The south side of 33rd Street was selected for the corridor because it provides:
- the most direct route between SIAST and the river
- the safest route minimizing 33rd Street crossings

The corridor, extending 1 block north to SIAST at 34th Street, includes:
- elimination of northbound parking lane
- widened boulevard with amenity strip and 3m pathway
- planting strip to separate the pathway from adjacent private parking

The corridor is proposed to extend south and west from 33rd Street to:
- connect to 31st Street
- improve pedestrian and cyclist access to Harry Bailey Aquatic Centre
- provide continuity, of components and quality, with the main corridor along 33rd Street
Basic components of the corridor design between Idylwyld and 3rd Avenue include:

- paver amenity strip, with street trees and
  lighting adjacent to the existing road, to
  provide a continuous sense of separation
  between pedestrians and traffic.
- 3 m wide multipurpose concrete walkway
  buffer planting and furniture placement
  between the walkway and adjacent land uses
  where space permits or as negotiated with
  landowners
To facilitate pedestrians and cyclists crossing at this complex intersection, the following improvements are proposed:

- enlarged traffic island made possible by elimination of one eastbound through-traffic lane
- concrete walkway defines pedestrian route across the traffic island lighting, street trees, raised planter, infill pavers and a contemporary sculpture enhance the pedestrian environment
Features of the corridor east of 3rd Avenue include:
- elimination of the parking/transition lane eastbound from 3rd Avenue to 5th Avenue to provide spatial separation from the railway tracks
- east of 5th Avenue the basic components of the corridor design include:
  - grass amenity strip with street trees and lighting adjacent to the existing road
  - 3m wide multipurpose concrete walkway
- pedestrian bulbs with paver accents are provided at intersections and adjacent to the pedestrian tunnel to City Park

Implementation of the 33rd Street Corridor Master Plan will occur in phases over time.
- Phase 1 (2012) will include critical infrastructure and basic walkway construction from 3rd Avenue to Spadina Crescent. Discussions are on-going with CP Rail for approval to construct within the railway right-of-way.
- regular furniture and other amenities will follow as funding becomes available
- Phase 2 will extend from idylwyld to 3rd Avenue.
  - Phase 2 may include additional sub-phases to suit funding priorities over time
- Phase 3 includes the Spadina Crescent roundabout and related improvements to the Promenade and adjacent riverbank
- Phase 4 would include east bank improvements
A suite of site furniture is proposed (possible examples of which are illustrated) including elements for pedestrians, cyclists and transit users:

- high quality amenities which are comfortable and attractive
- unifying set of elements throughout the entire corridor
- combination street and pedestrian lighting to improve visibility and sense of security:
  - LED lighting for energy efficiency
  - night sky compliant to minimize light pollution
  - warm white light to improve colour and depth perception
  - seasonal banner program to add colour and animation to the streetscape

PEDESTRIAN TUNNEL TO CITY PARK
SPADINA CRESCENT TO SOUTH SASKATCHEWAN RIVER

Replace the existing intersection at Spadina Crescent with a roundabout to accommodate projected traffic volumes. Features include:
- designated and shared cycle lanes
- safe pedestrian crosswalks
- median extension southward for traffic control at Riverworks parking lot

Promenade improvements include:
- formalized pedestrian access along the east side of Spadina
- development of a major viewpoint
- realignment of the trail to the accessible fishing platform
- to improve safety, pedestrian access to the CP Rail bridge limited to the Riverworks staircase
- removal of the pedestrian overpass above Spadina Crescent removal of the stair access on the south embankment, west of Spadina
EAST ABUTMENT
- replace stair access
- replace stone guard below bridge
- upgrade planting
- add seating
- upgrade retaining wall on north side

RETAIN PEDESTRIAN ACCESS ON CP RAIL BRIDGE