Queensway Northside - Option 1: No Cycling Facility (on southside)

Queensway Northside - Option 2: Sidewalk Cycle Track
Option 1

This detail illustrates the minimum improvement for the north and south sidewalks, and includes a 2.5m pedestrian clearway, 2.2m open planter and 0.8m edge zone. Concrete unit pavers are recommended between the clearway and back of curb. Additional clearway and tree planting is anticipated with development and within the generous setbacks and easements for both sides of The Queensway. Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the widening of the furnishing and planting zone to improve tree planting conditions.

This detail imagines a cycling facility within the Enbridge Easement which will require further study to determine its appropriateness.
Option 2

This detail illustrates wider north and south sidewalks, and includes a minimum 2.1m pedestrian clearway with a 1.4m planting and furnishing zone. Concrete unit pavers are recommended between the clearway and back of cycletrack. Additional clearway and tree planting is anticipated with development and within the generous setbacks and easements for both sides of The Queensway.

This detail includes a cycling facility within the street right-of-way which will require further study to determine the appropriate facility and dimension.
The West Mall

This detail illustrates the typical minimum sidewalk improvement for both sides of the West Mall north and south of the Queensway. The sidewalk design includes a 2.7m pedestrian clearway and 0.8m edge zone. Given the higher volume and speed of vehicles on this street, tree planting is not recommended in the public right of way unless sufficient clearance is provided to ensure proper growing conditions and healthy growth.

The pedestrian clearway will include standard cast-in-place concrete. Decorative concrete unit pavers are recommended between the clearway and back of curb. Private setbacks are anticipated with development, which can increase the pedestrian clearway and introduce trees and other planting and other greening. Any additional sidewalk width within the public right-of-way determined through detailed design should go to the pedestrian clearway.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

The West Mall:
Sidewalk with Tree Planting in Private Setback
North Queen Street & Sherway Gardens Road

This detail illustrates the North Queen and North Queen Extension sidewalks as well as the re-aligned Sherway Gardens Road, and includes a 2.2m pedestrian clearway, 1.4m open planter, and 0.6m edge zone. Additional clearway and tree planting is anticipated with development and within setbacks. Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the widening of the furnishing and planting zone to improve tree planting conditions.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

North Queen Street:
Sidewalk with Trees in Open Planters
Nova Road, Boncer Drive, New Street A

This detail illustrates the minimum improvement for sidewalks on Nova Road, Boncer Drive and Street B. It includes a minimum 2.1m pedestrian clearway, 1.8m open planter, and 0.6m edge zone. Concrete unit pavers are recommended between the clearway and back of curb. Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the widening of the furnishing and planting zone to improve tree planting conditions.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

Nova Road, Boncer Drive, New Street A
Sidewalk with Tree Planting in Open Planters
Evans Avenue

This detail illustrates the minimum improvement for sidewalks on Evans Avenue. It includes a minimum 2.1m pedestrian clearway. The furnishing and planting zone can either have vegetation or decorative concrete pavers. Additional frontage and marketing zone or planting is anticipated with development setbacks.

Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the pedestrian clearway. Given the higher volume and speed of vehicles on this street, tree planting is not recommended in the public right of way unless sufficient clearance is provided to ensure proper growing conditions and healthy growth.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

Evans Avenue
Sidewalk with Trees Planted in Private Setbacks
Local Neighbourhood Streets

Option 1

This detail illustrates the minimum sidewalk for Neighbourhood Street with 16.5m rights of way in case a 20m right-of-way cannot be accommodated. This detail includes a minimum 2.1m pedestrian clearway at the curb and a 1.7m planting zone at the back of sidewalk. Additional landscaping is possible in the minimum 3.0m private setbacks. This sidewalk detail is often considered on streets with residential uses at grade. Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the widening of the furnishing and planting zone to improve tree planting conditions.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

Local Neighbourhood Street - 16.5m ROW:
Sidewalk at Curb (illustrating Residential At Grade)
Option 2

This detail illustrates the minimum sidewalk for Neighbourhood Street with 20.0m rights of way. This detail includes a minimum 2.1m pedestrian clearway, a 1.8m planting zone, and a 0.6m edge zone. Concrete unit pavers are recommended between the clearway and back of curb. Additional landscaping is possible in the minimum 3.0m private setbacks. This sidewalk detail is often considered on streets with active retail or residential uses at grade. Any additional sidewalk width within the public right-of-way (determined through detailed design) should go to the widening of the furnishing and planting zone to improve tree planting conditions.

This detail does not include any cycling infrastructure which will require further study to determine the appropriate facility and dimension.

Local Neighbourhood Street - 20.0m ROW:
Sidewalk at Curb (illustrating Active Uses At Grade)
Appendix
<table>
<thead>
<tr>
<th>Principle/Guideline Section</th>
<th>Streets &amp; Blocks</th>
<th>Parks &amp; Open Space</th>
<th>Built Form (Height &amp; Transitions)</th>
<th>Grade related-uses &amp; Setback</th>
<th>View corridors and Vistas</th>
<th>Mobility Network</th>
<th>Parking, access &amp; Servicing</th>
<th>Sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Economic Vitality Principle: Support activity and redevelopment that provides a healthy economic foundation for the area.</td>
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<td>2. Mix of Uses Principle: Shift to a more broadly balanced mix of land uses that are part of a clear strategy, which responds appropriately to existing and planned conditions.</td>
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<td>3. Compatibility and Sustainability Principle: Minimize adverse impacts between new development and adjoining Employment Areas and transportation infrastructure</td>
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<td>4. Cohesive Urban Appearance Principle: Establish a cohesive, urban appearance, with buildings that frame the streets as the dominant built form.</td>
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<td>5. Safe and Convenient Movement Principle: Enhance safe and convenient movement through the area and to surrounding areas by providing greater opportunities for walking, cycling and public transit use, addressing traffic and congestion issues, and creating new streets and connections as redevelopment occurs.</td>
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<td>6. Connected and Attractive Public Spaces Principle: Create a green, safe and attractive place consisting of public parks, promenades, streetscape improvements and privately owned publicly-accessible open spaces that create a connected system and support a range of local social and recreational activities.</td>
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<td>7. Responsible Use of Natural Heritage Principle: Incorporate access to natural heritage areas as part of the green and open space networks while preserving their environmental integrity.</td>
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<td>8. Local Community Services and Facilities Principle: Coordinate the introduction of new residential development in the area with the provision of community services and facilities.</td>
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<td>9. Sustainable Infrastructure Principle: Ensure that adequate water and sewage services exist to accommodate new development and that stormwater is managed in a sustainable way.</td>
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<td>10. Logical Phasing Principle: Phase any new residential development to incrementally add to the creation of a complete community that can coexist with adjacent uses.</td>
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