

STREET AND BLOCK PATTERN

The Revitalization Plan establishes an interconnected network of streets and blocks on site in order to improve pedestrian and vehicular connectivity through the community, provide addresses for each unit, and accommodate the servicing and parking access needs of the community.

The Revitalization Plan further restructures the Site by removing the surface parking lots and reorganizing the internal walkways and landscaped areas to permit more functional and marketable development blocks and greater co-ordination and efficiency of open spaces.

Two new streets (Street "A" and Street "B") and two street extensions (Street "C" and Street "D") will be introduced. Cameron Street approaching Grange Court will be aligned to meet with Willison Square (Street "E"). All proposed streets will be two-way streets. The existing portion of Augusta Street will remain as one way northbound.

Street right-of-way will vary depending on the street's desired character and anticipated use. All streets will be designed in accordance with the City of Toronto's Development Infrastructure and Policy Standards (DIPS).

Street Network

Primary and secondary access have been established to move traffic efficiently, accommodate development sites and provide a safe and pleasant pedestrian experience. Vehicular routes are designed to connect directly to the existing road network. Primary vehicular access to the Site is provided by Dundas Street West, Augusta Avenue and its extension and Cameron Street. Secondary access is provided via Grange Court and Street "A", Street "B", Vanauley Street and its extension, Street "C", Willison Place, and Denison Avenue. Additionally, two private drives provide access to new townhouse units atop underground parking.

New streets are not expected to encourage greater volumes of traffic in the neighbourhood, but instead will improve connectivity to the surrounding area and access to development parcels throughout the Site. A finer street grid will improve Site access for emergency vehicles, refuse and recycling collection, the delivery of goods, persons who are mobility challenged and personal vehicles.



Figure 5: Figure ground of the Site pre-1986 (left) and the Site Proposed (right)



Figure 6: Street hierarchy diagram

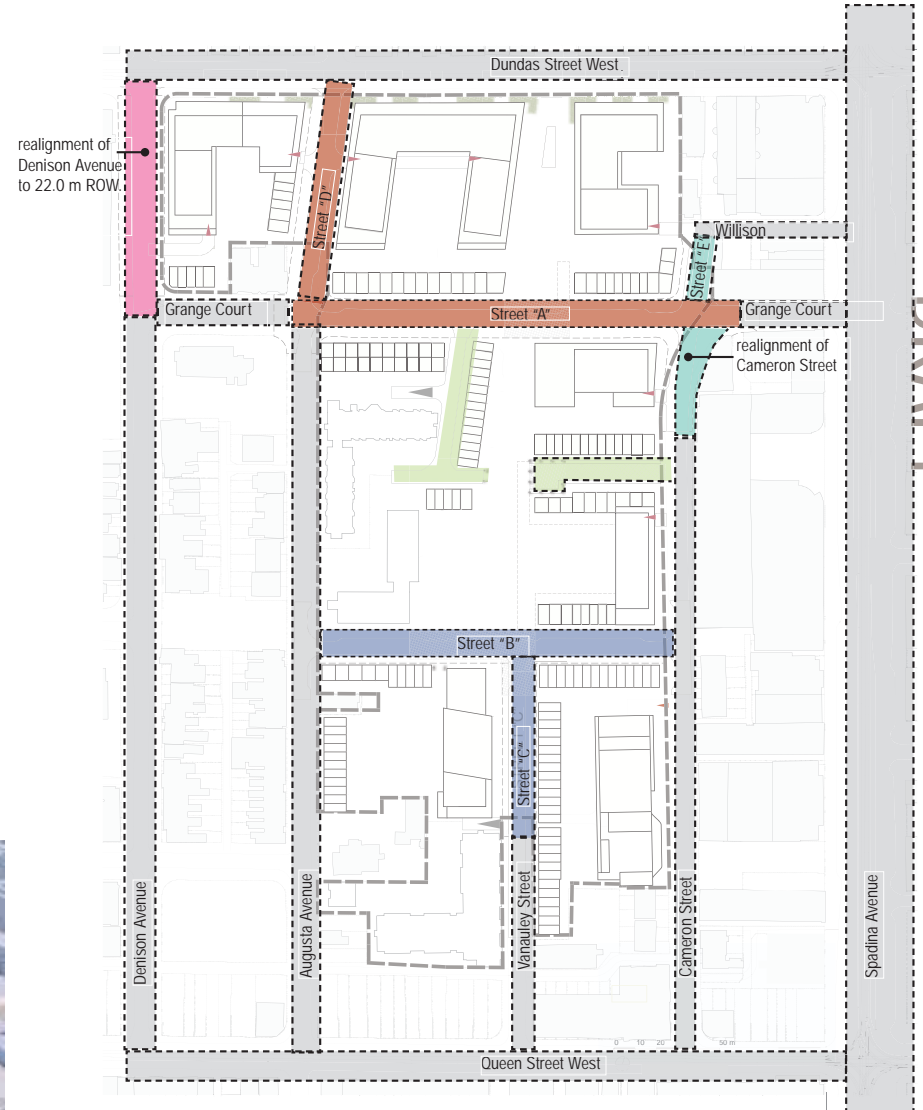


Figure 8: Street right-of-way diagram



Figure 7: Two new east-west streets, new private drives and extensions to existing streets improve site connectivity

- Right-of-way (ROW)
- EXISTING STREETS:
 - Dundas Street West 20.0 m ROW
 - Queen Street West 20.0 m ROW
 - Spadina Avenue 40.0 m ROW
 - Cameron Street 15.15 m ROW
 - Denison Avenue 20.0 m ROW
 - Augusta Avenue 18.5 m ROW
 - Willison Place 9.0 m ROW
- NEW STREETS:
 - Street "A" 18.5 m ROW
 - Street "B" 16.5 m ROW
 - Street "C" 16.5 m ROW
 - Street "D" 18.5 m ROW
 - Street "E" approx. 15.0 m ROW
 - Private drive 11.4 m ROW and 7.5 m ROW

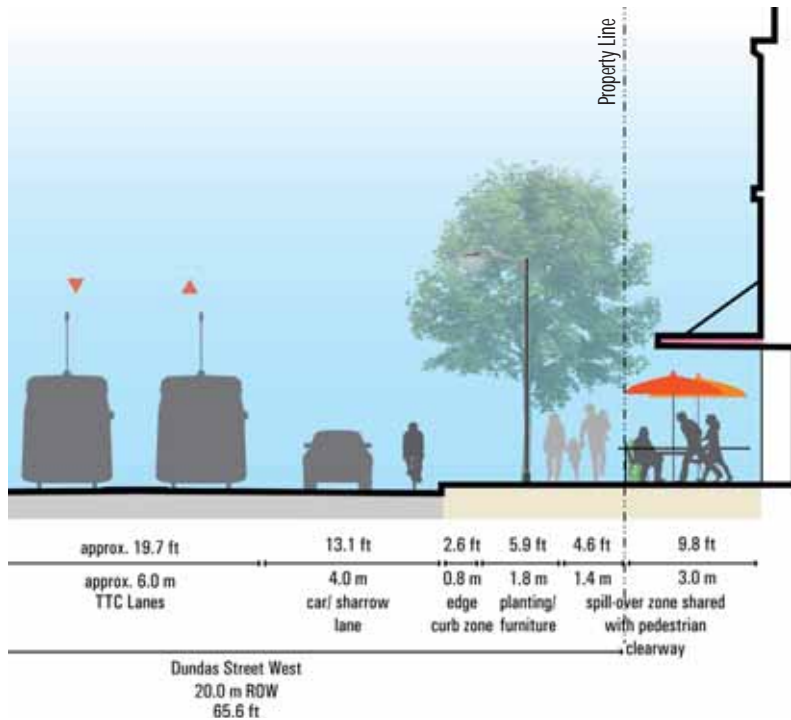


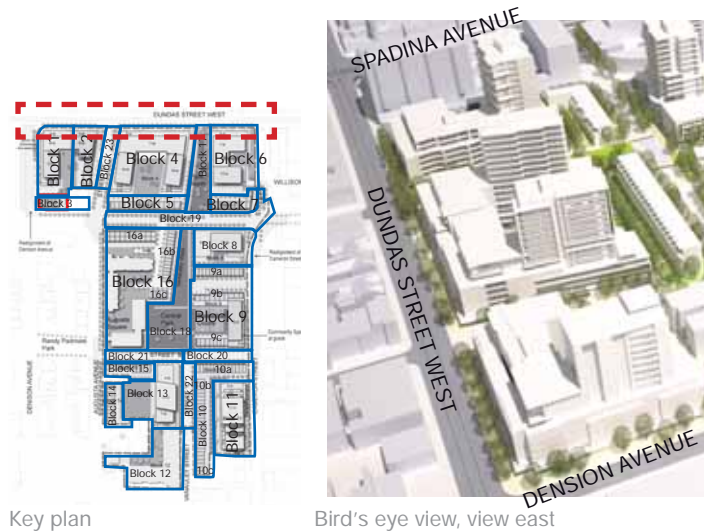
Figure 9: Dundas Street West section

Public Right-of-Ways

Dundas Street West

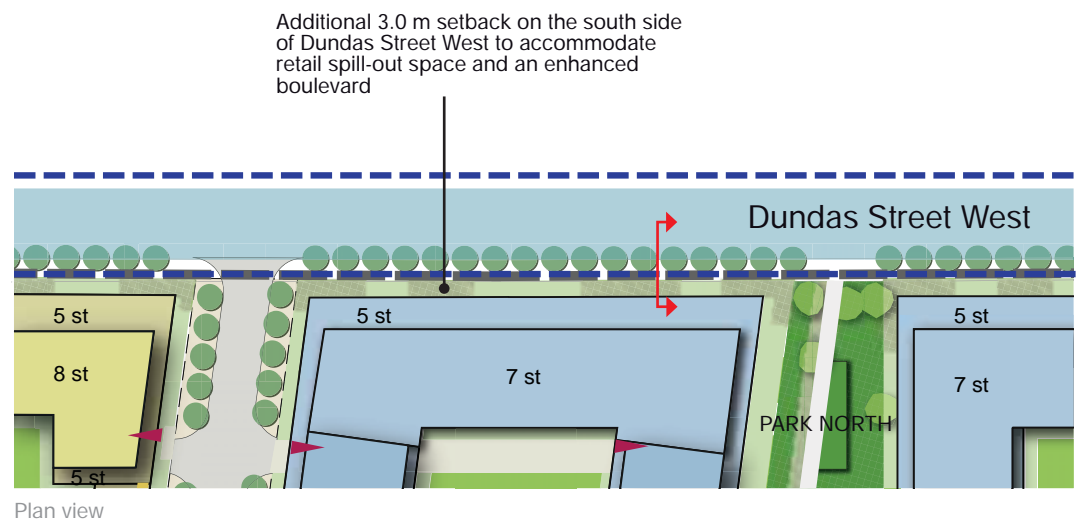
The introduction of mid-rise and high-rise, mixed-use development on the south side of Dundas Street West will benefit from an enhanced boulevard to minimize shadow impact to the north and to provide pedestrians with more amenity space. At the time of study, the Dundas Street West section was developed to co-ordinate with proposed conditions in the Dundas Street West Streetscape Study (regionalArchitects, 2010).

- The existing 20.0 m (right-of-way) ROW on Dundas Street West will be maintained;
- An additional 3.0 m setback from the existing ROW is proposed to provide a wider sidewalk and accommodate retail spill-out space, restaurant terraces and building canopies.



Key plan

Bird's eye view, view east



Plan view

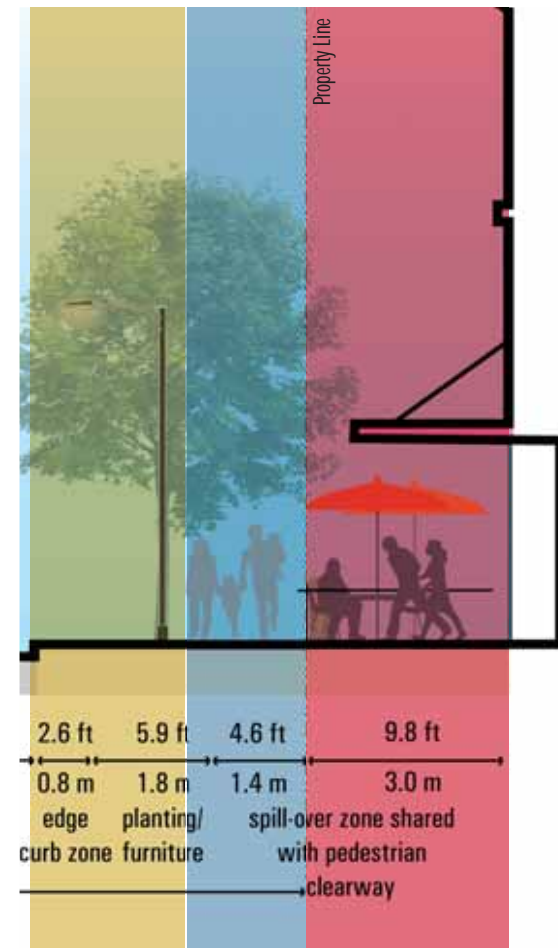
Additional 3.0 m setback on the south side of Dundas Street West to accommodate retail spill-out space and an enhanced boulevard



Rendering of Dundas Street West streetscape (planningAlliance, 2010)



Zones of use within the streetscape



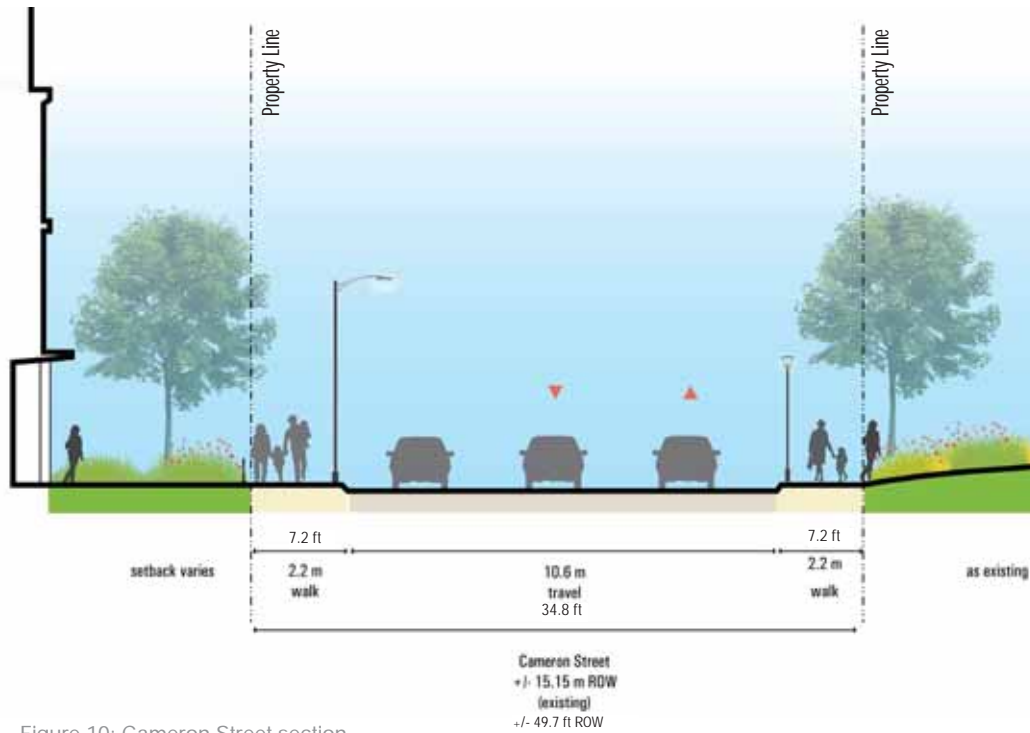
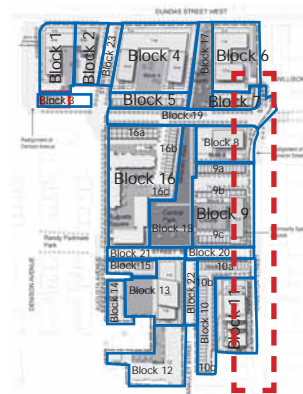


Figure 10: Cameron Street section

Cameron Street

The Plan proposes re-alignment of Cameron Street, which currently terminates at Grange Avenue, in order to align with proposed Street "E" and Willison Square.

- The existing 15.15 m ROW on Cameron Street will be maintained;
- The proposed Cameron Street re-alignment will maintain the existing right-of-way and provide an additional minimum setback of 2.0 to 3.0 m to accommodate landscape treatments to enhance the public realm.



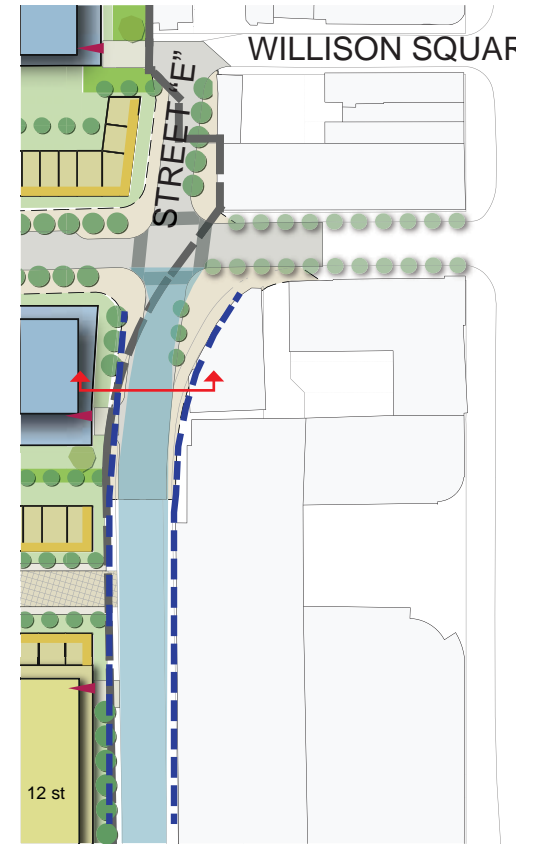
Key plan



Enhance a narrow boulevard with planting in the setback area where possible



Bird's eye view, view south-west



Plan view

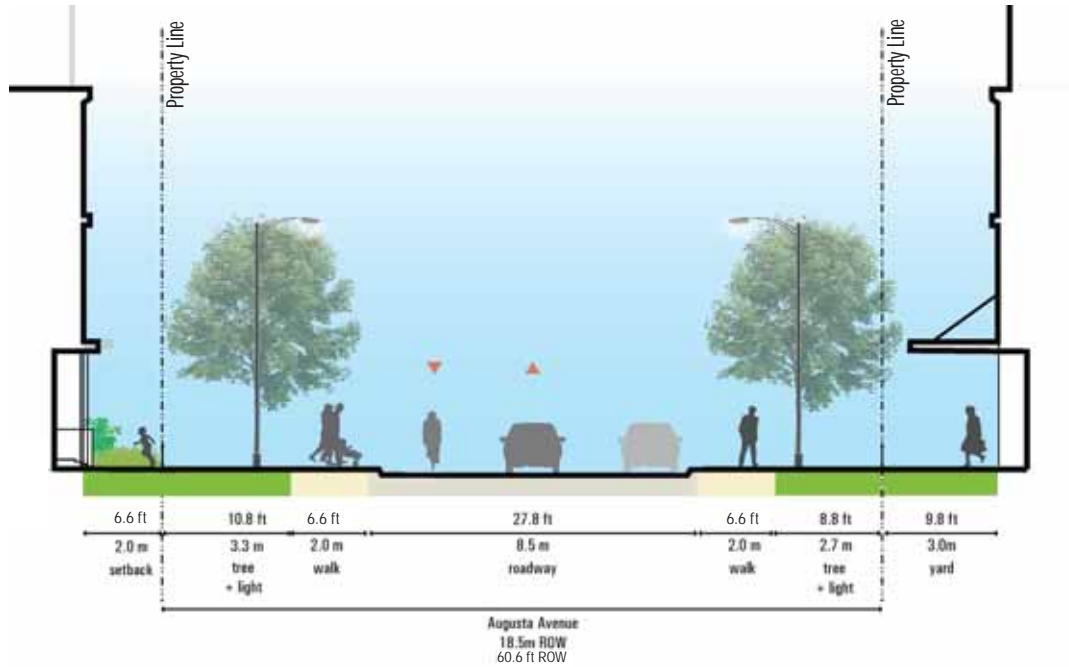
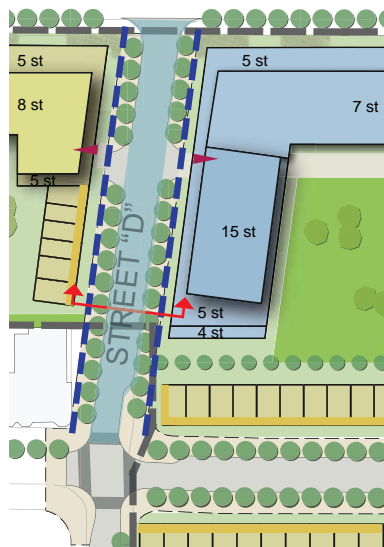


Figure 11: Augusta Avenue extension (Street "D") section

Augusta Avenue (Street "D")

Augusta Avenue south of Grange Avenue is a one-way (northbound) residential street providing access from Queen Street West. It currently terminates at the north-west quadrant of the Alexandra Park site preventing direct connections to Dundas Street West and Kensington Market. The proposed extension continues Augusta Street (Street "D") to Dundas Street West, a two-way street extension that serves the residential/ commercial Blocks 2, 4 and residential Block 5. This proposed linkage will connect the community with the Kensington Market and Queen West neighbourhoods.

- The existing 18.5 m ROW will be maintained;
- The extension is proposed to have an 18.5 m ROW;
- The design for the extension will reflect traditional Toronto street design and continue the character established south of Grange Avenue.



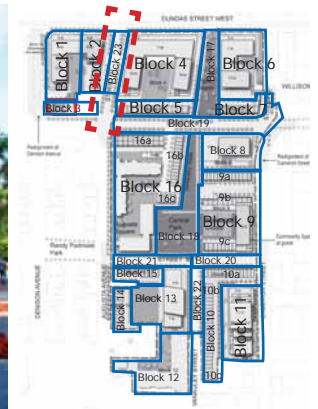
Plan view



Bird's eye view, view north



Interface between private yards and public boulevard



Key plan

Grange Court (Street "A")

Grange Court (Street "A") is envisioned as a pedestrian-priority street that provides a direct connection from Cameron Street to the newly-extended Augusta Avenue. This east-west connection re-establishes the Grange Court alignment that was removed when Alexandra Park was initially constructed. Grange Court (Street "A") and Carr Street (Street "B") are the only two new street connections proposed to extend through the centre of the Site. Given current residents' desire to protect the intimate character of Alexandra Park today, these streets have been designed to create a comfortable pedestrian realm with special landscaping features to focus on pedestrians and cyclists and minimize vehicular traffic. It is envisaged that these streets will include high quality landscaping and traffic calming elements.

- Grange Court (Street "A") is proposed to have an 18.5 m ROW;
- The street will be designed to accommodate bicycle access and circulation as part of a shared roadway;
- Special paving, bump-outs and/or a traffic table may be utilized to indicate the pedestrian crosswalk between Park North and Central Park.

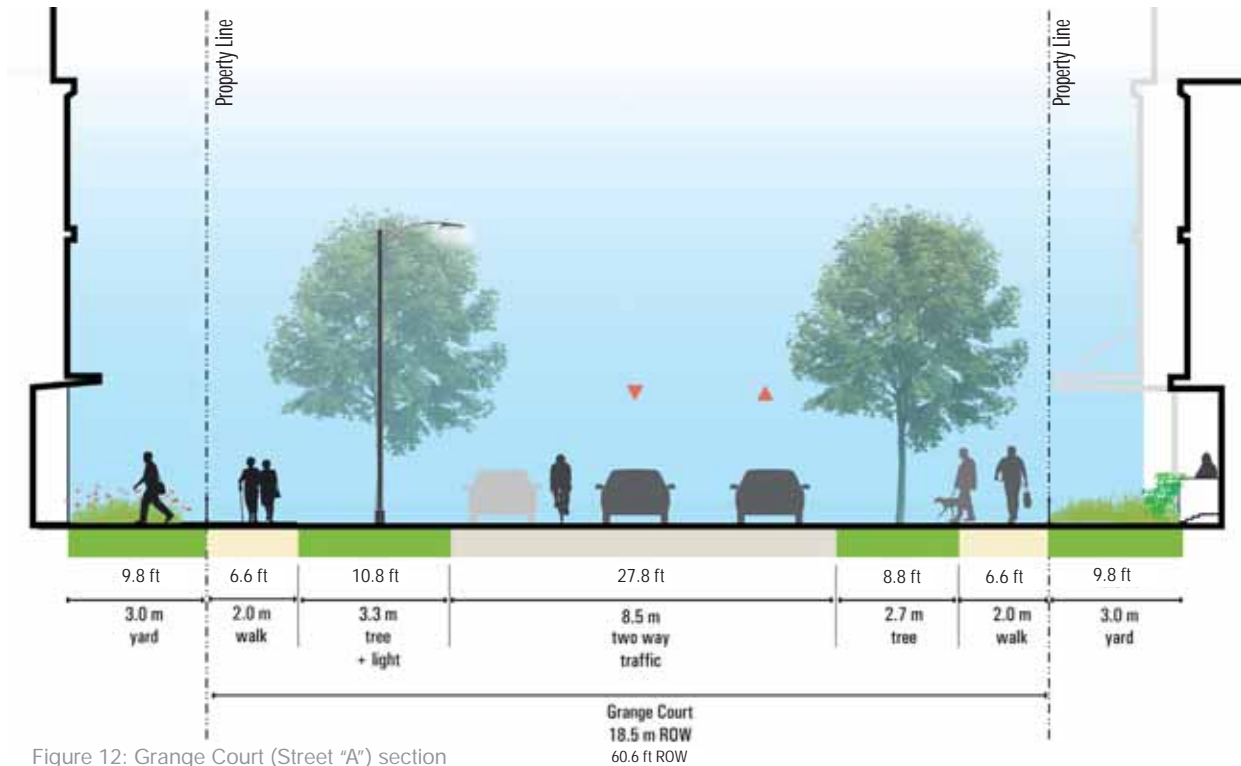
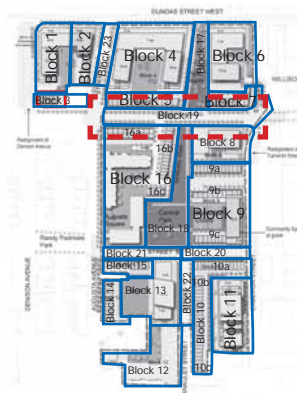


Figure 12: Grange Court (Street "A") section

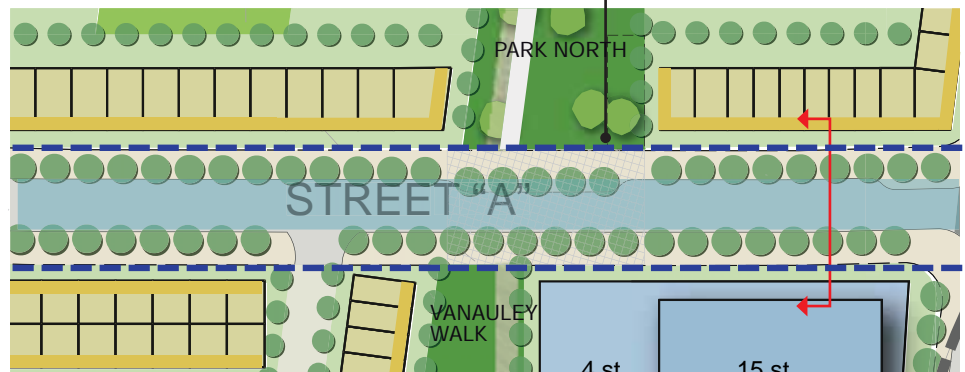
The pedestrian crossing between parks should be defined with design elements such as special paving, curb bump-outs, and/or a traffic table



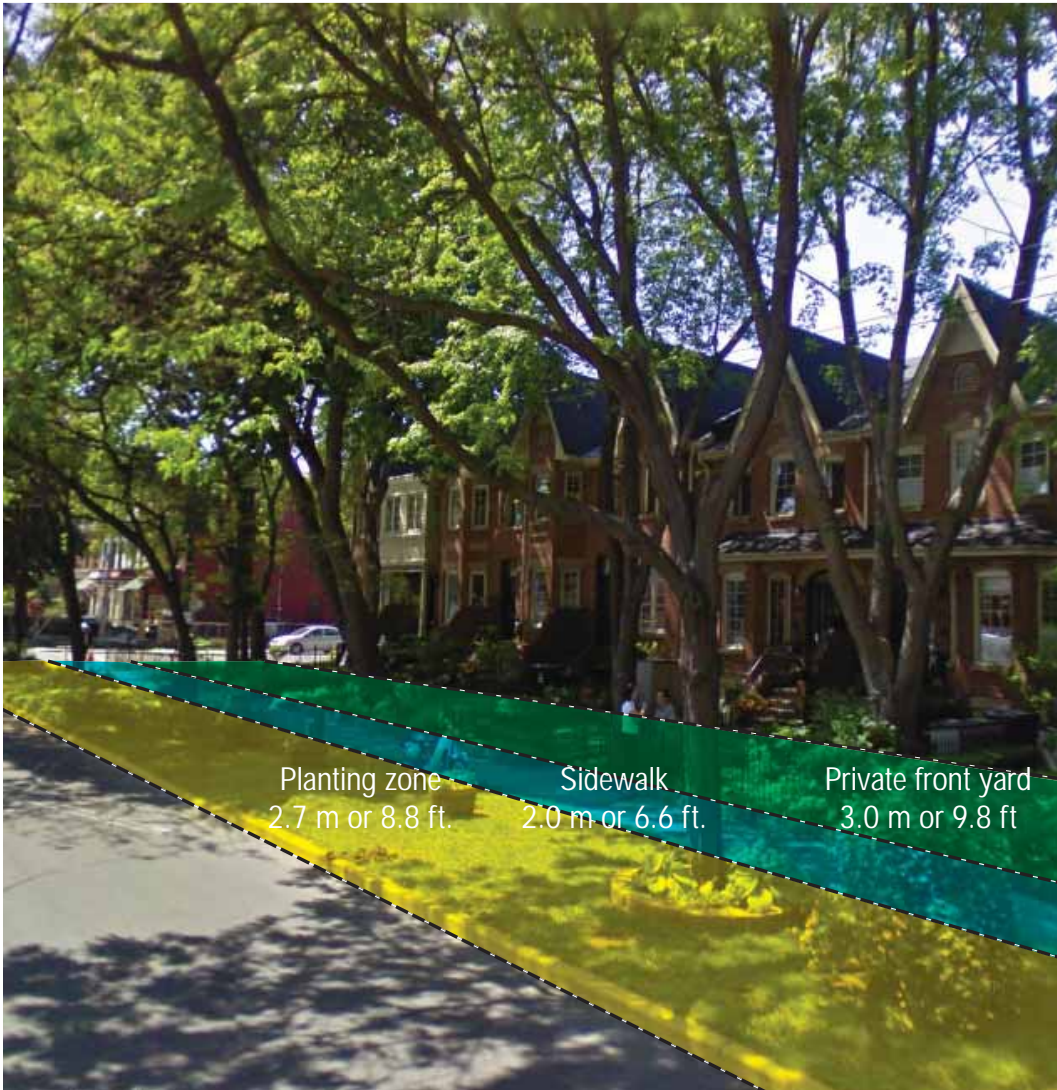
Key plan



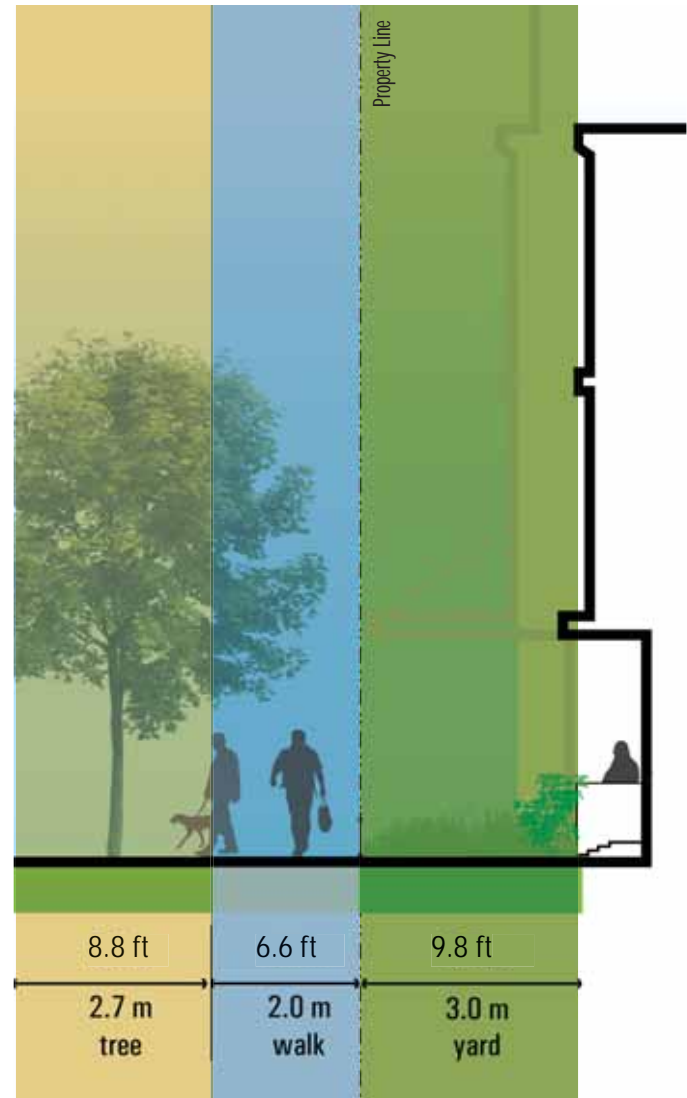
Grange Court may have special paving, particularly along key crossings and/ or intersections



Plan view



Zones of use within the streetscape



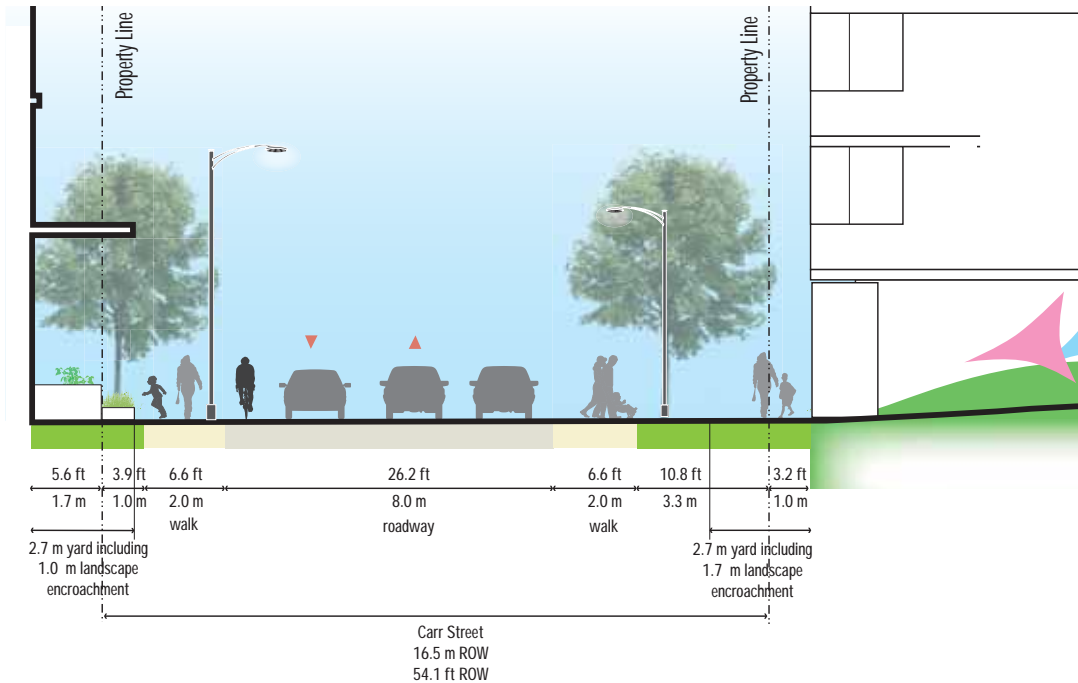
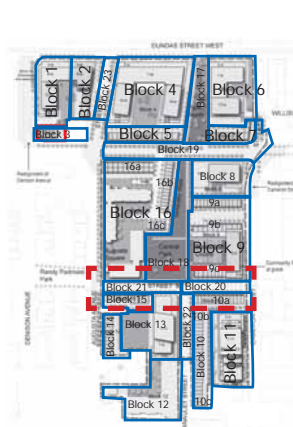


Figure 13: Carr Street (Street "B") section

Carr Street (Street "B")

Carr Street (Street "B") provides a new pedestrian-priority east-west connection between Randy Padmore Park and Cameron Street. The narrow width of the street, tree planting and special paving treatments will indicate that this is a pedestrian priority street and allow for an inviting and safe connection to the Central Park.

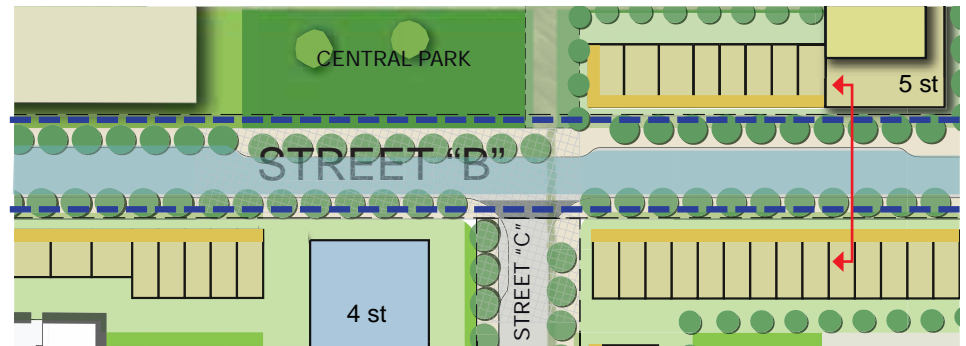
- Carr Street (Street "B") is proposed to have a 16.5 m ROW;
- A landscape encroachment of 1.7m on the north side and 1.0 m on the south side of the street would be required;
- The street should be designed for the priority of pedestrians, while still accommodating vehicular access;
- Special paving, bump-outs and/or a traffic table may be utilized to indicate the pedestrian crosswalk leading to Central Park.



Key plan



A pedestrian priority street which has the ability to be closed to vehicular traffic for special events



Plan view

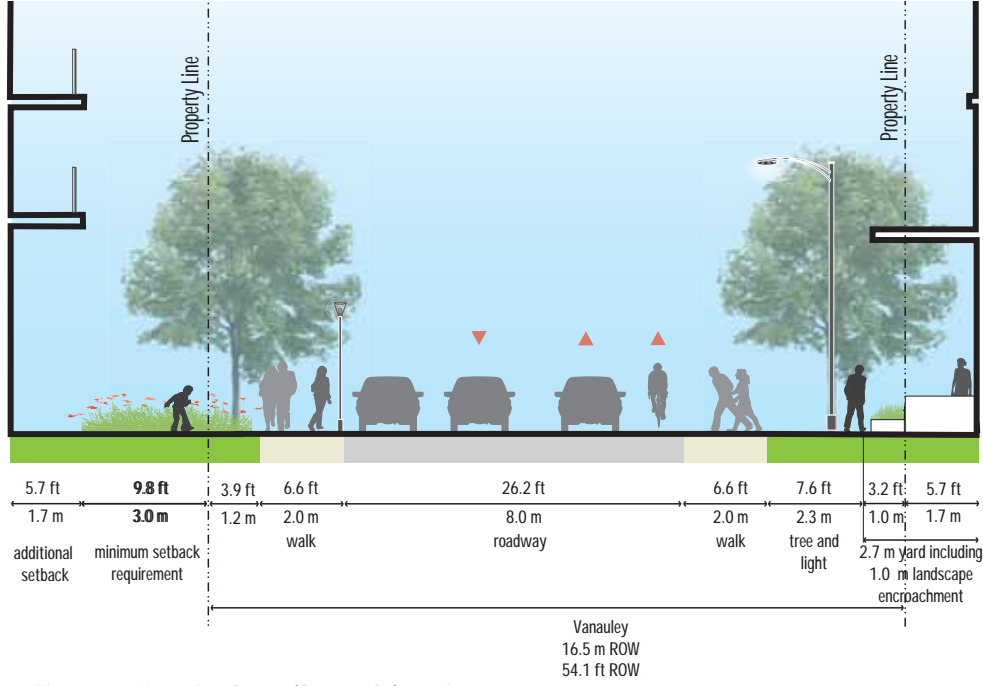


Figure 14: Vanauley Street (Street "C") section

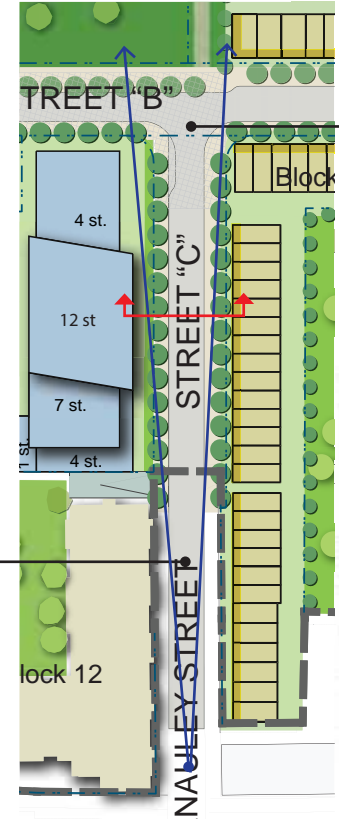
Vanauley Street extension (Street "C")

The extension of Vanauley Street connects the existing dead-end street to Carr Street (Street "B") with a widened right-of-way (from 15.15 m to 16.5 m), which will improve circulation and access and provide a more inviting gateway into the Site. The design for this public right-of-way is proposed to reflect traditional Toronto street design, continue the character already established on Vanauley Street and maximize views into 'Central Park'.



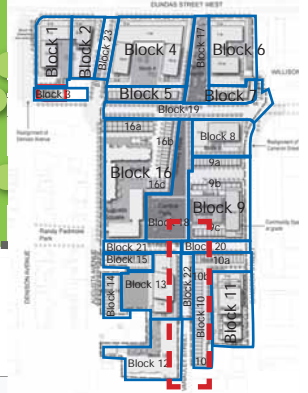
Bird's eye view, view north-west

Clear views of Central Park from Queen Street West



Plan view

The pedestrian crossing should be defined with design elements such as special paving, curb bump-outs, and/ or a traffic table



Key plan

Private Driveways

Private driveways allow access atop underground garage to buildings for purposes such as garbage collection, servicing, loading, and access to parking. The private driveways should:

- have the ability to support emergency vehicle access and general vehicular access;
- be aligned in order to facilitate clear views and pedestrian access across Vanauley Walk for legibility and safety reasons.



Example of a street that leads to a park which serves residential units, while accommodating pedestrians and vehicles



Plan view

16.0 m x 16.0 m square allows for vehicular turning movement

11.4 m ROW with an 8.0 m roadway to accommodate service and emergency vehicles, as well as a 1.7 m sidewalk on both sides of the street



Bird's eye view of the private driveways, view north-west

Pedestrian and Bicycle Movement

Both the streets and open spaces will encourage pedestrian and cyclist movement though the site, with the central park system acting as a key north-south pedestrian and cyclist corridor. Pedestrian, cyclist and vehicular routes may be differentiated through the use of materials and signage that clearly demarcate the transition in uses, where appropriate.

Streets will:

- be designed as pedestrian and bicycle friendly, with shared roadway facilities for bicycles, particularly Grange Court (Street "A") and Carr Street (Street "B")
- incorporate considerable traffic calming measures and landscape treatments at key points, including bump-outs, particularly at crossings adjacent to public parks
- have sufficient sidewalks for pedestrians and planted trees, landscaping and suitable furniture, where possible.

Pedestrian pathways will:

- promote pedestrian flow without dead ends or interruptions
- accommodate bicycles, where feasible
- connect open spaces, streets and primary entrances to buildings
- incorporate sufficient lighting and signage to facilitate safety and orientation.

For additional details regarding transit, bicycle and pedestrian movement, the Functional Road Plan and parking, refer to Alexandra Park Revitalization Transportation Considerations, February 2012, by BA Group and the updated report of 2013.



Multi-use path signage



Grange Park, Toronto,



Multi-use path, Vancouver, BC



Figure 15: Pedestrian and Cycling Network

- Shared roadway for bicycles and vehicles
- Multi-use path (to accommodate cyclists)
- Key pedestrian path within Site
- Pedestrian routes (sidewalks)
- TTC Streetcar stop



Sharrow on Spadina Avenue, Toronto, ON



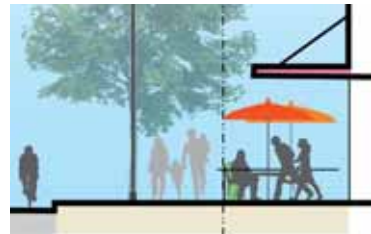
Multi-use park pathway, Chicago

BUILT FORM

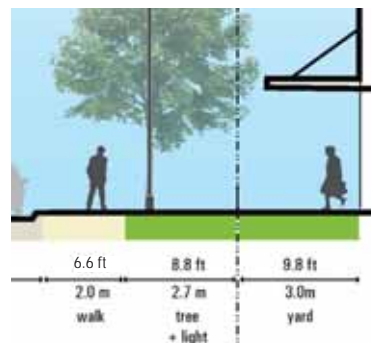
Setbacks to Public Streets

In order to maximize the boulevard experience, the minimum setback across the site is generally 3.0 m from the street right-of-way. On blocks 15 and on parts of blocks 9 and 10 the minimum will be less, but will be combined with a landscape encroachment. The setbacks to streets are as follows:

Street	Minimum setback from street ROW
Dundas Street West	<u>3.0 m</u>
Augusta Avenue and "Street D" (extension)	<u>3.0 m</u>
Cameron Street	<u>3.0 m</u> ; <u>2.0 m</u> Block 9a and 10a sideyard
Denison Avenue	<u>3.0 m</u> ; <u>2.0 m</u> Blocks 16a and 3 sideyard
Grange Court (Street "A")	<u>3.0 m</u> ; <u>2.0 m</u> Block 16b sideyard
Carr Street (Street "B")	<u>3.0 m</u> Block 13; <u>1.0 m</u> Block 9 plus <u>1.7 m</u> landscape encroachment; <u>1.7 m</u> Blocks 10 and 15 plus <u>1 m</u> landscape encroachment
Vanauley Street existing (Street "C")	<u>2.7 m</u>
Street "E"	<u>3.0 m</u>



Dundas Street West typical setback



Augusta Avenue extension (Street "D") - apartment frontage

- 1.0 m setback
- 1.7m setback
- 2.0 m setback
- 2.7 m setback
- 3.0 m setback
- 4.0 m setback

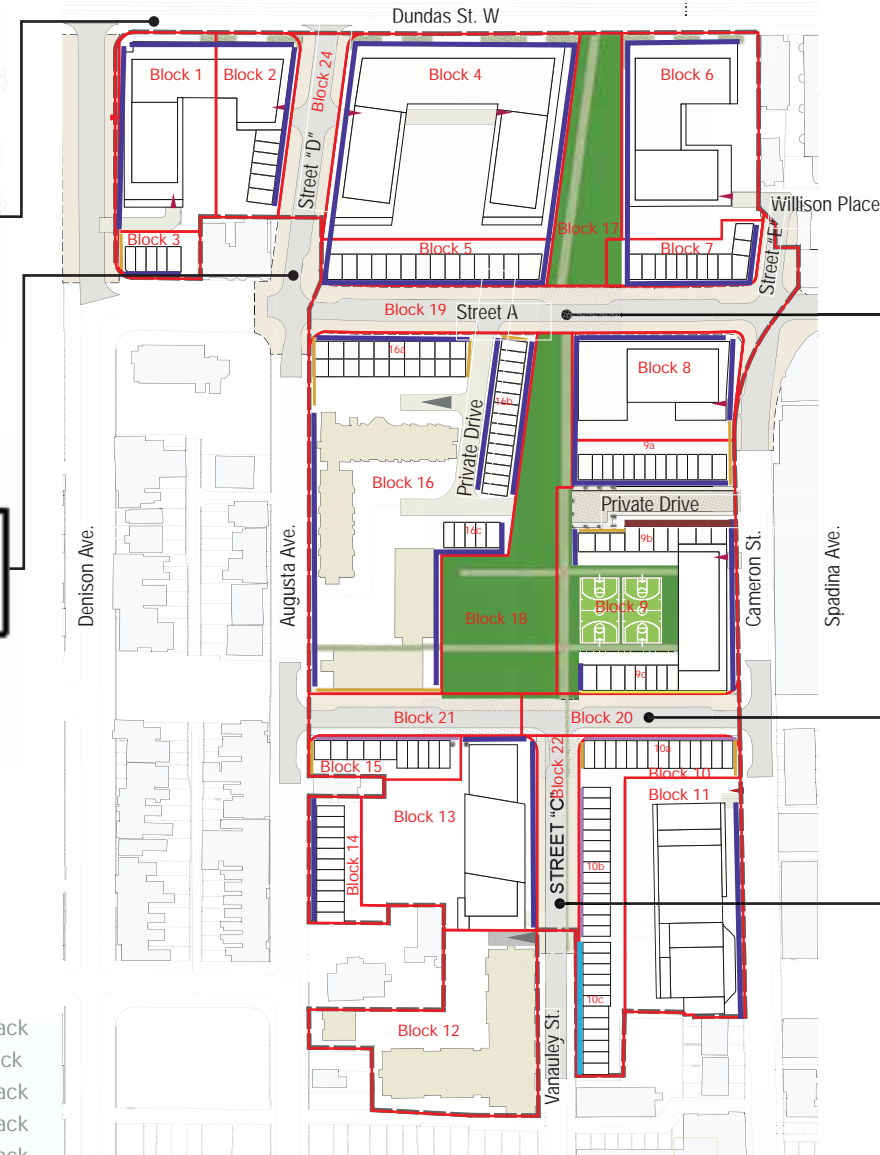


Figure 16: Setback Plan