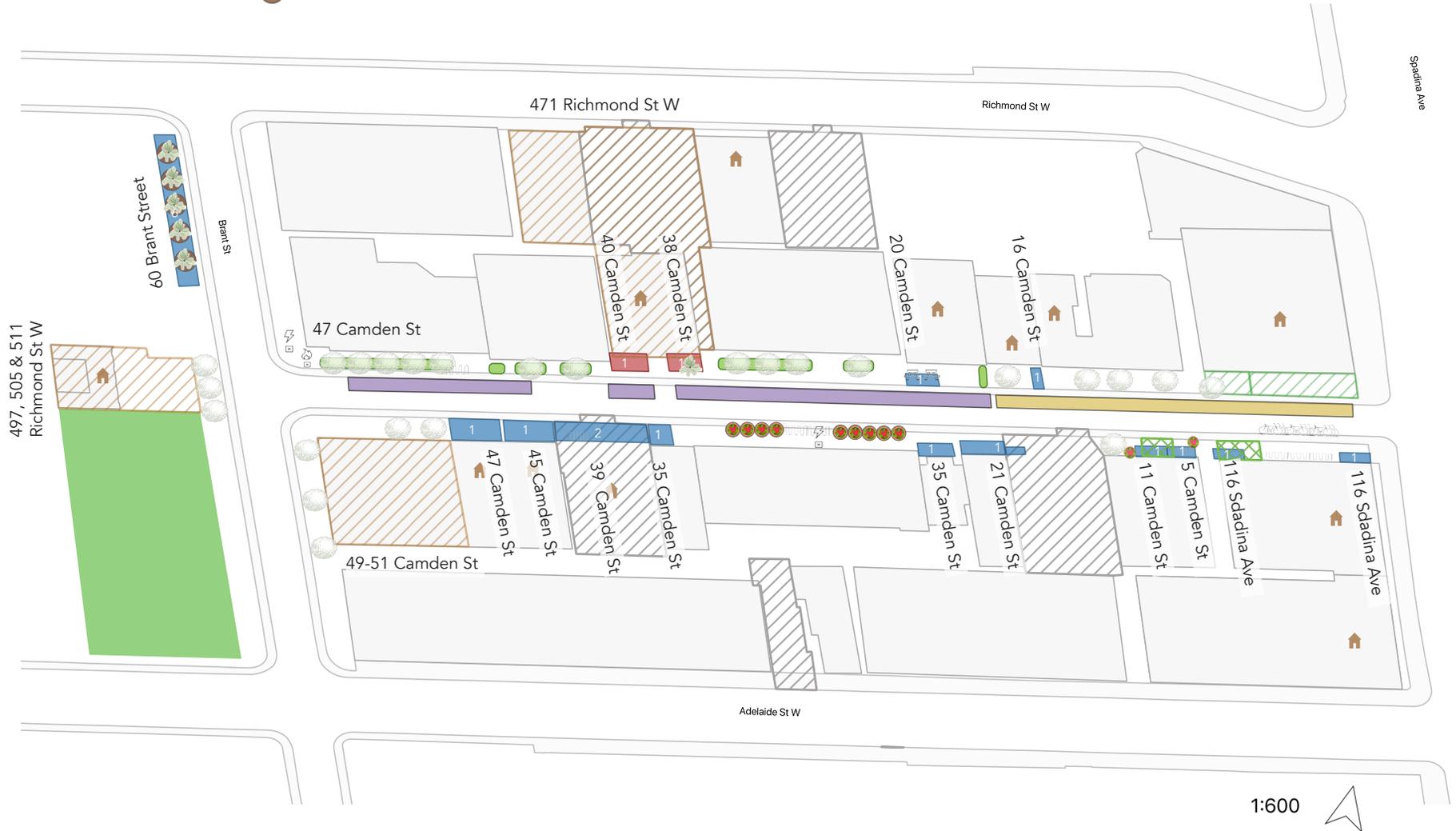


Map of Camden Street Existing Public Realm and Proposed Improvements

Legend:

- | | | | | | | | |
|---|--------------|---|------------------|---|--------------------------|---|--------------------------------------|
|  | Utility Box |  | Tree |  | Listed Heritage Property |  | Legal Commercial Boulevard Parking |
|  | Fire Hydrant |  | Planter |  | Active Development App |  | Illegal Commercial Boulevard Parking |
|  | Bike Rack |  | Proposed Planter |  | Potential Sidewalk Cafe |  | Overnight Permit Parking |
|  | Bench |  | Bush |  | Sidewalk Cafe |  | TPA Parking |
| | |  | Proposed Bush |  | Green Space |  | Parking Lot |



1:600



Camden Street: Policy Context

City of Toronto Official Plan

City of Toronto Official Plan policy 3.1.1(5) recognizes that existing and proposed city streets, being significant public spaces, should incorporate Complete Streets Guidelines in order to balance the needs and priorities of different users of the street with the right-of-way. The greening plan addresses policy 3.1.1(5) by promoting a greater balance between parking space and green space. Camden Street has an abundance of on-street parking, as well as overnight parking. Furthermore, the greening proposal is supported by policy 2.4.6, which calls for an adequate supply of off-street parking for bicycles, while ensuring a minimal level of all-day automobile parking for commuters. Policy 2.4.13 supports a bicycle-friendly environment, the provision of adequate and secure bicycling infrastructure, as well as street design and educational measures that improve the accessibility and visibility of cyclists on the street. As Camden Street is situated in a Mixed-Use area, policy section 4.5 applies. The greening proposal supports policies 4.5.21(a), 4.5.2(f) and 4.5.2 (m) by striving to create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community, by improving the pedestrian realm to create a more attractive, comfortable, and safe pedestrian environment, and providing opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

King Spadina Secondary Plan

The King Spadina Secondary Plan calls for an increase in amenities that enhance liveability of the space for current and future residents, workers and visitors to the area (3.1.4). This includes providing green infrastructure (3.1.4.2), expanding and improving existing parks (3.1.4.3) and improving opportunities for active transportation through enhanced pedestrian clearways and cycling infrastructure (3.1.4.5). The greening proposal supports the expansion of St. Andrews Playground (Section 7.3) as the 6 parallel commercial boulevard parking spots on Brant Street would be greened, allowing for an extension of the Playground.

Camden Street: Policy Context

King Spadina Urban Design Guidelines

King Spadina Urban Design Guidelines: Greening would contribute to the identified potential public realm enhancement areas on Camden Street in Map 16-3C. The identified areas are precisely where the commercial off-street boulevard parking permits exist, thus greening of the parking spots would align well with the proposal of the Secondary Plan.

TOCore

The greening proposal is supported by policies related to parking and mobility in TOCore. The greening proposal replaces existing surface parking with other uses (8.25), which encourages the replacement of existing surface parking spaces and lots with other uses such as bicycle parking and sharing stations and sidewalk cafes. The greening proposal supports the improvement of mobility as it re-allocates space to pedestrians and cyclists within the public street right-of-way, as informed by design guidelines for Complete Streets as developed and applied by the City (8.5.2).

Complete Street Guidelines

The greening proposal is supported by all aspects of the complete streets guidelines. The proposal improves the safety and accessibility of sidewalks by removing commercial off-street boulevard parking, which requires drivers to drive across the sidewalk to maneuver in and out of the parking spot. This allocates more space to pedestrians and better separates streets from the sidewalk. In addition, by implementing additional multi-bike racks and posts, the proposal encourages cycling, providing infrastructure that supports a healthy and active lifestyle.

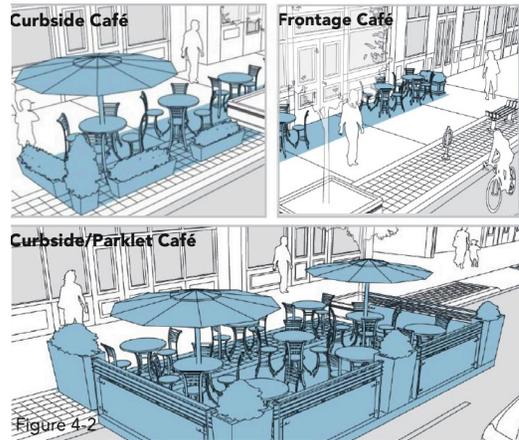
Camden Street: Proposed Improvements



Greening of Commercial Off-Street Parking Spots with Trees and Planters

The south side of Camden Street, where the majority of the commercial off-street boulevard parking permits are located, is quite devoid of street trees. Adding moveable planters and in-ground trees on the south side would vastly improve the public realm. Three areas with ample opportunity for street trees is 29, 38 and 40 Camden Street. 38 and 40 Camden Street have expired boulevard parking permits, so removal of the boulevard parking signs and placing planters and/or trees at these two locations could prevent the illegal parking.

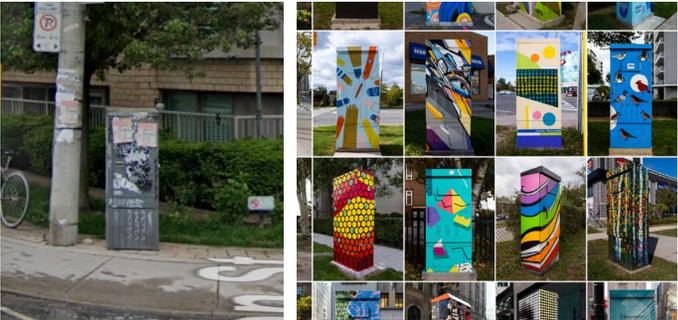
If commercial off-street boulevard parking permits on Camden Street were removed, more space in the public realm could be dedicated to greening and pedestrian safety would improve as vehicles presently must drive across the sidewalk to park in permit spaces. With the on-street parking available, this often creates a double row of cars between the sidewalk, creating a cramped pedestrian environment.



Sidewalk Cafe: 5 & 11 Camden Street

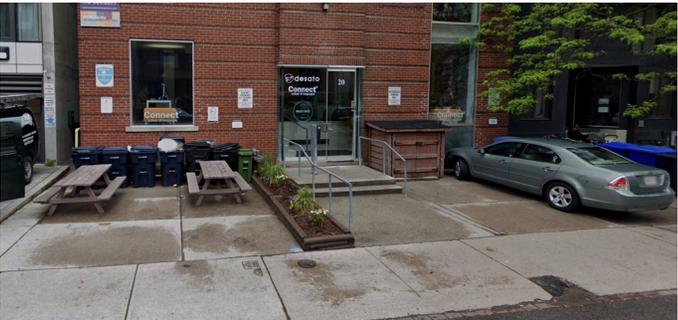
5 & 11 Camden Street present ideal opportunities for a sidewalk cafe. The commercial off-street boulevard parking permit is situated directly outside the building. Replacing the parking with a sidewalk cafe would enable better sightlines of the businesses at 5 and 11 Camden Street and provide additional outdoor seating for Avenue Open Kitchen. Examples of the types of sidewalk cafes appropriate for 5 & 11 Camden Street are taken from the Toronto Complete Street Guidelines.

Camden Street: Proposed Improvements



Utility Box: StART Outside the Box Program

Painting the utility box at the corner of Brant Street and Camden Street.



Benches

There are only 2 benches on the street, located in front of 20 Camden Street. Additional benches can be placed along the street in front of 29, 38, and 40 Camden Street.



Brant Street

Six commercial off-street boulevard parking permits abutt 60 Brant Street, a heritage building protected under Part IV of the Heritage Act.

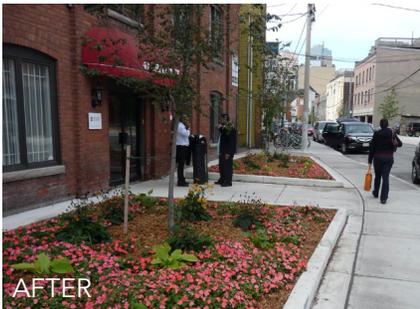
Precedent: Britain Street



Britain Street is a two-way street located on the George Brown College Campus that originally contained 16 of commercial off-street boulevard parking permits, as well as on-street parking. In 2010, the Planning Department secured interest from the Councillor and majority of property owners of the street, including George Brown College, and successfully revoked the boulevard parking permits in favour of greening and more sustainable land use. To offset the reduced number of boulevard parking spots, the City introduced additional on-street pay-and-display parking spots on Britain Street.



The commercial off-street boulevard parking spots were transformed into space for in-ground planters, in-ground trees, a small community garden, and post-and-lock bike racks. The design and greening vastly improved the pedestrian experience of the public realm as it allowed for a redesign of the street that responded to the changing needs of its users. Trees and bike parking deliver additional environmental benefits and encourage a wider variety in modes of transportation. Britain Street is a prime example of the potential of public realm improvements that can take place through greening of commercial off-street boulevard parking spots.



Britain Street is comparable to Camden Street as both are situated in mixed-use areas of the downtown core designated for growth, have similar built forms where the needs of different street users and land uses must be balanced to create an urban environment that is equally serviced towards all uses and users of the street. Both Camden Street and Britain Street are located near large green spaces - Camden Street is located near St. Andrews Playground, and Britain Street is located near Moss Park. In addition, both streets are situated within Secondary Plans that highlight the same urban design principles that guide development towards ensuring that existing public space is enhanced in an attractive, pleasant, comfortable and inviting manner (see Secondary Plan Policies 15.3.2 and 16.3.6).



Specifically, Camden Street is located within the King-Spadina Secondary Plan and Britain Street is located within the King-Parliament Secondary Plan. These urban design principles of both secondary plans encourage the design and location of servicing and vehicular parking in a way which minimizes pedestrian/vehicular conflicts (15.3.2(iv) and 16.3.6(iv)), calls for streetscape improvements that promote a healthy and vibrant pedestrian environment in public right-of-ways and adjacent privately-owned lands (15.5.1 and 16.6.1), and specifically looks to the removal of existing surface parking to assist in the implementation of urban design guidelines.

