

Uptown Steeles Avenue Streetscape Improvements

Planning and Development Committee

Development Services and Design
Integrated City Planning

Planning, Building & Growth Management

February 10, 2025



Uptown Steeles Avenue Streetscape Improvements Feasibility Study

Sustainable multi-modal transformation of the Steeles Avenue goods movement corridor



Strategic Focus Area Alignment



Health & Well-being



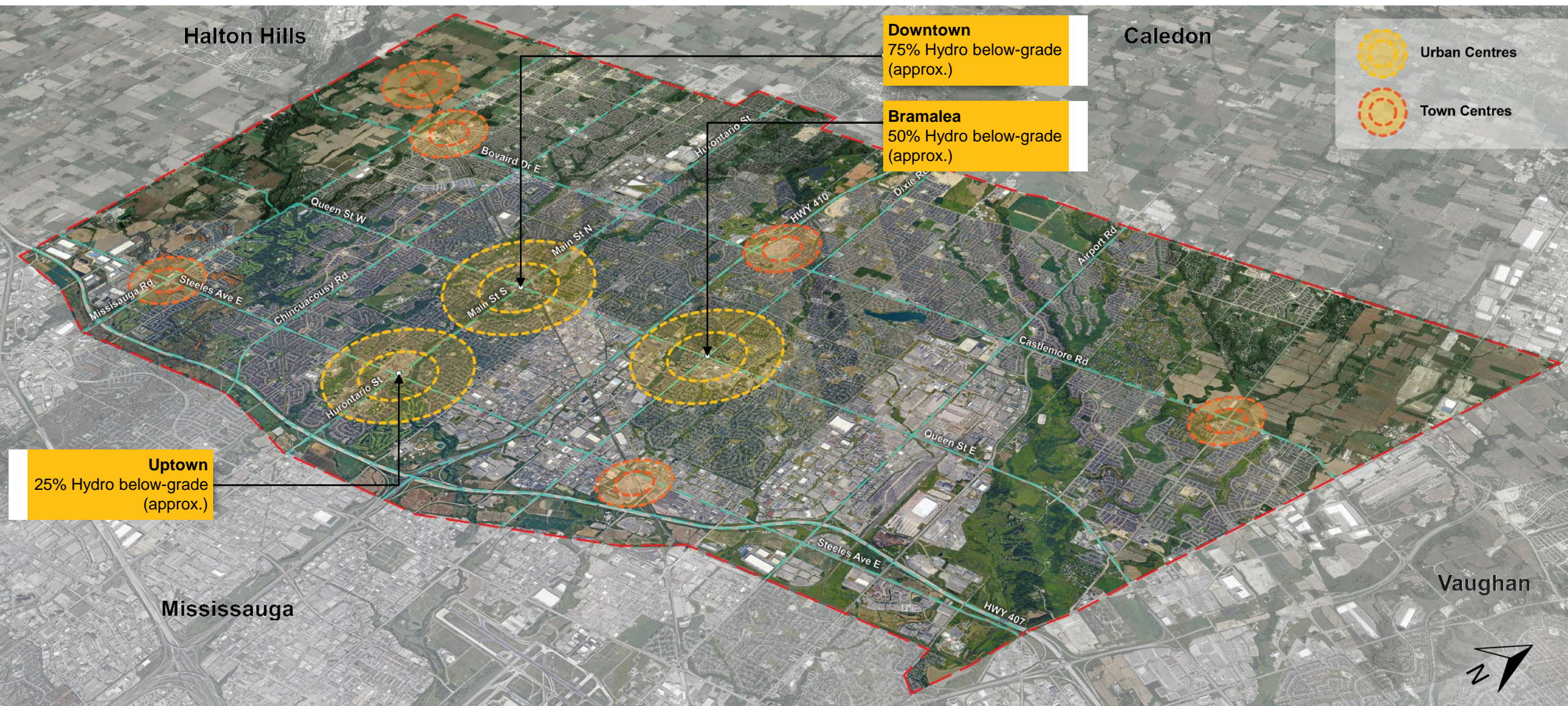
Transit & Connectivity



Growing Urban Centres & Neighbourhoods



Environmental Resilience & Sustainability



Halton Hills

Caledon

Urban Centres

Town Centres

Downtown
75% Hydro below-grade (approx.)

Bramalea
50% Hydro below-grade (approx.)

Uptown
25% Hydro below-grade (approx.)

Mississauga

Vaughan



Uptown – Existing Context

EXISTING POPULATION

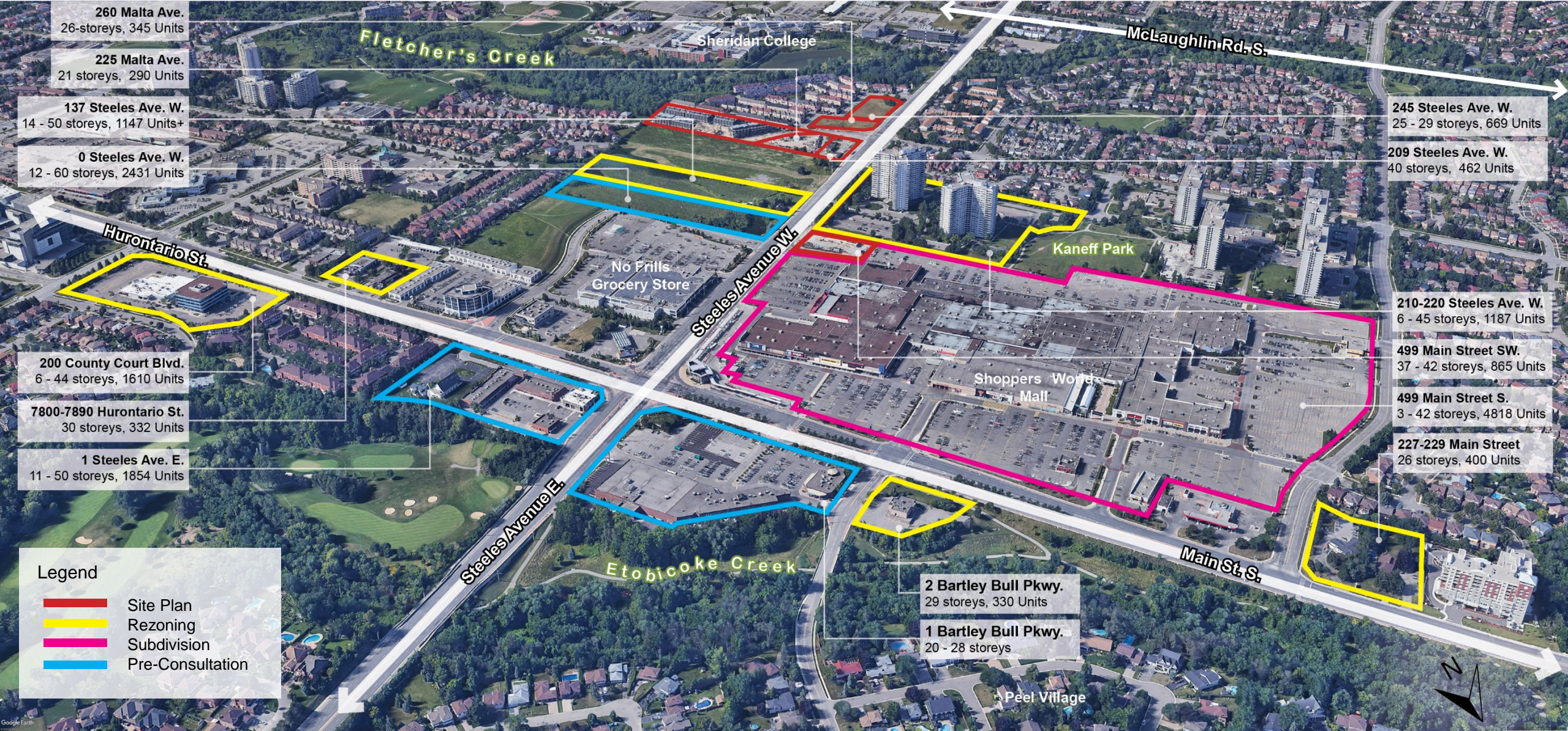
 **22,050**

EXISTING JOBS

 **10,900**

EXISTING UNITS

 **7,320**



260 Malta Ave.
26-storeys, 345 Units

225 Malta Ave.
21 storeys, 290 Units

137 Steeles Ave. W.
14 - 50 storeys, 1147 Units+

0 Steeles Ave. W.
12 - 60 storeys, 2431 Units

200 County Court Blvd.
6 - 44 storeys, 1610 Units

7800-7890 Hurontario St.
30 storeys, 332 Units

1 Steeles Ave. E.
11 - 50 storeys, 1854 Units

245 Steeles Ave. W.
25 - 29 storeys, 669 Units

209 Steeles Ave. W.
40 storeys, 462 Units

210-220 Steeles Ave. W.
6 - 45 storeys, 1187 Units

499 Main Street SW.
37 - 42 storeys, 865 Units


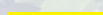

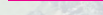
499 Main Street S.
3 - 42 storeys, 4818 Units

227-229 Main Street
26 storeys, 400 Units

2 Bartley Bull Pkwy.
29 storeys, 330 Units

1 Bartley Bull Pkwy.
20 - 28 storeys

Legend

-  Site Plan
-  Rezoning
-  Subdivision
-  Pre-Consultation

Uptown – Planned Context

High rate of redevelopment with mixed-use applications in the pipeline

14,000+
new residential units
+ commercial space



Development Applications

- 260 Malta Avenue
- 209 Malta Avenue
- 225 Malta Avenue
- 245 Malta Avenue
- 210-220 Steeles Avenue West
- 137 Steeles Avenue West
- 499 Main St. S (Shoppers World)
- 2 Bartley Bull Pkwy
- 1 Bartley Bull Pkwy
- 1 Steeles Avenue East
- 499 Main St. S Phase 1A

H/LRT
Fall 2024

Future Steeles
Higher Order Transit

LRT
Extension EA
(On-going)

Project Extent

1.75km approx. (from McLaughlin Road to Etobicoke Creek East edge)



Project Extent

High Level Comparison Matrix

| Alternative | Description | Items | Cost | Total Cost | Opportunities | Constraints |
|--|---|----------------------------------|------------------------------|---------------|---|--|
| Alternative # 1 Do nothing | Development-application based | Design | 0 | 0 | No immediate capital cost implications | Does not address problem/opportunity |
| | | Utility relocation (Above-grade) | 0 | | | Missed opportunity to collect adequate charges from developers |
| | | Boulevard improvements | 0 | | | Fragmented upgradation of infrastructure |
| | | | | | | Safety concerns for pedestrians and cyclists, affecting public transit ridership and increasing dependency on private vehicles |
| Alternative # 2 Above-grade utility relocation | Relocation of hydro poles closer to existing roadside curb (subject to exemption approval) w/ Boulevard improvements | Design | \$ 5,398,360 | \$ 52,343,300 | Sub-standard pedestrians and cycling infrastructure | Cost implications |
| | | Utility relocation (Above-grade) | \$ 4,680,960 (2024 dollars) | | Cost savings compared to Alternative #3 | Boulevard space constraints for pedestrians and cycling infrastructure, due to pole anchor cables |
| | | Boulevard improvements | \$ 42,263,980 | | | Aerial restriction for large canopy street trees |
| Alternative # 3 Below-grade utility relocation (Recommended) | Removal of hydro poles w/ relocation of existing hydro cables below-grade & Boulevard improvements | Design | \$ 7,573,990 | \$ 73,436,000 | Conversion of vehicle-oriented corridor into a sustainable multi-modal corridor | Cost implications |
| | | Utility relocation (Below-grade) | \$ 24,951,400 (2024 dollars) | | Address space constraints to provide dedicated pedestrian and cycling infrastructure for a Transit Oriented Community | |
| | | Boulevard improvements | \$ 40,910,610 | | Alignment w/ Urban Tree Canopy goals | |

Alternative #1 – Do Nothing (Implications)

Development application-based Implementation similar to Queen St.

Existing Utilities Constraints

Maintaining existing hydro poles w/ aerial cables could limit the planned streetscape enhancements, possibly hindering the full realization of the City's Complete Streets guidelines.

Cost Implications

By avoiding initial below-grade utility relocations costs, City can incur higher long-term costs due to possible future relocations as well as miss the opportunity to potentially recoup cost through the (re)development process.

Fragmented Infrastructure

With (re)development defining the streetscape improvements' project timelines, this approach can result in a fragmented look over a long term.

Space limitations

Existing hydro poles w/ guy wires take up valuable space that could be used for other urban improvements like wider sidewalks, dedicated cycle tracks etc.



Alternative #2 - Above-grade utility relocation (Implications)

Sub-standard infrastructure

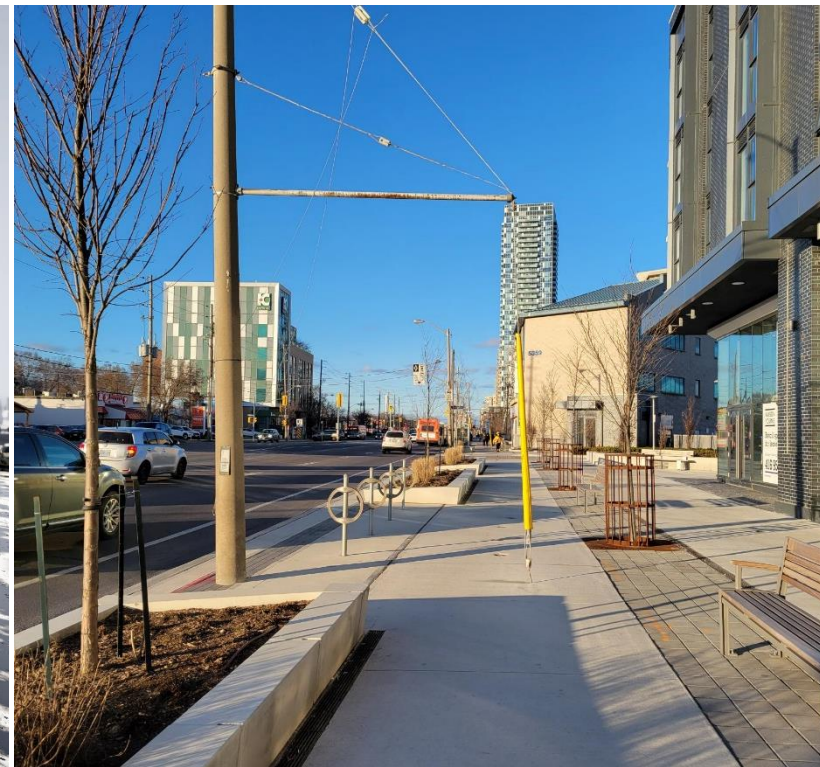
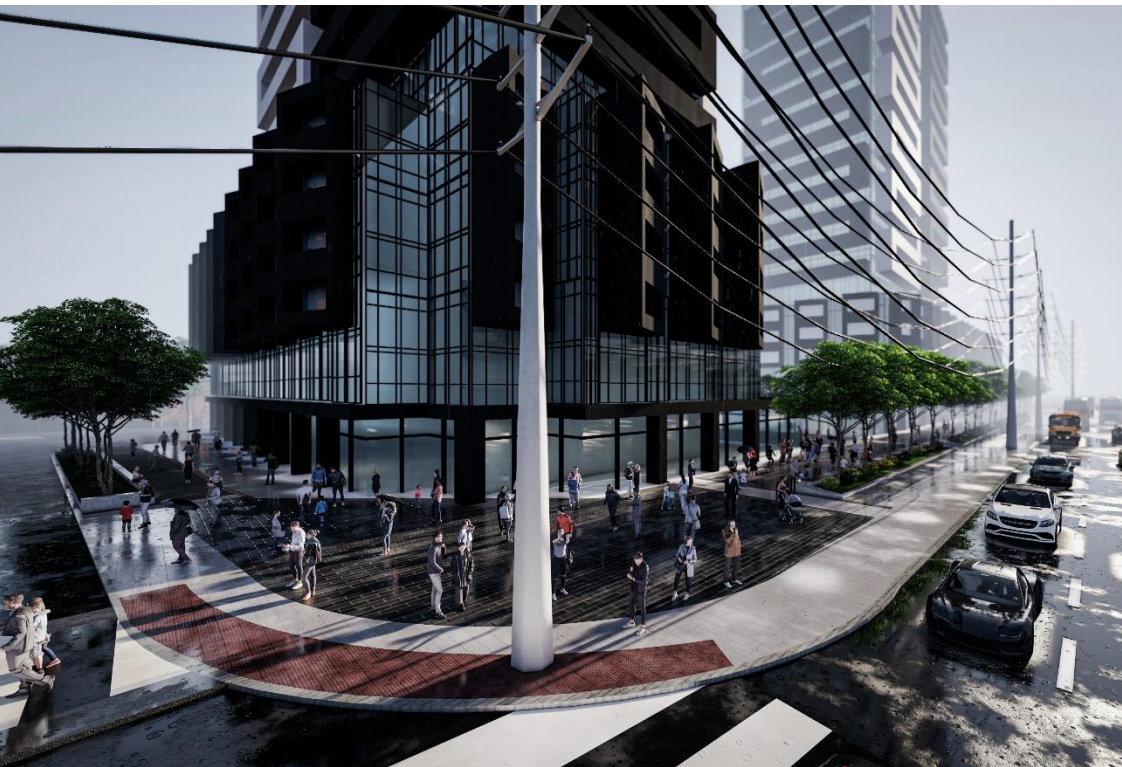
Space constraints

Cable clear zone restriction

- **Min. 3m wide Sidewalks**

- **Small Canopy Tree Planting and seating***

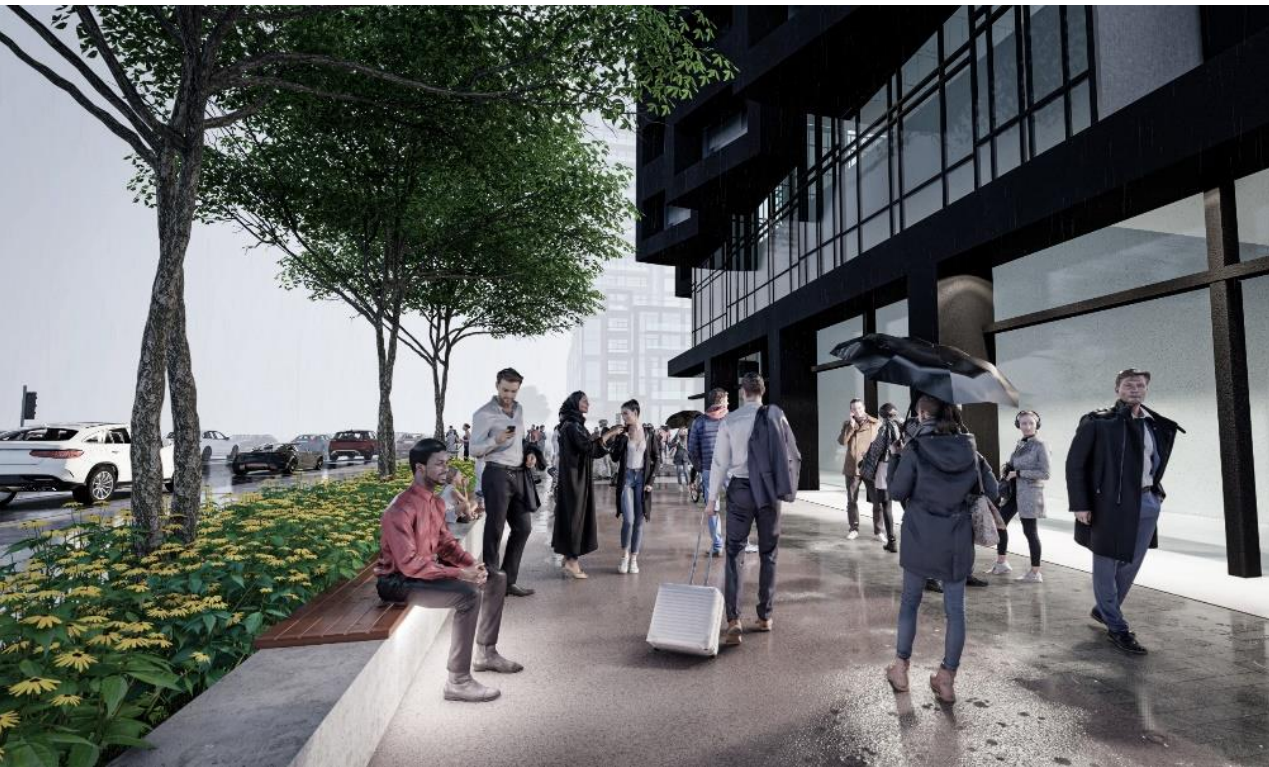
*include 1m wide splash strip & 1.5m hydro easement (subject to exemption from PUCC to shift hydro poles closer to roadside curb)



Alternative #3 - Below-grade utility relocation

9.5 - 13m Boulevard with single/double row of street trees

- **Min. 4m wide Multi-use pathways**
- **4.5 - 5m wide planting and seating***
*include 1m wide splash strip & 1.5m hydro easement (T.B.D)
- **6m wide crossings**



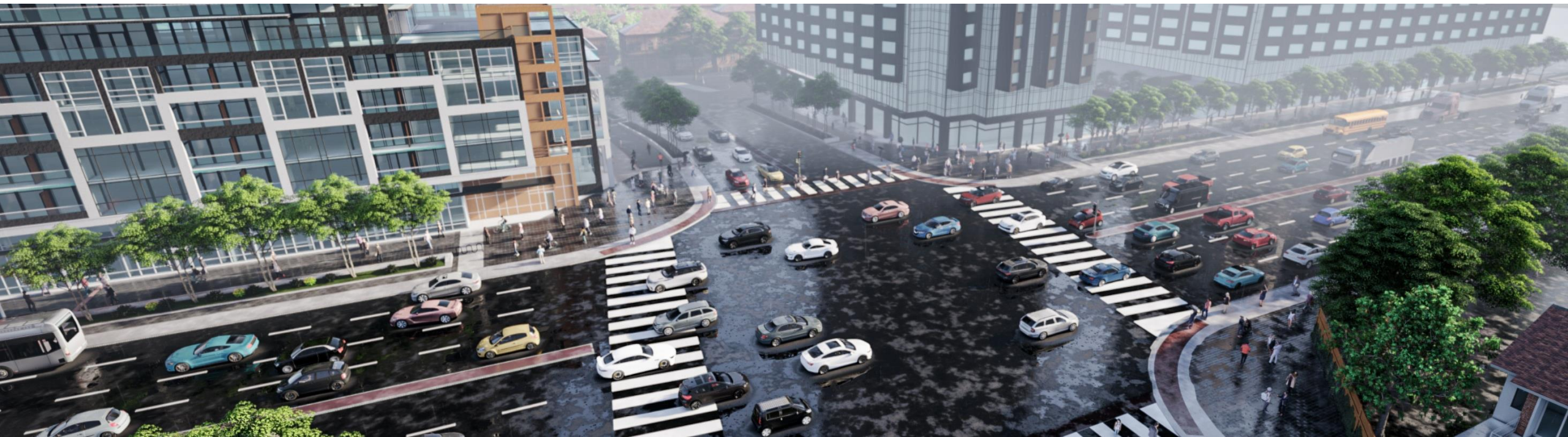
Staff recommendation

Capital project Implementation

Area specific levies

Interim Streetscape design

- That staff be directed to undertake a feasibility study (within the existing approved capital budget) for an Uptown Steeles Avenue Urban Streetscape Improvements Plan and report back with respect to project milestones, anticipated costs, and a financial strategy to fund the improvements.



Thank you!

