

**Construction of Medians and Realignment of Curbs -
Avenue Road between Oxton Avenue and Hillholm Road
and Oxton Avenue near Avenue Road (Midtown)**

(City Council on December 14, 15 and 16, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends that a by-law in the form of the draft by-law be enacted, and that the necessary Bills be introduced in Council to give effect thereto.

The Toronto Community Council reports, for the information of Council, that pursuant to Clause 32 of Toronto Community Council Report No. 12, headed "Safety and Operational Road Improvements – Avenue Road at Oxton Avenue (Midtown)", as adopted by the Council of the City of Toronto at its meeting held on September 28 and 29, 1999, notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on November 12, 17, and 24 and December 1, 1999, and no one addressed the Toronto Community Council.

The Toronto Community Council submits the following Draft By-law from the City Solicitor:

Authority: Toronto Community Council Report No. 12, Clause No. 32
as adopted by Council on September 28, and 29, 1999

Enacted by Council:

CITY OF TORONTO

Bill No.

BY-LAW No.

To further amend former City of Toronto By-law No. 602-89, being "A By-law To authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", respecting the alteration of Avenue Road between Oxton Avenue and Hillholm Road and the alteration of Oxton Avenue near Avenue Road by the construction of medians and by realigning the curbs.

WHEREAS notice of a proposed By-law regarding the proposed alteration was published in a daily newspaper on November 12, 17, 24 and December 1, 1999 and interested persons were given an opportunity to be heard at a public meeting held on December 2, 1999 and it is appropriate to amend the by-law to permit the alteration;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Former City of Toronto By-law No. 602-89, being "A By-law To authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", is amended:
 - (1) by inserting in Columns 1, 2, 3, 4, 5 and 6, respectively, of Schedule "B-3" (Pavement Narrowing) the following:

| (Column 1 Side or Street) | (Column 2 Location) | (Column 3 Width) | (Column 4 From) | (Column 5 To) | (Column 6 Drawing No./Date) |
|---------------------------------|----------------------------------|--------------------------------------|--------------------|-----------------------|-----------------------------------|
| Oxton Avenue | South side | from: 13.0m to: 9.1m | Avenue Road | 35 m further east | P-1057-70 Nov. 9, 1999 |
| Avenue Road | East side | from: 16.6m to: 12.6m to 9.49m | Oxton Avenue | 80 m further south | P-1057-70 Nov. 9, 1999 |
| Avenue Road | West side curb realignment | | Hillholm Road | | P-1057-70 Nov. 9, 1999 |

(2) by inserting in Columns 1, 2, 3, 4, 5 and 6, respectively, of Schedule “B-4” (Pavement Alteration/Repair) the following:

| (Column 1 Street) | (Column 2 Side/Corner) | (Column 3 Alteration/ Repair) | (Column 4 From) | (Column 5 To) | (Column 6 Drawing No./Date) |
|----------------------|---------------------------|--|---------------------|------------------|-----------------------------------|
| Oxton Avenue | | Alteration: installation of a centre median | Near Avenue Road | | P-1057-70 Nov. 9, 1999 |
| Avenue Road | | Alteration: Installation of a centre median | Oxton Road | 7 m north | P-1057-70 Nov. 9, 1999 |

ENACTED AND PASSED this day of , A.D. 1999.

Mayor

City Clerk

The Toronto Community Council also submits Clause 32 of Toronto Community Council Report No. 12, headed “Safety and Operational Road Improvement – Avenue Road at Oxton Avenue (Midtown)”, as adopted by the Council of the City of Toronto at its meeting held on September 28 and 29, 1999:

(City Council on September 28 and 29, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends the adoption of the following report (August 23, 1999) from the Director, Engineering Services, Districts 1 and 2:

Purpose:

The purpose of this report is to obtain Council authority to construct a safety and operational road improvement on Avenue Road at Oxtan Avenue and to advertise the required construction by-law.

Funding Sources, Financial Implications and Impact Statement:

Funding for this road modification is contained within Capital Account C-TR-380, Safety and Operational Improvements. The Treasurer has previously certified that financing can be provided under the Updated Debt and Financial Obligation Limit approved by City Council.

Recommendations:

It is recommended that:

- (1) Approval be given to proceed with the construction of this safety and operational road improvement described in this report, at an estimated cost of \$140,000.00 and that the following traffic control measures be approved:
 - (a) a “Stop” sign be installed for northbound traffic on Avenue Road at its intersection with Oxtan Avenue;
 - (b) the existing parking prohibition on the north side of Oxtan Avenue, between Avenue Road and Oriole Parkway, in effect from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays, be rescinded;
 - (c) the existing parking prohibition on the south side of Oxtan Avenue, between Avenue Road and Oriole Parkway, in effect from 7:00 a.m. to 9:00 a.m., except Saturdays, Sundays and Public Holidays, be rescinded;
 - (d) stopping be prohibited at all times on the north side of Oxtan Avenue, between Avenue Road and a point 46 metres further east thereof;
 - (e) stopping be prohibited at all times on the south side of Oxtan Avenue, between Avenue Road and a point 36 metres east thereof;
 - (f) parking be prohibited at all times on the west side of Avenue Road, between Chaplin Crescent and Hillholm Road;
 - (g) parking be prohibited at all times on the east side of Avenue Road, between Chaplin Crescent and a point 20 metres south of Hillholm Road;
 - (h) the westerly southbound lane on Avenue Road at Oxtan Avenue be designated exclusively for through vehicles, from Oxtan Avenue to a point 30.5 metres north thereof; and

- (i) the easterly southbound lane on Avenue Road at Oxton Avenue be designated exclusively for left-turning vehicles, from Oxton Avenue to a point 30.5 metres north thereof.
- (2) the appropriate City By-Law(s) be amended accordingly; and
- (3) the introduction of any necessary Bills be authorized.

Background:

In response to a number of requests from Councillors John Adams and Ila Bossons and the local residents, Works & Emergency Services Department staff reviewed the feasibility of improving traffic operations at the intersection of Avenue Road and Oxton Avenue. The objectives of improvements were to increase the westbound-to-northbound and southbound-to-eastbound capacities in order to reduce traffic on local roads in this area and to reduce westbound rear-end collisions at this intersection.

The reconfiguration of this intersection has been under discussion for over five years. At its meeting on March 28 and 29, 1994, the former City of Toronto Council amended and adopted Clause No. 48 of Report No. 4 of the City Services Committee entitled "Revised Traffic Plan - North Hill District Home Owners' Association (Ward 14). This report endorsed in principle the reconfiguration of the Avenue Road and Oxton Avenue intersection. It also deferred the implementation of the proposed southbound right-turn prohibitions from 7:00 a.m. to 9:00 a.m. on Avenue Road at Hillholm Avenue, at Killarney Road and at Kilbarry Road, as well as at Oriole Parkway and Kilbarry Road, until the effects of the Avenue Road and Oxton Avenue intersection reconfiguration could be evaluated.

Discussion:

The proposed reconfiguration of this intersection will increase through capacity to achieve the local traffic benefits requested by the Councillors and the Community and is expected to reduce westbound rear-end collisions. This is achieved by increasing the capacity for westbound and southbound motorists by providing them with free-flow conditions. The northbound traffic, which accounts for approximately 20 percent of the total traffic at this intersection, and currently has the right-of-way at this intersection, will be controlled by a "Stop" sign.

The reconfiguration of the intersection also features the narrowing of the road south of Oxton Avenue to widen the sidewalk on both sides of the road. The curb radii at Hillholm Road have been reduced to increase sidewalk space and to slow drivers making their right turns. All day parking on Oxton Avenue will provide a "buffer" between the through traffic and this sidewalk. The 24 hour a day parking can be permitted because Oxton Avenue, between Avenue Road and Oriole parkway is wide enough to operate as a four-lane roadway. However, traffic effectively operates in one lane in each direction even during peak periods. Therefore, in conjunction with the intersection realignment the existing peak period parking prohibitions should be rescinded to provide parking on both sides of Oxton Avenue on a 24-hour basis. Also, stopping should be prohibited on Oxton Avenue, in the vicinity of Avenue Road in order to provide safe and

efficient traffic movements as well as to provide better sightlines for motorists using the driveways on the north side. This will result in a loss of approximately five parking spaces which could be accommodated further east along Oxton Avenue.

To accommodate the proposed intersection and curb reconfiguration on Avenue Road it is necessary to prohibit parking at all times on both sides of Avenue Road, between Chaplin Crescent and the general vicinity of Hillholm Road. This will result in the loss of approximately eight parking spaces on the west side and seven parking spaces on the east side of Avenue Road. The parking demand in this area is relatively light and can be accommodated at other locations in this area.

In order to provide better guidance and reduce potential conflicts for southbound motorists, the southbound median lane on Avenue Road near Oxton Avenue should be designated as a left-turn lane and the curb lane should be designated as a through lane.

Once the intersection reconfiguration is complete, we will conduct follow-up studies to determine the traffic impacts on this intersection as well as the surrounding area. Based on the results of those studies we will take appropriate action as necessary.

Pedestrian and Cycling Issues:

This road modification provides a positive change for pedestrians and cyclists and has been developed to conform with the departments guidelines for the accommodation of pedestrians and cyclists. It provides for bicycle friendly curb lanes, reduced corner radii where feasible and wider sidewalks and no compromises have been made with respect to the space allocated to these users.

Scope of Construction:

To construct this road modification, the following work will be undertaken:

- (a) The removal and reconstruction of concrete curbs, gutter and sidewalks;
- (b) construction of concrete road base and asphalt pavement;
- (c) construction of concrete medians; and
- (d) removal and reconstruction of catch basins and connections.

Conclusions:

The road modification outlined in this report is proposed to address the safety and operational problem at this location on the City of Toronto road system. The estimated construction cost is \$140,000.00, which has been included in the 1999 Capital Budget estimates.

Contact Name:

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Insert Table/Map No. 1
Avenue Road At Oxton Avenue

Insert Table/Map No. 2
Avenue Road At Oxton Avenue