



RAMSDEN PARK ROAD MASTER PLAN

September 22, 2016

Tapping into the potential of Toronto's laneways.
www.thelanewayproject.ca

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1 INTRODUCTION

1.1 Toronto's Laneways

Toronto has more than 2400 publicly-owned laneways, covering more than 250 acres of the downtown and midtown areas of the city. These public spaces are brimming with untapped potential; however, at present they are underused, under-maintained and underappreciated. They are not thought of, nor are they functioning, as complete parts of our public realm.

When planned and designed effectively, laneways can be a key asset and an integral part the public realm of our growing and intensifying city. Laneways can provide extensive cultural, economic, social, health and environmental benefits to their neighbourhoods and to the city at large. They can play a role in creating engaging, lively and richly textured places by providing:

1. Increased walkability and connectivity;
2. A dense network of public and green space;
3. New space for community events;
4. New space for informal physical activity;
5. A canvas for public art and performance;
6. New patio space; and
7. New space for pop-up shops and micro-businesses.

1.2 Ramsden Park Road Project

In 2015 The Laneway Project was contacted by Lost Rivers, who brought Ramsden Park Road to our attention and advocated for its improvement in parallel with planned improvements to the adjacent Ramsden Park. Our two groups met with Councillor Kristyn Wong-Tam at that time to discuss the project. In early 2016 the Councillor got back in touch with The Laneway Project to encourage us to move forward with the development of a master plan for the laneway, in partnership with local residents. These residents, as well as the ABC Residents Association and businesses adjacent to the laneway, provided their ideas for Ramsden Park Road at a community visioning workshop and used an online survey to assess the master plan actions that could achieve that vision. The Laneway Project used this community input as a base on which to build a master plan for a safer, greener and more beautiful Ramsden Park Road.

2 RAMSDEN PARK ROAD TODAY

Ramsden Park Road is a residential laneway to the north of Yonge and Bloor in the Annex neighbourhood, running westward from Yonge Street along the northern edge of Ramsden Park. It provides service access to the park at its western end, and is bordered to its north by the garages, parking pads and backyards of adjacent residential properties.

Ramsden Park Road is an important part of its local access network, connecting to Yonge Street and to Gibson Avenue, Roxborough Street West and Macpherson Avenue via Paul Hahn Lane at its eastern end; providing access to garages and parking pads for local homeowners; providing additional local parking, with 28 public parking spaces along its southern edge; and providing service access to Ramsden Park for pedestrians, cyclists, City staff and contractors. At the same time, the laneway serves as an important transition zone between the green space of its adjacent park and the more built-up surrounding residential neighbourhood.

Ramsden Park is currently in the midst of a renewal project, which includes an upgraded children's playground, a new splash pad, resurfaced tennis courts, new pathways and new lighting. Local stakeholders, including residents of Gibson Avenue, the ABC Residents Association, PAL Insurance and Paul Hahn Pianos, have taken the initiative to develop a plan for the improvement of Ramsden Park Road, which would ideally be implemented in parallel with the park improvements. This master plan aims to fix some of the current issues in the laneway, from messy overhead wires to cracked paving and litter, while also increasing its appeal as a complete public space.

3 PLANNING PROCESS

3.1 Forming a Working Group

The master planning of Ramsden Park Road began with the formation of a working group of key laneway stakeholders including residents of Gibson Avenue and the ABC Residents Association. The working group also had support from Councillor Kristyn Wong-Tam and local businesses Pal Insurance and Paul Hahn Pianos.

The group's role was to spread the word about the master planning project within the local community and provide input at project meetings; it will also have an important role in the implementation of the Master Plan in 2017 and beyond, and in the ongoing day-to-day stewardship of Ramsden Park Road.

3.2 Developing a Project Vision

The next step was the analysis of Ramsden Park Road today and the development of a vision for its future. This process began with a basic SWOT (Strengths Weaknesses Opportunities Threats) analysis of the laneway by The Laneway Project, to use as a starting point for work in the laneway. This was followed by a public Visioning Workshop, during which participants were asked to assess the laneway today, indicating what is working and what is not, and describe things that they do and do not want to see in the laneway in the future.

The insight shared during this stage of consultation allowed the drafting of four key project principles, listed in 5.1 below, and the proposal of concrete project actions to achieve them. These actions were assessed by the Working Group and the local community more widely via an online Options survey, which asked them to assess the appropriateness to Ramsden Park Road of the proposed project actions and indicate the level of priority of each one. The outcome of this consultation process was a set of key project actions for the transformation of Ramsden Park Road.



3.3 Consulting with the City of Toronto

Ramsden Park Road sits within the larger context of the City of Toronto; any changes to the laneway are subject to its regulations and procedures, and must be undertaken in coordination with the City divisions that have jurisdiction in its space. Laneways fall primarily under the jurisdiction of Transportation Services. Following the community consultation process, The Laneway Project discussed several of the project actions for Ramsden Park Road with City staff within the Beautiful Streets division of the Public Realm section of Transportation Services, in order to determine how best to implement them within the context of the regulations and operations of official-level stakeholders including:

- Beautiful Streets;
- Traffic Operations;
- Right-of-Way Management;
- Solid Waste Management;
- Major Capital Infrastructure Coordination;
- Parks, Forestry and Recreation; and
- Toronto Hydro.

The information gained during these consultations and further investigation into the present-day regulations and procedures governing Toronto's laneways rounded out the advice and guidelines contained in this Master Plan. Some of these regulations and procedures are evolving; the implementation of each Ramsden Park Road master plan action is subject to the City of Toronto's regulatory oversight, and it is essential to contact the City divisions listed in the Master Plan to ensure the feasibility and legality of each action at the time of its proposed implementation.

3.4 Developing the Plan

The final step in the master planning of Ramsden Park Road was the synthesis of the key project actions into an overall design for the laneway. The key project actions that emerged from the consultation process with the community and City informed the creation of a Master Plan design for the space, which is presented in Section 5.0 below both in graphic form as a whole, and broken down into its constituent actions - both spatial and organizational.

4 ABOUT THIS PLAN

4.1 Who is this Plan for?

This Master Plan is a resource for the Ramsden Park Road Working Group. It is intended to articulate the group's vision for the laneway, and has been developed for submission to official-level stakeholders including Beautiful Streets, Traffic Operations, Parks, Forestry and Recreation and Toronto Hydro. It is hoped that these groups, along with Ward 27 Councillor Kristyn Wong-Tam, will review the plan and work towards its implementation in their respective areas of responsibility.

Equally, the Master Plan provides a template and point of reference for Torontonians at large by showing what is possible in Toronto's laneways through the collaboration of different neighbourhood stakeholders, from local residents and businesses to municipal politicians and City divisions.

4.2 How to use this Plan

This Master Plan presents the overall vision for Ramsden Park Road, including a pedestrian-eye view showing the look and feel of the transformed laneway, an annotated plan showing the different spatial changes required for the transformation, a set of project principles, and an overview of each of the concrete actions required to implement the Master Plan.

These concrete actions are divided into three types:

- “Foundation Projects”, the studies and organizational actions that lay the groundwork for future actions;
- “Quick Win Projects” that are simpler and achievable on a shorter timeline because they are relatively inexpensive and require a minimum of coordination with existing City schedules; and
- “Long Term Projects” that are more complex and require a greater amount of time to plan, coordinate and permit.

It's important to note that consultation and collaboration is important for each of the Master Plan actions – it is essential to work in partnership with a range of different stakeholders in order to ensure their effective implementation. It's also important to recognize that many of the master plan actions will need to be coordinated with the maintenance and improvement work scheduled by the City as part of their regular operations.

5 MASTER PLAN

5.1 Project Principles

1. Ramsden Park Road is a safe space.

Visibility and natural surveillance should be strengthened in the laneway with effective vehicular- and pedestrian-level lighting.

2. Ramsden Park Road is a clean and well-managed space.

The attractiveness and functionality of Ramsden Park Road should be improved through the effective management of littering, traffic and parking, and reinforced by ongoing informal monitoring.

3. Ramsden Park Road is a green and beautiful space.

The attractiveness of Ramsden Park Road should be enhanced with the addition of new, hardy vegetation, the implementation of a community-led maintenance plan for its planting beds, the neatening of its overhead utilities and the effective management of littering.

4. Ramsden Park Road is an accessible multi-modal space.

The role of Ramsden Park Road in the neighbourhood's mobility network should be strengthened with good paving, lighting and traffic control.

5.2 Plan and Vignette



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5.3 Foundation Projects

A. Form a Friends of Ramsden Park Road group to monitor the ongoing state of good repair in the laneway, champion the laneway improvements and steward the laneway on an ongoing basis.

“Friends of” groups serve to formalize the local stewardship of parks throughout Toronto, helping to make sure that they are safe, clean and inviting. Ramsden Park Road is a public space, just like a park, and formalizing a local group to care for the laneway makes its long-term stewardship and improvement easier to manage. A Friends of Ramsden Park Road group will have an important role in transforming and maintaining the laneway as a positive public space for neighbours and visitors alike.

Procedure

1. Review the Park Friends Group Guidebook from Park People, which provides tips on setting up a “Friends of” group.
2. Send out a call for participants to local businesses, residents and civic groups.
3. Contact your councillor to let her know that you’re starting a Friends of Ramsden Park Road group.
4. Hold a kick-off meeting to formalize the group, discuss this Master Plan and form task-based sub-groups to help with its implementation and stewardship.



The **Friends of McCormick Park** is a small group of area residents who came together to discuss how they can best advocate for McCormick Park, located in Brockton Village in Toronto. Since 2012, they have discussed ways, both small and large, to enhance the park and by extension, the community in which we live. They are currently working on raising funds for a new playground and organizing to an adopt-a-tree program and a cafe in the park. They also work on solving problems related to vandalism, off-leash dogs, and other safety concerns.

Photo credit: <http://mccormickpark.ca>

B. Conduct a laneway safety audit to assess levels of lighting, maintenance and sight-lines in Ramsden Park Road.

Laneways can often feel unsafe, especially at night. By working with your neighbours, Councillor and local Toronto Police Division to conduct a safety audit you'll pinpoint what makes the space feel unsafe, which will allow the City and the community to take concrete action to correct this.

Procedure

1. Contact the City of Toronto's [Safety Audit](#) branch and your [councillor](#) to indicate that you'd like to organize a safety audit of Ramsden Park Road.
2. Meet with local laneway neighbours to agree on the goals and boundaries of the safety audit.
3. Reach out Toronto Police Services [52 Division](#) and Toronto Hydro (416-542-3195) to invite them to participate in the safety audit. Your councillor should be able to help with this.
4. Coordinate a time for the audit. It's a good idea to conduct the audit at night or in the evening in order to assess the lighting levels and sightlines in the laneway.
5. Meet with your neighbours, councillor, 52 Division and Toronto Hydro to conduct the laneway safety audit.
6. Write up the findings of the audit, highlighting key areas to address.
7. Share the findings of the audit with the Safety Audit branch.
8. Coordinate with the above groups to address the key issues highlighted in the safety audit.

Precedent



In response to a 1999 Task Force on Community Safety report, the City of Toronto created a Safety Audit initiative to encourage communities to meet to assess spaces that they consider to be unsafe, in order to identify the key contributing factors and catalyse safety improvements.

Image credit: John Filion

<http://johnfilion.ca/category/local-events/page/3/>

5.4 Quick Win Projects

C. Clearly demarcate the boundaries of the existing 28 parking spots along the southern edge of the laneway.

Adequate parking for vehicles is an important part of the urban mobility network - and it's important, where parking is provided, to clearly demarcate the spaces so that drivers can park efficiently and the lot can accommodate the intended number of vehicles.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Transportation Signs and Markings with local information as requested as they schedule the addition of parking space demarcations to the existing spaces along Ramsden Park Road.

Precedent



Using a different interlock paving colour gradient offers an alternative to traditional painted parking stripes. Interlock paving is weather-resistant and low-maintenance and gives non-descript parking lots a distinct look while clearly demarcating individual parking spots. On the other hand, applying a playful design to painted parking stripes can also imbue the area with a unique visual identity. In both examples, aesthetics has reinforced functionality.

Image credit: Rock Creek Conservancy

<http://www.rockcreekconservancy.org/homes-and-businesses>

Image credit: Mariah Smith

<https://www.pinterest.com/pin/94716398384587494/>

D. Maintain free, time-limited parking along the southern edge of the laneway to ensure access by Ramsden Park users.

The recreational facilities in Ramsden Park are accessed by people arriving on foot, by bicycle and by car, many of whom park in the parking spaces along the southern edge of Ramsden Park Road. Maintaining the free, timed parking in these spaces will ensure that these park users continue to have easy access to the space.

Procedure

1. Transportation Services currently operates the existing parking spaces for free, time-limited use. This will only change if and when a request is put forward to install metered parking. For this reason, the best way to maintain free, time-limited parking along Ramsden Park Road is to do nothing.
2. If, in the future, metered parking is proposed by Transportation Services or Green P you should let them know that you would like it to be maintained as is.

Precedent



Providing free parking for park users encourages access and allows people who live out of walking distance to enjoy the park and its facilities. Time limits on parking helps to bring about user turnover and dissuades non-park users from using the designated spots as an alternative to paying for parking elsewhere. Many parks in Toronto use this parking model to facilitate park access.

Image credit: High Park Toronto
<http://www.highparktoronto.com/map.php>

E. Introduce a lower speed limit in the laneway to increase safety for pedestrians.

Ramsden Park Road is used by people on foot, on bicycles and in cars. Reducing the speed limit in the laneway to 15 km/h from the current 30 km/h can allow these different modes to coexist more safely.

Procedure

1. Contact your [councillor](#) and 311 with your request to lower the speed limit on Ramsden Park Road. This request is then forwarded on to Traffic Operations at City Hall.
2. Support Traffic Operations with local information as requested as they assess whether to implement the lower speed limit and draft a local bylaw to designate the new speed limit. It is important to note that all new bylaws require the approval of City Council in order to be adopted.

Precedent



According to [a 2012 report](#) from Toronto Public Health, a pedestrian has a 90% survival rate if hit by a car travelling 30 km/h. That rate drops to 50% if the car is travelling at 45 km/h. Redesignating Ramsden Park Road as a laneway instead of a road will aide the city approval process to reduce the posted speed limit, resulting in a safer space for everyone. In the meantime, “Please Slow Down” lawn signs can be ordered from your local councillor to help with underlining the message.

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=cbe5841071c80510VgnVCM10000071d60f89RCRD&vgnextchannel=747c4074781e1410VgnVCM10000071d60f89RCRD>

F. Install custom pedestrian-level lighting on the garages and fences of adjacent properties.

Proper lighting has a large effect on how safe and attractive a laneway feels at night. The installation of pedestrian-level, shielded and motion-sensored lighting fixtures can encourage pedestrians to use the laneway as a walking route and deter unwanted activity, while minimizing glare into adjacent properties.

Procedure

1. Convene a meeting of the Friends of Ramsden Park Road to review the results and lighting recommendations of the laneway safety audit and form a laneway lighting working group to plan the installation by homeowners of pedestrian-scale lighting on garages and fences.
2. Research lighting fixtures for installation along the laneway and compile a summary of potential fixtures for use in the laneway. Be sure to include images and cost information for each fixture.
3. Visit your neighbours to share the fixture summary and ask them to rank the fixtures in order of preference. Ask them to sign up to purchase and install a light fixture at the rear of their properties.
4. Compile the feedback from your neighbours to arrive at a desired fixture.
5. Purchase the light fixtures and distribute them to participating neighbours for installation.

Precedent



The Bayside City Council was awarded a community safety fund grant worth \$10,000 for their suburban Melbourne laneway in order to prevent crime in the community. The installation of these lights improved natural surveillance, and allowed residents to feel safe to use the space at night.

Image credit: Community Crime Prevention

<http://www.crimeprevention.vic.gov.au/home/your+community/bayside+city+council+-+laneway+lighting+upgrade>

G. Plant ground-level, low-maintenance perennial vegetation in the existing planting beds surrounding the trees along the southern edge of the laneway.

Well-tended gardens can be an important part of a beautiful and vibrant community. Gardens soften the urban environment while providing space to grow food and flowers, absorbing storm water and serving as connectors where community members of all ages can gather and work together.

Procedure

1. Reach out to the Friends of Ramsden Park Road to form a laneway greening working group.
2. Convene a meeting of the laneway greening working group to review the City of Toronto's [Water-Efficient and Native Plant Lists](#) and determine the best vegetation types for the conditions (sun exposure, salt exposure etc.) of the planting beds.
3. Contact your [councillor](#) to share this master plan.
4. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
5. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
6. Share your desired species of vegetation from the Water-Efficient and Native Plant Lists with Beautiful Streets, as well as their maintenance requirements.
7. Develop a maintenance agreement with Beautiful Streets for the upkeep of the planting beds and their vegetation, outlining the City and resident responsibilities.
8. Coordinate with Beautiful Streets to arrange the purchase and delivery of the new vegetation and wood chips.
9. Organize a community planting day and reach out to your neighbours to let them know about the event.
10. Develop a maintenance schedule for the laneway greening working group members to maintain the community garden throughout the growing season (see below).

Precedent



As part of the project to build the Nevin Welcome Center at Cornell University, a new parking lot and adjacent garden were completed in 2010. The finished bioswale garden is effectively a ditch that cleanses water. More ecologically-minded than a traditional storm drain system, the garden works to slow and clean runoff from the parking lot while nourishing an attractive green landscape. Plants in the bioswale are regional, hardy, strong-rooted perennials and grasses that are easy to care for and require minimal maintenance.

<http://www.cornellplantations.org/our-gardens/botanical/bioswalegarden>

H. Organize improved seasonal and day-to-day maintenance of the planting beds around the twelve existing trees along the southern, park edge of laneway.

Gardens are at their best when they are well-tended - properly watered and weeded, and pruned to keep things looking neat. The City of Toronto conducts seasonal maintenance of outdoor planted areas, but the best-tended gardens in the city have their day-to-day maintenance needs taken care of by dedicated groups of local residents and businesses.

Procedure

1. Meet with your laneway greening working group to compile a list of the maintenance requirements of the species to be planted in the planting beds.
2. Contact your [councillor](#) to share this master plan and the outcomes of your laneway safety audit.
3. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
5. Share your desired species of vegetation from the Water-Efficient and Native Plant Lists with Beautiful Streets, as well as their maintenance requirements.
6. Develop a maintenance agreement with Beautiful Streets for the upkeep of the planting beds and their vegetation, outlining the City and resident responsibilities.
7. Coordinate with Beautiful Streets to arrange the purchase and delivery of the new vegetation and wood chips.
8. Organize a community planting day and reach out to your neighbours to let them know about the event.
9. Convene a meeting of the laneway greening working group to review the maintenance agreement and assign responsibilities for the remaining maintenance responsibilities.
10. Conduct maintenance of the planting beds per your maintenance agreement.

Precedent



Designed by Barr Engineering, 7-Sigma's rainwater garden collects parking-lot runoff to feed plants and flowers. The slope of the lot directs stormwater runoff to garden plots around the perimeter and in the center of the parking lot. To prevent runoff channelization and erosion of side slopes, flat curbs allow water to drain easily into the gardens. Taller trees and shrubs along the edge function as a visual barrier for cars and pedestrians.

<https://www.barr.com/projects/23270F2300>

5.5 Long Term Projects

I. Install new concrete or interlock paving to improve the driving surface and aesthetics of the laneway.

The quality and type of paving has a big effect on the feel and attractiveness of a laneway. Beautiful, well-maintained paving can increase a laneway's visual appeal while differentiating it from "conventional" vehicular streets and tying it into the larger public realm design of its neighbourhood.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Beautiful Streets with local information as requested as they work to select a paving type, develop new paving details if required and schedule the repaving of Ramsden Park Road. It's important to note that, based on existing capital work schedules, this will likely be a longer-term project.

Precedent



The newly revitalized and pedestrian-friendly Market Street features brick street paving that helps demarcate redesigned layers of usage. Beautiful and inviting, different paving textures help visually separate areas for cars, pedestrians, and patio visitors. With many patterns to choose from, a mix of paving surfaces is an efficient way to differentiate parking, walking, and private space in a laneway.

Image credit: Marcus Mitanis

<http://urbantoronto.ca/news/2015/02/heritage-toronto-releases-state-heritage-report>

J. Construct a new fixed curb to replace the loose curbs surrounding the tree pits and bordering the laneway along its southern park edge.

Loose curbs, such as the ones currently used as edging around the planting beds along the southern edge of Ramsden Park Road, are easily displaced by ice, snow ploughing and knocks from cars, impeding access to parking spaces and contributing to an untidy appearance in the laneway. Installing a fixed curb along the southern edge of the laneway - around the planting beds and parking spaces - can improve the appearance of the laneway and reduce its maintenance requirements.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Beautiful Streets with local information as requested as they work to select a curb type, develop new curb details if required and schedule the replacement of curbs along Ramsden Park Road. It's important to note that this curb replacement will most likely be done in conjunction with the repaving of the laneway; based on existing capital work schedules, this will likely be a longer-term project.

Precedent



A low wall creates a continuous, visually appealing barrier between green space and paved areas. The slight elevation clearly demarcates the boundary of the laneway while avoiding unsightly individual curbs.

Image credit: Toemar
<http://www.toemar.ca/products/hardscape/curbs-and-edging/>

K. Work with the City of Toronto to ensure that there is adequate vehicular-level lighting in Ramsden Park Road.

Adequate lighting is essential if a laneway is to feel safe and attractive; it can deter unwanted use while encouraging people to use the space as part of their daily routine. Based on the findings of your laneway safety audit, it may be advisable to increase the high-level vehicular lighting of your laneway.

Procedure

1. Contact your [councillor](#) to share this master plan and the outcomes of your laneway safety audit.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Toronto Hydro with local information as requested, including your laneway safety audit report, as they determine whether additional vehicular-level lighting is required along Ramsden Park Road and schedule its installation.

Precedent



There is not currently a standard for public lighting in Toronto's laneways. In general, the lighting of public rights-of-way is the responsibility of Toronto Hydro; in laneways, public lights are mounted on existing hydro poles where these exist, as in this image from Chinatown.

Image credit: Globe and Mail

<http://www.theglobeandmail.com/life/home-and-garden/architecture/a-home-that-shows-toronto-what-laneway-living-can-be/article4098018/>

L. Add removable bollards to the park entrance markers to be installed as part of the current improvements to Ramsden Park, to prevent cars from entering the park from the laneway.

Parks, Forestry and Recreation staff and their contractors sometimes need to access Ramsden Park via the path leading into the park from the western end of Ramsden Park Road. In order to prevent Torontonians more generally from driving into the park, it will be important to install foldable bollards at the end of the laneway that impede vehicular access but can be unlocked and folded to the ground when access is required by Parks staff. It's important to note that the western end of Ramsden Park Road falls within Parks, Forestry and Recreation land rather than Transportation Services land.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Parks Forestry and Recreation with local information as requested as they work to assess the area and add removable bollards to the western end of Ramsden Park Road.

Precedent



The City of Glen Eira, in conjunction with the civically active Glen Eira Residents' Association, installed removable bollards at one end of a local laneway to restrict vehicles from using the laneway as a thoroughfare. Limiting the laneway to local traffic only brought about a more pedestrian-friendly space. Bollards were determined to be a cost-effective alternative to a gate. Furthermore, their design does not impede the passage of cyclists, pedestrians with strollers or those with mobility aids. Bollards can be easily removed to admit entry for authorized service vehicles.

Image credit: GERA

<https://geresidents.wordpress.com/>

M. Add small litter bins and “no littering” signs alongside the existing Hydro poles to reduce littering in the laneway.

The 28 parking spaces along the southern edge of Ramsden Park Road are used by park-goers on a daily basis, who often eat or drink from takeout containers while parked. The lack of litter bins in the laneway means that people often discard their waste in the parking spaces and laneway. Adding litter bins and signage to the laneway would help to discourage this behaviour.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Support Parks, Forestry and Recreation and Solid Waste Management with local information as requested as they work to add litter bins along Ramsden Park Road and integrate their servicing with that of the other park waste bins.

Precedent



The narrow sidewalk on the west side of Kensington Avenue at St. Andrew Street is often crowded with pedestrians, making it harder to fit a full sized city garbage receptacle on site. Astral has designed a solution to replace the beige plastic bins used at bus stops and other cramped spaces where a large receptacle won't fit. More square instead of curvy, the new smaller receptacles are similar to the larger sidewalk bins—except the holes into which trash and recycling are sorted are not covered by those troublesome foot pedal flaps.

Image credit: Jack Lakey

https://www.thestar.com/yourtoronto/the_fixer/2013/02/04/the_fixer_new_trash_bins_a_better_fit_in_tight_quarters_than_onesided_transit_shelters.html

N. Straighten up and improve the maintenance of existing Hydro poles and remove excess overhead wires to clean up the appearance of the laneway.

Our businesses and homes all rely on cabling to deliver electricity, phone, internet and television connections. Over time, as service providers change and cables are replaced, the old cables are sometimes not removed. Storms and seasonal freeze-thaw will also sometimes cause cables to become tangled and Hydro poles to go askew as they shift in the ground. Removing excess overhead wires and straightening the poles can do a lot to improve the neatness of a laneway.

Procedure

1. Contact your [councillor](#) to share this master plan.
2. Act as a community contact for your councillor as she arranges a meeting with Beautiful Streets at the Public Realm Section of Transportation Services, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
3. Meet with your councillor, Beautiful Streets, Toronto Hydro, Parks Forestry and Recreation and other stakeholders to discuss the plan and its implementation.
4. Provide Toronto Hydro (Cindy Brooks cbrooks@torontohydro.com) and Bell with pole numbers and photos of the areas of concern as requested as they work to clean up the wiring and straighten the wooden poles along the laneway.

Precedent



In 2015, Toronto Hydro proposed to invest almost \$4 billion over 5 years to maintain and renew the city's electrical infrastructure. Investment has been delineated on a ward-by-ward basis to effectively target local needs. One of the key interventions outlined in the capital plan is the enhancement of transformers, switches and poles – these assets are to be upgraded or replaced completely if deemed to be necessary.

Image credit: Toronto Star

<https://www.thestar.com/business/2014/08/01/toronto-hydro-seeks-25-per-cent-rate-hike-to-renew-aging-system.html>

O. Designate the space as a laneway rather than a local road to help with traffic control.

At the time of amalgamation, in 1998, all named laneways were designated as local roads in the new combined road classification system, for emergency service purposes. Transportation Services is gradually reviewing these designations and changing some back to laneways where appropriate; bringing Ramsden Park Road to the attention of Transportation Services can help to ensure that the laneway is reassessed in the next round of reviews in 2017.

Procedure

NOTE: Redesignating a public right-of-way can be a long process; the next Road Classification Review is due to begin in early 2017. As a result of this Master Plan, Ramsden Park Road is currently on the Transportation Infrastructure Management road classification review list for that time. Due to the long process mentioned above, and in order to avoid undue delays to the implementation of other master plan actions, it is recommended to pursue the redesignation of the laneway separately from the rest of the master plan.

1. Support Transportation Infrastructure Management with local information as requested as they assess the use patterns and other characteristics of Ramsden Park Road in order to determine its correct right-of-way designation.

Precedent



Any laneway that had a registered name before megacity amalgamation in 1998 was automatically designated a local road after the merge. Changing Ramsden Park Road into an official city laneway instead, as it was meant to be, would allow the community to set slower speed limits and help with traffic control.

Image credit: Flickrriver

<http://www.flickrriver.com/photos/tags/notrucks/interesting/>