Leslieville Public Realm and Open Space Master Plan

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Toronto is covered by Treaty 13 with the Mississaugas of the Credit and the neighbourhood of Leslieville is located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples; and is now home to many diverse First Nations, Inuit, and Métis peoples.

The Anishinaabe were believed to be the first people in Leslieville and used much of the neighbourhoods landscape including Ashbridge's Bay for hunting and harvesting. Former campsites have been recorded in Leslieville, and parts of Dundas Street, Queen Street, and Broadview Avenue were trails used by First Nations.

Today, there are 700 people in Leslieville that identify as Indigenous. This is approximately 2.5% of the neighbourhood, more than twice the Toronto average.

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Credit: Leslieville BIA

Executive Summary

This Master Plan was prepared by students in Ryerson University's (X University's) School of Urban and Regional Planning in collaboration with the Leslieville Residents Association.

Leslieville is a vibrant neighbourhood in Toronto that is experiencing growth and change. The Leslieville Public Realm and Open Space Master Plan explores ways to reimagine the future of the Leslieville neighbourhood through urban planning and design. At its core, the Master Plan responds to key lessons learned from the COVID-19 pandemic to anticipate future shocks and stressors while applying an equity, sustainability, resiliency, and healthy community lens.

The Master Plan aims to enhance Leslieville's public realm to reflect local values through a bottom up design process while preparing Leslieville for future growth and change. The Master Plan will be a foundation for a connected, accessible, and resilient Leslieville that creates a sense of place and reflects the past while adapting to future demands.

Chapter one provides an introduction to this project and the assigned task. It also includes a summary of Leslieville's history and its current context. Additional research on the neighbourhood can be found in Attachment 1: Background Report.

Chapter two presents a vision and guiding principles for Leslieville. The vision for this Master Plan is to enhance Leslieville's public realm to reflect local values through a bottom up design process while preparing Leslieville for future growth and change. The Master Plan will be a foundation for a connected, accessible, and resilient Leslieville that creates a sense of place and reflects the past while adapting to future demands. In addition to the Vision, the Master Plan outlines four guiding principles. These act as the core tenets and lenses to support the vision and include accessibility, connectivity, resiliency, and place-making.

Chapter three details three concept plans. These are the high-level, big moves for Leslieville, as informed by the vision and guiding principles. The concepts include discrete actions and interventions actualizing the concept ideas. The three concepts developed include: Improving Mobility, Improving Gathering Spaces, and Improving Ecological Systems.

Chapter four brings the vision, guiding principles, and concept plans to life through two site studies. These studies are the imagining of specific neighbourhood sites where all concepts come together and ideas are applied. The two site studies selected for this Master Plan were Greenwood Park and the Queen Street East and Jones Avenue intersection.

Chapter five presents an implementation plan for the actions and interventions proposed in the Master Plan. The framework acts as a guide to identify collaborators, timelines, and tips to ensure interventions align with and take advantage of City plans and policies.

Chapter six suggests an evaluation framework that can be used to compare, prioritize, and improve on ideas and interventions. The evaluation framework is based around the four guiding principles and is a helpful reflection tool to ensure all goals are being met.

Chapter seven provides a summary of future work and research that can continue the work done for this Master Plan. It includes actions and recommendations that can be taken on by the Leslieville Residents Association or other interested parties.

Finally, **chapter eight** is a conclusion that summarizes the key takeaways and reiterates the Master Plan goals.

The hope is that the ideas presented in this Master Plan can be used as a starting point to spark dialogue and conversation in Leslieville. Future consultations with Leslieville residents, community organizations, and local businesses can use this Master Plan as a tool to imagine and build a public realm and open spaces that are for the community, by the community.

1. Introduction

About This Document

The Leslieville Residents Association (“Leslieville RA”) has engaged with Ryerson University’s (X University’s) School of Urban and Regional Planning to prepare a Public Realm and Open Space Master Plan (referred to henceforth as the “Master Plan”) for the Leslieville neighbourhood. The Master Plan, which focuses on the neighbourhood’s public realm and open space network, will explore ways to reimagine the future of the Leslieville neighbourhood through urban planning and design. At its core, the Master Plan will respond to key lessons learned from the COVID-19 pandemic to anticipate future shocks and stressors while applying an equity, sustainability, resiliency, and healthy community lens. Through the approval of an initial work plan, the studio group and the client created the following in-scope and out-of-scope table.

In Scope	Out of Scope
• Policy, planning, and place-based research and analysis of Leslieville’s public realm and open space*	• Neighbourhood-based consultation and engagement
• Vision and guiding principles for Leslieville’s public realm and open space	• Considerations for private dwellings and properties not accessible by the public (e.g. houses)
• Concept designs for Leslieville’s public realm and open space	• Strategic planning for the Leslieville RA
• Framework for evaluating Master Plan options	
• Compiled Leslieville Public Realm and Open Space Master Plan	

* Public Realm and Open Space in this project refers to publicly- and privately-owned publicly accessible open space as well as transition spaces between public and private lands (e.g. patios, POPS).

The Master Plan will serve as a foundation for consultation and engagement with local community members as well as key urban planning and design stakeholders to advance Leslieville’s public realm and open space goals. If successful, the plan could be a catalyst and pilot for neighbourhood-based master planning for other neighbourhoods in Toronto and beyond.



Credit: Good Hood

How to Read This Plan

The Master Plan is composed of six components aimed at providing a cohesive and dynamic approach to long-range neighbourhood planning. The Master Plan should be seen as a tool for dialogue and conversation between Leslieville residents as well as community organizations, community groups, and local businesses. As a community-driven plan, the Master Plan also serves as an advocacy tool for the Leslieville RA to articulate the desires and directions for long-range community planning when engaging with politicians, developers, and other influential change drivers.

The Master Plan process is meant to be a dynamic document. The Leslieville RA and Leslieville residents should be empowered to adapt and transform plan content to meet unforeseen shocks and stressors. While the content is malleable, Figure 1 shows the Master Plan structure that was used to help organize direction and approach.

The structure includes:

- **Vision:** The overall guiding direction for the future of Leslieville and the role of the Master Plan.
- **Guiding Principles:** The core tenets and lenses to support the vision.
- **Concepts:** The high-level, big moves for Leslieville as informed by the vision and guiding principles. The concepts include discrete actions and interventions actualizing the concept ideas.
- **Site Studies:** The imagining of specific neighbourhood sites/ areas where all concepts come together and ideas are applied.
- **Evaluation Framework:** A rubric to ensure activities reflect the vision and guiding principles.
- **Implementation Framework:** A guide to identify collaborators, timelines, and tips to ensure interventions align with and take advantage of City plans and policies.

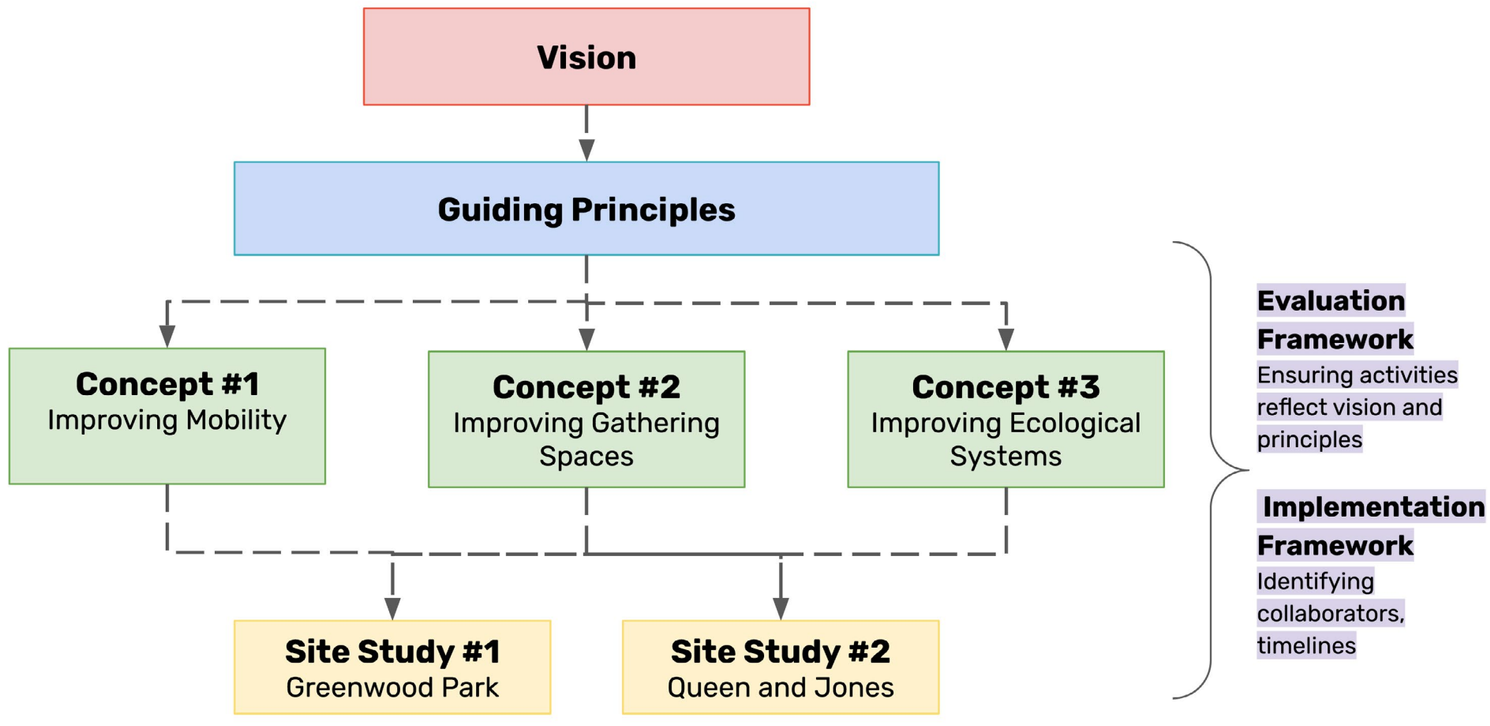


Figure 1: Master Plan outline

Master Plan Development Process

The Master Plan was developed from January to April 2022. Figure 2 shows the process phases and core activities.

The process included four phases:

1. **Background Research:** Conducted preliminary desk research and mapping to form an understanding of the neighbourhood's history and context. Summarized background research to identify Leslieville's strengths, weaknesses, opportunities, and challenges to guide a vision and future direction.
2. **Vision and Guiding Principles:** Articulated a Master Plan vision and set of guiding principles through a charrette with industry experts. Presented interim findings to clients, professionals, and classmates.
3. **Concept Planning:** Brainstormed and designed three concept plans reflective of the Master Plan's vision and guiding principles with the support of a second charrette. Developed an evaluation and implementation framework.
4. **Final Report and Master Plan:** Compiled all research, ideas, and feedback into a final report and presentation.

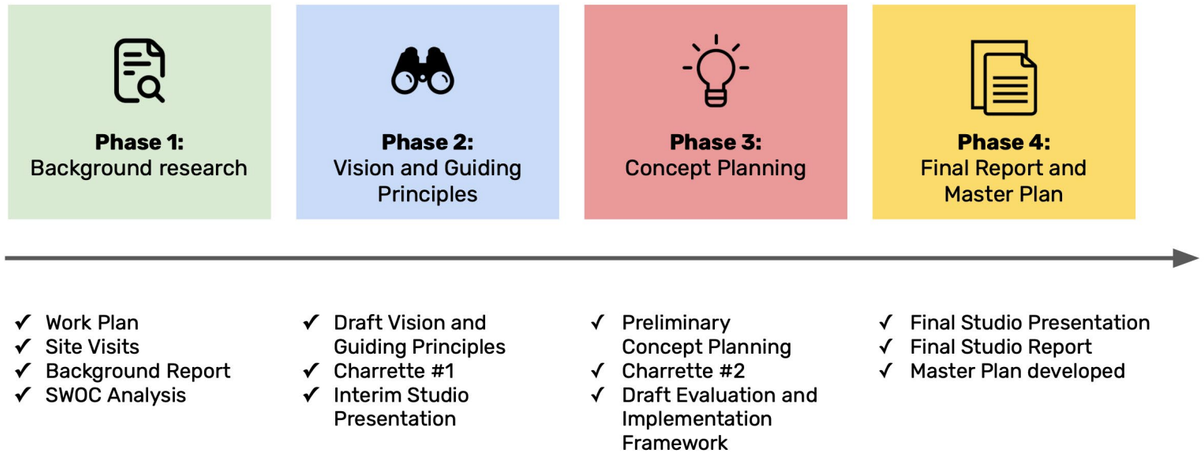


Figure 2: Master Plan project process

About the Leslieville Residents Association

The Leslieville Residents Association is a volunteer organization formed in 2018 to support and guide the change that is happening in Leslieville and ensure that change is beneficial to the lives of residents. The Leslieville RA's goal is to consistently provide a forum for informed participation in municipal issues, affect positive change, and create a unified voice for Leslieville residents. The Leslieville RA is guided by the following core values:

- Be broadly considerate.
- Be generative and positive.
- Seek beneficial solutions for the whole community.
- Seek broad input and engagement.
- Keep our community informed.
- Be welcoming to all, transparent, collaborative, and engaging.



About Leslieville

Leslieville is a large neighbourhood in the east end of Toronto covering more than four square kilometres. The neighbourhood boundaries are the Canadian Pacific Railway to the north, Coxwell Avenue to the east, Lake Shore Boulevard to the south, and the Don Valley Parkway & Don River to the west, as shown in Figure 3. The following section provides a high-level overview of Leslieville, but for more detailed information, please refer to Attachment 1: Background Report.

History

The first people to live in Leslieville were the Mississaugas of the Anishinaabe in the 1600s. They laid the foundation for the infrastructure and networks that exist today. In the 1700s, the British invaded Ontario and signed peace treaties with the First Nations, but these treaties were neglected and the remaining Mississaugas were displaced.

Leslieville later became an industrial hub, defined by work such as brick making, livestock, and market gardening. By the end of the 1800s, Leslieville had joined Toronto which resulted in many infrastructure improvements. Urban renewal in the 1990s brought young professionals to the area contributing to its eventual gentrification.

Demographics

Today, Leslieville's economy is broad-based and the neighbourhood is recognized as a vibrant and welcoming urban village. The estimated 2021 population of Leslieville is almost 32,000, a nearly 20% increase from 2011. It is known as a family-friendly neighbourhood with a quickly growing population of children. Overall, Leslieville is comparable to that of Toronto in terms of population growth, education, and employment but has higher average incomes and less racial and ethnic diversity.

Policy & Planning Context

Leslieville is governed by a number of policies at the provincial and municipal levels that provide overarching direction for the optimal use of land, resources and public investment in infrastructure and public realm. There are also numerous specific policies and guidelines that provide more detailed directions for the neighbourhood, including the Carlaw and Dundas Community Initiative, the Leslieville Urban Design Guidelines, and the Queen Street East/Ashbridge Precinct Planning Study.



Figure 3: Neighbourhood boundaries

Given the area's long history, it is not surprising that the neighbourhood is home to a number of heritage sites, including 54 recently added and contentious listings along Queen Street East. No heritage districts exist within the neighbourhood but its close proximity to two districts illustrates Leslieville's historical context within the City of Toronto.

The majority of Leslieville is designated as Neighbourhoods and is filled mostly with low-rise residential housing, but also contains Employment Areas, Mixed Use Areas, and Parks. There is a growing number of development proposals being submitted in the area. Many of these are along Avenues and propose mixed-use, mid-rise buildings, a building typology that has been historically uncommon in the area.

Site & Spatial Conditions

Leslieville has a number of districts, nodes, landmarks, paths, and a hard edge in the railroad to its north and west, as shown in Figure 4. Districts in the neighbourhood include: Queen Street East (A), Jones and Gerrard commercial district (B), Little India (C), and the Studio District (D). There are numerous nodes that provide spaces for gathering and in some cases, act as gateways into and out of the neighbourhood. There are also Leslieville landmarks that punctuate the area and offer attractions for residents and visitors. Paths in the neighbourhood include major roads used by pedestrians, cars, transit vehicles, and cyclists. There is a robust laneway network that weaves through Leslieville and provides additional pathways for people to move throughout. The railroad to the north and west act as a hard edge that defines the boundaries of the neighbourhood. In some places, this edge causes a disconnect between Leslieville and the surrounding areas.

The figure ground map illustrates Leslieville's low-density built form, populated mainly by single-detached and semi-detached homes with some mid- and high-rise buildings along major arterial roads. The figure ground map shown in Figure 5 also aids in visualizing green and open spaces in the area.



Figure 4: Lynchian analysis map



Figure 5: Figure ground map

Existing Public Realm & Open Space Inventory

In order to build this Master Plan, a review of the existing public realm and open spaces was completed. This review was based on the six focus areas previously identified by the Leslieville RA: public and private open spaces, food security, streetscapes and active transportation, community services and facilities, vibrancy and animation, and resiliency.

Public and Private Open Spaces

Leslieville is home to 14 parks ranging in size and including various amenities for all ages. However, the current park system in Leslieville is not well connected and most residents do not have adequate park access, as determined by the Toronto parkland provision index. There is an opportunity to enhance Leslieville's parkland and create better connections for current and future residents of the neighbourhood. One such way is through activating laneways to create urban greenspaces with public art, healing and food gardens, and bike infrastructure. Finally, there is an opportunity to enhance Leslieville's main retail streets and sidewalk network to create more accessible and connected public open spaces that benefit both residents and businesses.

Food Security

Leslieville has limited access to food banks. There is an opportunity to expand the neighbourhood's community gardens and community fridges network to improve access. A critical look at access and equity regarding Leslieville's community gardens as well as the Leslieville Farmers' Market could also help improve food security. This could be done by providing better access to affordable and nutritious food or by creating the opportunity for residents to sell produce.

Streetscapes and Active Transportation

Leslieville has a variety of streetscapes that range from busy arterial roads to quiet residential cul-de-sacs, as well as a robust laneway network that the neighbourhood is known for. The future Ontario Line will include several stations in Leslieville. Active transportation is an important and emerging part of Leslieville's streetscapes. Until recently, there has been a significant gap in investments in active transportation in the east end of the city. However, even with recent upgrades, there are opportunities to create a more complete network with better connectivity for commuters to downtown.

Community Services and Facilities

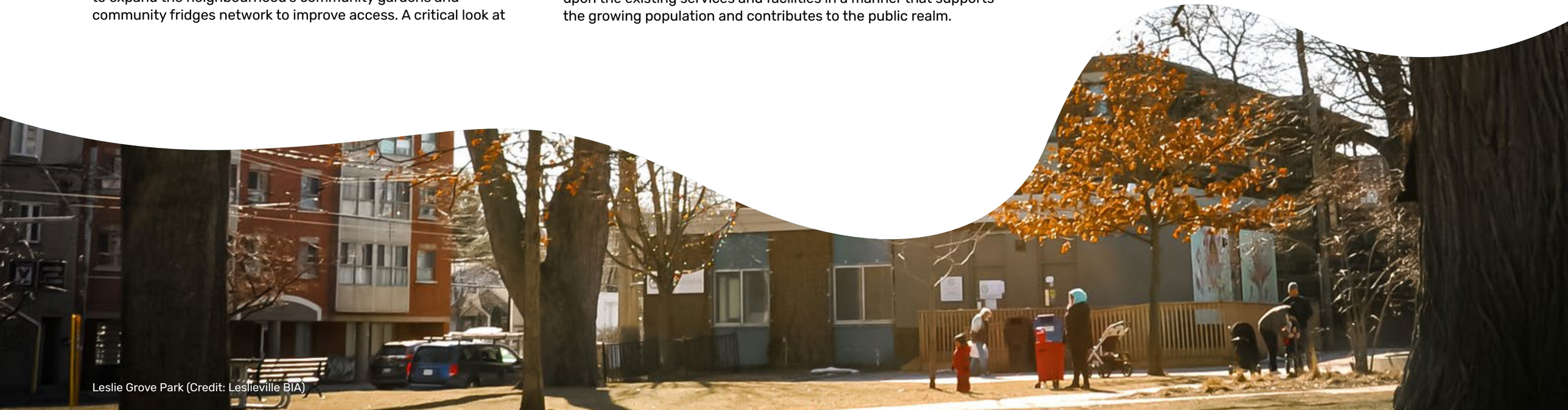
Leslieville has many community services and facilities that support the needs of locals. The services and facilities catalogue a variety of schools, libraries, childcare centres, recreation centres, and social services for diverse uses and people. However, due to the growing population, current community services and facilities may not be able to meet the future community's needs as facilities such as daycares, and subsidized housing projects have reached full capacity. Despite the challenge, there is an opportunity to expand upon the existing services and facilities in a manner that supports the growing population and contributes to the public realm.

Vibrancy and Animation

Leslieville is a neighbourhood that has a long history of promoting vibrancy and animation. This includes permanent projects like murals, sculptures, little free libraries, colourful benches and enhanced laneways and temporary projects like summer and winter events and COVID-19 activities. In many ways, Leslieville has been effective in animating its public realm and open spaces. However, more can be done to ensure such activation continues year-round and is accessible to a more diverse group of people.

Resilience

Resilience is a lens which can be applied to the five previous focus areas and must be embodied through a system and culture of innovation, preparedness, and community connection. There are many environmental, social, and economic risks facing all of Toronto that will require resilient planning, including income and racial segregation, extreme weather, housing inaffordability, unequal access to mobility, and aging infrastructure. Of particular risk to Leslieville's public realm and open spaces is flooding, given the extreme weather events related to climate change and Leslieville's location within a floodplain.



Leslie Grove Park (Credit: Leslieville BIA)

Emerging Trends & Priorities

Leslieville is a desirable, welcoming, and lively neighbourhood, but more can be done to make it the best that it can be for current and future residents, as well as visitors.

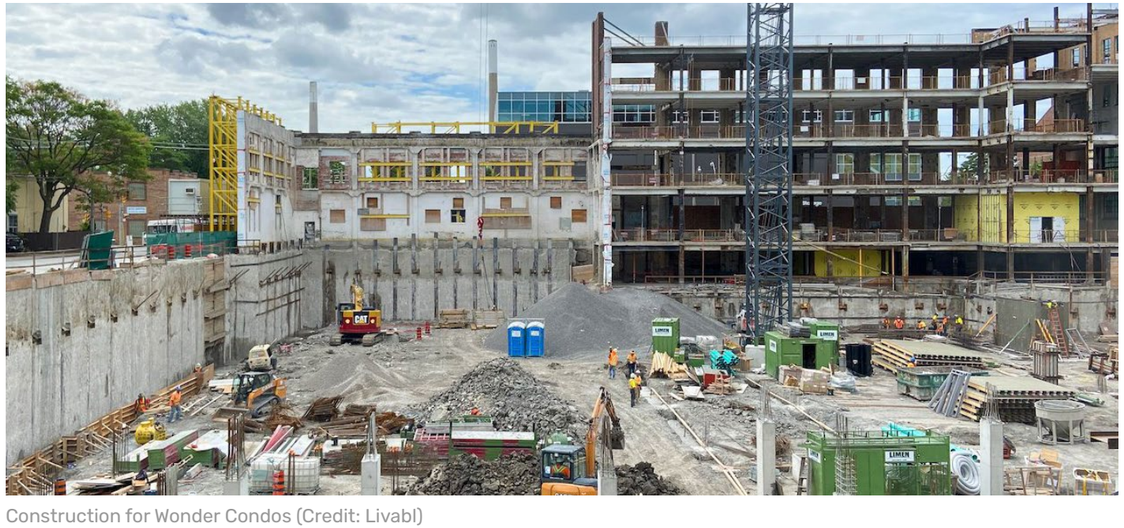
As discussed throughout this section and in the SWOC Analysis within Attachment 1: Background Report, Leslieville has many strengths, notably its robust laneway network, dynamic streetscapes, active transportation infrastructure, large network of community services, vibrant art pieces, and prominent views and vistas. However, some weaknesses include limited lighting and public seating, a lack of 'aging in place' community infrastructure, gaps in safe pedestrian networks and cycling infrastructure, and excessive use of impervious materials.

A lot of change is happening or is expected in the City of Toronto over the coming decades, and Leslieville is not isolated from such disruptions. If appropriately and adequately planned for, these changes could become opportunities for Leslieville. However, if ignored or neglected, these changes could threaten the vitality and well-being of the neighbourhood. Some examples of these changes include: the new Ontario Line (i.e. East Harbour), an increase in mid-rise and high-rise developments, the changing climate, and a growing population.

The interventions described within this Master Plan seek to build on Leslieville's strengths, reduce weaknesses, take advantage of opportunities, and mitigate threats and challenges.



Leslieville floods (Credit: BlogTO)



Construction for Wonder Condos (Credit: Livabl)

2. Vision & Guiding Principles

The vision and guiding principles were developed based on significant background research as well as consultations with the Leslieville RA and industry experts with relevant experience in public realm and open spaces and the Leslieville area. The vision and guiding principles should be used as a starting point for community consultation to spark and guide new and refined ideas.

OUR VISION is to enhance Leslieville's public realm to reflect local values through a bottom up design process while preparing Leslieville for future growth and change. The Master Plan will be a foundation for a connected, accessible, and resilient Leslieville that creates a sense of place and reflects the past while adapting to future demands.

Guiding Principles

1. Accessibility is ensuring all residents and visitors have the opportunity to use and fully participate in barrier-free spaces and events that take place within Leslieville throughout all times of day and all seasons of the year.

2. Connectivity is reimagining streetscapes to enable choice, safety, and comfort for all types of trips and modes of travel within Leslieville's unique districts and the City.

3. Resiliency is anticipating and mitigating the disproportionate effects of climate change as well as other shocks and stressors on Leslieville's physical and social infrastructure.

4. Place-making is celebrating and encouraging diversity by strengthening the relationships between people and the places they share while highlighting Leslieville's past, present, and future.



Leslieville laneway art (Credit: Studio team)

3. Concept Plans

Improving Mobility

Improving mobility is about facilitating a transportation system with choices for residents and visitors to move through Leslieville in a safe way. Mobility in Leslieville comes in many forms, including walking, cycling, taking transit, or driving. Better infrastructure can increase safety and accessibility for all types of transportation users. Clearer communication of districts, landmarks, and paths can also help users navigate the neighbourhood and facilitate a sense of place. Improving mobility means preparing for the future by understanding shifting mobility trends and integrating changes early on to future-proof the neighbourhood.

The following key actions and interventions were developed to improve mobility:



Action 1: Improve safe cycling infrastructure by creating safe bike lanes, closing gaps in the street network, and expanding bicycle parking for both bikeshare and personal bikes.



Action 2: Create a universal wayfinding system to help navigate different districts, destinations, landmarks, and public spaces in the neighbourhood.



Action 3: Improve the safety of local side streets by installing bump outs and medians.



Action 4: Increase pedestrian crossings, pedestrian islands, tactile walking surface indicators, and improve snow clearing and removal on walkways.



Action 5: Accommodate future mobility by installing electric vehicle charging stations and parking for micromobility devices.

Concept Examples



1. Crosswalks



2. Traffic slowing measures



3. Bike infrastructure



4. Snow clearing



5. Micromobility parking



6. Wayfinding



Improving Gathering Spaces

Improving gathering spaces refers to creating a more accessible, connected, and resilient public realm that provides a sense of place. Gathering spaces fit squarely within the Master Plan's place-making principle by offering public spaces where residents and those passing by can build relationships with each other and the places they share. By improving gathering spaces to provide a diverse mix of infrastructure and uses that are both practical and flexible, this concept attracts Leslieville's residents to more frequently use the neighbourhood's public realm in the ways that they desire.

The following key actions and interventions were developed to improve gathering:



Action 1: Improve play spaces with multi-generational infrastructure, tools and resources for residents to encourage longer term usage.



Action 2: Add permanent multi-purpose shelters, structures, and street furniture as well as arts and cultural event spaces.



Action 3: Improve year round infrastructure that allows for use of space in winter and summer.



Action 4: Designate locations for temporary and pop-up gathering spaces that cater to changing and variable resident and visitor needs.

Concept Examples



1. Permanent market structure



2. Film screening equipment



3. Laneway activation



4. Cyclist rest stop



5. Public wifi and plugs



6. Winter warming stations



Improving Ecological Systems

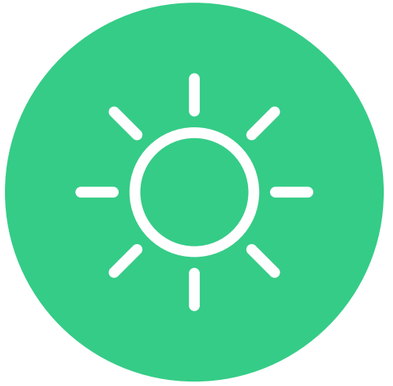
Improving ecological systems refers to direct investment into green and blue infrastructure in the urban landscapes of Leslieville. Green infrastructure includes parks, trees, fields, vacant lots, public and private gardens, and private yards. Blue infrastructure refers to water elements, such as rivers, canals, ponds, wetlands, flood plains, and water treatment facilities.

Improving ecological systems contributes to the maintenance of biodiversity, development of more resilient urban areas, as well as benefits to the well-being of humans, plants, and animals. Green spaces in urban areas help influence social cohesion by providing a meeting place where users develop and maintain neighborhood ties. Urban parks, tree canopies, and vegetation help improve air pollution, reduce the urban heat island effect, and reduce stormwater runoff. Increased vegetation that utilizes native pollinator plants creates vibrant pollinator habitats, reduces pressures, and boosts pollinator diversity and the benefits they deliver. Better stormwater management will help mitigate floods, enhance safe streetscapes, prevent pollution of rain water, and save municipal costs overall.

The following key actions and interventions were developed to improve ecological systems:



Action 1: Enhance and restore pollinator habitats through naturalized medians and public landscapes.



Action 2: Reduce heat island effects by increasing tree canopies through the planting of native tree species and fruit trees and by greening laneways.



Action 3: Improve flood prevention through the use of permeable pavement, rain gardens, and bioswales.

Concept Examples



1. Naturalized bike lane protection



2. Pollinator habitats in laneways



3. Permeable pavement



4. Bioswales



5. Naturalized medians and bump outs



4. Site Studies

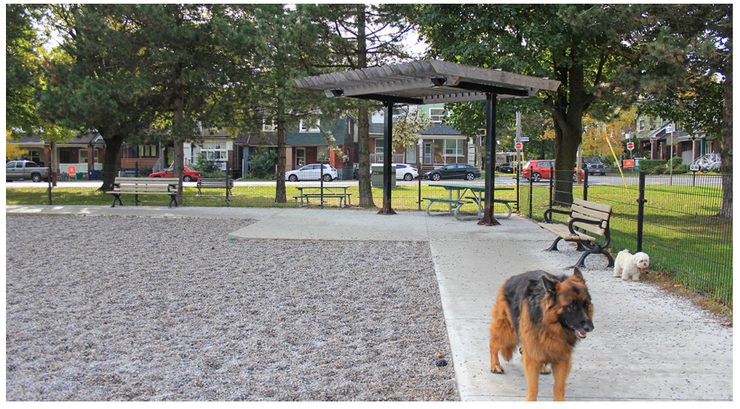
Greenwood Park

Greenwood Park is in the heart of Leslieville. This public park already offers a diverse range of activities that are suited for all seasons. Currently, the park hosts the following range of activities and facilities: two ball diamonds, dog fountain and park, drinking fountains, fieldhouse, fire pit, multipurpose room, outdoor chess table, outdoor dry pad, outdoor fitness equipment, outdoor pool, outdoor table tennis, picnic site, splash pad, sports field, and washrooms.

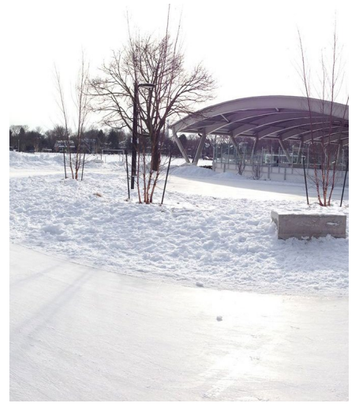
With the park already having a strong foundation, the Master Plan proposes amplifying the space's great qualities while making room to incorporate features captured in the three concepts of Improving Mobility, Improving Gathering Spaces, and Improving Ecological Systems. The Master Plan proposes that Greenwood Park continue to offer a diverse set of recreation activities at all times of the year and for all people while supporting additional amenities to support new and existing uses.



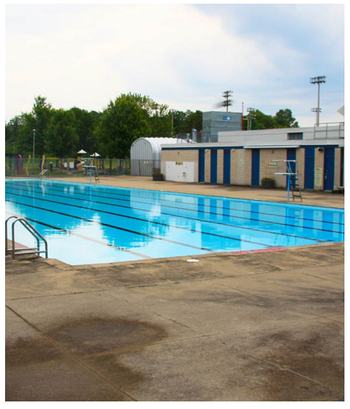
Greenwood Park aerial view



Greenwood Park dog park



Greenwood Park ice rink



Greenwood Park swimming pool

Site Study 01
Greenwood Park

Legend

- (#) Improving Mobility
- (#) Improving Gathering Spaces
- (#) Improving Ecological Systems



2. Holiday Market Activation



1. Multi-use Ice Rink Adaptation



8. Pavilions



2. Melting Area

7. Wayfinding Signage



1. Naturalized Hill Landscape



4. Pedestrian Crossing



4. Improved Lighting



3. Fruit Trees







3. Accessibility Path



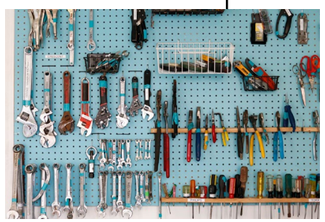
5. Amphitheatre



6. Additional Seating



2. Future Mobility Infrastructure



3. Tool Library



9. Community Fridge



5. Laneway Connection



1. Gravel Path



7. Wifi



6. Bike Repair Station

Key initiatives and improvements for each concept within Greenwood Park include the following:

Mobility

1. Construct a permeable paving stone path through the centre of the park to provide more connectivity.
2. Accommodate future mobility, such as e-bikes or e-scooters by enhancing the existing bike share infrastructure in the southwest corner of the park.
3. Improve accessibility in the northeastern park entrance at the top of a hill that currently requires stairs to access. This can be done through the incorporation of a zig-zag downward path that provides an accessible entrance into the park, while also providing an opportunity for visual interest.
4. Create a connection between Greenwood Park and the laneway to its north. Currently, this laneway is blocked from the park by trees and foliage. An access point can be added somewhere in the middle of the laneway that causes minimal disruption to the ecological landscape and connects to the paving stone path.
5. Add a crosswalk at the southern end of the park to connect the paving stone path to the laneway network and other green way spaces to the south.
6. Construct a bike repair station in the southeastern corner of the park where the bike lanes on Greenwood and Dundas meet.
7. Improve the wayfinding system to draw people into the park from roads like Gerrard. The signage would inform people entering the park of the many amenities that are located within and their context within the broader neighbourhood.

Gathering

1. Enhance the skating rink to add temporary non-slip flooring and artwork to the rink boards. This would improve the usefulness of the rink in non-winter months and provide a permanent structure and additional space and shade for the farmers' market.
2. Initiate more winter programming. This could be done by activating the space with a Holiday Market that celebrates diverse holidays including Christmas, Eid, Diwali, Lunar New Year, amongst others.
3. Launch a tool library that could be used by all members of the community. This could be a temporary pop-up activation or could take place in a small, permanent shed space.
4. Improve park lighting. While there is some existing lighting, near the ball diamonds, unique lighting could be added to make the space more welcoming, especially in winter months.
5. Construct an amphitheater into the northeastern hillside that could provide gathering space for productions, art projects, and screenings.
6. Add flexible seating throughout the park for people to work, watch games and lounge throughout the year. There is existing seating near the ball diamonds and dog park, but more seating and tables could be added, especially near the sports field.
7. Provide free wifi throughout the park, allowing users to stay connected or even do work or school from the park.
8. Implement a community fridge to provide barrier-free food security options for the local community.
9. Build a small pavilion near the sports field that provides shade in the summer, wind protection in the winter, and acts as a space for things like birthday parties and community events.

Ecological

1. Expand naturalized landscapes on the northern hillsides to allow for better rain catchment and pollinator habitats.
2. Construct a rain garden south of the ice rink where a lot of snow gets piled in the winter. This will offer quicker melting, better irrigation, and will be more aesthetically pleasing to park users throughout the year.
3. Plant fruit trees to the existing tree canopy. These fruit trees can increase food security for people and wildlife while also presenting an opportunity to teach children about urban agriculture.

Queen Street East and Jones Avenue Intersection

The Queen Street East and Jones Avenue intersection is a three-way intersection in the eastern part of the Leslieville neighbourhood. Jones Avenue is a residential minor arterial road that runs north-south, ending at Queen Street. Queen Street is a minor arterial road running east-west, and includes four lanes of traffic: two inner lanes with streetcar tracks for the Queen Streetcar, and two lanes for vehicular traffic. There is no protected cycling infrastructure or painted markings for cycling. Pedestrian sidewalks are relatively narrow, and the space is shared with transit shelters, utility poles, garbage cans, and other street furniture. At the northwest corner of the intersection is Leslie Grove Park. There is a Leslieville mural at the northeast corner as well.

The Master Plan proposes re-imagining this intersection to incorporate features captured in our three concepts of Improving Mobility, Improving Gathering, and Improving Ecological Systems.



Queen Street East and Jones Avenue intersection facing east



Queen Street East and Jones Avenue intersection facing west

Site Study 02 Queen Street E & Jones Ave Intersection

Legend

- (#) Improving Mobility
- (#) Improving Gathering Spaces
- (#) Improving Ecological Systems



1. Re-designed & Raised Intersection

2. Permeable Surface



3. Pop-up Stand



4. Public Wifi



3. Cycling Rest Stop



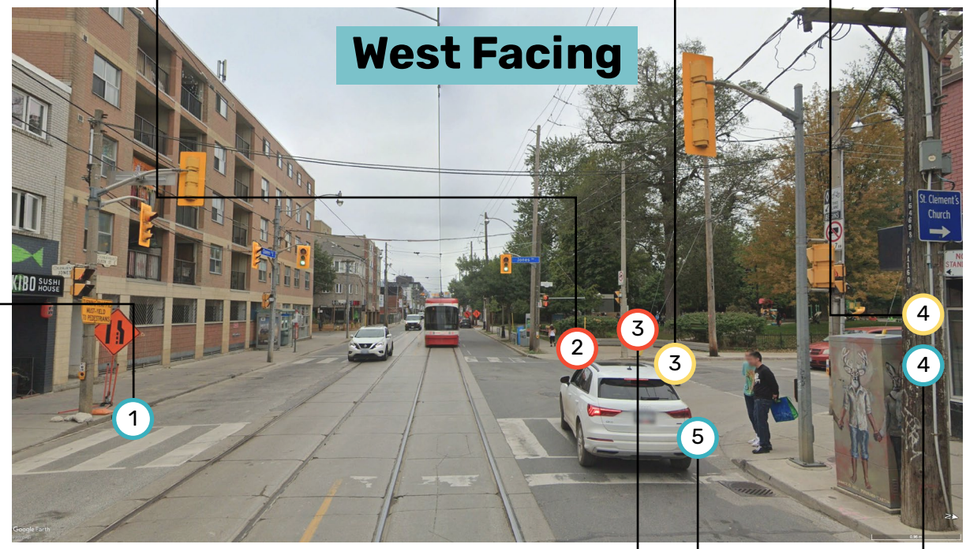
1. Temporary Pop-ups



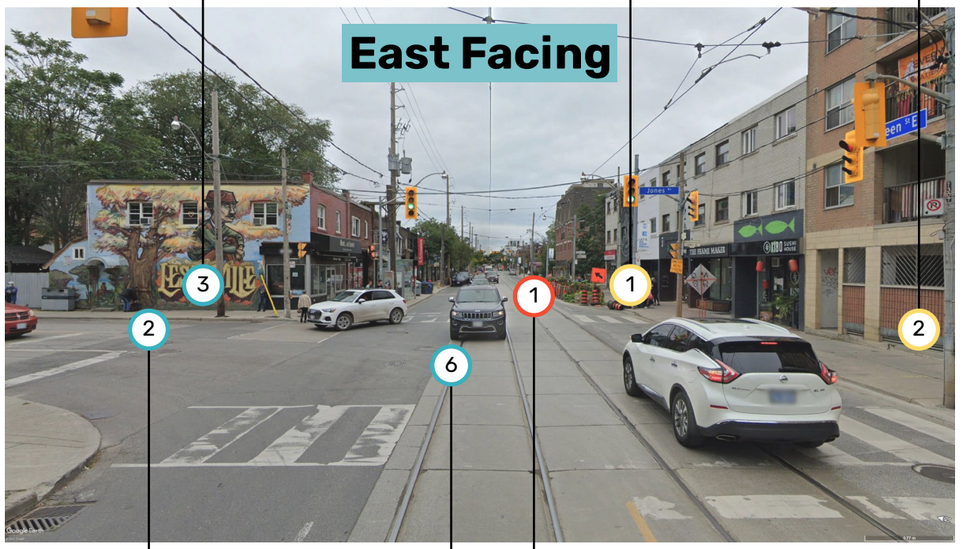
2. Improved Street Furniture



West Facing

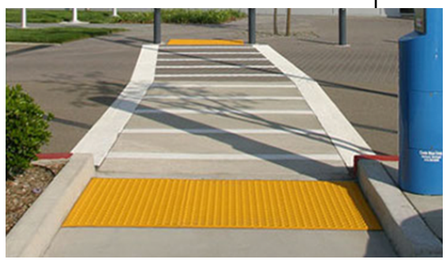


East Facing





3. Pollinator Planters & Artist Promotion



5. Tactile Walking Surface Indicators



4. Wayfinding



2. Designated Protected Bike Lanes



6. Painted Lines Over Streetcar Tracks



1. Naturalized Medians

Key initiatives and improvements for each concept within the Queen Street and Jones Avenue intersection include the following:

Mobility

1. Redesign crosswalks as raised crosswalks in order to slow vehicles making turns and increase the visibility of pedestrians.
2. Add a ‘no right turns on red light’ sign to increase pedestrian safety.
3. Increase safety for cyclists by adding bicycle lanes along Queen Street, or green painted boxes for stopping and turning.
4. Paint safety arrows for cyclists to cross over streetcar tracks.
5. Install a bike repair station on the northeast corner of the intersection by the Leslieville mural.
6. Upgrade sidewalks with tactile walking surface indicators to meet accessibility needs.
7. Install accessible pedestrian signals.
8. Add wayfinding signage to provide directions to commercial stores and the waterfront.

Gathering

1. Install improved street furniture on the northwest corner of the intersection, at the entrance of Leslie Grove Park.
2. Create space for a pop-up stall on the northwest corner in front of Leslie Grove Park.
3. Add public wifi.
4. Designate street space for temporary summer patio pop-ups, such as those involved with CafeTO.

Ecological

1. Introduce naturalized medians along Jones Avenue.
2. Use permeable surfaces at the northwest corner at the entrance to Leslie Grove Park. Where space is available on the sidewalks, pollinator planters painted by local artists can bring native vegetation to the area. Street trees can also be added where there is space.



Laneway artwork (Credit: The Laneway Project)

5. Implementation

Implementation of the Leslieville Master Plan is recommended to take place over the course of 20 years and to be supported by various stakeholders. The implementation framework helps identify important collaborators for each concept, the timelines through which actions should be pursued, and how to best align and take advantage of City plans, policies and ongoing development projects.



Jimmie Simpson Park (Credit: City of Toronto)

Engagement and Collaborators

In order to begin implementation of plans, it is important to involve, engage, and partner with the local residents of Leslieville to understand their wants, needs and priorities in relation to open spaces and the public realm. Community engagement is essential to ensuring implemented actions represent local needs and local history. Along with local residents, each concept should involve the municipal government, private developers, not-for-profit groups, volunteer and grassroots organizations, and any other community stakeholders in some form.

The 'Improving Mobility' concept specifically identifies partners such as the City of Toronto Transportation Services, Cycle Toronto, and Ward 14 Bikes to help identify local streets which would benefit from bump outs, medians, bike network improvements, and micromobility parking. The same actors can play a role in identifying and implementing pedestrian-friendly elements including the crossings, islands, and snow clearing. The Leslieville BIA and the Laneway Project are also great collaborators to help identify gaps in the wayfinding system and to find creative ways to fund and integrate electric vehicle charging stations and micromobility parking.

The 'Improving Gathering' concept recognizes City of Toronto's Economic Development and Culture Division, Parks, and Forestry and Recreation Division as major players in ensuring arts and cultural event spaces are included and parks are improved to provide year round infrastructure and activities. Gathering can also be supported by the Leslieville BIA, the Leslieville Farmers' Market, and PlazaPOPs to help organize community events, pop-up activities, and pop-up gathering spaces. Lastly, the Leslieville RA can work with developers and leverage Community Benefits Charges to suggest and help accelerate public spaces for diverse uses and resources.

The 'Improving Ecological Systems' concept identifies City divisions including the City of Toronto Transportation Services and Parks, and Forestry and Recreation Division to assist in the identification and creation of naturalized medians, landscapes, trees, vegetations, permeable pavements. The Leslieville RA can also work with the organization of Local Enhance & Appreciation of Forests (LEAF) to endorse their Backyard Tree Planting Program which encourages residents to plant trees on their private properties to help increase their tree canopies. Lastly, the Resident Association can partner with Park People and Toronto and Region Conservation Authority (TRCA) for flood mitigation techniques.

Timelines

The Master Plan recommends that actions be implemented over three phases. It is envisioned that implementation will take place over a 20 year period from 2022 to 2042 and beyond. Each phase will rely on and build upon actions from the previous terms. The three phases include: short-term (less than 2 years), medium-term (2-10 years), and long-term (10-20 years) actions.



Leslieville laneway art (Credit: Studio team)

Improving Mobility Timeline

	Short-Term	*Medium-Term*	*Long-Term*
Action 1: Improve safe cycling infrastructure by creating safe bike lanes, closing gaps in the street network, and expanding bicycle parking for both bikeshare and personal bikes.	Add additional bicycle parking. Install additional Bikeshare stations.	Fill gaps in Dundas Street protected bike lanes. Install protected cycling lanes on north-south streets, such as Jones Avenue.	Install protected cycling lanes on Queen Street where feasible.
Action 2: Create a universal wayfinding system to help navigate different districts, destinations, landmarks, and public spaces in the neighbourhood.	Work with local groups to identify locations for improved wayfinding signage and infrastructure.	Work with City of Toronto TO360 to design and install universal wayfinding posts.	Update wayfinding system and posts as needed.
Action 3: Improve the safety of local side streets by installing bumpouts and medians.	Pilot temporary medians on side streets to evaluate their effectiveness.	Incorporate learnings from pilot into future road infrastructure plans.	Install bump outs and medians on side streets like Jones Avenue, Greenwood Avenue, and others.
Action 4: Increase pedestrian crossings, pedestrian islands, tactile walking surface indicators, and improve snow clearing and removal on walkways.	Consult the community on locations for improved pedestrian crossings and islands.	Develop agreements with the City to determine the location of new raised intersections and added tactile walking surface indicators. Work with the City to incorporate areas where better snow removal is needed into snow clearing plans.	During the next major road improvement projects, add raised intersections, tactile walking surface indicators.
Action 5: Accommodate future mobility by installing electric vehicle charging stations and parking for micromobility devices.	Install parking corrals for micromobility.	Develop agreements with public and private entities to identify locations and funding for electric vehicle charging.	Continue to install electric vehicle charging stations that meet demand.

Improving Gathering Spaces Timeline

	Short-Term	*Medium-Term*	*Long-Term*
Action 1: Improve play spaces with multi-generational infrastructure, tools and resources for residents to encourage longer term usage.	Add wifi and charging stations to parks.	During the next major renovation of structures, add accessible washrooms and changing spaces.	Fund and construct playground structures to add intergenerational play spaces.
Action 2: Add permanent multi-purpose shelters, structures, and street furniture as well as arts and cultural event spaces.	Run a pilot program with movable furniture and shade structures to determine where demand and needs are greatest.	Adjust city infrastructure plans to include shade structures and seating as priorities. Program spaces for arts and cultural events using existing infrastructure and temporary structures.	Fund and construct permanent shade structures, street furniture, amphitheaters and gathering spaces throughout the neighbourhood.
Action 3: Improve year round infrastructure that allows for use of space in winter and summer.	Run a pilot program with firepits, warming huts, misting stations and lighting to determine where demand and needs are greatest.	Incorporate learnings from the pilot program into future infrastructure plans. Allow temporary elements to operate beyond the pilot program.	Fund and construct permanent structures identified by the pilot plan that support year round comfort in the public realm.
Action 4: Designate locations for temporary and pop-up gathering spaces that cater to changing and variable resident and visitor needs.	Create pop-up installations throughout the neighbourhood to determine the best locations for temporary installations.	Develop agreements with private and public space holders to allow for ongoing temporary installations.	Fund and construct permanent infrastructure that reduce barriers and costs for temporary and pop-up gathering spaces.

Improving Ecological Systems Timeline

	Short-Term	*Medium-Term*	*Long-Term*
Action 1: Enhance and restore pollinator habitats through naturalized medians and public landscapes.	Utilize planters and containers to infill areas with plants attracting pollinators.	Develop agreements with the City to determine the location of medians on select streets and encourage reduction of mowing grass for naturalized ecosystems.	Fund and construct street medians to support naturalized landscapes.
Action 2: Reduce heat island effects by increasing tree canopies through the planting of native tree species and fruit trees and by greening laneways.	Utilize planters and containers to green laneways.	Develop agreements with public and private entities to identify spaces, types of plants, funding partners, and maintenance staff for planning native and fruit trees. Fund and support tree planting to help trees reach maturity.	Continue habitat enhancement of smaller and newer native trees, shrubs, wildflowers and existing green infrastructure.
Action 3: Improve flood prevention through the use of permeable pavement, rain gardens, and bioswales.	Identify locations to create rain gardens, vegetation, and bioswales.	Develop agreements with public and private entities to identify the location of permeable pavements. Start the funding and construction of permeable spaces.	Continue the construction and maintenance of permeable pavements in identified parking lots, streets, and empty lots.

Infrastructure Project Coordination

Interventions in this plan should be coordinated with other scheduled work and infrastructure projects planned by the City of Toronto. An interactive planned infrastructure map can be found here. At the time of writing, some planned projects in the Leslieville neighbourhood for 2022 and 2023 include:

1. **Track replacement on Queen Street East from Carlaw Avenue to Greenwood Avenue.** Details: Replacement of the streetcar tracks/rails and the underlying support materials. Work may include resurfacing or reconstruction of the adjacent road/traffic lanes.

2. **Sewer rehabilitation on Queen Street East from Carlaw Avenue to Greenwood Avenue.** Details: Rehabilitation of an existing sewer pipe to extend its life and improve system performance. Work may include the cleaning of the interior of an existing sewer, installation of a liner inside an existing pipe, sealing cracks and/or joints, repairs to catch basins or maintenance holes, and necessary upgrades of City-owned portion of sewer connections.

3. **Watermain replacement on Coady Avenue from Queen Street East to Mallon Avenue.** Details: Construction of new watermains to enhance the operation and the reliability of the water distribution system. Work may include the replacement of fire hydrants and water valves. The City-owned portion of substandard water service connections will also be replaced.

4. **Local road resurfacing on Rhodes Avenue from Dundas Street East to Gerrard Street East.** Details: Replacement of old asphalt surface with new asphalt surface, including repairs of any damaged sidewalks and curbs. Work may include the closure of individual lanes or the entire road.

5. **Track replacement (special track) on Gerrard Street East near Coxwell Avenue.** Details: Replacement of the streetcar tracks/rails and the underlying support materials. Work may include resurfacing or reconstruction of the adjacent road/traffic lanes.



City Plans & Policies

All interventions in this Master Plan should align and take advantage of existing City plans and policies. The following sections outline relevant plans and policies for each of the three concepts.

Improving Mobility

Toronto Seniors Strategy 2.0

This Strategy commits to ensuring all seniors have equitable access to City services and programs and provides recommendations in five domains: transportation, housing, health, employment and income, and access to information.

The recommendations in the Seniors Strategy include directing the City to construct new sidewalks on roads where they are missing to improve walkability, mobility and accessibility.

Toronto Walking Strategy

The Walking Strategy outlines principles and tools for universal accessibility, safety for pedestrians and design excellence to create a culture of walking and integrated walking networks. The Strategy looks to fix the missing links between sidewalks and create better wayfinding for pedestrians.

The principles of Toronto's Walking Strategy apply to pedestrian spaces in Leslieville. Any Master Plan for public realm improvement should utilize these best practises.

The City of Toronto Accessibility Design Guidelines

This document outlines how accessible design must be incorporated throughout. The documents outlines the need to make approaching, entering and using buildings and structures easier. It also calls for an equivalent level of life safety for everyone and the enabling of all people to function in their day-to-day activities. These guidelines apply to buildings and outdoor infrastructure.

Any developments/changes to the public realm and open spaces in Leslieville are encouraged to use these guidelines to ensure a safe, dignified, and accessible community for people of all mobility types.

TransformTO Net Zero Strategy

This Strategy sets targets for reducing carbon emissions from transportation, including a goal for 75% of school and work trips under five kilometres to be walked, biked, or done through transit by 2030.

The principles of the TransformTO Strategy apply to transportation infrastructure in Leslieville. Any Master Plan for public realm improvement should prioritize walking, biking, and transit.

Complete Streets Guidelines

The guidelines include recommendations for redesigning streets to be safe and accessible for all users, including pedestrians, cyclists, public transit users and drivers, and those of varying ages and levels of ability.

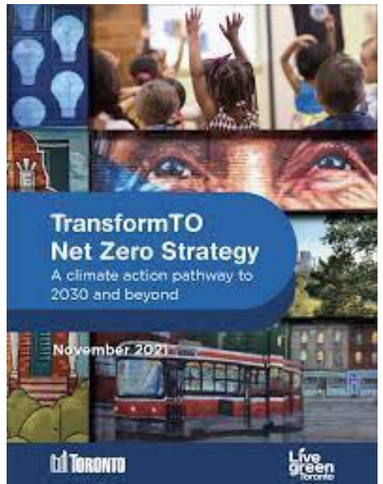
The guidelines apply to streets in Leslieville. The Leslieville RA should advocate for complete street design principles to be coordinated with planned infrastructure projects.

Vision Zero

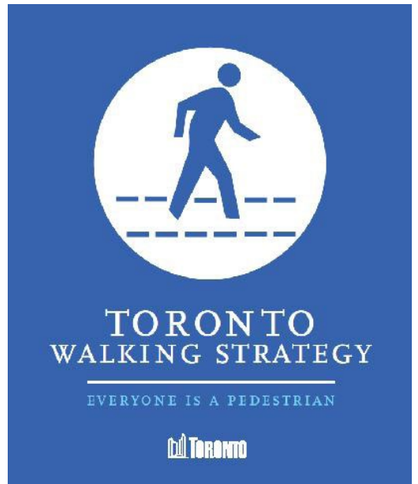
The Vision Zero Road Safety Plan aims to improve the built environment to make walking and cycling safer.

The Vision Zero Plan applies to streets in Leslieville. Any street redesign should incorporate these principles.









Improving Gathering Spaces

Carlaw and Dundas Community Initiative

The Carlaw and Dundas Community Initiative is looking to strengthen the Carlaw and Dundas area as a hub for small business and cultural activities, and improve streetscapes and other public spaces. This will be done through higher density developments that preserve/recognize the heritage, the creation of green spaces, and active transportation routes that get people on street level.

The Carlaw and Dundas area is a place of redevelopment in Leslieville and will become a gateway to the neighbourhood through the Ontario Line Station at Gerrard and Carlaw.

Gerrard Carlaw Planning Study

This is a new study that has been commissioned in response to the upcoming Ontario Line station. At this time the study is still in development with a RFP process closing in September 2021.

This study will provide development and urban design guidelines that support the site and area specific Official Plan Policy and will provide a comprehensive overview of the site.

Laneway Park-ing Master Plan

Laneway Park-ing is an improvement project that transformed the laneway running from Logan Avenue to Morse Street into a welcoming, safe, and people-friendly space. This has been done through upgrades to the laneway edges of neighbouring properties, in partnership with the community and at the request of property owners. Learnings from this project can be applied to other gathering actions in the Master Plan.

Avenues & Mid-Rise Building Study and Performance Standards

This Study is intended to help the City direct growth to key main streets, and areas with existing infrastructure, including transit, retail, and community services, while protecting the character and stability of existing adjacent neighbourhoods. This study applies to about 324 kilometres of property frontage, about 200 of which can be redeveloped into mid-rise buildings (5-11 stories).

East Harbour Master Plan

The East Harbour Area is located on the far south-west edge of Leslieville. Currently, this industrial area is in the process of being re-imagined into a 15 hectare hub for business, retail, and living. It will be the densest space in Leslieville and will host a GO station and TTC subway station. The plan is still being developed.

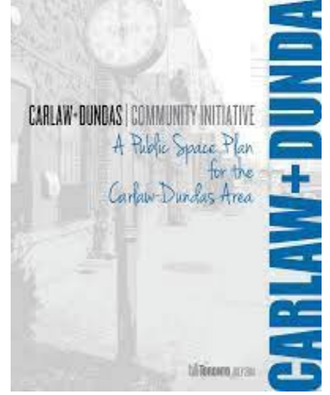
This plan will bring in a new type of employment into the area, and will likely impact the use of community services, such as parks, transit, and local businesses. The plan does not focus on its location in Leslieville and seems to treat the space as a brand new neighbourhood, rather than an extension of an existing neighbourhood.

Queen Street East/Ashbridge Precinct Planning Study

This study states that mid-rise development within the study area will only be appropriate on lots where there is sufficient width and depth to accommodate the proposed development criteria set out in the urban design guidelines. New development will be required to respect and reinforce the unique physical character of the precinct, as well as improve pedestrian conditions along Queen Street East. This study highlights the importance of heritage in this neighbourhood.

Leslieville Urban Design Guidelines

These design guidelines include goals to create diverse, eclectic, sustainable, heritage driven streets with reduced surface parking, and high quality buildings. This plan applies to the design guidelines along Queen Street from the Metrolinx underpass to Leslie Street.









Improving Ecological Systems

Parkland Strategy

The Parkland Strategy is a 20-year plan that will guide long-term planning for new parks and expansion and improved access to existing parks. The Strategy will help inform plans for parks in Leslieville, and help identify supply gaps and needs in the neighbourhood.

Parks & Recreation Facilities Master Plan

This Master Plan is a 20-year plan to build and renew facilities in order to meet recreation needs in a changing Toronto. The Plan will help identify facilities gaps in Leslieville's existing parks and recreation network and will help shape plans for future facilities based on neighbourhood demographics.

Resilience Strategy

A first of its kind strategy for Toronto, the Resilience Strategy lays out a vision to help Toronto survive, adapt and thrive in the face of any challenge, including growing social inequities and climate change.

One of the focus areas identified for this project is Resiliency. Leslieville can use this Resiliency Strategy as a general framework and find ways to apply the goals and actions to the neighbourhood's specific context.

Ontario's Stormwater Management Planning and Design Manual

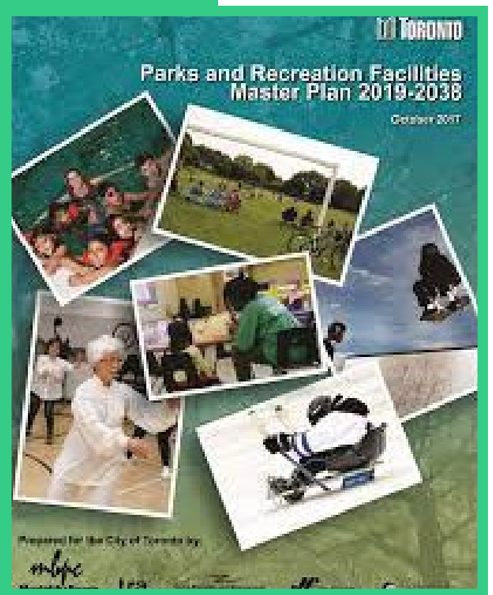
This manual provides technical and procedural guidance for planning, designing, and reviewing stormwater management practices, including guidance for stormwater management sewage works approvals.

TRCA's Stormwater Management Criteria

This document provides guidance on the planning and design of stormwater management infrastructure for developers, consultants, municipalities, and landowners, and outlines the processes and infrastructure needed to address.

The criteria and the aforementioned manual will help identify how to best manage the flooding near the south of Leslieville, create permeable pavements, and stormwater management infrastructure, such as rain gardens and bioswales.







Gentrification

Like almost all urban improvements, public realm and open space additions or enhancements can lead to a higher risk of gentrification. Interventions proposed in this Master Plan should therefore take proactive measures to mitigate any negative consequences of gentrification.

One of the best ways to do this is through thoughtful consultation. Such consultation should happen early on in the planning and brainstorming process. It should engage a diverse group of residents by holding consultations at times and locations that are accessible to as many people as possible, or by providing a range of ways to engage. Participants should feel validated and empowered to share their opinions and experiences. Ideas shared during consultations should also inform and lead to practical outcomes. This level of meaningful consultation helps to build trust between residents and practitioners, but it does take time and resources that need to be accounted for early on.

Another way to mitigate the negative effects of gentrification is to build understanding and awareness, specifically in the context of public realm and open space planning. Helpful resources on the topic that may be relevant to the Leslieville context include:

- "Equity in sustainable development: Community responses to environmental gentrification" by Amy Krings and Tania M. Schusler
- "Environmental Justice, Gentrification, and Leisure: A Systematic Review and Opportunities for the Future" by Lauren Mullenbach
- "More than "Just Green Enough": Helping Park Professionals Achieve Equitable Greening and Limit Environmental Gentrification" by Alessandro Rigolon et al.

Part of understanding gentrification is understanding its interconnections with other urban planning issues and systems. Therefore, addressing gentrification requires a cross-departmental and cross-organizational response. This reinforces the importance of the Collaborators section above.

While gentrification tends to have negative connotations, it can often come with increased value. This becomes an issue when only more affluent households benefit, like through increased property values. Finding creative ways to channel increases in value to the whole community can therefore make the effects of gentrification beneficial for all. For instance, this Master Plan previously suggested interventions in Greenwood Park that would support and expand the Farmers' Market. The Farmers' Market caters more to an affluent audience, but perhaps the improvements to the Farmers' Market will allow vendors to set aside excess food at the end to be placed in a community fridge or dropped off at a local food bank.

Concerns related to gentrification are real and justified; however, they should not lead to the dismissal of improvements to the public realm and open spaces. Instead, interventions must be thoughtful and effects must be closely considered to avoid unintended consequences. Implementation processes should always take time to consider how new interventions can support as many members of the community as possible. The Evaluation Framework in the following section is a useful tool for guiding that consideration process.



Hideaway Park (Credit: Studio team)

6. Evaluation

The Evaluation Framework is structured around the Master Plan's four guiding principles: accessibility, connectivity, resiliency, and place-making. The checklist is to be scored on a simple 'traffic light' system with green representing the objectives have been met, yellow representing the objectives have been partially met, and red representing a failure to meet the objectives.

A public realm concept plan may not achieve all 'greens' for a variety of reasons and these objectives need to be balanced against each other and consulted amongst the various community members. Emphasis should be placed on public realm concepts that achieve the most objectives in the most meaningful way.
To illustrate how this could be used, we applied the Evaluation Framework to our site studies which can be found in Appendix A and B.



Leslieville benches (Credit: Leslieville BIA)



Street furniture (Credit: Leslieville BIA)

Accessibility

Accessibility is ensuring all residents and visitors have the opportunity to use and fully participate in barrier-free spaces and events that take place within Leslieville throughout all times of day and all seasons of the year.

- Is the public space accessible during various times of the day? (i.e. not just between 9am and 5pm)
- Is the public space accessible during various times of the year?
- Does the public space provide sufficient lighting during the evening?
- Is the area accessible to people of different ages, genders, races, and physical/mental abilities?
- Is the street or public space designed to slow traffic speeds and promote the safe movement of pedestrians and cyclists?
- Is the public space usable without having to pay for access?
- Is the public space designed to encourage public use and participation?

Resiliency

Resiliency is anticipating and mitigating the disproportionate effects of climate change as well as other shocks and stressors on Leslieville's physical and social infrastructure.

- Are there opportunities to create permeable pavement?
- Is the space designed with climate comfort in mind? (i.e. shelters to provide shade)
- Are there abundant trees in the streets and public spaces to absorb particulates from vehicles?
- Is the public realm designed to reduce the sources of air pollution by encouraging a modal shift away from motor vehicles?
- Is surface water sustainably managed by rain gardens, planting, and retention areas?
- Does the public realm include the provision of growing or planting spaces that are cared for by local residents and encourages them to interact with their local environment?
- Does the planting strategy build on the site's history and cultural heritage?

Connectivity

Connectivity is reimagining streetscapes to enable choice, safety, and comfort for all types of trips and modes of travel within Leslieville's unique districts and the City.

- Is it easy for people to get to transit stops and change between different types of transportation?
- Have typical user journeys been designed for people with pushchairs, wheelchair users, and the visually impaired?
- Are there visual and physical features that connect people to adjacent streets and spaces?
- Does the public realm limit conflict between different flows of movement?
- Are residents and visitors encouraged to use active transportation and transit options over cars?
- Are multi-modal trips made easier?
- Are multi-destination trips made easier?

Place-making

Place-making is celebrating and encouraging diversity by strengthening the relationships between people and the places they share while highlighting Leslieville's past, present, and future.

- Are social spaces and play areas located in places where people will not have to raise their voices to hold a conversation?
- Does the public realm celebrate Leslieville's history and cultural heritage to create a local sense of place?
- Is the public realm designed to encourage the local community to engage with and animate the public realm?
- Are there comfortable and welcoming community gathering places?
- Do public squares and parks promote flexibility and allow for a range of community events and celebrations?
- Do seating options encourage people to meet, socialize, and sit in groups?

7. Future Work & Research



Leslieville is beautiful mural (Credit: Leslieville BIA)

As discussed in the Introduction to this Plan, the master planning process is not stagnant and should always transform with the community. Acknowledging this, as well as the time limits of this project, the Master Plan outlines a few areas of future work and research that the Leslieville RA, Leslieville residents, or other invested stakeholders and partners can explore.

Future Work

- Develop a financing or budget framework to aid the implementation framework. This would include costing and funding estimates, as well as the identification of potential funding streams, sponsors, and donors.
- Socialize the Master Plan and improve resident literacy of a master planning process. In addition to presenting this Master Plan to Leslieville RA members, there is a potential to support residents in better understanding the master planning (and other urban planning) processes in Toronto. This includes helping residents understand what roles they can play in relation to urban planning processes and creating capacity for residents to engage planners, developers, and politicians regarding urban planning topics.
- Design renderings and conceptualizations of Master Plan concepts. Enlisting the help of urban designers and (landscape) architects to visualize concepts and actions included in this Master Plan will help communicate its content.
- Specify the division of responsibilities for implementation, operation, and maintenance. Identify a clear allocation of responsibility for maintenance and operational activities including, but not limited to, the City, the private sector, the Leslieville RA, and other partners.
- Develop a seasonal maintenance program that addresses maintenance requirements for infrastructure, planting, snow removal, and other actions.

Additional Ideas

Throughout this master planning process, the Studio team engaged in countless brainstorming sessions that yielded many ideas and interventions for the public realm and open spaces in Leslieville. Most of these ideas are reflected in the concept plans and/or site studies above, but some ideas did not fit into the presented framework or project scope. These additional ideas may be of interest for future interventions or further exploration. They include:

- Celebration of Leslieville's unique and diverse cultural districts
- Development of 'gateways' at Leslieville districts
- Mapping signage in recognition of Leslieville's 'lost rivers'
- Multigenerational playground equipment
- Public realm and open space oriented walking tours
- Utilization of school playground during non-school hours

8. Conclusion

The Leslieville Public Realm and Open Space Master Plan has been developed to serve as a foundation for consultation and engagement with local community members as well as key urban planning and design stakeholders to advance Leslieville's public realm and open space goals. The information in this report is the culmination of four phases of work conducted by students at Ryerson University's (X University's) School of Urban and Regional Planning. The phases included a review and analysis of the neighborhood, the development of a vision and guiding principles, the creation of preferred design concepts, and the assembly of this final report.

The neighborhood of Leslieville has an opportunity to reimagine its public realm and open space as an asset that connects people to each other, is accessible for all, resilient in the face of climate change, and reflects its diverse community past, present, and future. This plan is one of many steps in a community-led effort to improve and enhance the neighborhood of Leslieville.

Credit: Leslieville BIA

Appendices

Appendix A: Evaluation Framework: Greenwood Park

Accessibility

- Is the public space accessible during various times of the day? (i.e. not just between 9am and 5pm)
- Is the public space accessible during various times of the year?
- Does the public space provide sufficient lighting during the evening?
- Is the area accessible to people of different ages, genders, races, and physical/mental abilities?
- Is the street or public space designed to slow traffic speeds and promote the safe movement of pedestrians and cyclists?
- Is the public space usable without having to pay for access?
- Is the public space designed to encourage public use and participation?

Connectivity

- Is it easy for people to get to transit stops and change between different types of transportation?
- Have typical user journeys been designed for people with pushchairs, wheelchair users, and the visually impaired?
- Are there visual and physical features that connect people to adjacent streets and spaces?
- Does the public realm limit conflict between different flows of movement?
- Are residents and visitors encouraged to use active transportation and transit options over cars?
- Are multi-modal trips made easier?
- Are multi-destination trips made easier?

Resiliency

- Are there opportunities to create permeable pavement?
- Is the space designed with climate comfort in mind? (i.e. shelters to provide shade)
- Are there abundant trees in the streets and public spaces to absorb particulates from vehicles?
- Is the public realm designed to reduce the sources of air pollution by encouraging a modal shift away from motor vehicles?
- Is surface water sustainably managed by rain gardens, planting, and retention areas?
- Does the public realm include the provision of growing or planting spaces that are cared for by local residents and encourages them to interact with their local environment?
- Does the planting strategy build on the site's history and cultural heritage?

Place-making

- Are social spaces and play areas located in places where people will not have to raise their voices to hold a conversation?
- Does the public realm celebrate Leslieville's history and cultural heritage to create a local sense of place?
- Is the public realm designed to encourage the local community to engage with and animate the public realm?
- Are there comfortable and welcoming community gathering places?
- Do public squares and parks promote flexibility and allow for a range of community events and celebrations?
- Do seating options encourage people to meet, socialize, and sit in groups?

Appendix B: Evaluation Framework: Queen Street and Jones Avenue Intersection

Accessibility

- Is the public space accessible during various times of the day? (i.e. not just between 9am and 5pm)
- Is the public space accessible during various times of the year?
- Does the public space provide sufficient lighting during the evening?
- Is the area accessible to people of different ages, genders, races, and physical/mental abilities?
- Is the street or public space designed to slow traffic speeds and promote the safe movement of pedestrians and cyclists?
- Is the public space usable without having to pay for access?
- Is the public space designed to encourage public use and participation?

Connectivity

- Is it easy for people to get to transit stops and change between different types of transportation?
- Have typical user journeys been designed for people with pushchairs, wheelchair users, and the visually impaired?
- Are there visual and physical features that connect people to adjacent streets and spaces?
- Does the public realm limit conflict between different flows of movement?
- Are residents and visitors encouraged to use active transportation and transit options over cars?
- Are multi-modal trips made easier?
- Are multi-destination trips made easier?

Resiliency

- Are there opportunities to create permeable pavement?
- Is the space designed with climate comfort in mind? (i.e. shelters to provide shade)
- Are there abundant trees in the streets and public spaces to absorb particulates from vehicles?
- Is the public realm designed to reduce the sources of air pollution by encouraging a modal shift away from motor vehicles?
- Is surface water sustainably managed by rain gardens, planting, and retention areas?
- Does the public realm include the provision of growing or planting spaces that are cared for by local residents and encourages them to interact with their local environment?
- Does the planting strategy build on the site's history and cultural heritage?

Place-making

- Are social spaces and play areas located in places where people will not have to raise their voices to hold a conversation?
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