

- Existing Arterial Street (Dundas Street East, River Street, Shuter Street, Parliament Street and Gerrard Street East.)
- Primary Local Street (Oak Street, Sumach Street)
- Secondary Local Street (Street J, M, O, E)
- Laneways

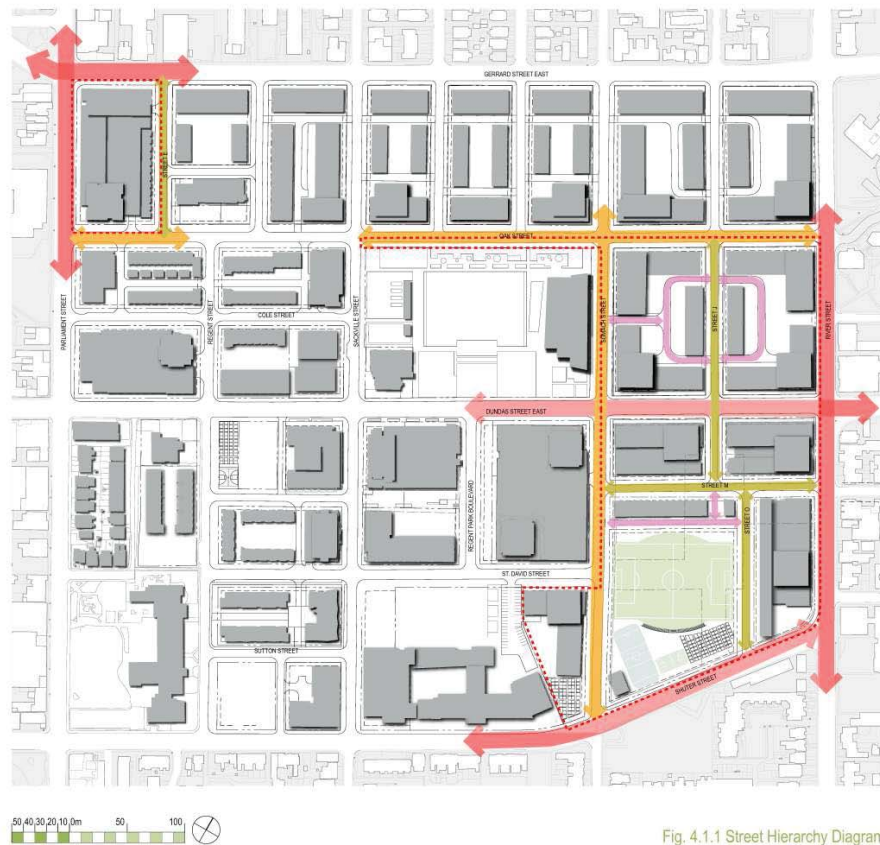


Fig. 4.1.1 Street Hierarchy Diagram

4.1 Street Hierarchy

The street design for Phase 3 consists of three types of streets: Arterial Streets, Primary Local Streets and Secondary Local Streets. Private Lane-ways are also included in Phase 3 development. Dundas Street, River Street, Shuter Street, Parliament Street and Gerrard Street East are Arterial streets. Sumach Street is a Primary Local Street, and connects Regent Park to the neighbourhoods to the north and south. Oak Street is a Primary Local Street that has special character, and it connects Regent Park east and west. Oak street runs adjacent to The Regent Park Big Park between Sackville Street and Sumach Street. This special condition allows for a wider public realm and seamless integration of the park and the streetscape. Oak Street terminates at River Street to the east and Parliament Street to the west. Street J, Street M, Street O and Street E are Secondary Local Streets. Street J, Street O and Street E run north-south, Street M runs east-west. A number of Laneways run north-south and east-west creating connections to the above street types and providing internal block circulation.

These streets are illustrated in Fig. 4.1.1. The diagram shows how each street relates to each other and to the surrounding neighbourhoods. Each street type is described in detail in the following sections.

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dundas street

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4.2 Dundas Street

Dundas Street East is an Arterial Street which connects Regent Park west to the downtown core and east to the Riverdale neighbourhood. Dundas Street East will continue to have four lanes of traffic, including shared streetcar lanes. Commercial space will be included at grade in buildings on both north and south sides of the street.

The intersection of Dundas Street East and River Street will act as a gateway to Regent Park from the east. It will have opportunities for public art and an enhanced streetscape. The 504 Dundas streetcar has 2 stops along the stretch of Dundas Street East included in Phase 3, one at River Street and another at Sumach Street. A new signalized intersection will be located at the corner of Sumach Street and Dundas Street East as part of previous development in Phase 2. The existing signalized intersection at the corner of River Street and Dundas Street East will remain.

Both the north and south side of Dundas Street East will have a 3.0 metre pedestrian realm adjacent to the curb. It will consist of 2.2 metre wide concrete sidewalk and 0.8 metre unit paving area. A 1.2 metre wide planter box containing street trees and native and hardy plant material will be located in the 4.0 metre setback. Previous Development Context Plans have had the planters straddling the property line. At site plan, the city has requested that the planters be moved inside the property line. This Development Context Plan is consistent with the City's site plan comments from Phases 1 and 2. There will be a second 3.6 metre pedestrian zone adjacent to the building facade within the private setback. There will be a second 2.8 metre pedestrian zone adjacent to the building facade within the private setback. The planters will provide seating and shading opportunities. The size of the planters will accommodate 15.0 cubic metres of shared soil per tree or 30 cubic metres per one tree and will utilize soil systems if necessary.

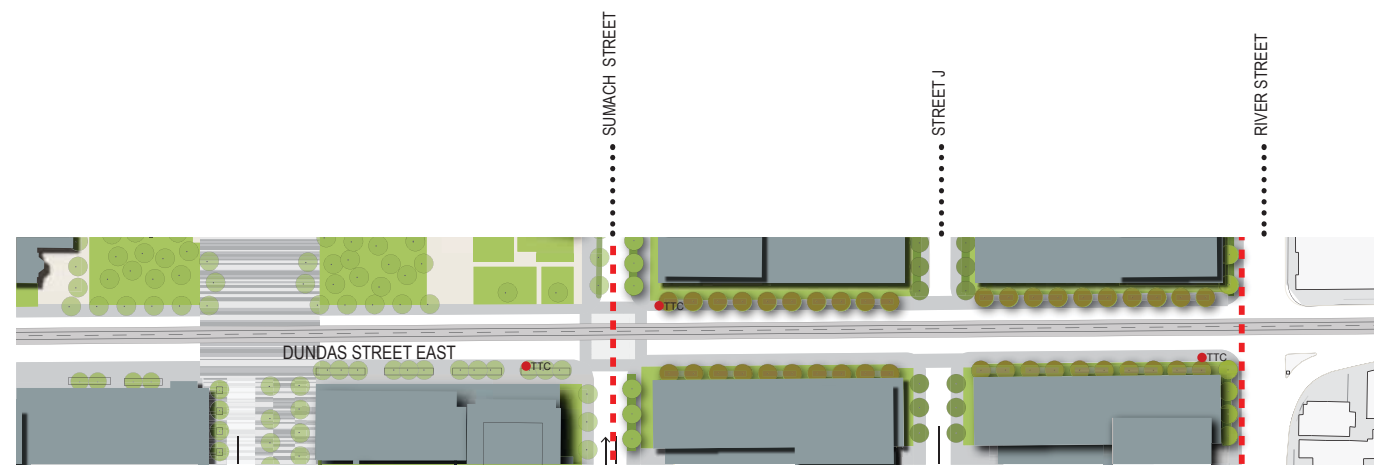


Fig. 4.2.1 Dundas Street Plan

Dundas Street Precedents



Fig. 4.2.3 South side of Dundas Street, Toronto, ON



Fig. 4.2.2 New York City, New York



Fig. 4.2.4 North side of Dundas Street, Toronto, ON

Materiality

(existing) Asphalt : Roadway

Scored Concrete : Sidewalk

Double Row of Concrete Unit Pavers : Curb Band

Specially Designed with opportunities for seating : Planters

Adequate soil volume is per TGS : Trees in Planters

As per City's street furniture program : Street Furniture

Zebra Striping : Crossings

Match to Phase 1 and 2 Light Standards : Lighting

Provide poles with arms for banners : Lighting

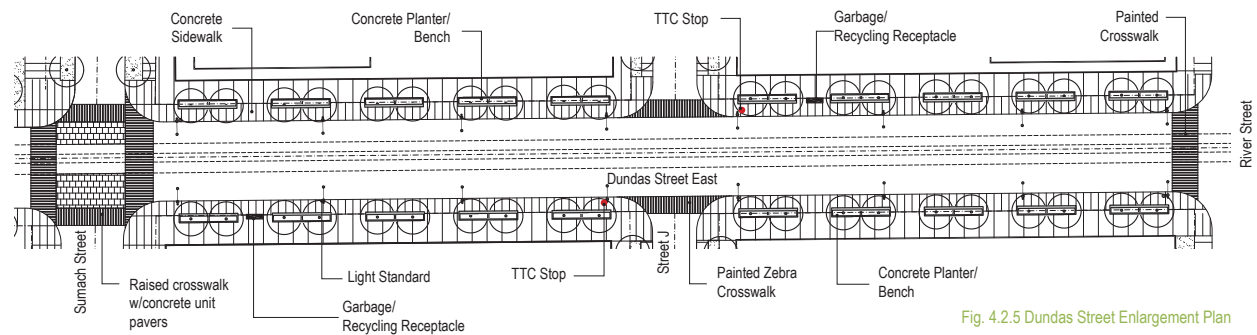


Fig. 4.2.5 Dundas Street Enlargement Plan

4.2 Dundas Street

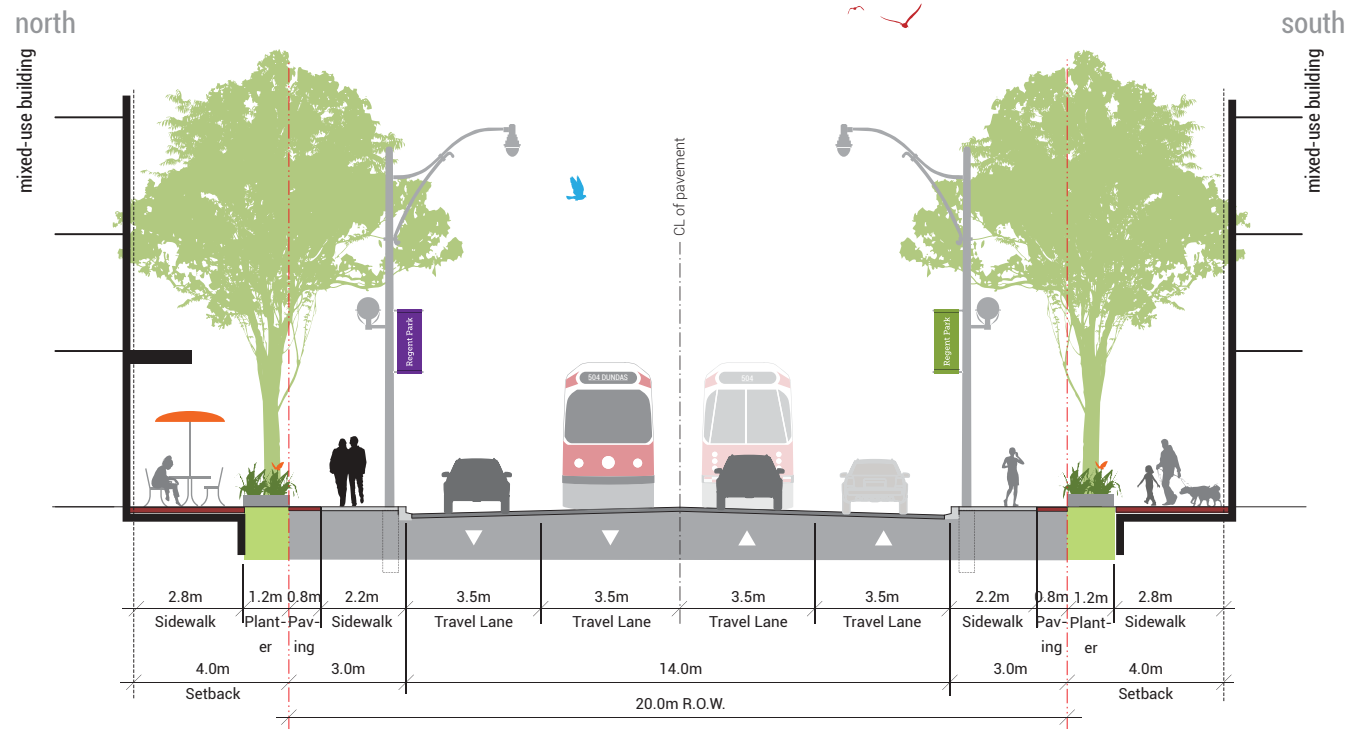


Fig. 4.2.6 Dundas Street Section Typical

Shuter Street Precedents



Fig. 4.3.2 Lafayette Greens, Detroit



Fig. 4.3.3 New York City, New York

Materiality

(existing) Asphalt : Roadway

Scored Concrete : Sidewalk

Double Row of Concrete Unit Pavers : Curb Band

Adequate soil volume as per TGS : Tree Planting

As per City's street furniture program : Street Furniture

Zebra Striping : Crossings

Match to Phase 1 and 2 Light Standards : Lighting

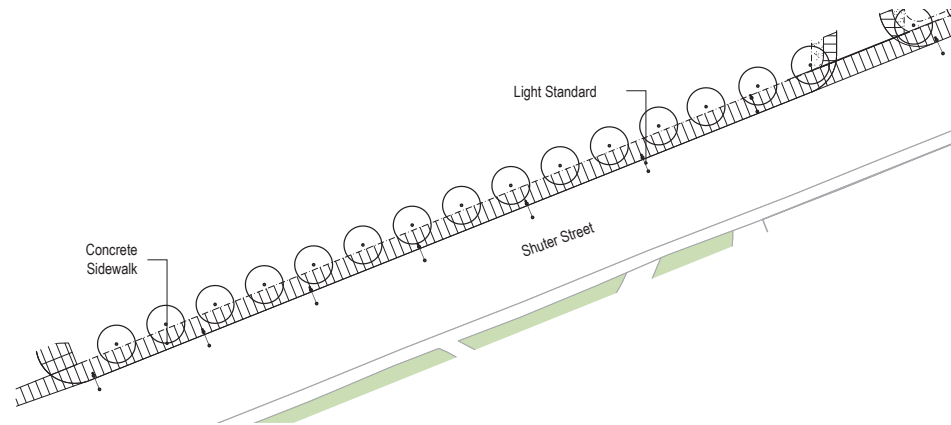


Fig. 4.3.4 Shuter Street Enlargement Plan

4.3 Shuter Street

Shuter Street is an Arterial Street which runs along the south edge of Regent Park, connecting it west to the downtown core and ending at River Street. Shuter Street will continue to have two lanes of traffic and two bicycle lanes - one on the north side and one on the south side, and one lane of parking on the south side. Shuter Street will maintain its 20.0 metre right-of-way. Only the north side of Shuter Street, starting at the curb of the sidewalk, is included in the Regent Park redevelopment. The street cross-section for Shuter Street varies depending on the adjacency.

In Phase 3, Shuter Street has various distinct conditions. West of Sumach Street, the public realm abuts an open green space that can potentially be developed into future community gardens. East of Sumach Street, the public realm is adjacent to the outdoor sports facility followed by another open green space with opportunities for community gardens. Between the Regent Park Athletic Grounds and River Street the public realm is adjacent to a private green open space with opportunities for outdoor amenity areas. In all conditions, the north side of the street will have a 3.0 metre pedestrian area adjacent to the curb which will also accommodate lighting. Street trees will be located on privately owned land within the 4.0 metre setback zone. The south side of Shuter Street will maintain existing setback zones and pedestrian areas.

A signalized intersection will remain at the corner of River Street and Shuter Street.

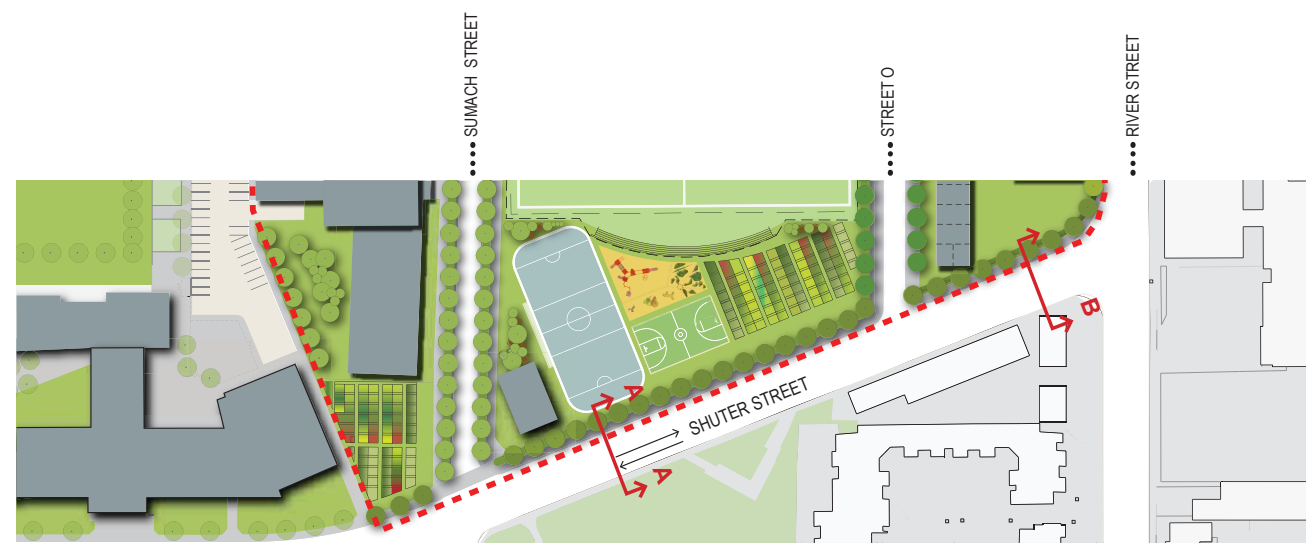


Fig. 4.3.1 Shuter Street Plan

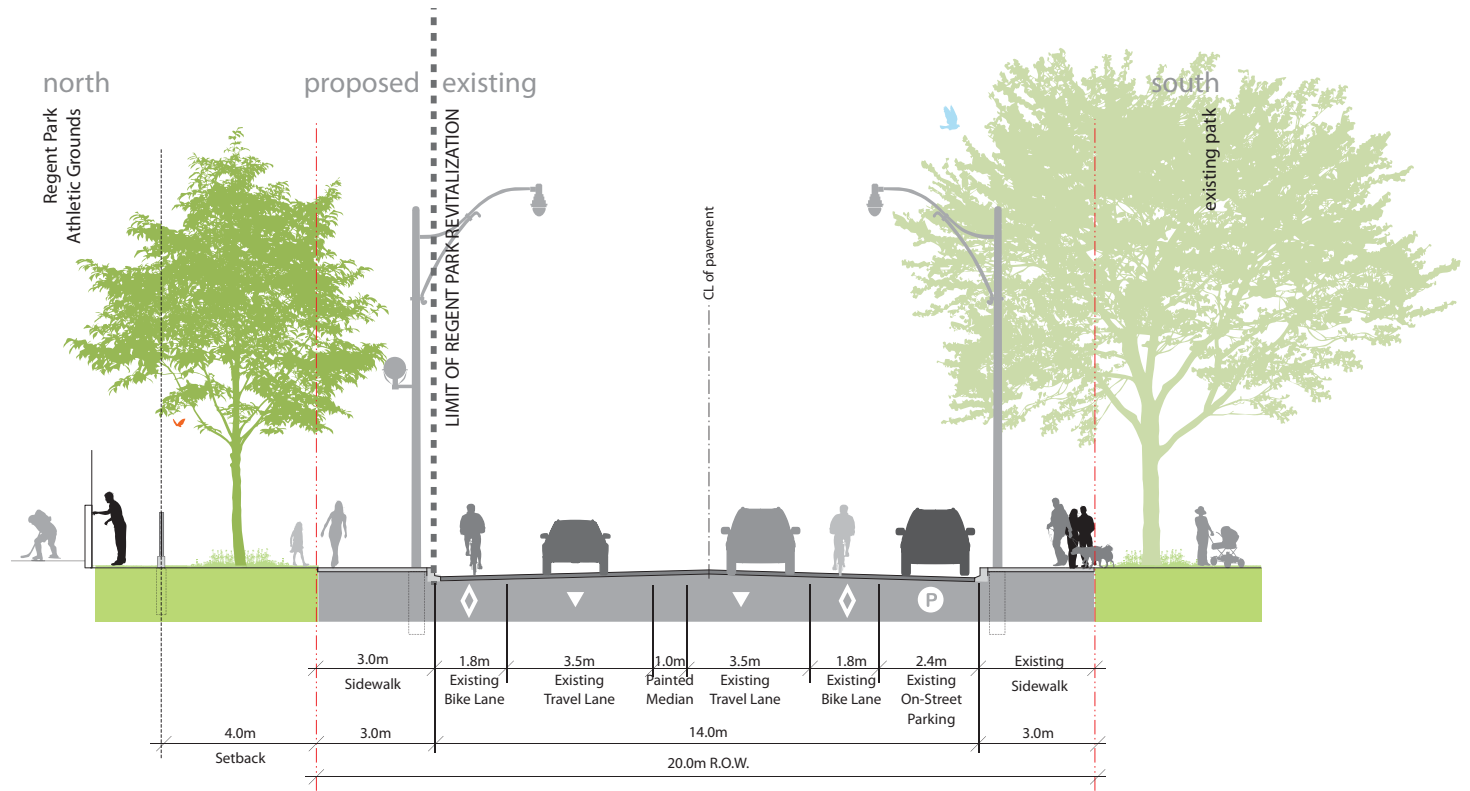


Fig. 4.3.5 Shuter Street Section AA

4.3 Shuter Street

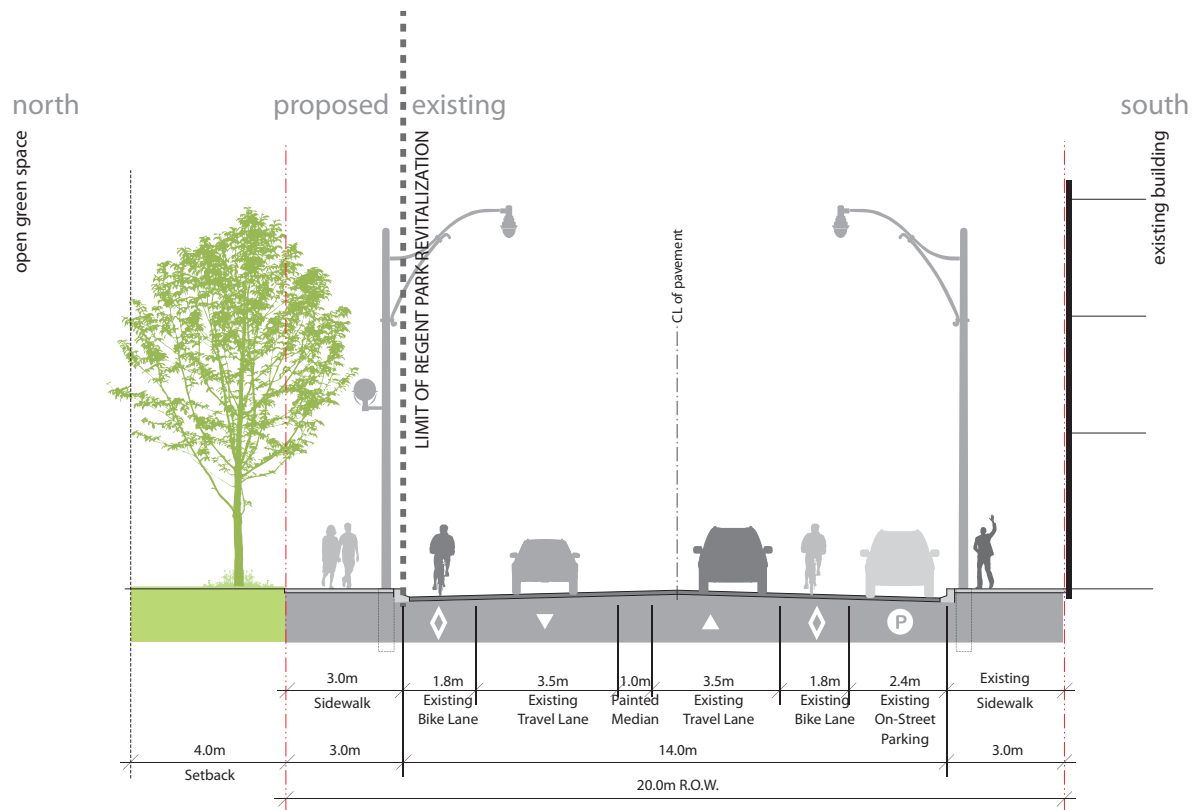


Fig. 4.3.6 Shuter Street Section BB

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river street

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