

### ACTIVE TRANSPORTATION FACILITIES

- Active transportation is encouraged through the provision of a 1.8-metre wide bike lane and a 3.0-metre wide multi-use path on both sides of the road
- The multi-use path can accommodate cyclists, pedestrians and users of mobility devices, and is buffered from vehicular traffic by a curb and 3.0-metre wide vegetated boulevard to enhance safety and aesthetic experience
- Proposed bike lane and multi-use paths connect to the existing active transportation network at both ends of the study area



### PLANTING IN BOULEVARDS & MEDIANS

- Street trees can provide aesthetic benefits and help mitigate urban heat island effect
- Tree species should be native, non-invasive, hardy, drought-tolerant, and well-suited to roadside conditions
- Select areas of medians and boulevards at key locations such as at roundabouts and the underpass can feature enhanced planting palette including shrubs and perennials
- Low-impact development (LID) methods for the treatment and/or collection of stormwater should be considered for these areas, aligning with recommendations in the Niagara Escarpment Plan



### EMBANKMENT PLANTINGS

- At underpass embankments, a variety of colourful native landscape plantings can bring aesthetic, ecological, and slope stabilization benefits
- Distinctive planting design can contribute to a sense of arrival or gateway feature for this prominent corridor
- Trees may be considered for slopes of 3:1 or less



### CP RAIL GRADE SEPARATION

- Elevated pedestrian infrastructure improves safety and pedestrian experience travelling through the underpass
- Ample lighting leading to and under the new CP Rail underpass can help improve experience of travelling under the structure
- Potential for enhanced grade separation treatments such as aesthetic treatments on bridge abutments, public art and lighting features can establish this portion of Steeles Avenue as a "gateway" between urban Milton and the Niagara Escarpment



### NEW INTERSECTION

- Opportunity for gateway features such as public art or distinctive planting treatments
- Use of similar plant selection and hardscape treatment found at nearby major intersections (such as at the Tremaine Road & Steeles Ave roundabout) can contribute to a cohesive streetscape experience within the local area
- Integration of low-impact development (LID) components should be considered to deal with stormwater quality and quantity, given the intersection's proximity to Sixteen Mile Creek
- Active transportation facilities should be integrated carefully into intersection to provide safe and clear routes of travel for cyclists, pedestrians and mobility device users



### RESTORATION AT REMOVED ROADWAYS & BRIDGE

- At the portion of roadways to be removed, new native plantings and restoration areas will enhance habitat quality and will match and complement existing vegetation communities
- Access to subgrade utilities at the existing Steeles Avenue are to be maintained
- In conjunction with structural restoration of the creek banks, riparian restoration at the removed bridge over Sixteen Mile Creek should include planting newly restored creek banks with native riparian species

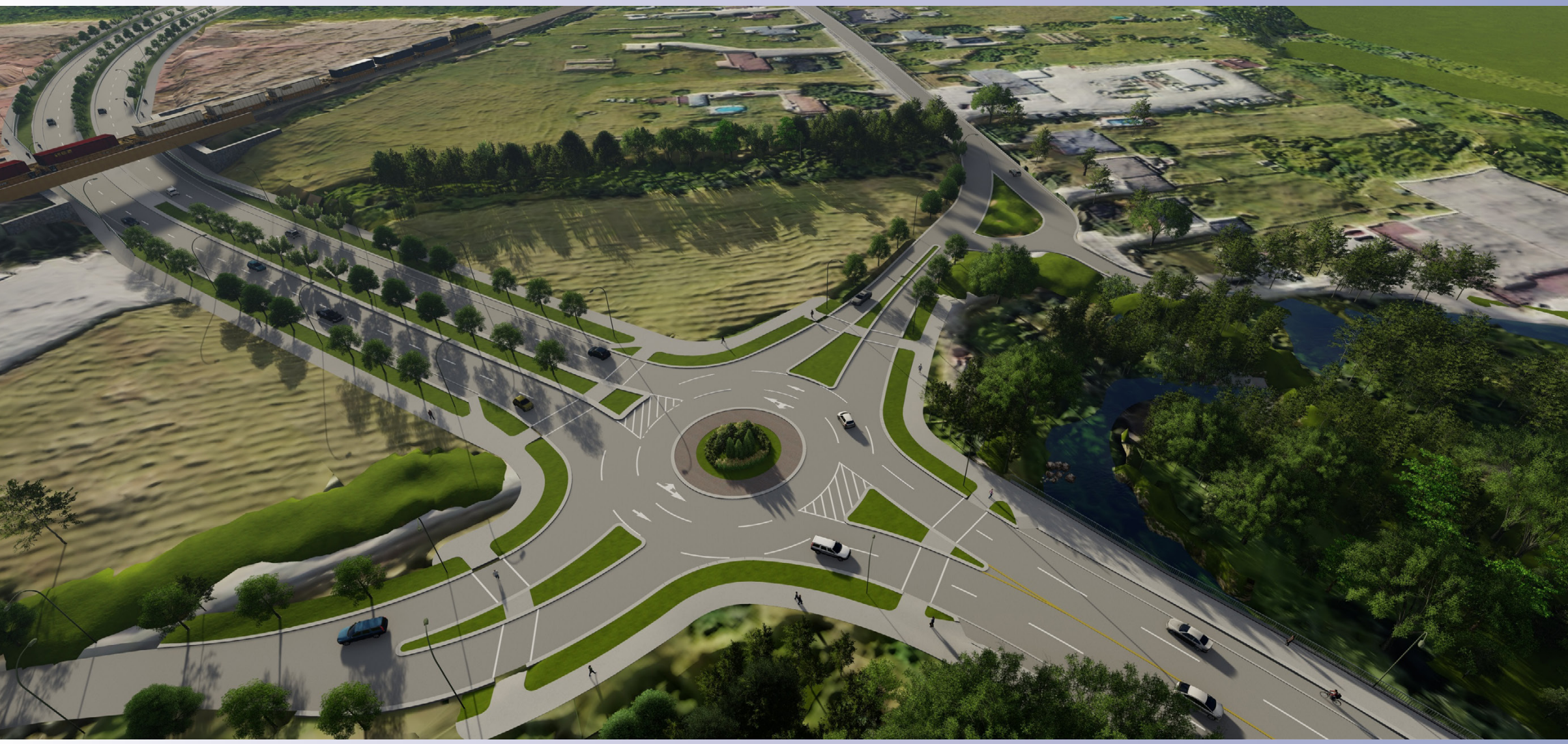


### PROPOSED NEW BRIDGE OVER SIXTEEN MILE CREEK

- Bridge should be designed to minimize disturbance to channel and banks at Sixteen Mile Creek
- Disturbed riparian areas should be restored with native riparian species
- Opportunity for enhanced active transportation facilities at the bridge, bringing attention to the creek crossing



### PHOTO RENDERINGS



Bird's-eye view of roundabout and grade separation, looking west

1



View from new bridge over Sixteen Mile Creek, looking south

2



Multi-use path at roundabout, view towards grade separation, looking southwest

3



Vegetated median and elevated multi-use path at new grade separation

4