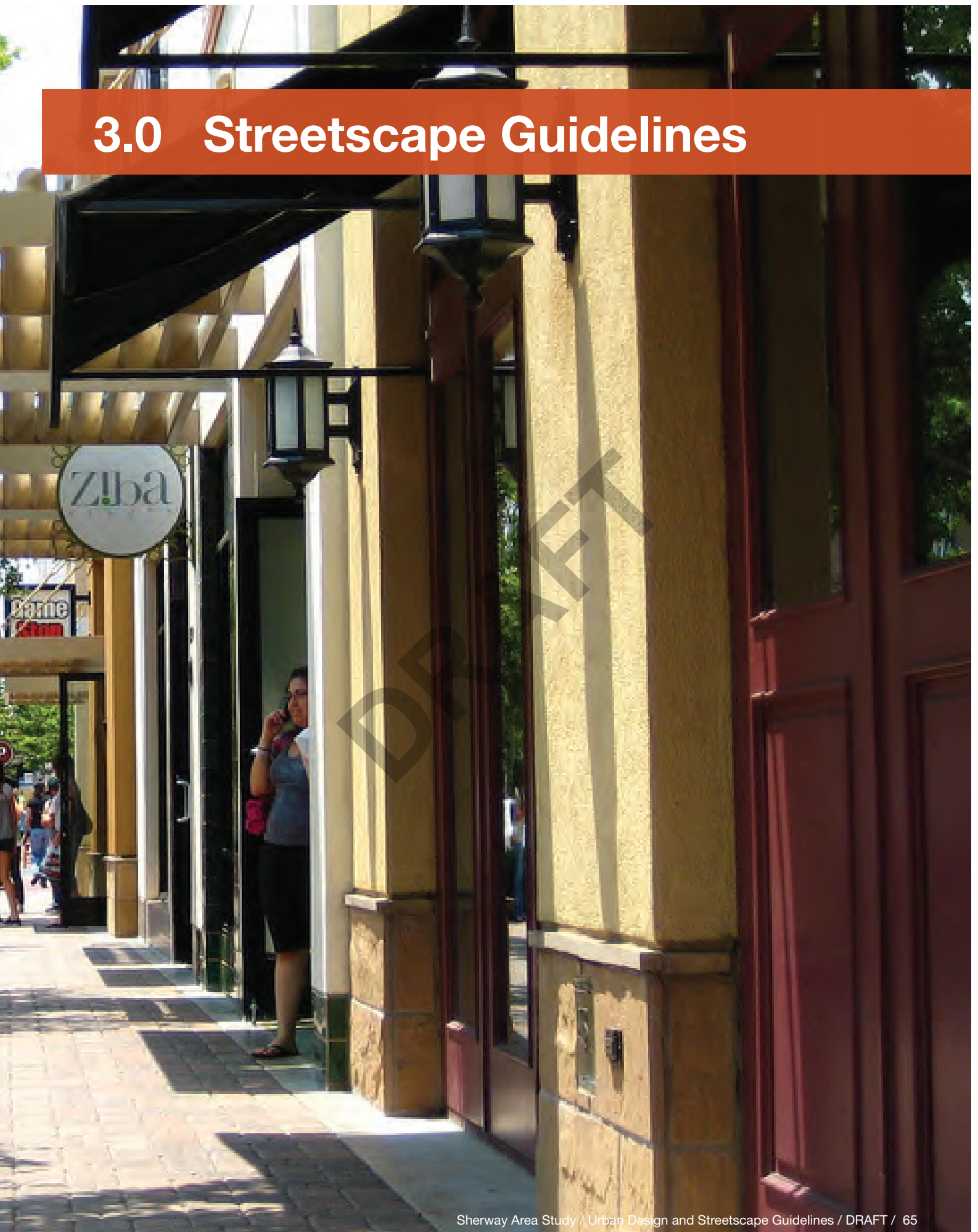






3.0 Streetscape Guidelines



3.1 Introduction

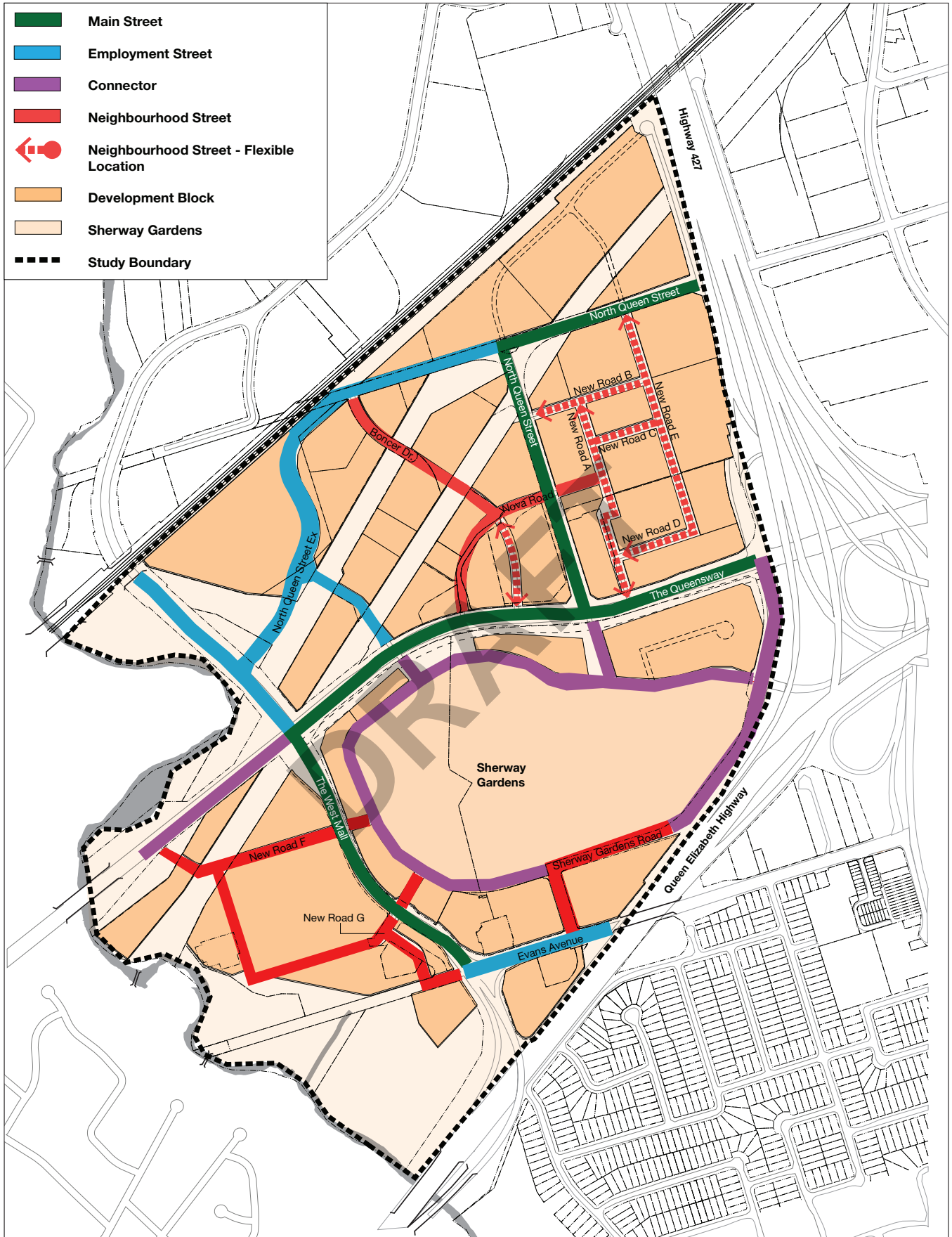
The existing road network in the Sherway Area is designed to support vehicle movements with little consideration for other users. As the Area redevelops the roads will evolve into streets that relate to the places that they are within, where people live, work, shop and play through an enhanced pedestrian and cycling network.

The streets will provide choice for how people move around and emphasize safe and comfortable travel. The streets will provide a green and comfortable setting for all the users and the uses that will take place in the emerging neighbourhood. The design of all streets in the Sherway Area should anticipate the proposed changes in use, intensity and character as redevelopment occurs, and adhere to the Toronto Complete Street Guidelines (2016). All the travelway detailed dimensions can be viewed in the Transportation Master Plan for this Study. Further details regarding sustainable and green streets can be referenced in the City's Green Streets Technical Guidelines.

The street cross sections that follow demonstrate the preferred typical street design. In some cases, such as The West Mall and North Queen Street, the section illustrates the existing curb to curb arrangement. In others, such as Evans Avenue, The Queensway and New Local Neighbourhood streets, the section illustrates the ideal layout, only achieved through reconstruction and moving the curb.

The network includes a number of different street types—Main Streets, Employment Streets, Connectors and Neighbourhood Streets:

- **Main Streets** have a higher intensity of uses and users than the other streets in the Area, with primarily commercial at grade, better network connections and a greater transportation role. They will support increasing pedestrian activity and provide safe facilities for all users.
- **Employment Streets** will connect to both Main Streets and Neighbourhood Streets, providing access to non-residential portions of the Sherway Area. They will support increasing pedestrian activity, provide safe facilities for all users, and accommodate larger vehicles without compromising safety.
- **Connectors** are streets that provide access to a range of different adjacent land uses, including residential, employment and commercial. They have a high degree of network connectivity and are important for linking different places. Evans Avenue and segments of The West Mall and Sherway Gardens Road are examples of this street type.
- **Neighbourhood Streets** typically have a lower intensity, with a mix of grade related uses, reduced network connectivity, and a lower transportation role. These streets are slower than Main Streets and will provide access to primarily residential properties. These street will support an increased level of pedestrian activity and provide safe facilities for all users. Neighbourhood Streets can either support residential or institutional uses.



Sherway Area Street Types

The Queensway

The Queensway, defined as an Avenue in the City's Official Plan, is the primary Main Street for the Sherway Area. The Queensway travels east-west through the Sherway Area, connecting a primarily retail and service commercial precinct east of Highway 427 to the City of Mississauga.

The Queensway has the opportunity to become a more green and gracious street, with trees of a large size and number to moderate its large scale and high volume of vehicles. New buildings will set back a sufficient distance from the right-of-way to provide generous boulevards for increasing pedestrian activity and broad frontage zones for outdoor cafes and seating to animate the streetscape. Cycling facilities are also possible to further invite and support non-auto movement in the Sherway Area.

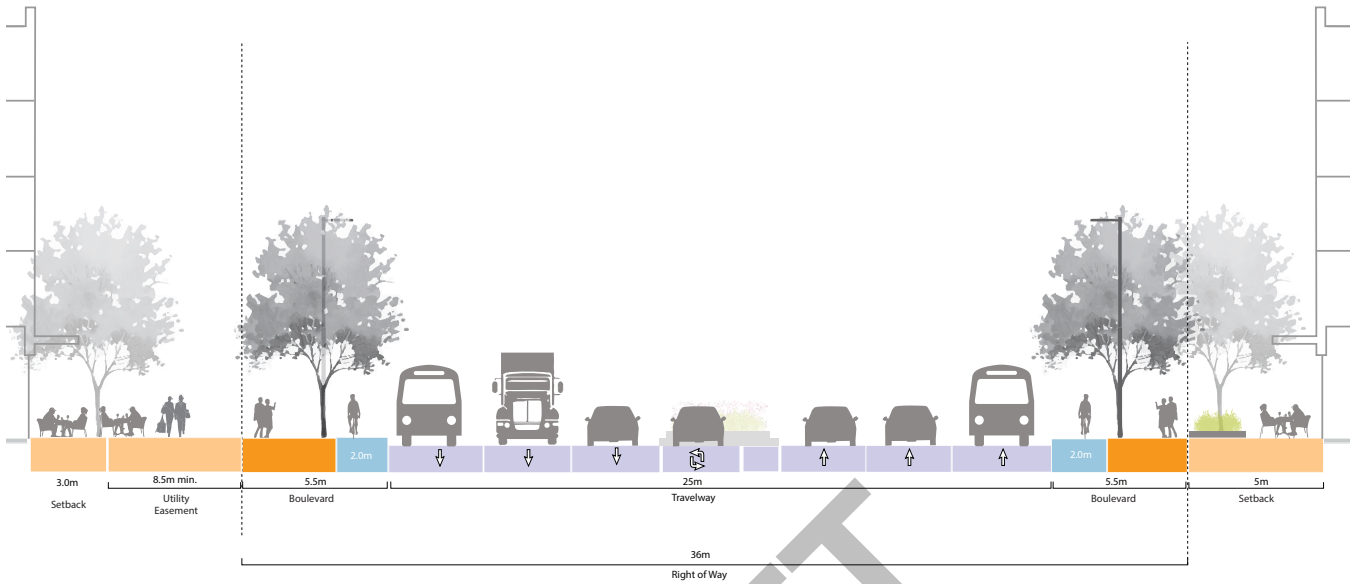
On the south side of the corridor there exists a 8.5 Enbridge Easement. The easement is not parallel to the right-of-way and results in an irregular build-to line and boulevard dimension. The easement will remain privately owned with public access and designed as part of the streetscape. There exists the opportunity to introduce a multi-use path within the easement, providing an attractive off-street cycling facility along with additional greening. This recommendation was first identified in the 1994 Sherway Area Study, and will carry forward as part of this Study. This street will require a full reconstruction.

Guidelines and Standards

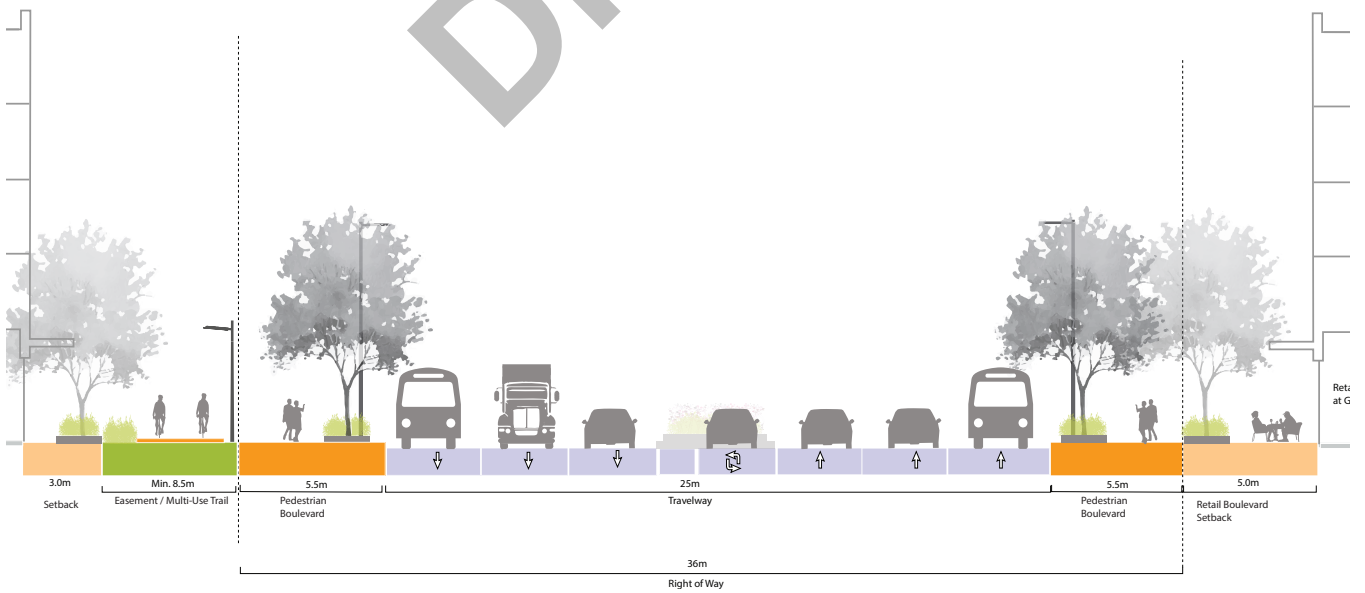
- SR1.** The Queensway should have a consistent 36.0 metre public right-of-way.
- SR2.** Provide a curb-to-curb travelway of 25 metres, and continuous boulevards of a minimum of 5.5 metres on each side of street. The pedestrian clearway will differ depending on the cycle facility (multi-use trail on south side, or one way cycle tracks on both sides of the street) but be no less than 2.1 metres.
- SR3.** Buildings will set back a minimum of 5.0 metres on the north side from the public right of-way to achieve a broad pedestrian boulevard and frontage zone. A 3.0 metre setback will be established on the south side beyond the Enbridge Easement. A 5.0 metre

setback is required where there is no easement requirement on the south side.

- SR4.** Separate the pedestrian clearway from the roadway curb by either the furnishing zone or cycle facilities, in support of pedestrian safety and convenience.
- SR5.** The mid-block lane assignment should include 3 travel lanes in each direction, a central median for left hand turning movements. Cycle facilities are not part of the roadway dimension.
- SR6.** Cycling facilities are to be protected from roadway vehicles, by either grade separation or on street with physical curbed buffers. On-street markings without protection are not recommended.
- SR7.** Design of cycling facilities will adhere to the On-Street Bike Design Guidelines (forthcoming 2016).
- SR8.** Provide a multi-use path in the south side Enbridge Easement. The City should discuss further and confirm with the utility what opportunities exist for such a facility. If not possible, provide protected bike facilities on both sides of street.
- SR9.** Plant a double row-of trees along the southern edge of The Queensway, where it does not interfere with utilities and where space permits. The character of this planting could be formal or naturalistic.
- SR10.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge.
- SR11.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- SR12.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- SR13.** Introduce new street lighting and furnishings from the approved City Standards.
- SR14.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guidelines (forthcoming 2016) to improve safety and mobility for all users.
- SR15.** Consider median noses at intersections to improve pedestrian crossing safety.



The Queensway Section Option 1: Cycle Tracks on both sides



The Queensway Section Option 2: Multi-use Trail in Enbridge Easement

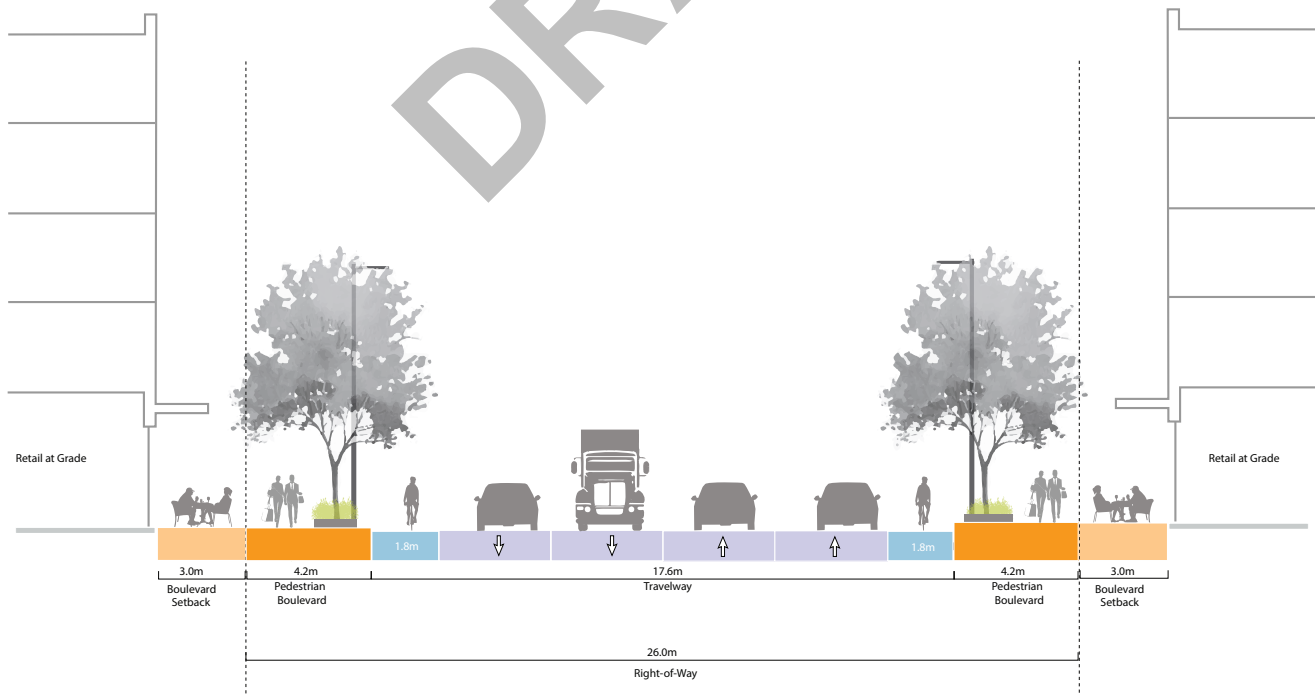
North Queen Street & Extension

North Queen Street is one of the Main Streets of the Sherway Area. The existing North Queen Street is an important major north-south connection. It will redevelop as a mixed-use place with primarily commercial uses at grade. The new North Queen Street Extension is mostly an Employment Street and will provide an alternative network connection in the Sherway Area, linking The West Mall to North Queen Street. It will largely serve the employment uses at the northern boundary of the Area. This street will be constructed within the existing curb-to-curb zone for the existing portion.

Guidelines and Standards

- SR16.** North Queen Street and the Extension to The West Mall should have a consistent and minimum 26.0 metre public right-of-way, as per the approved 2015 Environmental Assessment.
- SR17.** Provide a curb-to-curb travelway of 17.6 metres, and continuous boulevards of 4.2 metres on each side of street.

- SR18.** The mid-block lane assignment should include two travel lanes in each direction and on-street bike lanes.
- SR19.** Buildings should setback a minimum of 3.0 metres from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone.
- SR20.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge if planted in the right-of-way.
- SR21.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- SR22.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter
- SR23.** Introduce new street lighting and furnishings from the approved City Standards.
- SR24.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guide (2016) to improve safety and mobility for all users.



North Queen Street Section

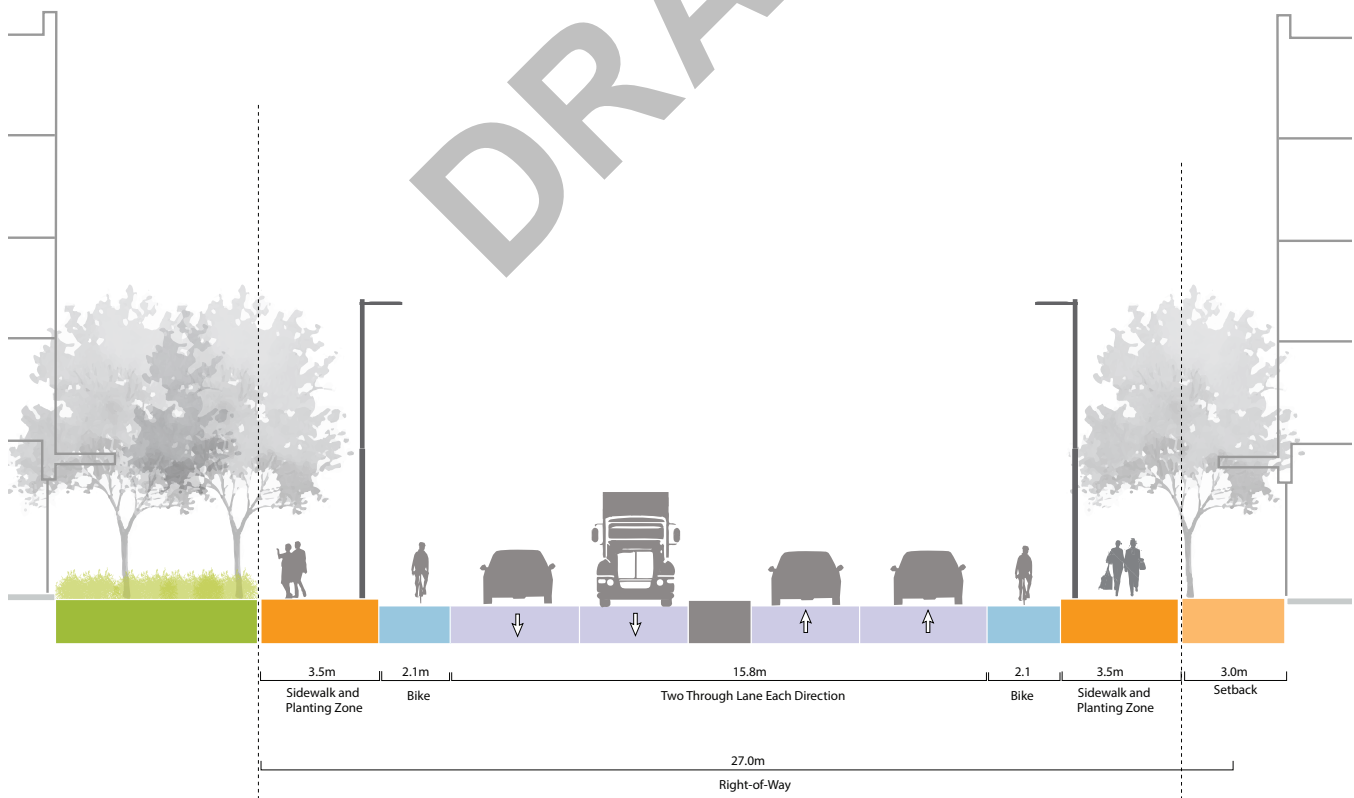
The West Mall

The West Mall is a major north-south route through the Sherway Area. It will vary in character north and south of The Queensway. The northern segment is defined as a Connector, and includes the Etobicoke Creek corridor on the west side, limited block frontage on the east side, and boulevards only on the east side of the street. The southern Main Street segment has street wall buildings and boulevards on both sides of the street. The West Mall is an important route from the *Employment Areas* north of the Sherway Area to the Queen Elizabeth Way. Street trees are not recommended in the right-of-way given the road speed of Evans Avenue and limited space for adding a buffer between the planting and the travelway. This street will be constructed within the existing curb-to-curb zone.

Guidelines and Standards

- SR25.** The West Mall should have a consistent and minimum 27.0 metre public right-of-way.
- SR26.** Provide a curb-to-curb travelway of 17.6 metres, and continuous boulevards of 3.5 metres on each side of street, where possible.

- SR27.** The mid-block lane assignment should include two travel lanes in each direction and protected on-street bike lanes.
- SR28.** Buildings should be setback a minimum of 3.0 metres from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone.
- SR29.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge if planted in the right-of-way.
- SR30.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- SR31.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- SR32.** Introduce new street lighting and furnishings from the approved City Standards.
- SR33.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guide (Draft - 2016) to improve safety and mobility for all users.



The West Mall Section (South of The Queensway)

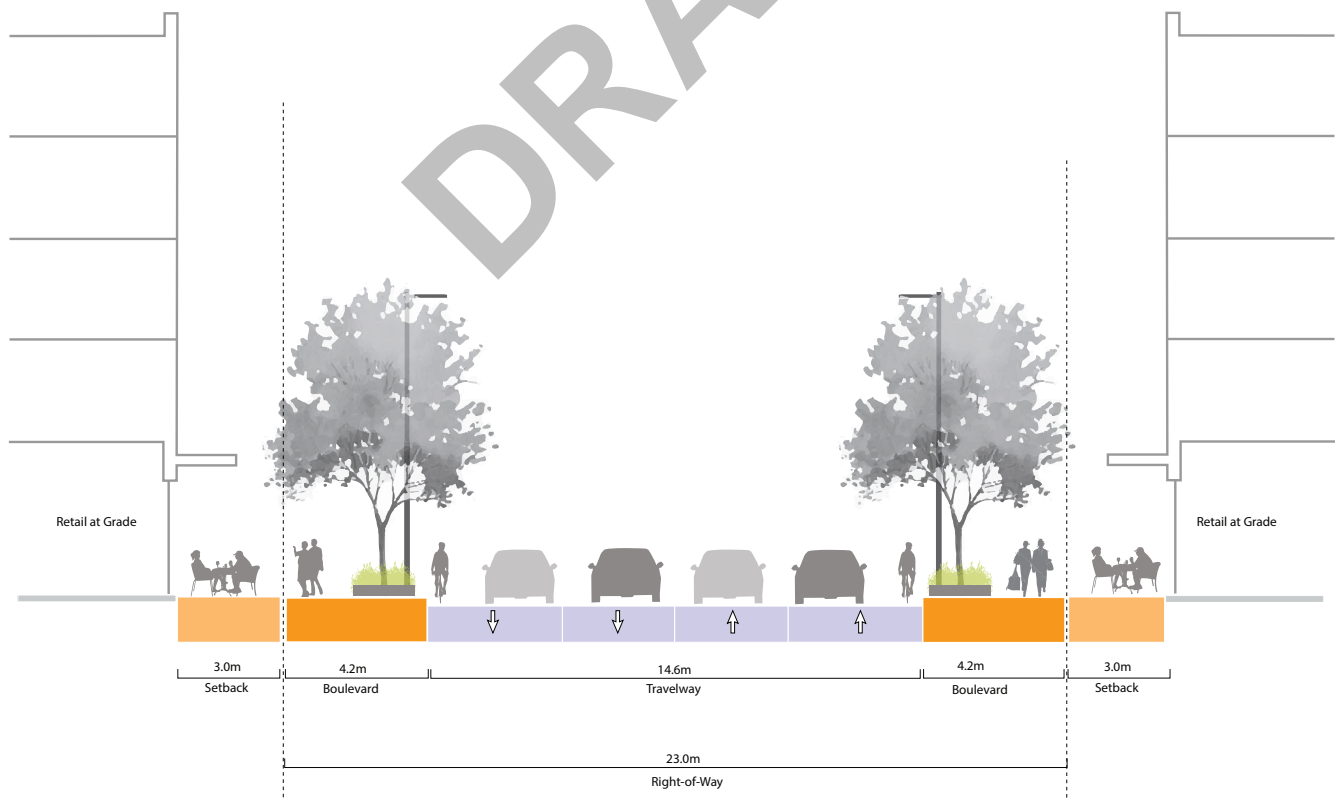
Sherway Gardens Road

Sherway Gardens Road travels around the Sherway Gardens Shopping Centre, and varies in character as it does so. In some segments it is more of a Main Street with active uses at grade on both side of the street with a higher volume of pedestrians. In these parts the street should be designed so that all users move more closely to the speed of the pedestrian. In other segments, the street has buildings and blocks on only one side with a higher volume of vehicles compared to other users. Portions of this road will remain private but will require realignment to continue the necessary connections to the adjacent public roads. This road also intersects with the Highway 427 ramp system at The Queensway with both on and off ramps. These intersections should be designed as city streets to safely accommodate all users, not just the turning movements of vehicles. This street will require a realignment.

Guidelines and Standards

SR34. Sherway Gardens Road should have a consistent and minimum 23.0 metre width in its realignment.

- SR35.** Provide a curb-to-curb travelway of 14.6 metres, and continuous boulevards of 4.2 metres on each side of street.
- SR36.** The mid-block lane assignment should include two travel lanes in each direction.
- SR37.** Buildings should be setback a minimum of 3.0 metres from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone.
- SR38.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge.
- SR39.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- SR40.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- SR41.** Introduce new street lighting and furnishings from the approved City Standards.
- SR42.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guide (2016) to improve safety and mobility for all users.



Sherway Gardens Road Section

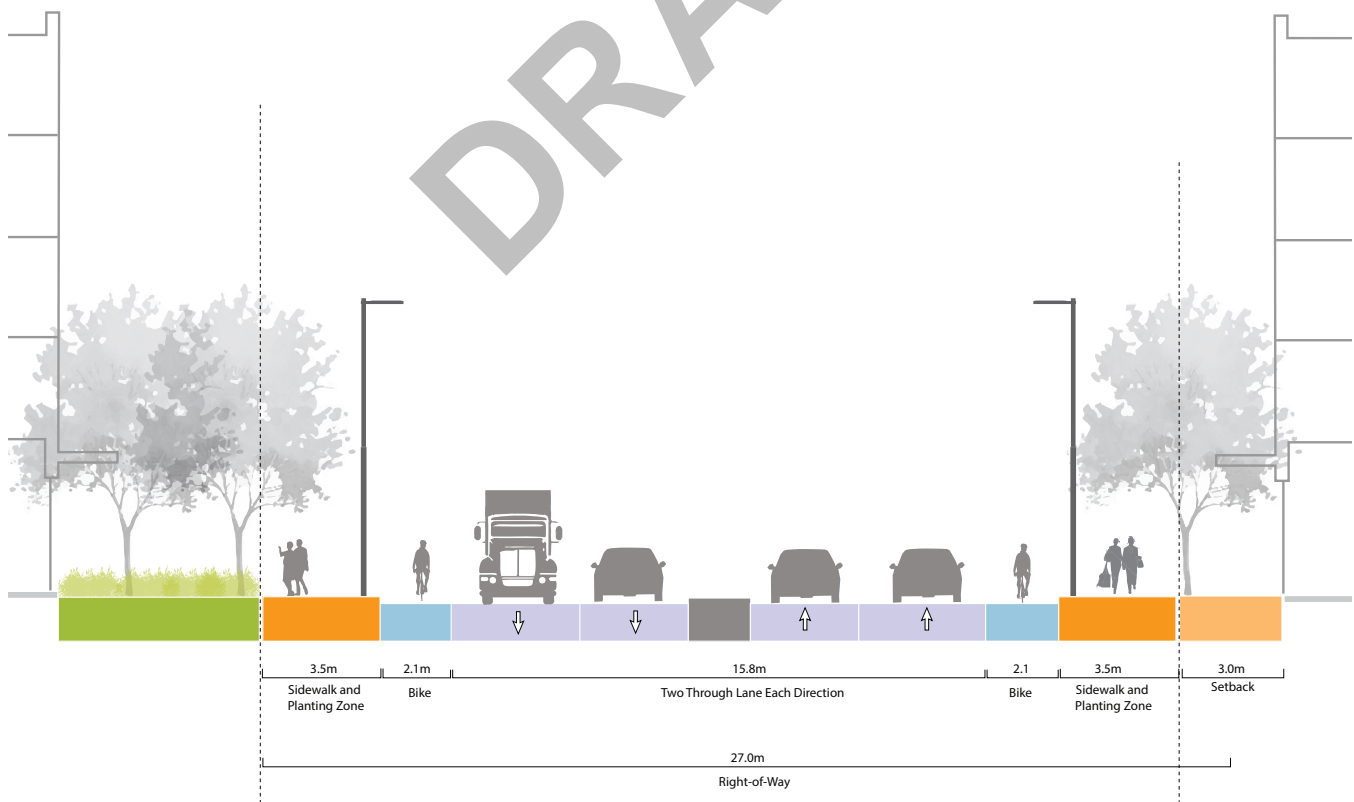
Evans Avenue

Evans Avenue is a Connector that moves through a variety of different places along its length before terminating at The West Mall in the Sherway Area. Between The West Mall and the Queen Elizabeth Way overpass, the street is characterized by landscape frontages rather than with active grade related uses. Evans Avenue is one of only three east-west streets that cross Highway 427 and the Queen Elizabeth Way so its role as a connector is well defined for all users. This street will require a full reconstruction.

Guidelines and Standards

- SR43.** Evans Avenue should have a consistent and minimum 27.0 metre public right-of-way.
- SR44.** Provide a curb-to-curb travelway of 20 metres, and continuous boulevards of 3.5 metres on each side of street.
- SR45.** The mid-block lane assignment should include two travel lanes in each direction and on-street bike lanes per the City of Toronto Bike Plan (2001).

- SR46.** Buildings should setback a minimum of 3.0 metres from the public right-of-way to achieve a broad landscape frontage.
- SR47.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge if planted in the right-of-way.
- SR48.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- SR49.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- SR50.** Introduce new street lighting and furnishings from the approved City Standards.
- SR51.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guide (2016) to improve safety and mobility for all users.



Evans Avenue Section

Neighbourhood Streets

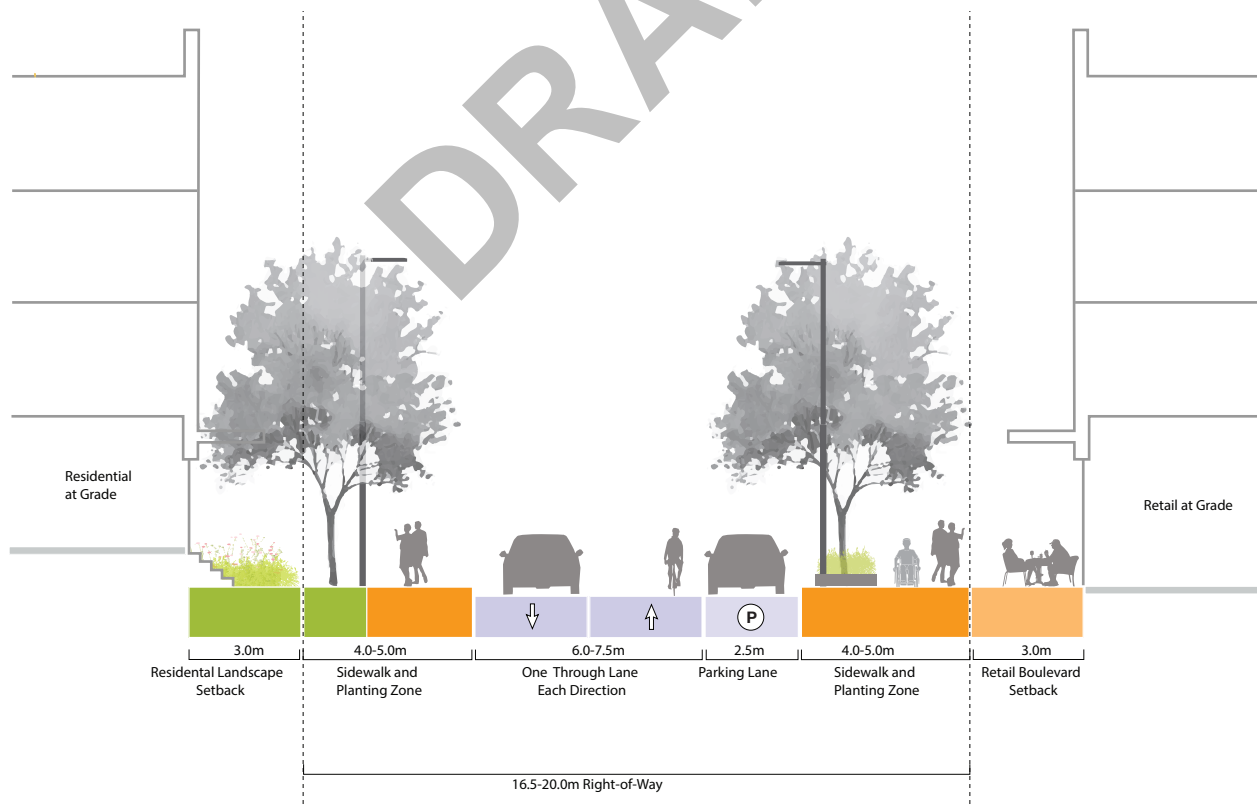
The Neighbourhood Streets will provide access from the Main Streets, Employment Streets and Connectors to residential, commercial, institutional and employment uses. Vehicle traffic will be slower than on the other streets in the Sherway Area, and will support an enhanced pedestrian and cycling environment with additional greening. The design of these streets should anticipate this change in use and character.

These guidelines and standards apply to existing and new Neighbourhood Streets. Nova Road, Boncer Drive, and Sherway Drive are existing streets that will extend into adjacent development blocks.

Guidelines and Standards

- SR52.** Neighbourhood Streets should have a consistent and minimum 16.5 metre to 20.0 metre public right-of-way.
- SR53.** Provide a curb-to-curb travelway of 8.5 to 10 metres, and continuous boulevards of 4.0 to 5 metres on each side of street.

- SR54.** The mid-block lane assignment should include one travel lane in each direction, and allow for on-street parking for one-side of the street.
- SR55.** Buildings should setback a minimum of 3.0 metres from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone.
- SR56.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in planted verge at back of curb or sidewalk.
- SR57.** Street trees should generally be planted away from the face of curb, 8.0 to 10.0 metres on-centre.
- SR58.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- SR59.** Introduce new street lighting and furnishings from the approved City Standards.
- SR60.** The design of Neighbourhood Streets will adhere to the Toronto Complete Streets Guidelines.



Typical Neighbourhood Street Section

3.2 Materials

A common palette of planting, materials and furnishings in the public realm will contribute to the identity and place making of the Sherway Area.

Planting

Trees are proposed for all existing and new streets in the Sherway Area. A naturalistic character is appropriate, as homage to the adjacent Etobicoke Creek corridor that defines the western edge of the Area. In urban terms, this would suggest that the streetscape avoid monoculture planting for long stretches—and select different varieties and trees of similar habit, height, leave shape and colour—than use the same species repeatedly for multiple consecutive blocks. Combined with a block-by-block planting scheme, this approach will lessen the impact of one pest or disease specific to a particular tree species on the quality and character of the overall streetscape.

This plan proposes a range of suitable tree species for planting in a sidewalk planting condition. All of these trees are identified in the City of Toronto Tree Planting Solutions in Hard Surfaced Boulevards (2013).

Guidelines and Standards

- SR61.** It is intended that trees be planted to grow large and healthy. This will mean providing the suggested 30 cubic metre volume of non-compacted soil and allow for suitable water and air exchange. There is a wide range of existing soil conditions throughout the Sherway Area. Soils will be assessed prior to planting to ensure that highly disturbed and compacted soils will be replaced.
- SR62.** When planted in a row, space trees 8 to 10 metres on-centre. For a double row of trees where the minimum spacing between rows shall be 4 metres (with a preferred spacing of 4.5 metres), stagger the rows to provide suitable soil volume and room for healthy canopy growth.

Table 3.1 - Suitable Street Trees for Sherway Area

BOTANICAL NAME	COMMON NAME
<i>Acer x freemanii</i>	Freeman Maple
<i>Celtis occidentalis</i>	Common Hackberry
<i>Ginkgo biloba</i>	Ginkgo
<i>Gleditsia triacanthos</i> var. <i>inermis</i>	Thornless Honey Locust
<i>Gymnocladus dioicus</i>	Kentucky Coffee-tree
<i>Nyssa sylvatica</i>	Black Gum, Tupelo
<i>Platanus x acerifolia</i>	London Plane-Tree
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus muehlenbergii</i>	Chinkapin Oak
<i>Robinia pseudoacacia</i> 'Purple Robe' or 'Frisia'	Black Locust
<i>Tilia x 'Redmond'</i>	'Redmond' Basswood
<i>Tilia cordata/</i> <i>tomentosa</i>	Littleleaf/Silver Linden
<i>Ulmus americana</i> <i>cvs.</i>	White Elm cultivars
<i>Ulmus</i> hybrids	Elm hybrids
<i>Zelkova serrata</i>	Japanese Zelkova

- SR63.** Tree opening details will be as per the City of Toronto's Streetscape Manual and standard details.
- SR64.** In certain cases, a raised planter with a short 200mm wide granite or concrete curb may be used to provide a more beneficial opening for air and water exchange, and help to reduce the cost of structural elements. These planters should be used only where the sidewalk width is 4.2 metres or greater. The planters could combine stormwater capture details and allow for a wider range of planting opportunities in the public right-of-way.
- SR65.** Use salt-tolerant plants near vehicular and pedestrian areas.
- SR66.** Open planters are the preferred detail where space permits a minimum 1.8 metre planter. If open planters are not possible, maintain a minimum tree opening of 1.2 metres. Avoid tree grates and make use of granite mulch or crushed stone. Provide low water plant materials below trees. Provide sufficient irrigation as required to establish plantings.
- SR67.** In certain cases where the sidewalk width is insufficient to accommodate tree planting or conditions are poor, plant trees in the setback on private property.
- SR68.** Refer to the City of Toronto Tree Planting Solutions in Hard Surfaced Boulevards (2013) for further detail (T2 and T3 series of details).



Ulmus sp. (Elms) are making a comeback in recent years with several disease resistant varieties now available.



Ginkgo sp., a hardy street tree that change their habit over time, have bright gold fall colour with a distinct leaf shape and branching pattern.



Acer x freemanii (Freeman Maple) has bright red fall colour, is highly adaptable to a wide range of soil conditions, and will tolerate wet or very dry sites.



Celtis occidentalis (Hackberry) is a hardy yet smaller street tree.



Crushed granite mulch instead of tree grates is recommended.



Quercus sp. (oak) are less common on Toronto streets but are being used more frequently in recent years.

Paving

Guidelines and Standards

- SR69.** Paving materials and details used throughout the Sherway Area's public spaces should be of high quality and of a related design theme or character unique to the area.
- SR70.** Pedestrian boulevards shall include a level pedestrian clearway without obstruction to ensure safe and accessible movement with a minimum 2.1 metre width.
- SR71.** All paving details will refer to the City of Toronto Streetscape Manual and standards.



City of Toronto Paving Band, Large

Lighting

Guidelines and Standards

- SR72.** Ensure new street lighting to all street and pedestrian routes for safety and to extend the use of public spaces and further reinforce the aesthetic nature of the Sherway Area.
- SR73.** Lighting should be energy efficient, and be able to accommodate LED luminaires when the technology advances to an acceptable level for the City (as per City Standard.)
- SR74.** Street lights are character defining public realm elements that can add a great deal to the quality of the pedestrian environment. New street lights should be in accordance with the City Standard Light Poles. Luminaires should be at two heights, one for the roadway and another for pedestrians on special streets like the Queensway.



Roadway and Pedestrian Scale Lighting

Furnishings

Guidelines and Standards

- SR75.** Use City approved furnishings in the public realm.
- SR76.** Establish a coordinated street furniture program. Furniture within the Area should present a clean, contemporary and refined aesthetic. Any furnishing should complement the City Of Toronto Street Furnishings Program (As seen in Detail F-1 in The City of Toronto Streetscape Manual Details on page 79).



City of Toronto Bench and Transit Shelter

Bike Parking

Guidelines and Standards

- SR77.** Bike parking facilities are required throughout the Sherway Area to encourage cycling. The City of Toronto bike ring is recommended as a stock item within the right-of-way. If possible, locate the bike rings in a sheltered location related to buildings—beneath overhangs or canopies—to further protect bikes and cyclists—to further protect bikes and cyclists. An appropriate alternative is a custom bike ring as public art, similar to other locations throughout the city.



City of Toronto Bike Ring. c: Bruce K.



F-1-1
TRANSIT SHELTERS

- F-1-1a Basic Shelter (101.1)
- F-1-1b Narrow Shelter (101.2)
- F-1-1c Canopy Shelter (101.3)
- F-1-1d Reverse Canopy Shelter
- F-1-1e Residential Shelter
- F-1-1f Mini Shelter



F-1-2
LITTER/RECYCLING RECEPTACLES

- F-1-2a Large Receptacle (102.1)
- F-1-2b Small Receptacle (102.2)



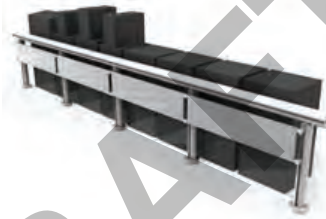
F-1-3
BENCHES

- F-1-3a Bench With Four Seats (107)
- F-1-3b Bench With Two Seats



F-1-4
MULTI-PUBLICATION STRUCTURES
(104.1)

- F-1-4a Multi Publication (8 Units)
- F-1-4b Multi Publication (12 Units)



F-1-5
MULTI-PUBLICATION BOX CORRAL (104.2)



F-1-6
BICYCLE RING (108)



F-1-7
PUBLIC MESSAGE CENTRES

- F-1-7a Free Standing (105 b)
- F-1-7b Shelter Mounted (105 a)



F-1-8
PUBLIC WAYFINDING - INFOTOGO (103)



F-1-9
AUTOMATED PUBLIC WASHROOM (106)

3.3 Streetscape Manual Details

This section provides additional streetscape detail for the sidewalks, planting details, and materials. The recommended direction for the Sherway Area is to build upon the streetscape details established for Etobicoke Centre, and the latest City guidance regarding tree planting and sidewalk design.

Sherway Area streets are a major part of the public realm. A cohesive and consistent palette of materials and details are required with robust, clean and contemporary details. The selection of materials will borrow from the best details in the current City of Toronto Streetscape Manual and other recent projects and offer modifications to fit the Sherway Area context.

These details makes reference to the latest recommendations from the City’s Tree Planting Solutions effort, Urban Forestry’s most recent approach to planting in hard boulevard surfaces to ensure the growth of large, healthy trees, and the relationship of tree planting to boulevard design.

The implementation of each streetscape detail can occur as part of a new construction or reconstruction, or as discrete segments often associated with redevelopment.

In all cases, the preferred pedestrian clearway is provided within the public right of way. Many of the details require tree planting to occur on private property within a setback given the existing dimensions.

A combination of materials is likely throughout the Study Area, with higher quality materials and details associated with the anticipated higher volume pedestrian environments, such as The Queensway, North Queen Street and The West Mall, and more basic materials and details for the other streets.

The recommended basic curb and sidewalk material is concrete. Concrete unit pavers have a modular benefit and are recommended for the furnishing and planting zones in special cases.



1. Frontage Zone. Where the street interfaces with adjacent properties. This area need not exist entirely within the public right-of-way if a building setback is present. The dimension of this area will vary and often increase after other space requirements are met.

2. Pedestrian Clear Zone. This is the most important area of all streets. It is where people walk, linger, and wait to cross the roadway. All streets in Toronto shall maintain a minimum pedestrian clearway of 2.1m. A higher minimum dimension is required for many streets and locations with greater pedestrian intensity. See Chapter 5: Sidewalk Dimensions, for more information.

3. Furnishing Zone. This is the space typically between the pedestrian clearway and edge zone or curb, although it may possibly locate elsewhere such as to the other side of the pedestrian clearway. It is where trees and other plantings are situated, and where street furniture and utility poles are normally placed.

4. Edge Zone. This is the space that typically occupies from the face of curb to the Planting and Furnishing zone. This dimension is important to accommodate door swing from curbside parked vehicles and mirror overhang.

5. In-Between Zone. This zone inhabits the space between the Sidewalk Zones and Roadway Zones and often overlaps both. Traditional practice divides the road into two: roadway and roadside. This third zone speaks to the more complex and nuanced nature of streets—elements that are particular to neither the roadway nor roadside.

Sidewalk Zones as described in the Toronto Complete Streets Guidelines (2016)

Sidewalk Zones

Sidewalks are composed of several different zones that together support a convenient and comfortable environment for pedestrians and place making.

Edge Zone: The Edge Zone includes the curb and any setbacks of vertical elements from the face of curb (minimum of 0.5m). This zone may also include the City of Toronto decorative paving band which increases the Edge Zone to 0.8m. The Edge Zone can overlap with the Furnishing and Planting Zone if space for other zones is restricted. The preferred curb width is 0.2 to 0.3m.

Planting and Furnishing Zone: Maintain in specified cases the City of Toronto Streetscape Manual paving band parallel to the back of curb at least 2 paving course wide. In certain cases, the pavers should extend the full width of the furnishing and planting zone. Furniture in this zone should include waste collection, bike rings and seating. Provide Standard City of Toronto street lights as required.

Pedestrian Clearway Zone: Maintain a minimum preferred pedestrian clearway of 2.1m in all cases and for all street types. This zone could increase if space permits and pedestrian volume requires additional dimension.

Frontage and Marketing Zone: In most cases, the frontage zone will take place on private property as part of the sidewalk widening setback. This dimension will vary throughout. Please refer to the Streetscape Plan for further detail.

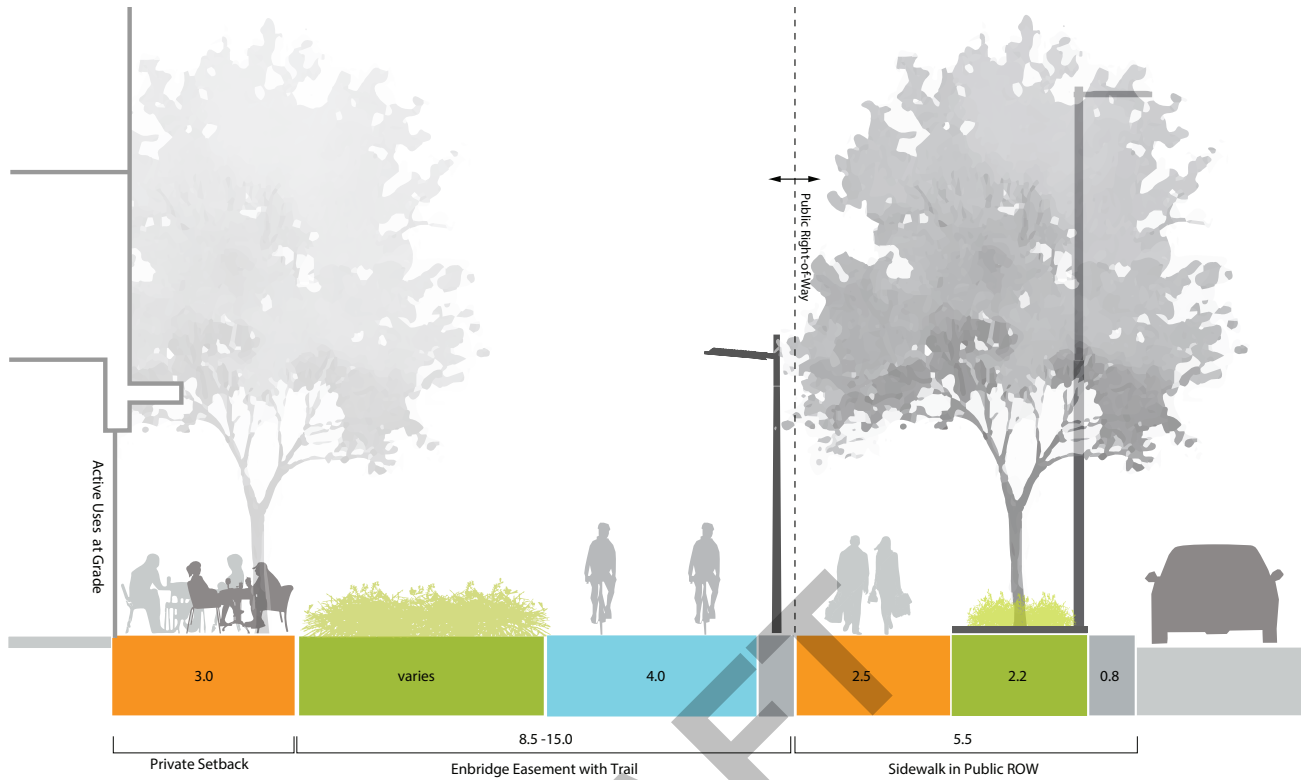
The Queensway

The Queensway is the area's highest profile main street. It is a high volume vehicular route as well as the primary connection through the Sherway Area for many different modes of travel. It should present a gracious and green streetscape character.

Given the uncertainty of what is possible to include in the Enbridge easement and the ultimate cycling facility (cycle track or multi-use trail), this guide provides two possible options for the Queensway.

The following sections are only possible through reconstruction. Option 1 illustrates the cycling facility in the Enbridge Easement allowing for broad sidewalks with trees in open planters for both sides of the street. Option 2 illustrates a sidewalk level cycle track on both sides with a lower order tree planting detail and smaller pedestrian clearways. On the following pages are sections and plans that describe in greater detail the potential arrangements for The Queensway.

**Queensway Southside - Option 1:
Multi-Use Trail and Planting in Enbridge Easement**



**Queensway Southside - Option 2:
Sidewalk Cycle Track with Low Planting in Enbridge Easement**

