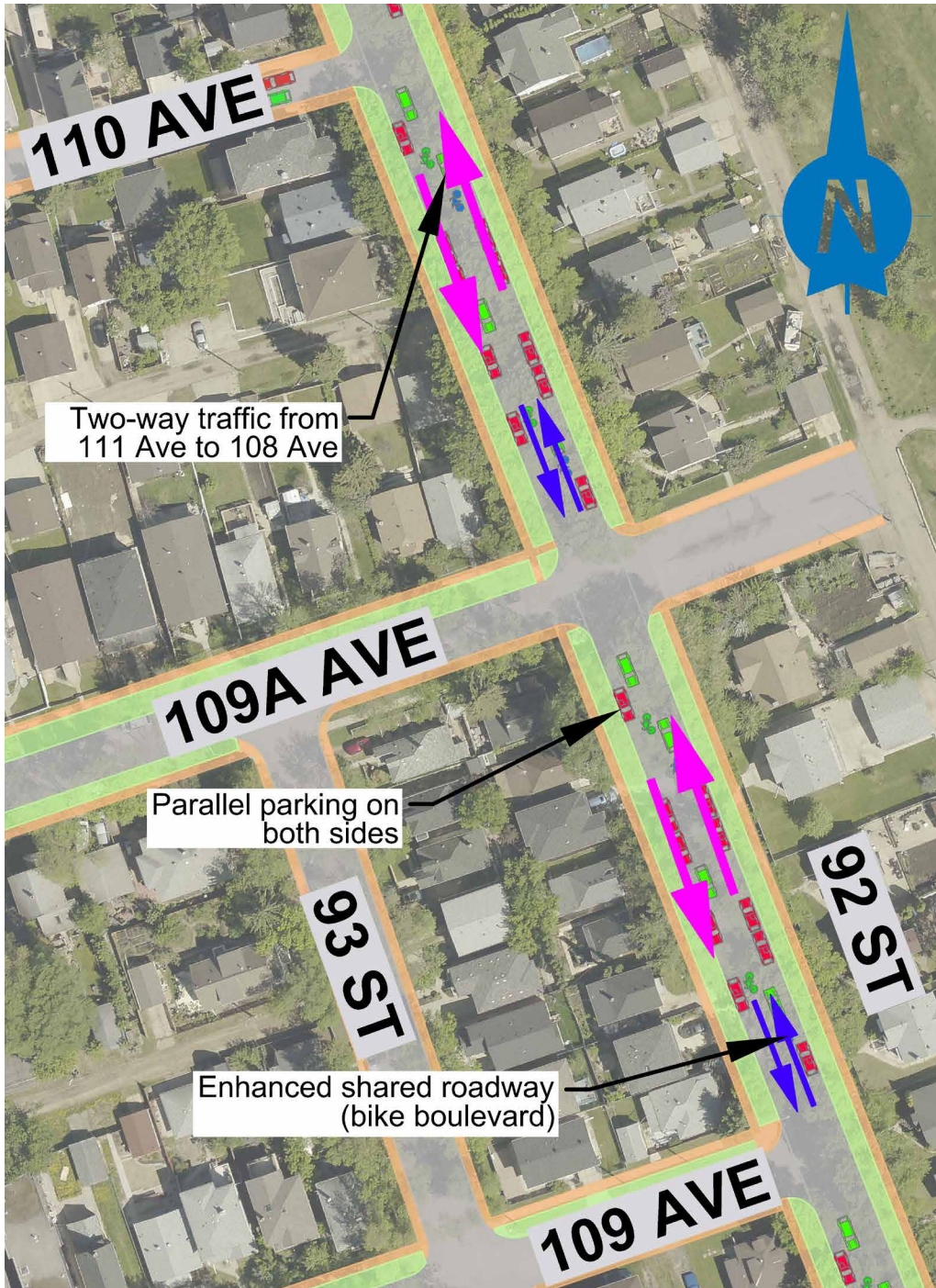






## 92 Street – 111 to 103A Avenue

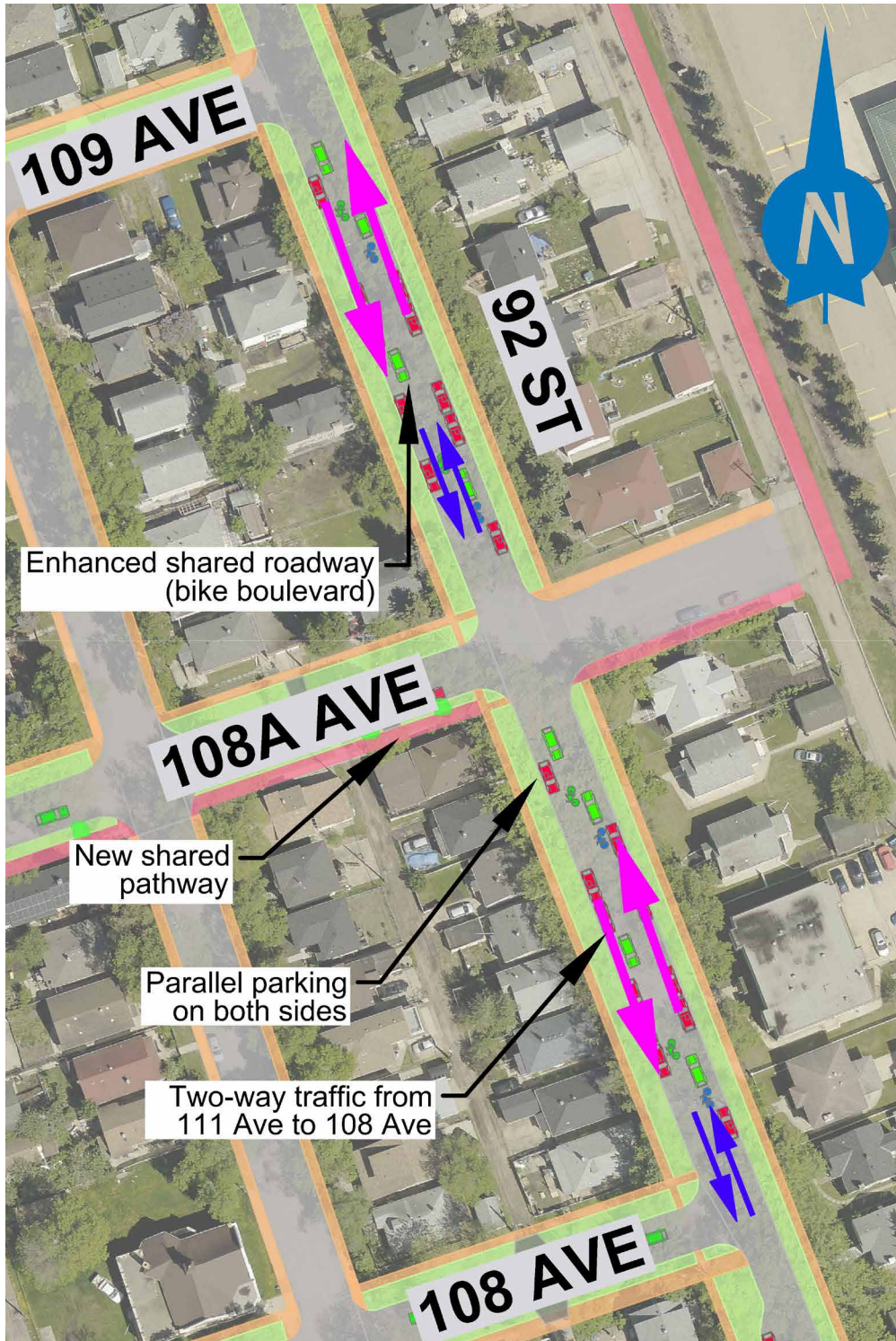
### 92 STREET – 110 TO 109 AVENUE





## 92 Street – 111 to 103A Avenue

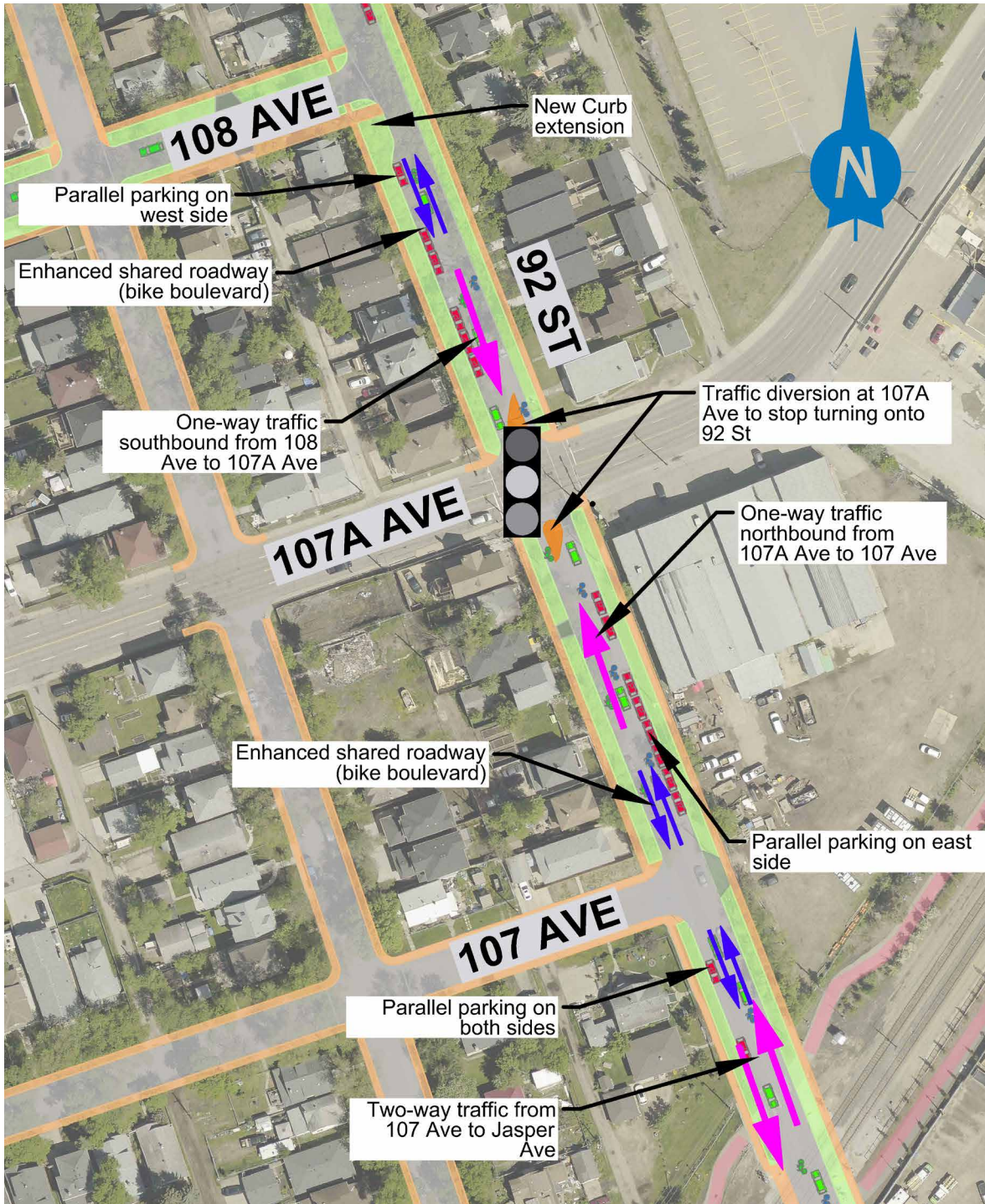
### 92 STREET – 109 TO 108 AVE





## 92 Street – 111 to 103A Avenue

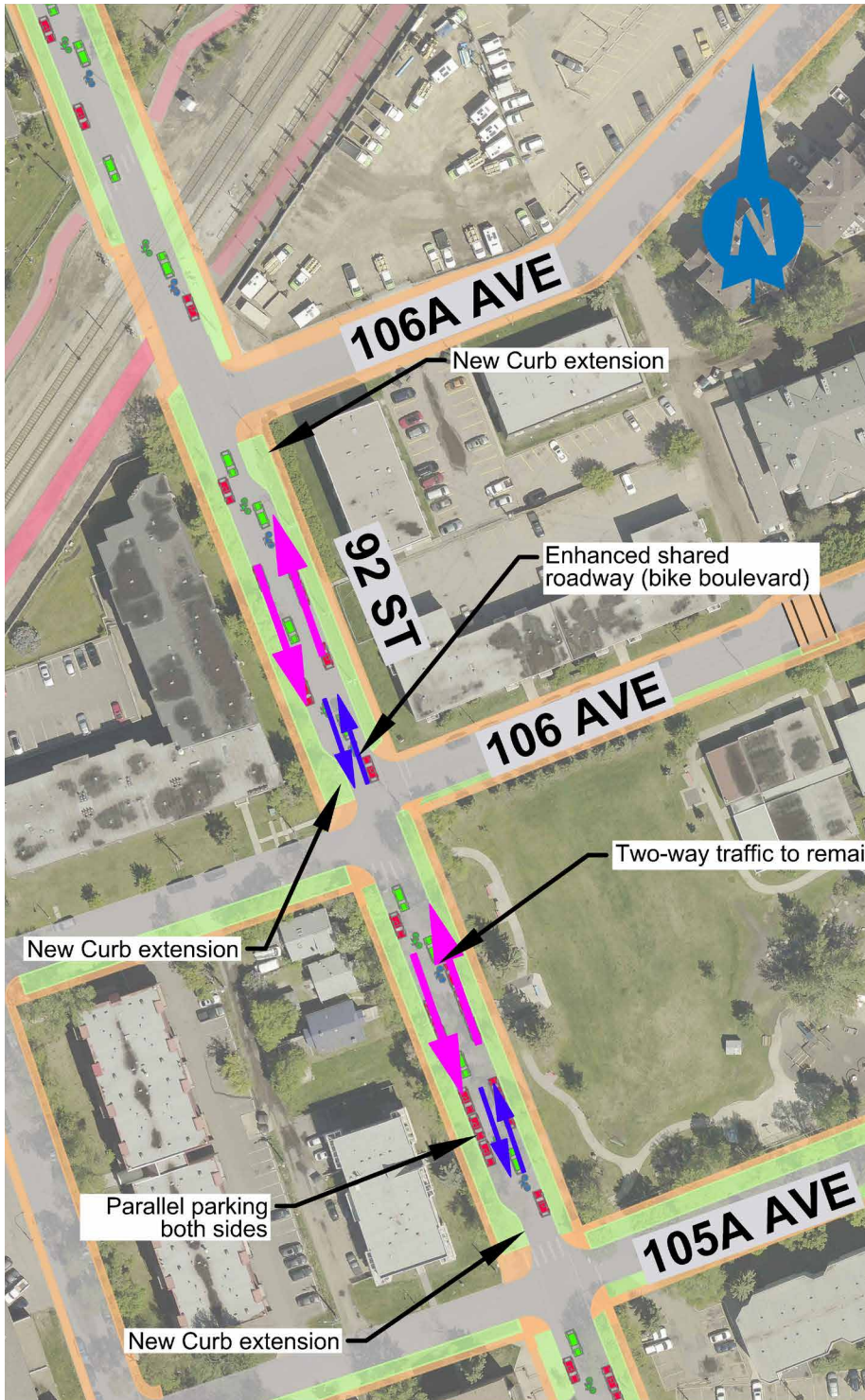
### 92 STREET – 108 TO 106A AVE





## 92 Street – 111 to 103A Avenue

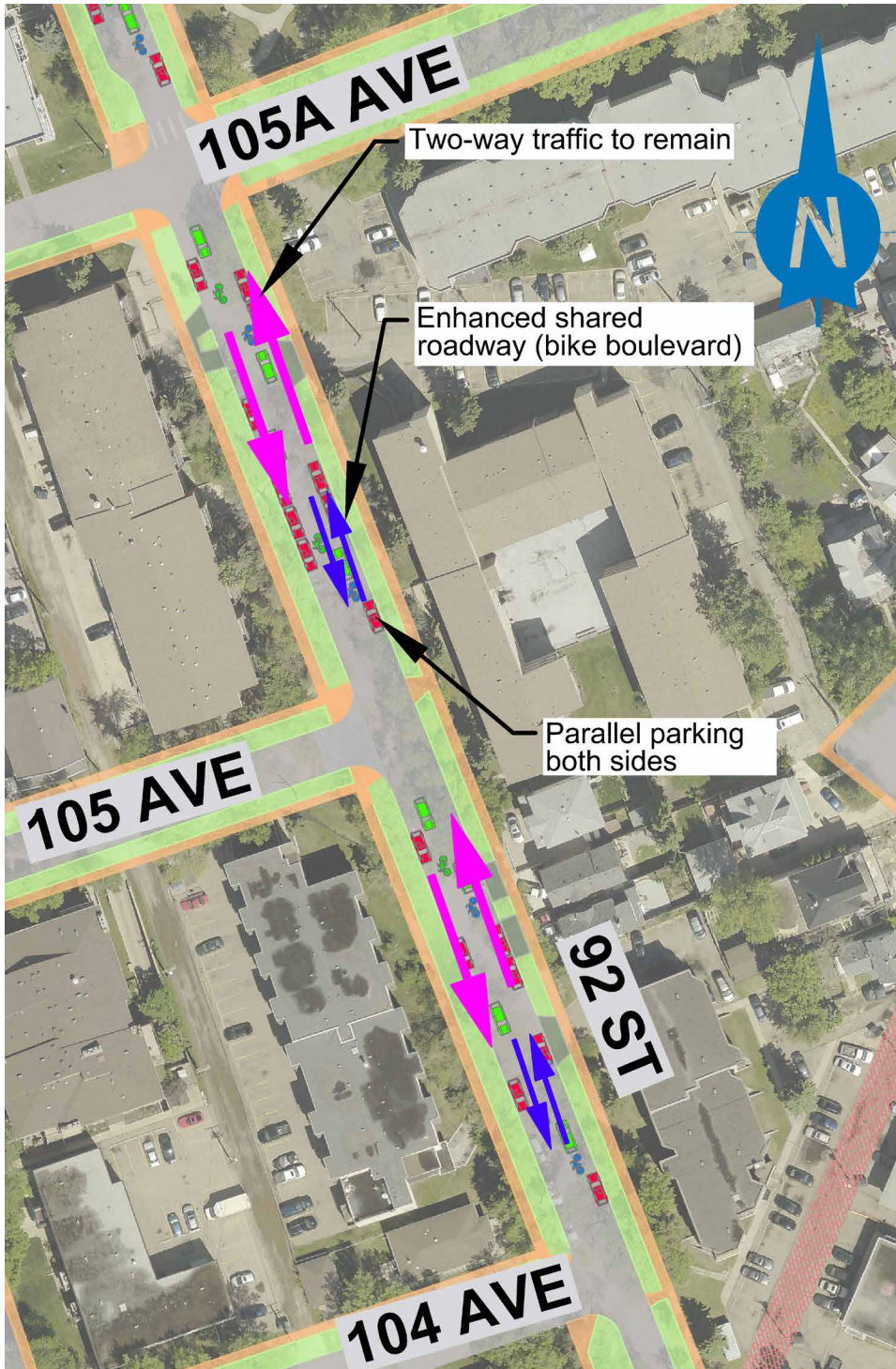
### 92 STREET – 106A TO 105A AVE





## 92 Street – 111 to 103A Avenue

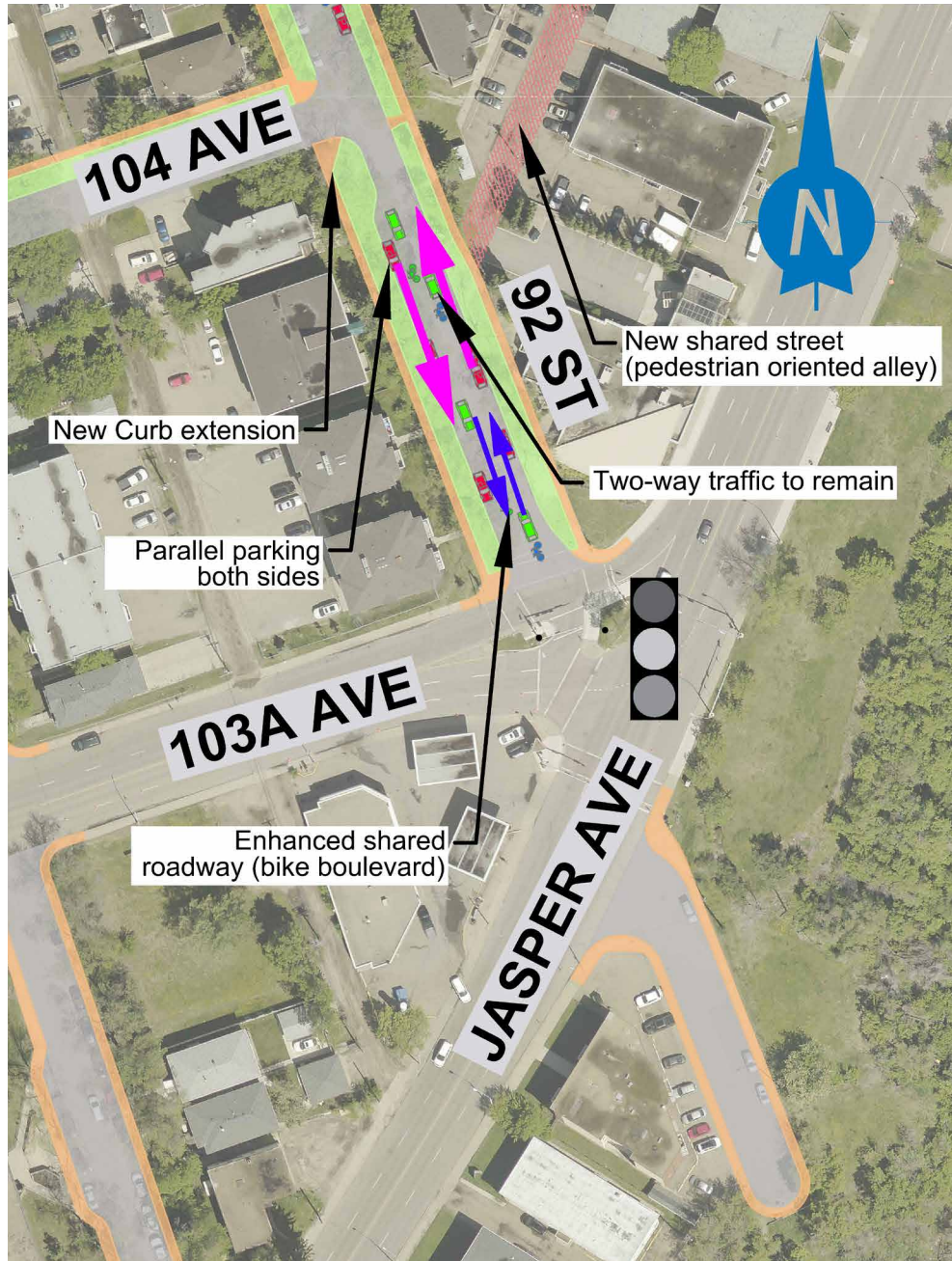
### 92 STREET – 105A TO 104 AVE





## 92 Street – 111 to 103A Avenue

### 92 STREET – 104 TO JASPER AVE

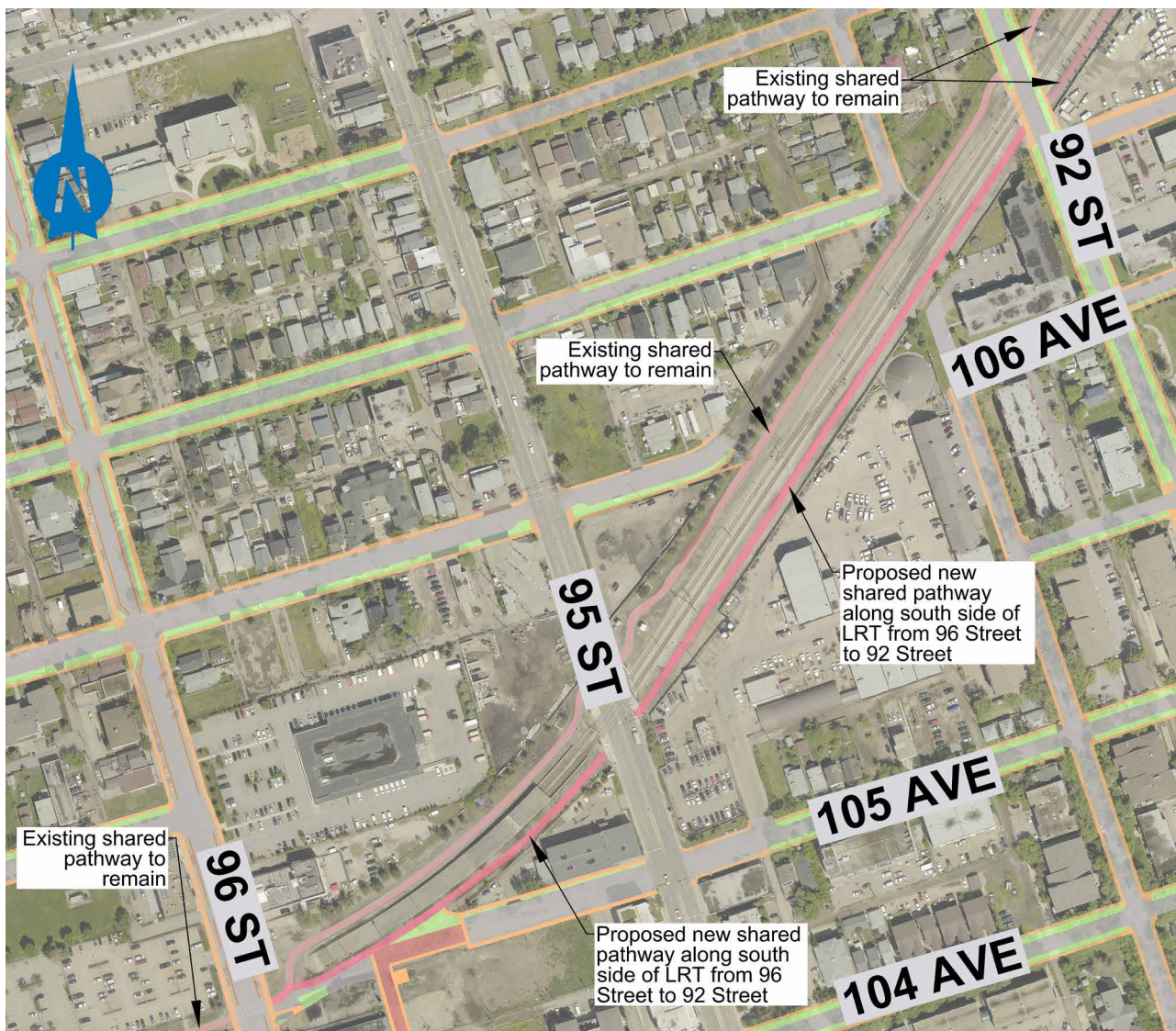




# LRT Shared Pathway Connection

## What the draft design includes:

- + A new shared pathway along the south side of the LRT tracks between 96 Street and 92 Street to improve active transportation connectivity in the area (implementation of the design is pending funding)



# Giovanni Caboto Park and 94 Street

## What the draft design includes:

### Giovanni Caboto Park

- + A new east–west path through the middle of the park to improve walking connections through the park
- + A new north–south path through the east side of the park to improve walking connections through the park
- + A new amber flasher signal for enhanced pedestrian crossing at 95 Street and 109 Avenue
- + A new welcoming entry plaza located at the south–east corner\*
- + A new seating area at the west side of the park.\*

### 94 Street

- + A new north–south sidewalk on west side of 94 Street to improve connections around the park
- + One–way northbound vehicle traffic direction on 94 Street to create space for new sidewalk (change from what exists today)
- + Parallel on–street parking limited to the east side to create space for the new westside sidewalk without impacting any trees

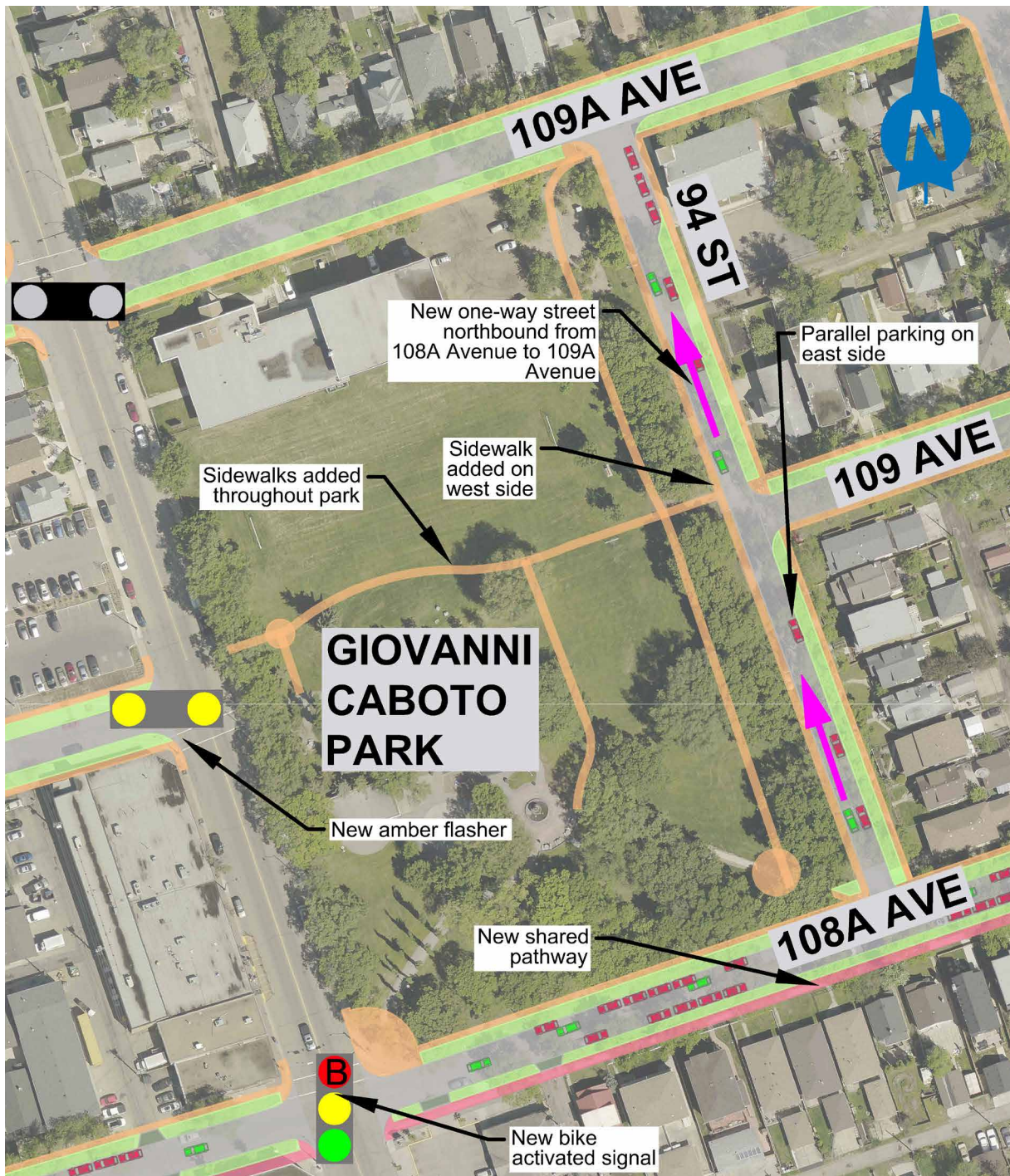
*\*Not funded by Neighbourhood Renewal – other sources will be investigated*

*Note: Building improvements, washrooms, tree lights, water fountains are not in scope of work for this project.*





## Giovanni Caboto Park





## Giovanni Caboto Park



A north-south connection from 109A Avenue to 108A Avenue

An east-west connection from 94 Street to 95 Street

Additional seating node on west side of park

New entry plaza on south-east corner of park

Refer to 108A Avenue potential streetscape enhancements

The Piazza Redevelopment Site



# Stadium Alley / Berm (109A to 108A Avenue)

## What the draft design includes:

- + A new shared pathway added along the east side of the alley from 108A Avenue to the existing Joe Clarke pathway south of 109A Avenue to improve connectivity along this popular walking route (pending approval of land use)

