



# DANFORTH-MAIN LANEWAY CONNECTION

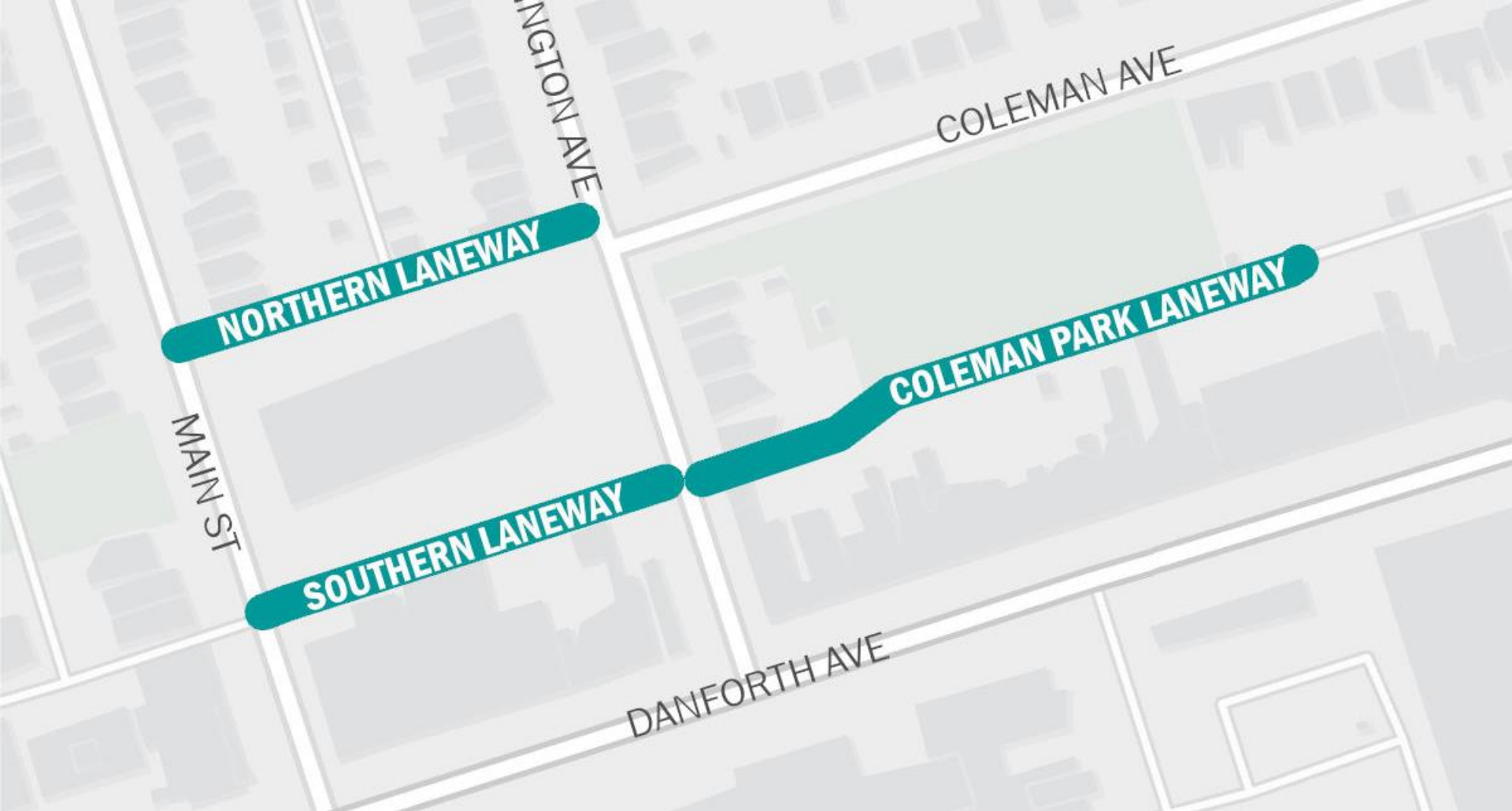
## IMPROVEMENT MASTER PLAN



# ABOUT US

The Laneway Project is an independent, non-profit social enterprise. We are urban planners, designers and placemakers, and we work with public, private, and community-level stakeholders to transform laneways and other neglected public spaces into complete, living public places: building collaborative teams, implementing best practices and catalyzing policy changes.





The Danforth-Main Laneway Connection is an improvement project to transform the laneways to the north and south of Main Street Station into safe, people-friendly spaces by adding upgrades to the laneway edges of neighbouring properties. Phase 2 will address the laneway beside Coleman Park.

# PROJECT TIMELINE

Feb – May 2021:  
Site Analysis &  
Master Planning

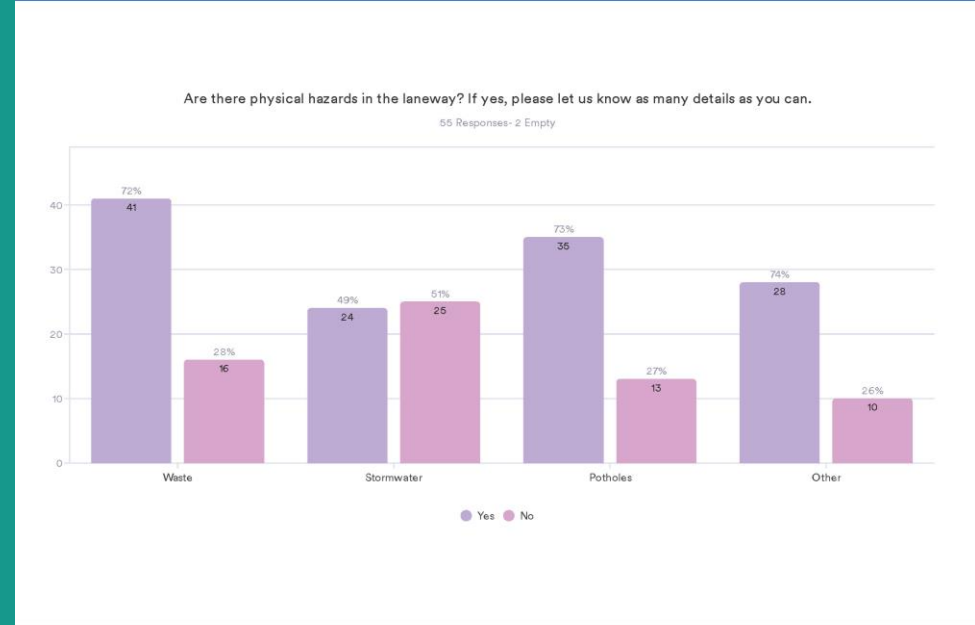
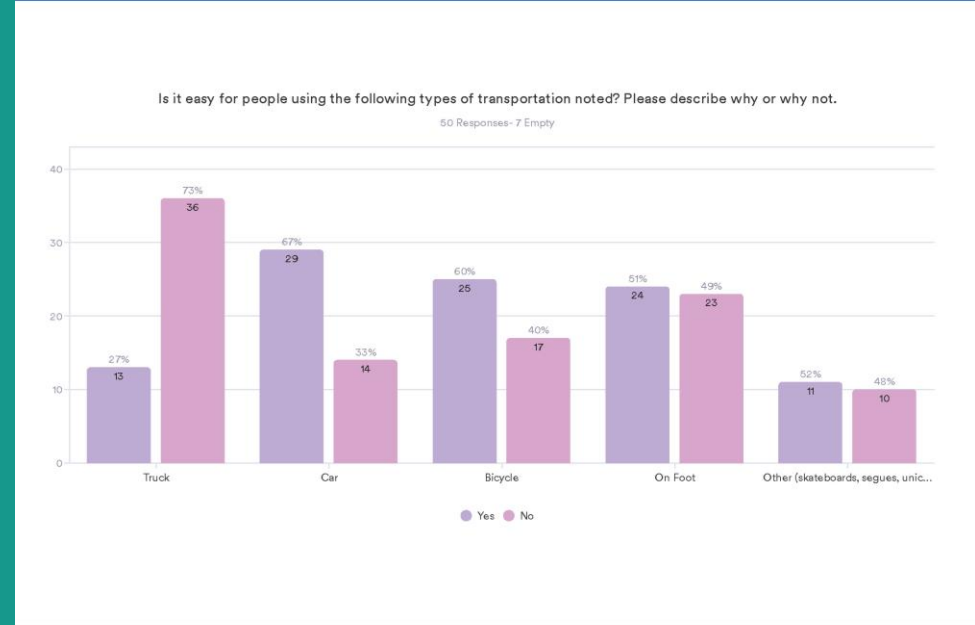
Jun - Aug:  
Detailed Design

Sep – Oct  
2021\*:  
Construction

\*Depending on  
resurfacing timelines

# THE PROJECT SO FAR

- Project Kickoff e-meeting (Feb 24)
- Site Analysis e-meeting (Mar 8)
- Site Analysis Survey (64 responses)
- One-on-one conversations with property owners, residents, businesses, TTC, City staff
- Requests for improvements to neighbouring frontages (9 properties)
- Creation of master plan





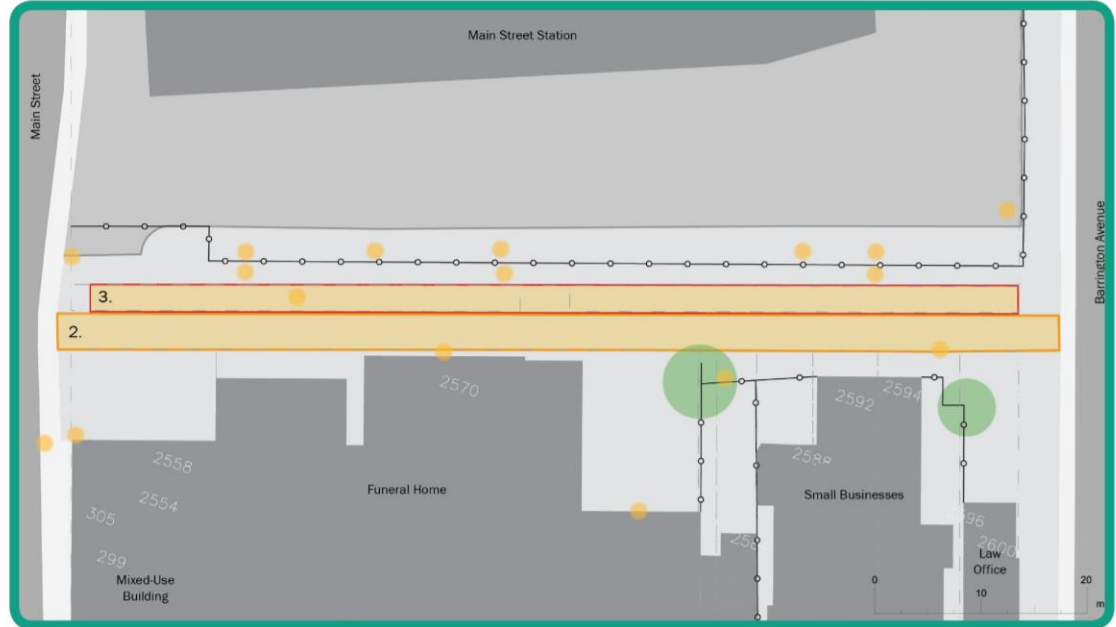
# Danforth Main Laneway Connections Interventions | Repaving

## Conditions and Challenges

- The existing paved surface in the laneway is in poor condition. During the site analysis this was identified as a significant accessibility concern.
- This laneway has a complex ownership arrangement; the lane itself is publicly owned and the parking strip between the lane and chainlink fence is privately owned.

## Opportunities

- The publicly owned portion of the laneway is scheduled for repaving next year.
- TLP will be assisting the parking strip owner with the design and acquisition of a contractor to repave their portion of the lane.
- Repaving both surfaces will improve the overall condition of the laneway.



Existing Condition of Paving

# Danforth Main Laneway Connections Interventions | Barrier Removal

## Conditions and Challenges

- In the southern laneway the walkway and laneway are separated by a chainlink fence.
- There is no place to exit the walkway between Barrington and Main Street.
- This creates a safety issue for users, as there is no means of escape should an event arise under which this is necessary.

## Opportunities

- The chainlink fence is to be removed.
- The fence will be replaced with a curb, to maintain the safe separation of vehicular traffic and pedestrians.
- This curb will have accessible gaps along its length to give walkway users opportunities to exit the walkway into the lane.
- Gaps in the curb will be spaced with the existing parking in the lane to ensure the safety and convenience of everyone.
- The portion of the curb visible from the Danforth through the funeral home underpasses will be densely planted to discourage trespassing.

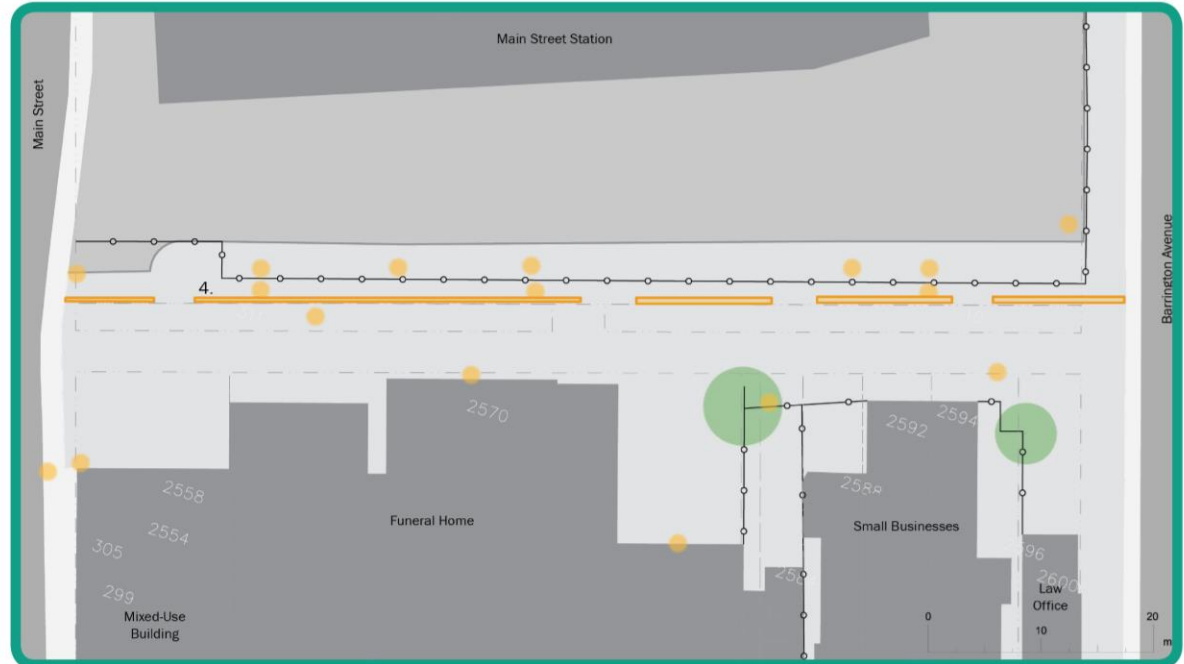
## Precedents



The fence currently serves to protect the walkway from vehicles. Installing a curb with accessible curb cuts/gaps will maintain the separation of pedestrians from traffic for everybody's safety, while giving people with varying mobility levels exit opportunities.



Existing Condition of Walkway





# Danforth Main Laneway Connections Interventions | Pedestrianization

## Conditions and Challenges

- The northern laneway is used as a street, providing a shortcut from Main Street into the neighbourhood, instead of as a local access route as is the intended purpose of laneways.
- Cars cutting through the laneway drive very fast and the laneway is narrow enough that people traveling by other means have difficulty safely moving out of the way of these speeding vehicles.

## Opportunities

- This laneway has multiple entry points which enables the pedestrianization of a portion of the lane. This will increase safety for pedestrians and cyclists and prevent vehicles from cutting through off Main, without limiting access to the properties on the laneway.
- The section and length of the laneway to be pedestrianized is being determined by the City: residents have already been informed of the pedestrianization project via a community survey.

Modal filters like bollards and planters are a low disruption way to create a pedestrianized street. Installing planters or bollards at the end of a street controls vehicular access to it; the lane entrance becomes too narrow for cars and trucks to pass through, but pedestrians and cyclists can move around the barriers with ease.



## Existing Conditions



Western portion of lane facing East.



Eastern portion of lane facing West.



Eastern portion of lane facing East

## Precedents

1.



Pedestrianized street with planters



Pedestrianized street with planters



Pedestrianized street with planters



# Danforth Main Laneway Connections Interventions | Lighting and Wayfinding

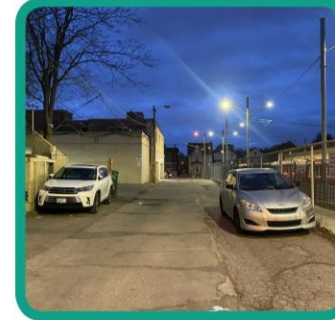
## Conditions and Challenges

- The laneways are generally well lit by Main Station.
- The buildings shadow the parking lots at either end of the southern laneway.
- There is a burnt out streetlight in the southern lane.
- In the northern lane the western entrance is not as brightly lit as the rest because it is further from the station.

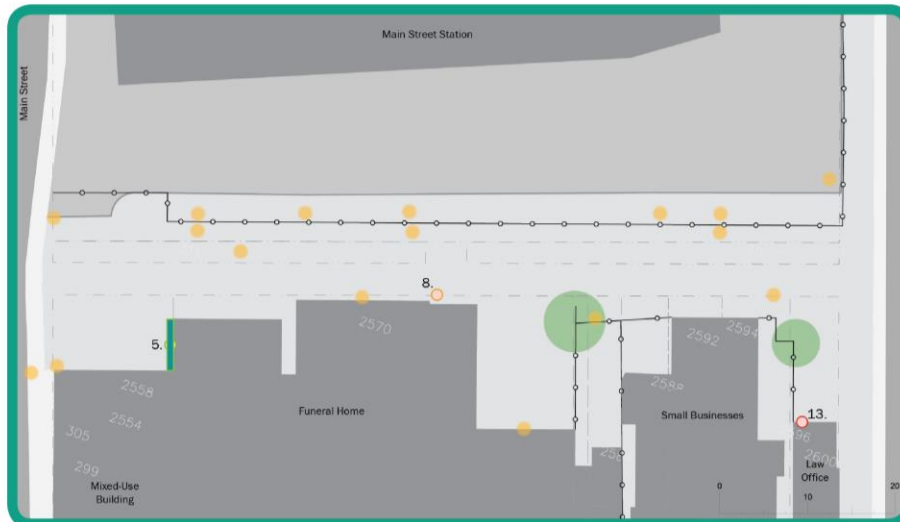
## Opportunities

- An illuminated mural on the building wall facing Main Street in the southern lane will provide a lighting solution that also creates a welcoming gateway into the lane for people coming in off Main Street.
- One of the new TTC lamps will brighten the western entrance of the northern lane while acting as a wayfinding beacon for transit users.
- Increasing the range of the existing motion sensor light in the parking lot on the eastern end of the southern laneway will brighten this area and provide a safer user experience.
- The burnt out street lamp will be repaired by the city.

## Existing Lighting Conditions at Night



## Precedents



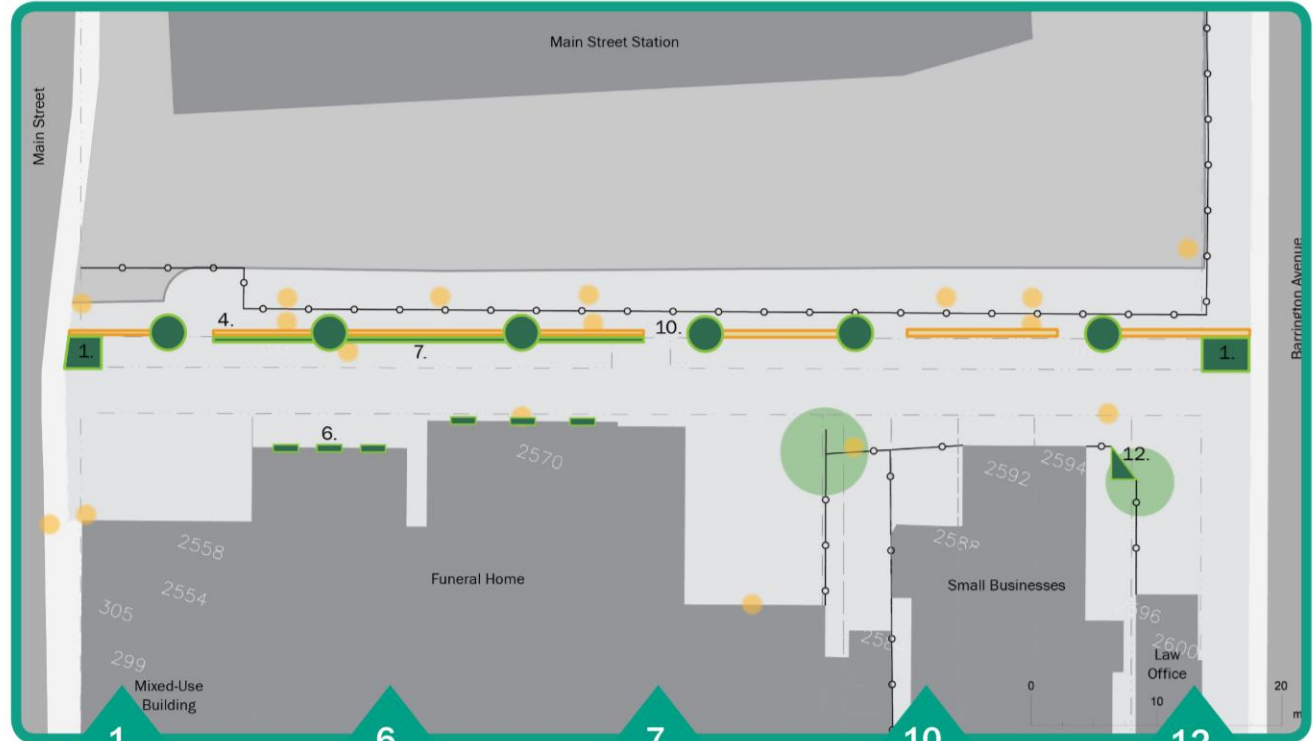
# Danforth Main Laneway Connections Interventions | Greening (Southern Laneway)

## Conditions and Challenges

- There are very few plants in the southern laneway.
- At the eastern end of the lane there is a small underutilized plot of grass separating the entrance of the walkway from the parking strip.
- The funeral home has a lot of people cutting through its underpasses.
- In the parking lot at the eastern end of the lane there is a dumping issue along the wall.

## Opportunities

- At either end of the lane there is dead space that can be used to create end cap planters which will contribute to the overall beautification of the lane, the safe separation of pedestrians and vehicles, and visually narrow the lane at the entrances to reduce speeding.
- Adding window boxes to the funeral home will add colour, texture, and overall interest to the lane.
- Repaving of the public lane and private parking strip, provides an opportunity to remove and replace the chainlink fence with a curbed sidewalk with planters along its length, which will provide a significant amount of greening in the lane.
- Planting denser greenery in the areas of the lane visible from the Danforth through the funeral home underpasses will discourage people from trespassing /cutting through them.
- A high-walled planter across the corner of the wall in the eastern parking lot will replace the current dumping area.



Precedents



Traffic separation planter



Window boxes on second storey



Impassable planted barrier



Planted curb with pedestrian gaps



Anti-dumping planter

Existing Conditions



Underutilized greenspace



Plain building facades



Underpass from Danforth



Fence separating walkway



Dumping area



# Danforth Main Laneway Connections Interventions | Greening (Northern Laneway)

## Conditions and Challenges

- This lane is used as an alternative route to the Danforth, resulting in high traffic volumes and speeds.
- Vines on the fence and building wall of the northeastern property in the laneway softens the area.
- The backyard of the northwestern property is entirely exposed to view from the laneway.
- There is an underutilized concrete pad at the eastern entrance of the lane.

## Opportunities

- The lane is proposed for pedestrianization; planters can be used as to control access into the lane.
- Plants can be put in along the northwestern property's fence to provide privacy for the residents and to compliment the vegetation already present in the eastern portion of the lane.
- The concrete pad at the end of the lane can be transformed into a micro-parkette to visually connect the lane to Coleman Park, act as a gateway into the lane, and to provide a rest area for travelers.



## Existing Conditions



Lane to be partially pedestrianized



Exposed backyard next to lane



Concrete pad at end of lane

## Precedents



1.

Planters separating traffic types



3.

Privacy vegetation



6./7.

Micro-parkette with planters



# Danforth Main Laneway Connections Interventions | Art & Maintenance

## Condition and Challenges

- There is no public art in either of the laneways.
- Garages have been tagged.
- There is a wall running the length of the northern laneway which is partly paintable brick.
- The funeral home has walls without windows or other features, facing Main Street and Main Station, which are ideal for murals.

## Opportunities

- The brick portion of the wall in the northern laneway can be painted to provide continuity and visual interest along the full length of the lane.
- In the southern laneway the funeral home walls provide canvases for creating a gateway mural into the lane from Main Street and a mural for transit users to enjoy while waiting for their streetcar or bus.
- The gateway mural will be illuminated for extra impact.
- Utility wires will be tidied so as to not distract from the mural facing Main Station.
- Tagged garages will be repainted.

## Existing Conditions of Surfaces for Art Application

Separation wall with brick portions



Undisrupted wall facing Main Street at night



Undisrupted wall facing Main Station



## Precedents

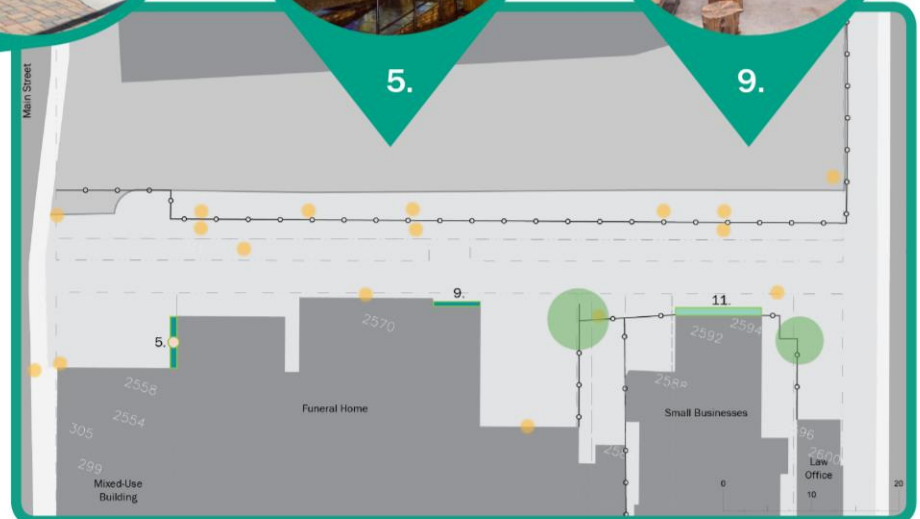
Linear mural along low wall



Illuminated gateway mural

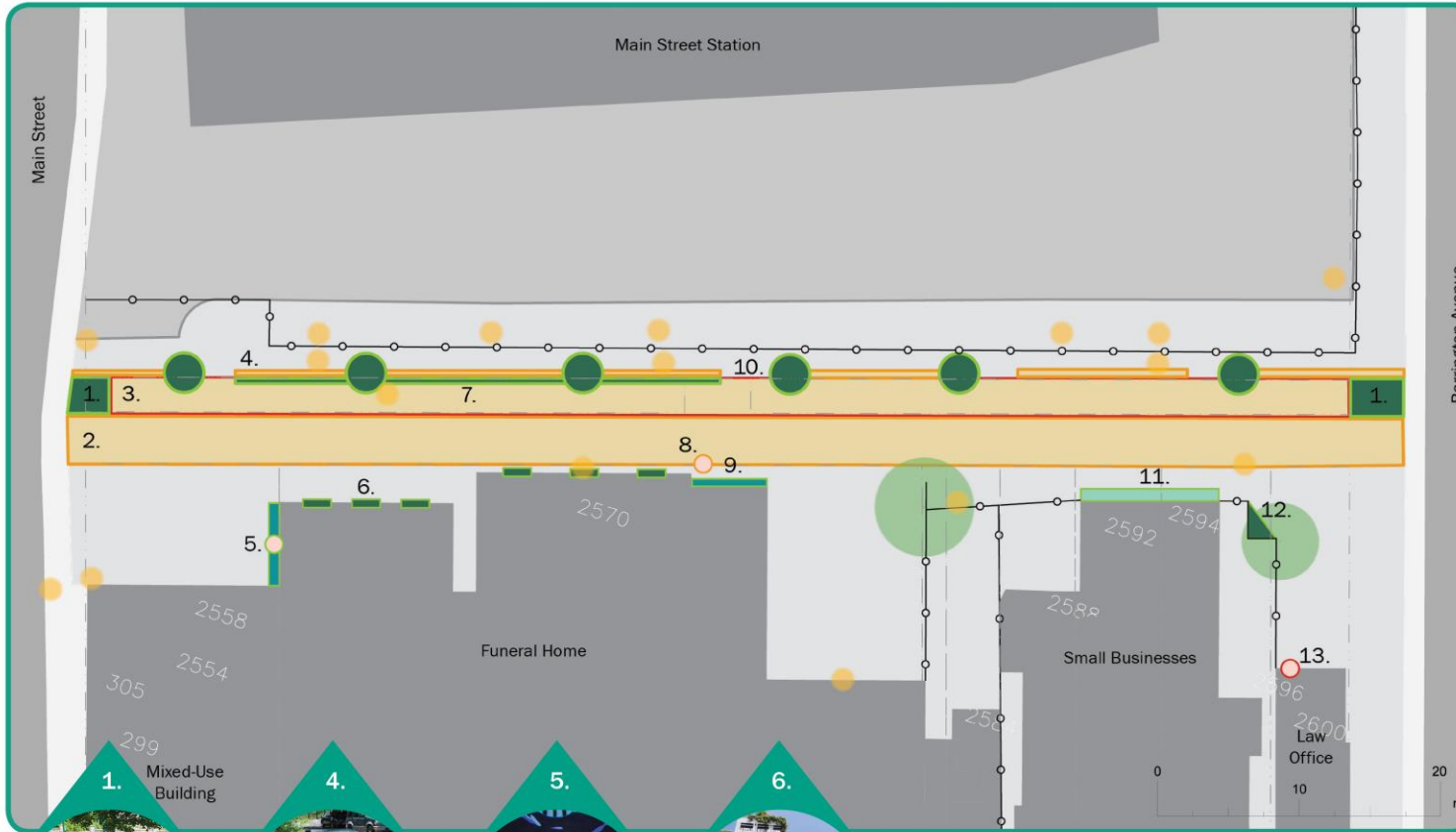


Wall mural





# Danforth Main Laneway Connections Master Plan | Southern Laneway



### Legend

**Existing Features**

- Tree
- Light
- Fence
- Property Line

**Interventions Type**

- Light
- Mural
- Maintenance
- Greening
- Curb & Repaving

**Responsibility**

- TLP
- City Agency
- Property Owner



Precedents

Existing Conditions

### Intervention Description

- End cap planters for continuity along lane and with nearby parks.
- Repeating of public laneway.
- Repeating private parking strip next to laneway.
- Replacement of chain link fence with a barrier that has gaps to enable pedestrians to enter and exit lane, while maintaining separation of the walkway from vehicles (gaps will be spaced to reduce conflict between pedestrians and parked cars).\*
- A lighted gateway mural visible from Main Street that will invite pedestrians in and add sense of security in a poorly lit area of the lane.
- Window boxes above the funeral home underpasses and garage to add visual interest.
- Dense plantings to discourage trespassing cutting through the funeral home's underpasses.
- Repair of the street light and organization of utility wires to highlight mural to be installed on the wall.
- Wall mural facing the station, to add visual interest for transit users and to showcase to them the local community's identity.
- Plantings at gaps in the curb; spaced to ensure lighting shared with Main Station is maintained.\*
- Removal of tags/re-painting of garages to contribute to an overall sense of maintenance and security in the laneway.
- High walled planter to prevent dumping along the wall.
- Increased range and time on motion sensed light to provide pedestrian lighting in the parking lot, and to discourage inappropriate use of the area, which will provide an increased sense of security for lane users.

\*Subject to ongoing coordination discussions with city departments and agencies.

# Danforth Main Laneway Connections Master Plan | Northern Laneway



### Legend

**Existing Features**

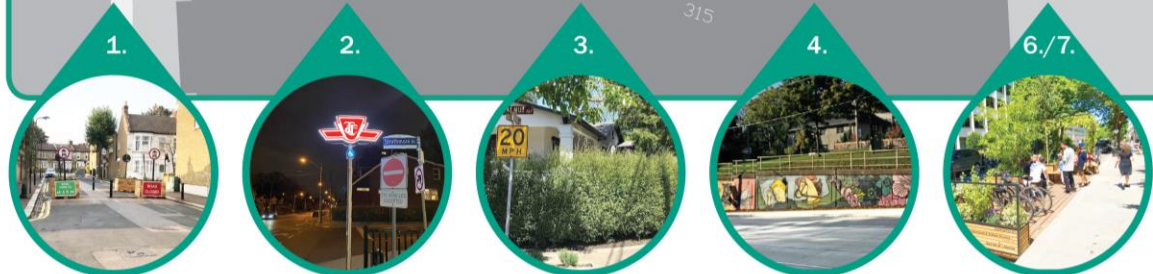
- Laneway
- Tree
- Light
- Fence
- Property Line

**Interventions**

- Light
- Mural
- Maintenance
- Greening
- Parkette

**Responsibility**

- TLP
- City Agency
- Property Owner



### Intervention Description

- Planters in middle of lane entrance to prevent cutting through from Main Street (dependent on laneway being partially pedestrianized).\*
- Installation of TTC lamp to provide additional lighting and to act as wayfinding beacon for transit users.\*
- Privacy vegetation to protect backyard from view of the laneway.
- Mural on the brick portion of separation wall along the length of the laneway to add visual interest and continuity.
- Removal of tags/re-painting of garages to contribute to an overall sense of maintenance and security in the laneway.
- Micro-parkette to connect the laneway, Coleman Park, and Stanley G. Grizzle Park.\*
- Planter to cap micro-parkette to create a sense of a complete, distinct space from the street and lawn.\*

\*Subject to ongoing coordination discussions with city departments and agencies

Precedents

Existing Conditions



# NEXT STEPS

- June to August:
  - Mural themes survey
  - Detailed design of improvements
  - Sourcing & procurement of materials
  - Securing of permits
- September to October (depending on resurfacing timelines):
  - Construction
  - Community planting day & unveiling





A photograph of a residential street scene, overlaid with a blue tint. In the foreground, a concrete sidewalk runs from the bottom left towards the center. To the left of the sidewalk is a brick wall topped with a black metal fence. In the background, there are several houses, utility poles with power lines, and bare trees. The word "QUESTIONS?" is written in large, white, bold, sans-serif capital letters across the middle of the image.

**QUESTIONS?**



# GET IN TOUCH

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