

6.1 IMPROVED PEDESTRIAN REALM

For the most part, recommendations regarding an improved pedestrian realm are contained in Section 7.0 Urban Design Guidelines. These include widening the boulevard, providing for tree planting, improved landscaping adjacent to surface parking lots, providing additional street furniture, particularly benches and aligning the buildings to provide a sense of enclosure and comfort along the sidewalk. A number of these elements are also dealt with in the recommended Zoning Bylaw changes outlined in Section 5.0.

6.2 IMPROVED CYCLING FACILITIES

The Hydro corridor which crosses Lawrence Avenue East at roughly the mid-point between Pharmacy Avenue and Warden Avenue offers a good opportunity to provide a pedestrian/cycling link between Lawrence Avenue East and the Wexford Park pedestrian/cycling trails. Such a link would provide access to and from adjacent east-west streets crossing the corridor to Lawrence Avenue East as well as to the proposed community park in the Hydro corridor at Lawrence Avenue East (see Section 7.2.1 for more detail).

The Toronto Bike Plan recommends that Lawrence Avenue East accommodate bicycle lanes. To accomplish this, it is recommended that traffic lanes be reduced to a width of 3.2 metres, with the curb lane at 3.3 metre, and a bicycle lane at 1.7 metres within the existing pavement width. (see Figure 6.1)

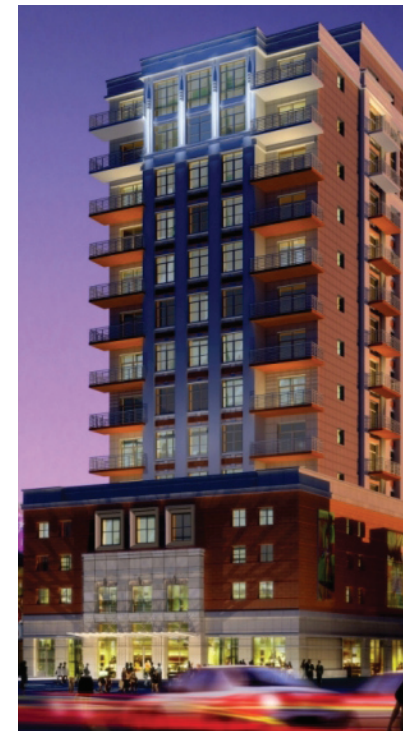
6.3 SIGNALIZED INTERSECTIONS

A number of the recommendations in this report are intended to slow down the traffic along Lawrence Avenue East to make it more comfortable for pedestri-

ans, particularly in the long stretch between Pharmacy Avenue and Warden Avenue since this section represents the commercial/retail heart of the Study Area, with potentially many pedestrian orientated stores. As a result of volume and speed of traffic and the lack of signalized intersections, this is one of the least pedestrian friendly stretches within the Study Area.






To address this, a new signalized intersection has been proposed by City staff at the intersection of Lawrence Avenue East and Elinor Avenue. A new signalized traffic light at this location would not only serve the retail/commercial establishments but also provide a relatively convenient crossing point for pedestrians and cyclists using the proposed trail along the Hydro corridor. A number of design challenges still need to be resolved to provide continued access to successful retail operations on the south side, just east of Wexford Boulevard, for this initiative to be implemented.

This study also recommends that a signalized traffic intersection be added at Tower Drive, east of the Hydro corridor. Like the traffic light at Elinor, this additional signal would improve pedestrian safety by providing better access for pedestrians to retail establishments, the Hydro corridor and TTC stops (see Figure 6.2).



Photos: Mixed-use developments create animated streets

LEGEND

-  Parking Area
-  Entrance/ Access Points
-  Traffic Control Signal
-  TTC Shelter/Stop
-  Proposed Additional Signalized Intersections

6.4 LANDSCAPED MEDIAN

The centre landscaped median is recommended to be located at strategic points along the Lawrence Avenue East corridor. Because of the restricted area within the pavement width, the median is proposed to be between 3.2–3.5 metres wide, which is generally below the minimum required for street tree planting but would accommodate other types of plants. Lane markings will need to be adjusted at intersections to accommodate 3.0 metre left turn lanes and a 1 metre concrete median. Further detail on landscaping in the median is contained in section 7.1.3, Landscaped Medians. The recommended re-alignment of traffic lanes, and the creation of bicycle lanes, as well as a planted centre median where possible, are shown Figure 6.1, Typical Street Section with a Landscaped Median and

Figure 6.3, Proposed Location of Intermittent Landscaped Median.

6.5 TRANSIT IMPROVEMENTS

As outlined in section 3.5, the Study Area is very well served by transit. There is frequent 24 hour service, connecting to rapid transit along Lawrence Avenue East, as well as frequent service along the north south arterial roads that cross Lawrence Avenue.

Transit service can be further enhanced in the future by providing additional transit stops spaced more closely together as well as potential bus and/or HOV lanes along the 3.3 metre wide curb lanes, which are shown as part of the re-aligned pavement area.

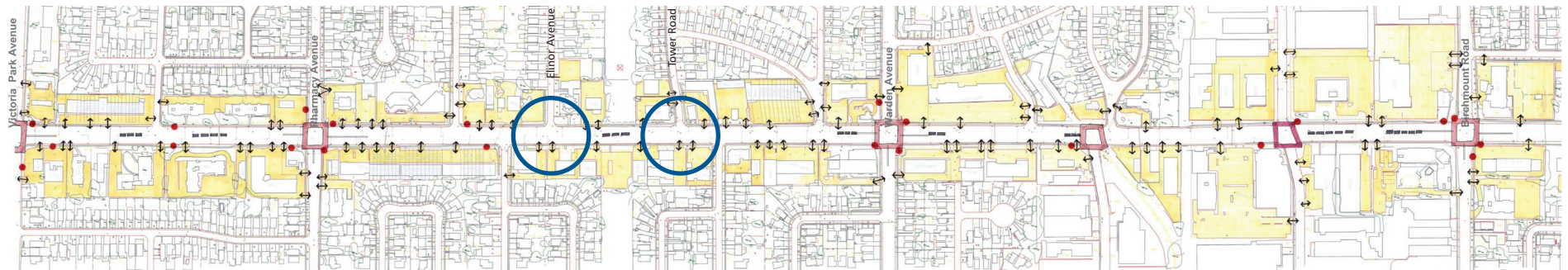


Figure 6.2: Traffic, Circulation and Parking, N.T.S. (Provided by EDA Collaborative Inc.)*

*Note: EDA Collaborative Inc. has completed Wexford Heights Business Improvement Area Streetscape Master Plan Design Study. The study provides guidance to the BIA on future improvements to public right-of-way of the same stretch of Lawrence Ave.E.



Figure 6.3: Proposed Location of Intermittent Landscaped Median

6.6 CONSOLIDATING DRIVEWAY ACCESS

Like many major arterials in suburban locations, there are a large number of driveways intersecting with Lawrence Avenue East to allow access to retail and surface parking areas on individual lots. This results in many turning movements at mid-block locations, creating safety issues for traffic and disrupting pedestrian movement.

These safety and pedestrian concerns could be addressed by consolidating driveways wherever possible and by getting abutting owners to agree to share common access to more than one property. This will not be straightforward, nor immediately achievable, since it will require the City to use its powers of Site Plan Control as development applications are submitted to get private owners to reach agreements with other owners to mutually provide rights-of-way access over private lands to their properties. This will likely result in incremental change over time, with few visible results in the short term. Nevertheless, it is an initiative that should be pursued to achieve long term improvements.

In other jurisdictions within the GTA, driveways leading to major arterial roads must be less than 80 metres apart. A similar standard could be used by the City as a basis for reviewing development applications and encouraging owners to consolidate existing driveways.

6.7 PARKING

The current parking requirements for this area have resulted in large tracts of land being used for surface parking lots contributing to the visually unappealing and disconnected appearance of the street. To address this, one option could be to encourage underground parking facilities in association with new development.

Another option might involve a reduction in parking requirements based on an analysis that examines parking demand and policy research that would encourage greater transit use.

Although a parking analysis was not conducted as part of this study, it would be useful to determine how the current parking requirements in the Zoning Bylaw for this area could be revised, to reflect the shift in City policy from auto dependency to encouraging transit use and cycling as an alternative to auto use. To do this properly will require a separate, more detailed, parking study, which is currently being undertaken by the Zoning Bylaw Project Team.

A further reduction could be considered if the development were to include car share facilities within the premises. Studies have shown that in some locations in the City each car share facility can reduce parking demand by 10 spaces.

6.8 TRANSPORTATION IMPROVEMENTS: SUMMARY OF RECOMMENDATIONS

It is recommended that the following transportation improvements be implemented along Lawrence Avenue East in the Study Area (see Figure 6.1 Typical Street Section):

1. Install additional traffic control signals at Elinor Avenue and Tower Drive;
2. Maintain the 26.0 metre pavement width along Lawrence Avenue East and the existing curbs but revise traffic lanes to create a central left-turn lane/planted median, and two through traffic lanes, a curb lane and a signed bike lane in each direction;
3. Reduce through traffic lanes to a width of 3.2 metres;
4. Reduce curb lane to a width of 3.3 metres which can function as a bus and/or HOV lane in future;
5. Locate a signed bike lane, next to the curb, at 1.7 metres wide;
6. Provide a landscaped centre median at 3.2 metres wide on average, located wherever possible, increasing with driveway consolidations over time. Adjust the lane markings at intersections to accommodate a 3.0 metre left turn lane and a minimum 1.0 metre wide concrete median;
7. Encourage the consolidation of driveways as redevelopment applications are submitted through Site Plan Control towards achieving a standard of no less than 80 metres distance between driveways;
8. Increase the number of transit stops to provide greater convenience for transit users;
9. Review parking requirements for uses along Lawrence Avenue East with a view to reducing these requirements as part of a strategy to encourage greater transit use;
10. In reviewing applications for redevelopment, encourage owners to locate parking facilities below grade, wherever feasible;
11. If surface parking is to be provided, encourage such parking to be located at the rear of buildings or incorporated into the architectural design of buildings, wherever feasible; and
12. Encourage the provision of car share facilities located within developments with a corresponding reduction of parking requirements equal to approximately ten required parking spaces for every one car share space.



7.1 STREETScape IMPROVEMENTS

- 7.1.1 STREETScape ELEMENTS
- 7.1.2 SPECIAL TREATMENT AT MAJOR INTERSECTIONS
- 7.1.3 PLANTED MEDIAN
- 7.1.4 EXTENDED STREETScape ELEMENTS ALONG SIDE STREETS
- 7.1.5 PRIVATE REALM IMPROVEMENTS-LANDSCAPING
- 7.1.6 PUBLIC REALM IMPROVEMENTS-LANDSCAPING
- 7.1.7 STREETScape IMPROVEMENTS: SUMMARY OF RECOMMENDATIONS

7.2 PARKS AND OPEN SPACE

- 7.2.1 NEW PUBLIC PARKETTE ON HYDRO CORRIDOR LAND
- 7.2.2 PARKS AND OPEN SPACE LINKAGES
- 7.2.3 POTENTIAL NEW TRAIL
- 7.2.4 POTENTIAL NEW PARKS
- 7.2.5 POTENTIAL NEW URBAN SPACES
- 7.2.6 PARKS AND OPEN SPACE IMPROVEMENTS: SUMMARY OF RECOMMENDATIONS
- 7.3 BUILT FORM GUIDELINES
 - 7.3.1 MID-RISE BUILDINGS
 - 7.3.2 TALL BUILDINGS
 - 7.3.3 GROUND FLOOR AND GROUND LEVEL TREATMENT
 - 7.3.4 LANDSCAPING AT REAR OF DEVELOPMENT PARCELS
 - 7.3.5 RENOVATION/ADDITION/CONVERSION OF EXISTING BUILDINGS

7.0 URBAN DESIGN GUIDELINES