

SHORT-TERM (<5 YEAR)

- Four-way intersection and pedestrian crosswalk added to Spadina Crescent, south of the Mendel Building.
- Parking north of ball diamonds is removed.
- Right-angle parking is added along Kinsmen Avenue, and a turn-around is added to the north end of that street.
- Parking by the concession building is reconfigured to create the play and rides area, and to provide a better alignment with the crosswalk to the Mendel Building.



NEAR-TERM (5-10 YEAR)

- Promenade character is extended along Spadina Crescent with street trees added to both sides of the street.
- Unsanctioned parking behind the Mendel Building is removed (28 spaces)
- Parking at the south end of the Mendel Building is reconfigured to create a new drop-off loop.

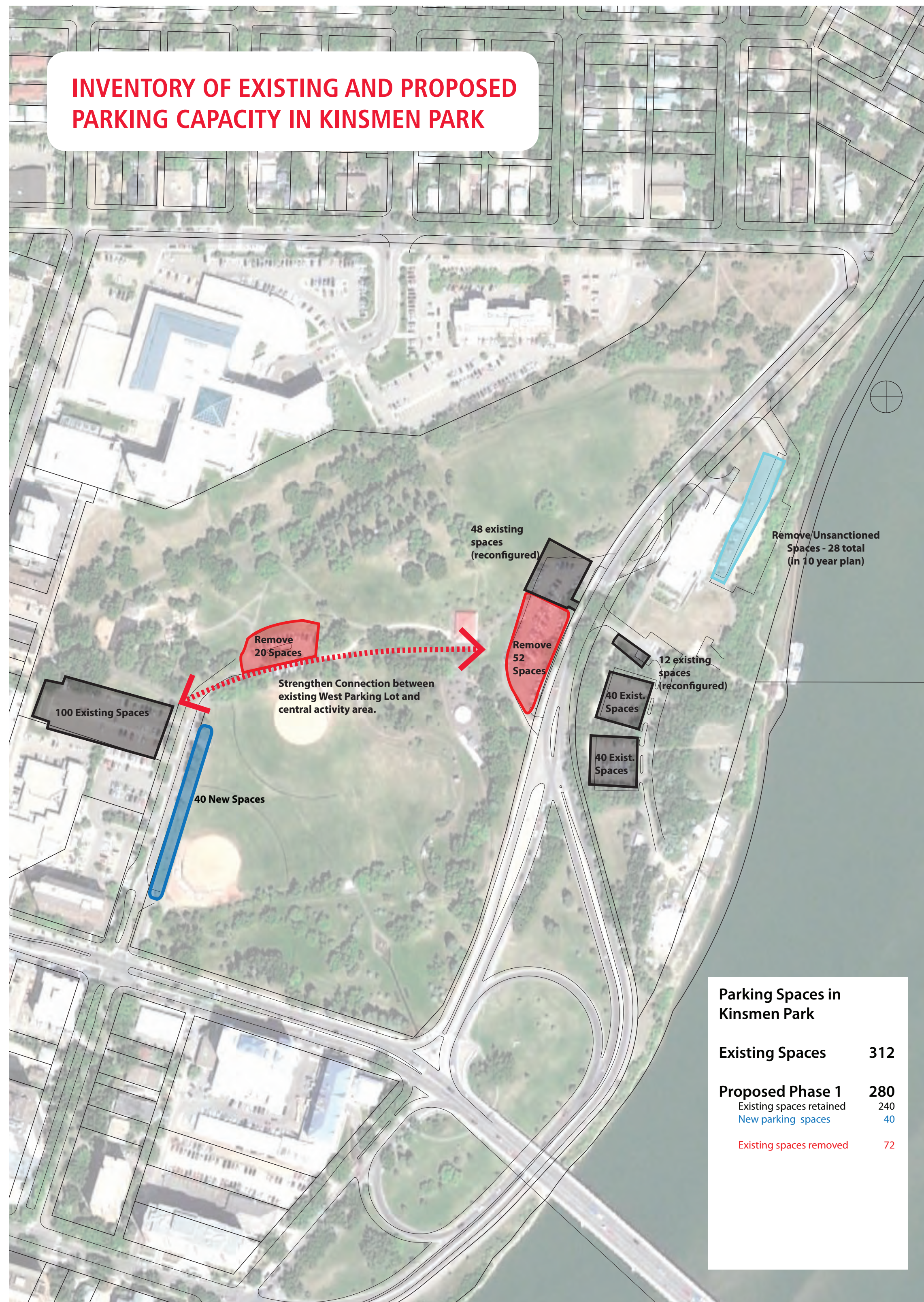


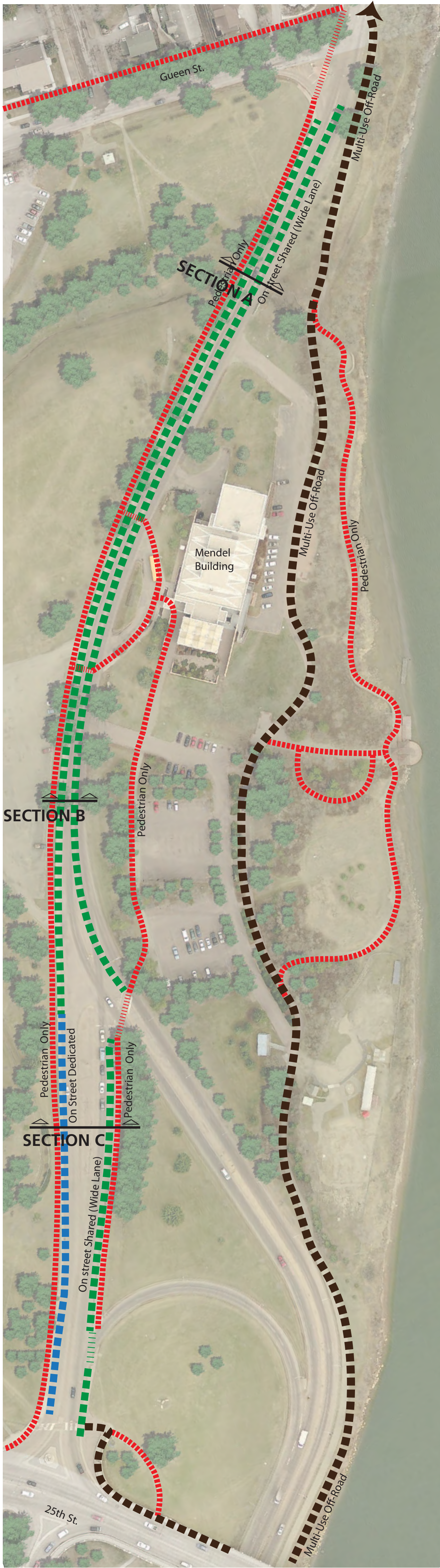
LONG-TERM (10-25 YEAR)

- The Spadina interchange is converted into a roundabout
- The intersection of Queen Street and Spadina Crescent is reconfigured to a T-intersection.
- A new park gateway is created from 5th Avenue

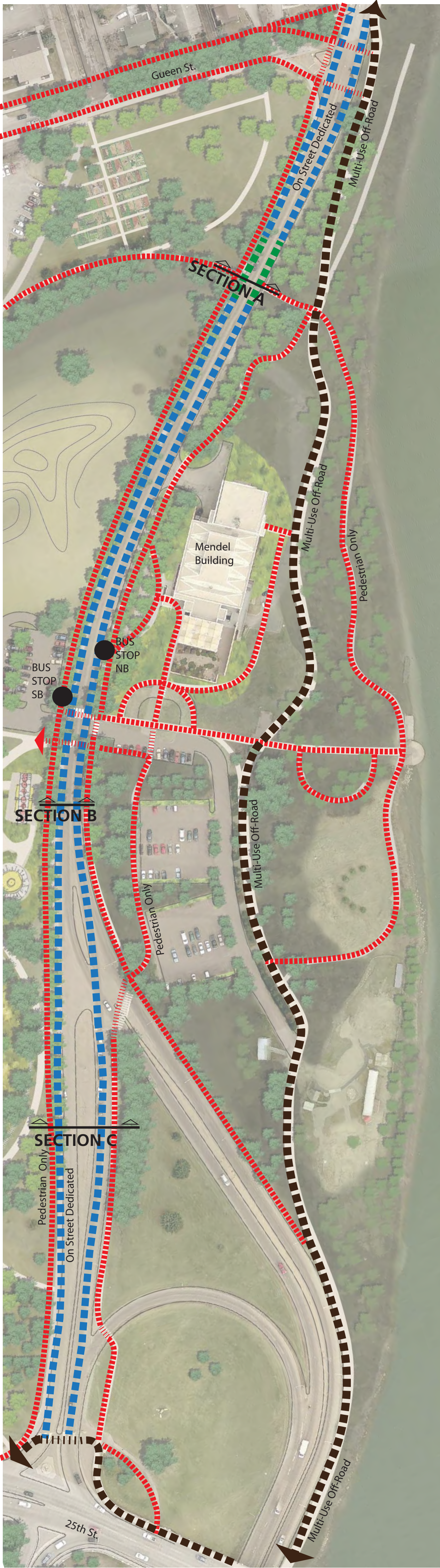


INVENTORY OF EXISTING AND PROPOSED PARKING CAPACITY IN KINSMEN PARK

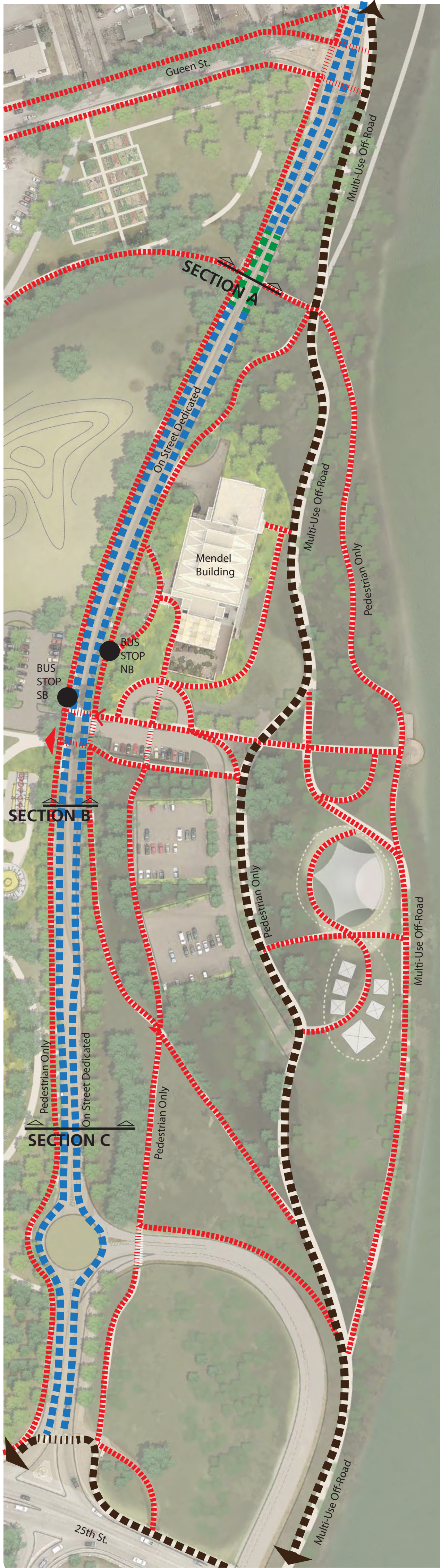




EXISTING



PROPOSED 10 YEAR PLAN



PROPOSED 25 YEAR PLAN

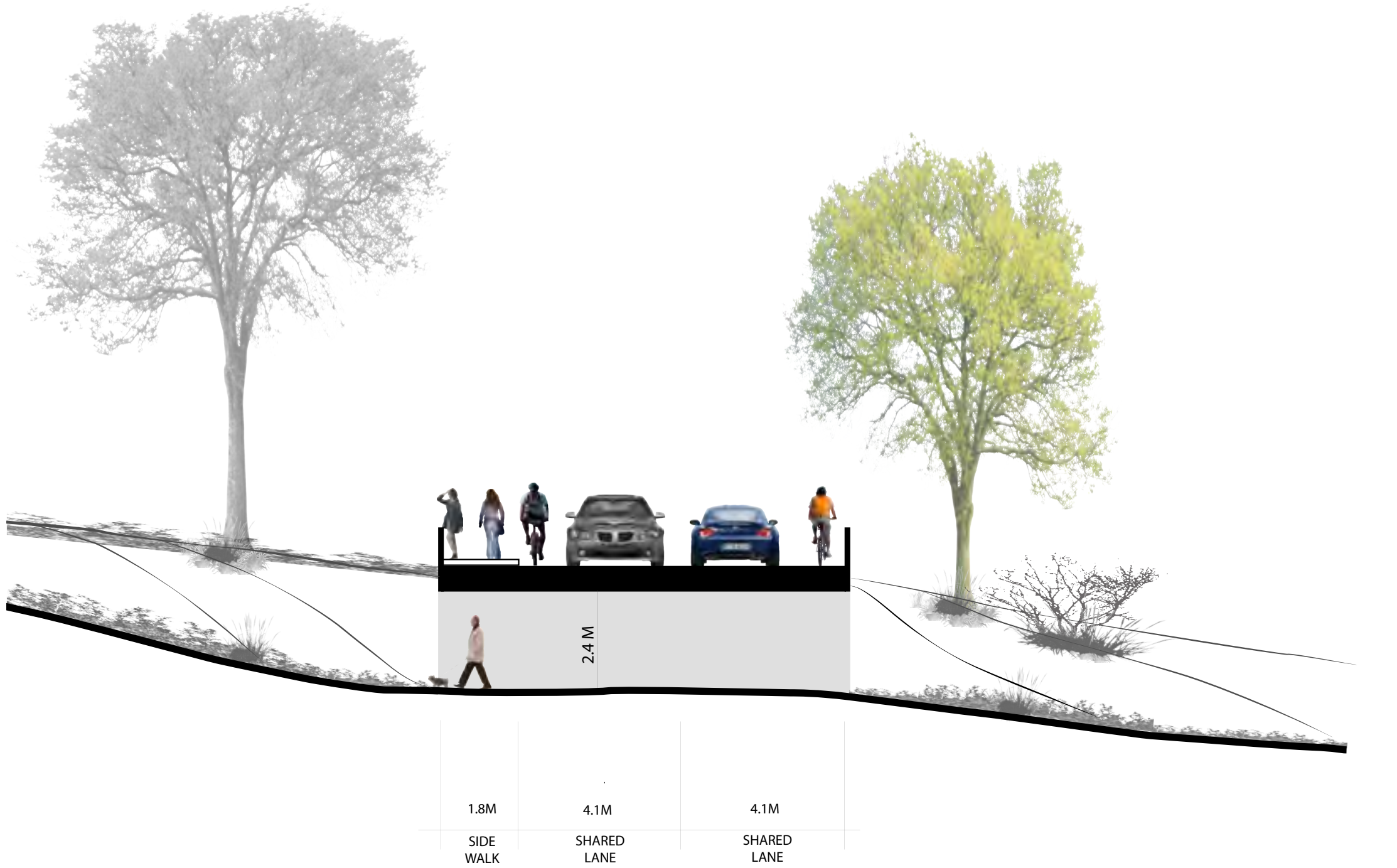


Proposed character along Spadina Crescent near location of Section B

- Proposed Bus Stop
- On Street Shared (vehicle+bike) (Wide Lane)
- On Street (vehicle+bike) (Dedicated Bike Lane)
- Multi-Use Trail (ped+bike)
- Pedestrian Only



EXISTING CROSS SECTION A



PROPOSED CROSS SECTION A (10 YEAR PLAN)

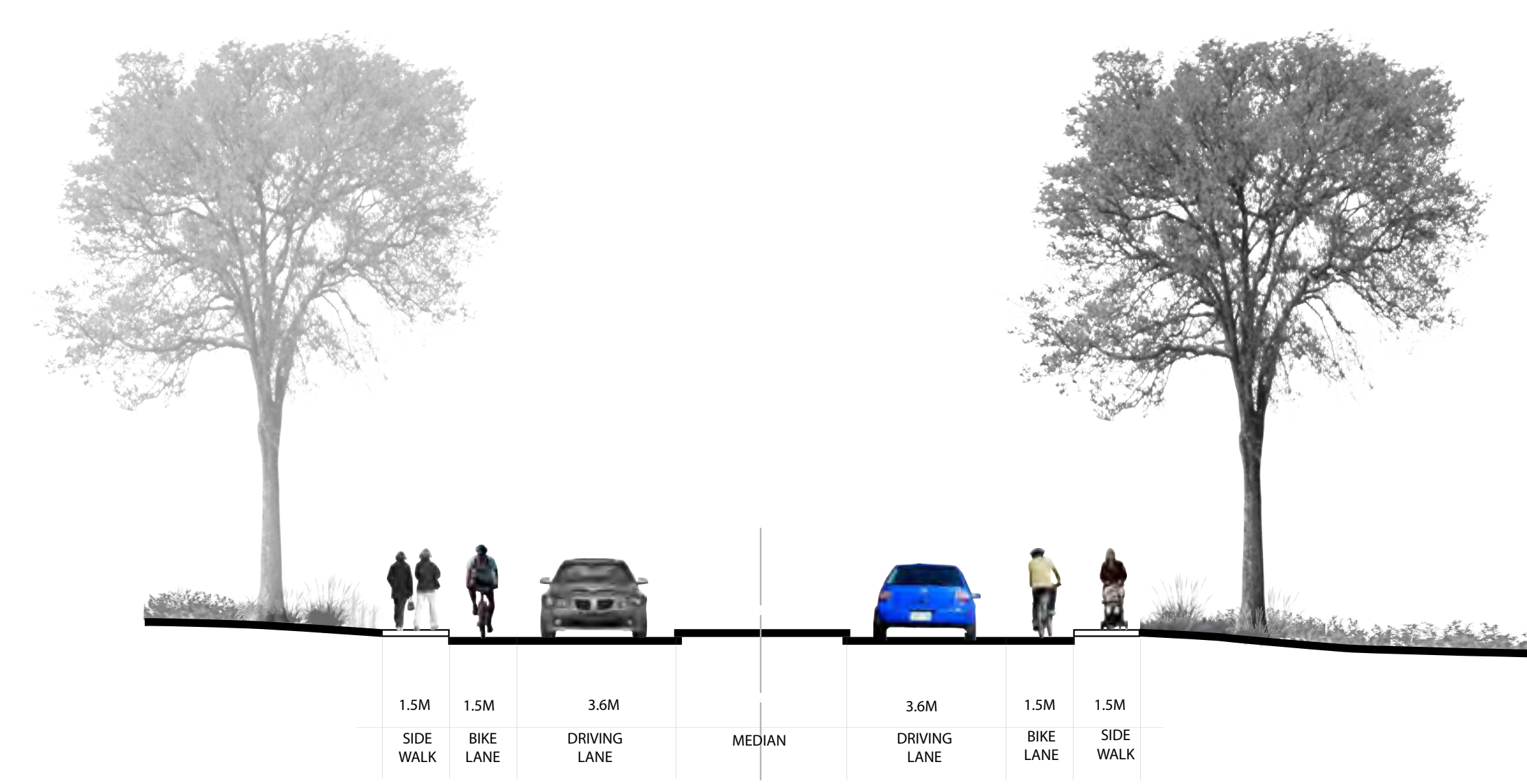


EXISTING CROSS SECTION B



Note: Where possible include a 1.5m Boulevard Strip on the West side of Spadina. This is not possible along the length of the street due the damage this would cause on some Mature Elm trees located close to the existing road.

PROPOSED CROSS SECTION B (10 YEAR PLAN)



EXISTING CROSS SECTION C



PROPOSED CROSS SECTION C (25 YEAR PLAN)

CONNECTIVITY

New and upgraded pedestrian paths are intended to improve connections throughout the park in all seasons. The master plan design proposes looped paths of different lengths to provide pedestrians with a variety of options for walking and jogging. Such path expansions and upgrades could occur over the following phases, with further details provided in subsequent sections:

SHORT-TERM (<5 years)

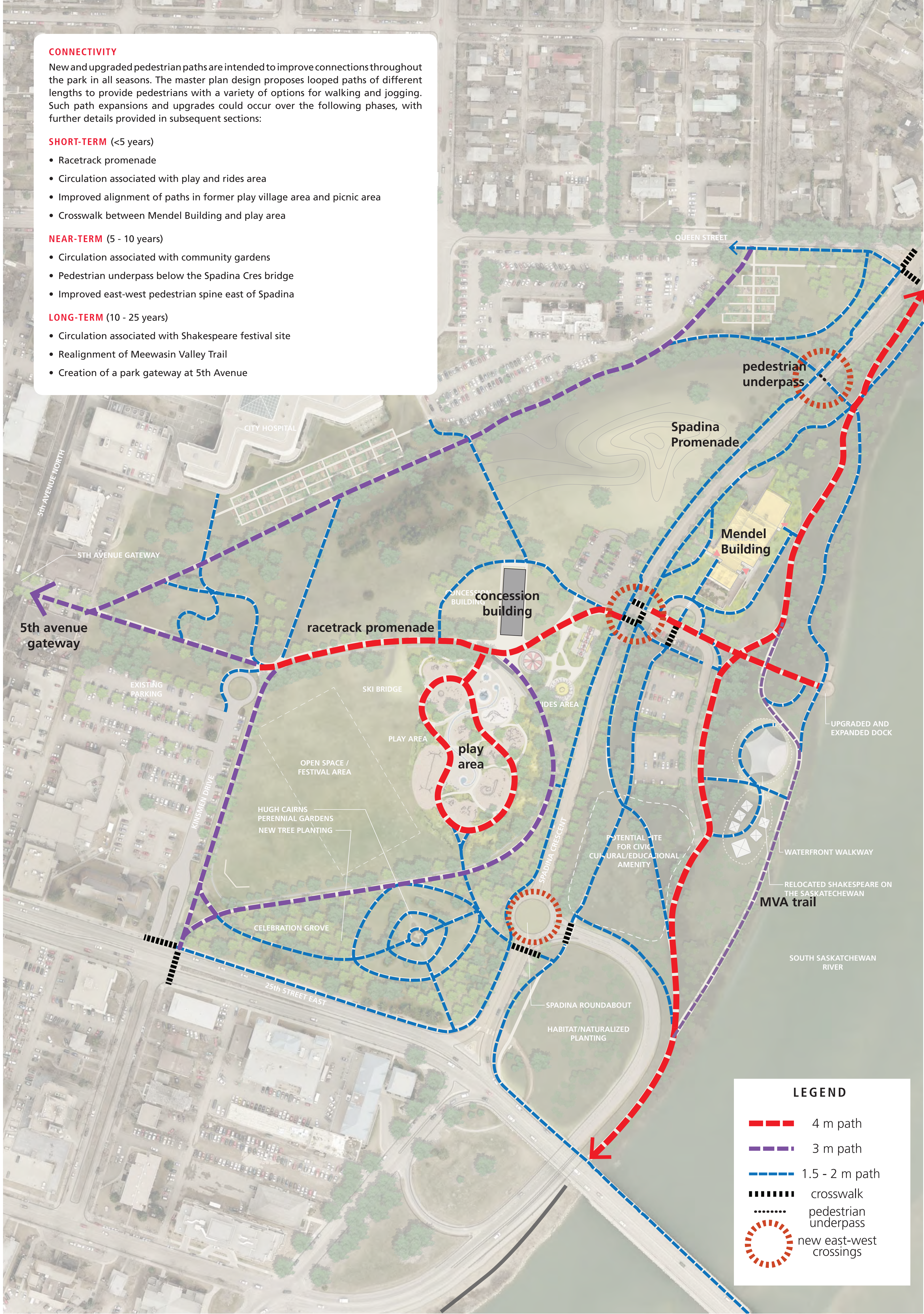
- Racetrack promenade
- Circulation associated with play and rides area
- Improved alignment of paths in former play village area and picnic area
- Crosswalk between Mendel Building and play area

NEAR-TERM (5 - 10 years)

- Circulation associated with community gardens
- Pedestrian underpass below the Spadina Cres bridge
- Improved east-west pedestrian spine east of Spadina

LONG-TERM (10 - 25 years)

- Circulation associated with Shakespeare festival site
- Realignment of Meewasin Valley Trail
- Creation of a park gateway at 5th Avenue



LEGEND

- 4 m path
- 3 m path
- 1.5 - 2 m path
- crosswalk
- pedestrian underpass
- new east-west crossings