

Kingston Road – Wards 36, 43, 44 – Kingston Road Initiative – Action Report

Date:	March 10, 2009
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward Nos. 36, 43, 44
Reference Number:	File No. 08 211725 EPS 00 TM

SUMMARY

This report introduces the Kingston Road Initiative and identifies three Improvement Project Areas along Kingston Road for Wards 36, 43 and 44.

Kingston Road is a prominent and well travelled feature of Scarborough, reflective of its surrounding communities. It is an area where the Ward Councillors would like to make an impact, reclaiming and beautifying the right-of-way. It is an area where the City can set an example and demonstrate its commitment to improving the public realm for the benefit of residents and business owners alike. A team of staff from various divisions has been assembled to put the principles into action in three project improvement areas that can become the precedents for the future of Kingston Road. This report is a collaborative effort by the interdivision staff team and local Councillors.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Planning staff, in consultation with appropriate City Divisions including Transportation Services, Municipal Licensing and Standards and Parks, Forestry and Recreation,



be directed to report back in the third quarter of 2009 with an implementation plan for the three Kingston Road Improvement Project Areas including possible funding sources.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Kingston Road in the former Scarborough, from the Rouge River to Victoria Park Avenue, comprises close to 20 kilometres, and is a prominent thoroughfare and place identifier for the City of Toronto. The Kingston Road streetscape exhibits a variety of characteristics, reflective of the time that the communities that it traverses were developed. It runs parallel to Lake Ontario and one of the most prominent geographic features in the City, the Scarborough Bluffs.

Kingston Road's character varies from west to east. The main street character of Kingston Road west of Victoria Park Avenue (in the former City of Toronto) is continued in the Birch Cliff community between Victoria Park Avenue and Birchmount Road. Here, the planned right-of-way width is narrowest at 20 metres, and storefronts line the street, both in single and two storey buildings, some with residential uses above ground floor commercial uses.

East of Birchmount Road the planned right-of-way width widens to 36 metres, and Kingston Road becomes divided by a centre median. The streetscape is comprised largely of commercial strip development, with buildings setback from the street and separated from the roadway by parking lots. Residential neighbourhoods, parks, historical buildings, and community institutional uses are also part of the Kingston Road environment. The easternmost segment of Kingston Road is divided between the portion that extends through Highland Creek Village (in part as Old Kingston Road) and the Highway 2A extension, now a City owned road, which connects with Highway 401 near the Rouge River. This section of Kingston Road has attracted a large number of used vehicle sales lots, many of which are side by side, creating long stretches of vehicles fronting the street. At this end of the City, Kingston Road is a gateway to and from Toronto.

There are two priority neighbourhoods which abut, or are intersected by Kingston Road. These are Scarborough Village in Ward 36 and Kingston-Galloway in Ward 43.

Although there have been streetscape improvements along Kingston Road, some as a result of new development, segments of the streetscape are in need of improvement. Councillors Moeser, Ainslie and Ashton, whose wards all include segments of Kingston Road in the former Scarborough, have worked together to establish a working group of City staff from various City divisions, with the objective of reclaiming and enhancing the public realm of Kingston Road.



Redevelopment along Kingston Road at Fallingbrook Rd. (north-west corner)



Morningside Mall redevelopment, south side of Kingston Rd. at Morningside Ave.

There have been several studies and initiatives that have been undertaken over the past several years along the Kingston Road corridor, including two Avenue Studies (one completed and one underway), and community based area studies.

This report reviews some of the recent work that has already been done along Kingston Road, and initiatives that are underway from various operating divisions. The report also introduces three potential project areas for improving the public right-of-way (one project area identified for each of the three wards traversed by Kingston Road).

Official Plan

The Toronto Official Plan contains principles for the future development of Toronto, and in particular, successful streets, which are reflective of the objectives of the Kingston Road Initiative. These principles include creating a City of Beauty, which includes quality and excellence in the design of public spaces and buildings, having sidewalks that are animated and attractive people-spaces, and maintaining the City with clean and beautiful green spaces; creating a City of Connections, which includes connected green spaces and a high-quality transit system; and creating a City of Leaders and Stewards, which includes embracing innovative implementation solutions, and inspiring people to become involved in effecting positive change.

The Official Plan also identifies the majority of Kingston Road as an “Avenue”. The Avenues are important corridors where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The Official Plan contains Public Realm policies for streets and sidewalks in sections 3.1.1.5 and 3.1.1.6. These policies recognize that city streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering spaces. Further, they indicate that streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future

users within the right-of-way. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and coordinated tree planting and landscaping, pedestrian scale lighting, and quality street furnishings and decorative paving as part of street improvements; and locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

The implementation section of the Official Plan also contains the Great City Campaign policies in Section 5.3.5. These policies recognize that municipal governments cannot build great cities on their own, the City can lead by example, but ultimately leadership needs to be shared with others. Policies include campaigns and campaign projects that will engage community groups, business and industry, non-governmental organizations, our universities and colleges, the arts and cultural communities, Council and representatives of other levels of government to achieve progress over time in the priority areas. This includes creating beautiful places that improve public spaces and streetscapes and greening Toronto through naturalization, planting trees and acquiring and protecting natural areas, among others.

Kingston Road History

In 1801, settlers along the lakefront in Scarborough began work on what would eventually become Kingston Road. The road was intended to improve their access to the Town of York (Toronto). Initially, the road was not much more than a winding trail through the woods. It began near the foot of present day Markham Road and extended westward to Danforth Road and eastward to the Rouge River.

In 1817, ongoing work on the road east of Scarborough was completed all the way through Kingston to Montréal. It was the first major land route for long distance transportation in Upper Canada and the main route through Scarborough. However, difficulty in maintaining Kingston Road limited its usefulness. The preferred mode of transportation for long distance travellers and shipping of goods was still by boat.

By 1836, work was underway to “plank” Kingston Road from Toronto to Rouge Hill. This process involved securing 16 foot wide planks of wood to cover the roadway and create a smoother surface. This improvement increased the popularity of Kingston Road as a travel route for coaches and sleds. Farmers living near Kingston Road in Scarborough could now use the road to bring their produce into Toronto. Taverns and inns began to spring up along Kingston Road to accommodate the increasing number of travellers.

Kingston Road was eventually converted to a gravel roadway and in 1898 the Toronto Railway Company began to operate a streetcar (radial car) along Kingston Road. By 1905, the line was completed to West Hill and became the preferred mode of transportation along Kingston Road.

In the early 1900's automobiles quickly became a practical and efficient mode of transportation and in the 1920's, Kingston Road was taken over by the Ontario Department of Public Highways and paved. As automobile use increased the road became dominated by cars and in 1937 Kingston Road was widened from Kennedy to Highland Creek. With a speed limit of 50 miles per hour and connections to the newly built Highway 401, Kingston Road became a fully modernized roadway catering to the automobile. By 1954, the streetcars ceased running along Kingston Road and were replaced by bus service.

Today Kingston Road is a major arterial road that connects Durham Region to Downtown Toronto, carrying an average total (of both eastbound and westbound trips) of approximately 30,000 cars a day.

Information regarding the history of Kingston Road is from Scarborough Then and Now (1796 - 1996) by Richard Schofield, Meredyth Schofield and Karen Whynot, and A History of Scarborough edited by Robert R. Bonis.

COMMENTS

As noted earlier there have been several studies and initiatives undertaken along the Kingston Road corridor. The following section summarizes some of these recent and current initiatives and opportunities.

Recent Initiatives

The Kingston Road Study (1995 – 1997)

The Kingston Road Study employed a three phase approach to develop a revitalization strategy for the stretch of Kingston Road between Brimley Road and the CN Railway overpass in Guildwood. Phase one examined the demographics and geography of the study area and identified a number of factors contributing to the conditions along Kingston Road. The focus of phase two was to develop a vision for revitalization. The final phase of this study, intended to examine ways to achieve this vision, was never completed.

Birch Cliff 2000 (1999)

The purpose of the Birch Cliff 2000 study was to encourage the redevelopment of the 12 commercial properties northeast of Warden Avenue on Kingston Road. An Official Plan amendment and Urban Design Guidelines were adopted by Council in 1999 as part of this project.

Highland Creek Village Urban Design Guidelines (2002)

The Highland Creek Village Urban Design Guidelines were developed in order to encourage the development of an attractive living and working environment, create a sense of community pride, promote attractive streetscapes and provide a safe, attractive and comfortable pedestrian environment. The guidelines apply to the area bounded by Old Kingston Road, Military Trail, Kingston Road and Highway 2A. The guidelines were adopted by Council in April 2002.

Kingston Road Avenue Study (2000 – 2003)

The Kingston Road Avenue Study was one of the first Avenue studies implementing the policies of the new Toronto Official Plan. A concept plan was developed as part of this study for the portion of Kingston Road between the Guildwood GO station and the Highland Creek Bridge. The plan recommended improvements to the “look and feel” of the street and identified a mix of uses and appropriate building heights, massing and development densities as a way of achieving this. As a result, Council amended the zoning by-law, adopted Urban Design Guidelines and developed a Streetscape Improvement Plan to achieve these objectives. The final report for this Avenue Study can be found at the following address:

<http://www.toronto.ca/legdocs/2003/agendas/council/cc030624/sc5rpt/cl022.pdf>

Civic Improvement Projects 2001-2003

City Planning coordinated three urban design civic improvement projects in conjunction with the annual Transportation Capital Program and the Transportation tenders for the reconstruction and resurfacing of arterial roads. In all, the City Planning Civic Improvements group has secured capital funding for a total of approximately one million dollars in centre median enhancements, including the projects outlined as follows:

- 2001 - a centre median concrete curb planter with street trees and grassy strip was constructed on Kingston Road between Bellamy Road and St. Clair Avenue East. Tree pits and street trees were also installed on the south side of Kingston Road at the St. Clair Avenue East intersection.
- 2002 - a centre median concrete curb planter with street trees and grassy strip was constructed on Kingston Road between Markham Road and Guildwood Parkway. Street trees were also installed in the grassy boulevard on the south side of Kingston Road between the Service Road just south of Kingston Road and east of Markham Road, opposite the Scarborough Village Recreation Centre.
- 2003 - a centre median concrete curb planter with street trees and grassy strip was constructed on Kingston Road between Guildwood Parkway and Morningside Avenue across from the Morningside Mall.

Metamorphosis: New Directions for Cliffside Village. A Strategic Business Action Plan – 2004

This Cliffside Village study was led by Toronto Economic Development with Urban Intelligence and the Cliffside Revitalization Committee. The 2004 Strategic Business Action Plan was the first step in an ongoing Employment Revitalization Program to address a number of longstanding concerns regarding the declining retail competitiveness of the Kingston Road retail strip in Cliffside Village. Recommendations from this study included forming a non-profit business association to oversee the implementation of the Plan, forming a community foundation to help raise money for related projects, conducting a design charrette (completed), an Avenue Study for this area (underway), applying for a Community Improvement Project area designation, which enabled the Façade Improvement Programme (which operated from 2005 to 2007), and exploring new programs that can encourage revitalization of key retail areas.

Current Initiatives

Kingston Road (Cliffside Community) Avenue Study

The Kingston Road (Cliffside Community) Avenue Study is nearing completion and will identify revitalization opportunities for the portion of Kingston Road from Danforth Avenue East to east of Midland Avenue (Chine Drive). Extensive community consultation as well as a design charrette have helped inform this study. It is anticipated that recommendations will create a new zoning by-law that will address issues such as permitted uses, heights, setbacks and massing of new developments, as well as recommendations dealing with streetscape improvements, urban design guidelines and improvements to the pedestrian environment. More information regarding this study can be found on the City of Toronto web site at the following address:

http://www.toronto.ca/planning/kingstonroad_cliffsidecommunity.htm.

Kingston Road Revitalization Study

The purpose of the Kingston Road Revitalization Study is to develop a revitalization strategy for Kingston Road in Birch Cliff, between Victoria Park Avenue to east of Birchmount Road, that promotes reinvestment along Kingston Road and builds on and supports local community improvement initiatives. Phase one provided an overview and analysis of existing conditions within the study area while phase two used this information to develop a vision for what Kingston Road should become over the next 20 to 25 years. Phase three will outline a framework for implementation using tools such as Official Plan and zoning by-law amendments, urban design guidelines, a streetscape plan, transportation and parking improvements and investments in arts, culture, heritage and economic development initiatives. Community Planning expects to report to Community Council on phase three of this study in the second quarter of 2009. More information regarding this study can be found on the City of Toronto web site at the following address: <http://www.toronto.ca/planning/kingston.htm>.

Transportation Improvements

Toronto's transportation system will be undergoing substantial changes over the next decade as the Transit City initiative is implemented. A new light rail system will be installed on key arterial roads throughout the city. The new system will be accommodated within the 36 metre right-of-way. Prototypical Transit City street cross sections are now being prepared. The sidewalk and boulevard conditions of the areas of Kingston Road affected by proposed transit improvements will have a new look.

As part of the Transit City Initiative, the Toronto Transit Commission and the City of Toronto are undertaking an Environmental Assessment to identify a potential Light Rail Transit (LRT) corridor, known as the Scarborough-Malvern LRT. The proposed route for the Scarborough-Malvern LRT begins at Kennedy Subway Station and travels east along Eglinton Avenue, northeast on Kingston Road, north on Morningside Avenue to Sheppard Avenue East. The LRT route would provide service to University of Toronto Scarborough Campus and Centennial College Ellesmere Campus. Public consultation will continue in early spring 2009. Further information on Transit City initiatives, including the Scarborough-Malvern LRT can be found on the TTC's web site at the

following address:

http://www3.ttc.ca/About_the_TTC/Projects_and_initiatives/Transit_city/Transit_city_status_update.jsp

The City of Toronto and the TTC are currently carrying out preliminary planning for a Transit Project Assessment Study to determine how best to improve transit service along Kingston Road between Victoria Park Avenue and Eglinton Avenue East. The preferred transit solution is to provide Bus Rapid Transit (BRT) along the Kingston Road/Danforth Avenue corridor with connections to the Bloor-Danforth subway at Victoria Park Station and to the proposed Scarborough-Malvern Light Rail Transit line at Eglinton Avenue East.

The BRT would operate in mixed traffic along Victoria Park Avenue from the subway station to Danforth Avenue and in a dedicated right-of-way in the centre of the road along Danforth Avenue from Victoria Park Avenue to Kingston Road and along Kingston Road from Danforth Avenue to Eglinton Avenue East. The existing grade-separated intersection of Danforth Avenue and Kingston Road would be reconfigured to an at-grade signalized intersection.

Further public consultation will take place in April 2009. More information on this EA can be found on the City of Toronto web site at the following address:

http://www.toronto.ca/involved/projects/kingston_road_ea/index.htm

Vibrant Streets

The City's Vibrant Streets initiative began with the move to co-ordinate the City's street furniture. While high quality street furniture is important, it is now only one of several initiatives aimed at improving the look and character of Toronto's streets. On its own, coordinated street furniture will have an impact. However, when combined with other streetscape improvements, it will be a powerful force for change along Kingston Road.

The City of Toronto has signed a 20 year agreement with Astral Media to install street furniture elements on the City's sidewalks and boulevards in a manner that enhances its function and accessibility, and respects the needs of pedestrians city-wide.

These elements are designed to be functional, adaptable, and incorporate sustainability features that will address various streetscapes within the City. Applying the "Vibrant Streets" placement guidelines, and Urban Design's street furniture clustering strategy will enhance the use of Kingston Road for pedestrians. This contract is administered by the Transportation Services Public Realm Unit.

Streetscape Manual

The Urban Design section of City Planning is finalizing a harmonized city-wide document called the "Streetscape Manual". The Manual contains design drawings for most aspects of streetscaping, from the details of sidewalk decorative paving, street tree planting, pedestrian lights and Business Improvement Areas. As development and TTC

and road construction occurs on Kingston Road the manual provides guidance on the urban design details expected.

“Recovery” of the Public Right-of-Way

After a preliminary review of the Kingston Road corridor, Transportation Services recognized that over time there had been a significant loss of the public right-of-way space to abutting property owners. The loss of public space was taken up by many illegal, temporary encroachments in the sidewalk and boulevard space. These encroachments consisted of auto dealerships’ illegally displaying, repairing and marketing vehicles and retailers selling appliances and small motors all within the right-of-way. The installation of illegal signs, fences, posts, lighting and curbstones were also an issue.

During the summer of 2008, Transportation Services staff identified property lines and associated owners and tenants and then issued Notices of Violation where encroachments had taken place. They followed this up with enforcement measures where compliance with the Notices of Violation had not been achieved, in order to remove these uses from the public right-of-way and relocate them back onto private property.

Transportation Services, along with the Toronto Police Services Parking Enforcement Unit, has ongoing enforcement and continuous monitoring of the Kingston Road corridor to maintain the recovery of the public right-of-way.

Municipal Licensing and Standards

Municipal Licensing and Standards (ML&S) have conducted focused inspections on businesses along the Kingston Road corridor in an effort to bring businesses and properties into compliance with the City’s Property Standards By-law. The majority of the businesses inspected were automotive related who were operating without the benefit of proper zoning approvals or business licenses.

In addition to zoning and business licensing violations, staff also focused on locations that were considered a visual blight due to their condition from a property standards perspective. This would also have included violations such as graffiti, long grass and weeds, waste and illegal signs.

ML&S staff has, and will continue to work closely with the Toronto Police Service to address the issues identified along the motel strip regarding prostitution, drug dealing and illegal rooming houses.

Future enforcement opportunities will include coordinated enforcement efforts conducted in conjunction with our internal and external enforcement partners.

Clean and Beautiful City

The Public Realm Section, Transportation Services Division, has a mandate to promote and support programs that encourage local communities and businesses to create and renew public spaces.

Staff initiates and supports projects that transform boulevards; improve public infrastructure; support special events; create community art; enhance environmental initiatives; improve health and safety; and leverage opportunities for partnerships.

In 2008, and projected for 2009, approximately \$100,000 was available per ward to undertake both Community and Capital projects.

Kingston Road has already benefited from the Community projects funding. In Ward 44, a sodded traffic island on the north side of Kingston Road, east of Morningside was improved as a landscaped public open space, with a path, seating and plant material installed by the residents. Parks, Forestry and Recreation supported the project by preparing the site and undertaking the hard surface and construction work prior to the community planting. In Ward 43, a new bench and planters were installed at the south-west corner of Lawrence Avenue and Kingston Road in 2007. In Ward 35, a banner celebrating the farmers market at the Church of St. Nicholas at Manderley Drive and Kingston, was designed and installed by a support group for the farmers market. The sign announcing Cliffside Village was repaired using Clean and Beautiful City funds.

Staff continues to work with the local Councillors on new locations where Community Projects can be implemented along the length of Kingston Road. Beginning in Ward 36 and moving east to Ward 44, a number of opportunities present themselves and will be considered as part of this initiative, including:

- upgrading the Kingston Road and St. Clair Avenue East intersection and accompanying street frontages;
- working with Parks, Forestry and Recreation to revitalise the historic Cornell House in the Scarborough Village Priority Neighbourhood;
- creating a landscaped focal point at the east end of Kingston Road, announcing the entrance to Toronto.

One of the key initiatives is the opportunity to identify the varied and interesting communities and neighbourhoods that flourish along Kingston Road. Historic neighbourhoods such as Birch Cliff Village, Guildwood and West Hill, and the many others along the study area would benefit from increased recognition, both for their contribution to Toronto's evolution and as reference points for residents and visitors alike.

Neighbourhood or Community Identification Signage is a straightforward way to announce the transition between neighbourhoods. Installation of this type of signage is guided by the Identification and Directional Road Signage Policy adopted by City Council at its meeting of April 14 - 16, 2003. Staff will work with the local Councillors to determine the best approach to implementing this aspect of the Kingston Road Initiative.

Public Realm staff also commit to working with the communities along Kingston Road and the partner divisions to develop and undertake other initiatives and improvements as part of the Study.

Parks, Forestry and Recreation

Various parks improvements have been identified in the capital budget for Wards 36, 43 and 44, and have approved funding.

In Ward 36 these projects include:

- expansion of Scarborough Village Community Centre to create 4,000 square feet of new multi-purpose space, office and washrooms (Priority Neighbourhoods partial funding 2009/10);
- improvements to the historic Cornell House in the Scarborough Village Community.

In Ward 43 these projects include:

- St. Margaret's Park installation of gazebo and park benches (Priority Neighbourhoods funding).

In Ward 44 these projects include:

- Megan Park, addition/expansion with new entranceway, parking, pathway and bocce court;
- new parkette with benches at the north-east corner of Manse Road and Old Kingston Road (City Beautiful initiative).

These park improvements can be leveraged with other initiatives to improve the Kingston Road public realm.

Kingston Road Improvement Project Areas

Councillors Moeser, Ainslie and Ashton, together with a staff team made up of representatives from Transportation Services, Municipal Licensing and Standards, Parks, Forestry and Recreation, City Planning and Toronto Police Services have been meeting on a regular basis for several months to establish principles, and discuss implementing solutions for specific issues related to Kingston Road.

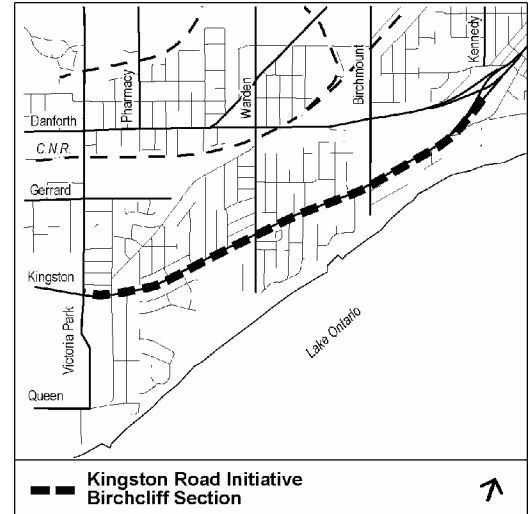
The following principles form the basis of future work along Kingston Road:

1. "Recover" the public realm and improve it.
2. Improve streetscapes to create a street that is safe and attractive for pedestrians and cyclists, and is business-friendly throughout the area.
3. Make Kingston Road a well-signed showplace to feature its history and community amenities.

The staff team has identified three improvement project areas the objective for which is to identify short, medium and long term projects along Kingston Road within these areas and to implement the objectives of this initiative and previously approved projects. The transformation of Kingston Road can begin through these project areas with City Divisions continuing to work collaboratively to ensure a consistent and thorough application of the principles noted above. The following is a summary of the three project areas:

Ward 36 – Birch Cliff (Victoria Park Avenue to east of Birchmount Road)

Kingston Road from Victoria Park Avenue to east of Birchmount Road is currently being studied as part of the Kingston Road Revitalization Study. Through that study staff has been directed to prepare a streetscape plan as part of the third and final phase of the study. Transportation Services has already identified the resurfacing of this segment of Kingston Road as a budget item, and there is an opportunity to upgrade the streetscape in association with the reconstruction of Kingston Road. Transportation Services, Public Realm Section staff may also provide additional banners promoting the commercial strip beside the Farmer’s Market which has been successfully established in this community.



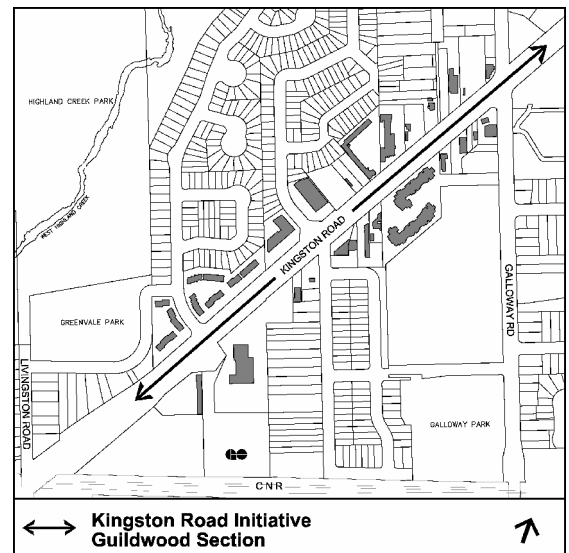
Existing pre-war main street buildings east of Birchcliff Av.



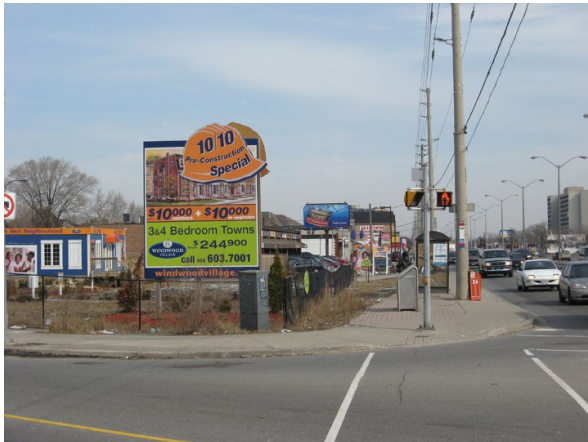
Older main street segment between Valhalla Bl. and Kildonen Dr.

Ward 43 – Guildwood GO Station to east of Galloway Road

This area of Kingston Road was selected because it includes a connection with an intermodal transit facility, Guildwood GO Station. It extends eastward into the Kingston/Galloway priority neighbourhood. The area is impacted by the on-going Scarborough-Malvern LRT Environmental Assessment (EA) as one of the transit routes identified by the Transit City Initiative. The area was also part of the Kingston Road Avenue Study that was completed in 2005, and for which approval in principle was given for a Streetscape Plan. A recent approval for a townhouse



project at the north-east corner of Kingston Road and Galloway Road will also bring redevelopment and streetscape improvements to this area. There are also revitalization opportunities available on the former Bob Johnston automobile dealership, which is currently vacant.



Looking east on Kingston Rd. (north side) at Galloway Rd.



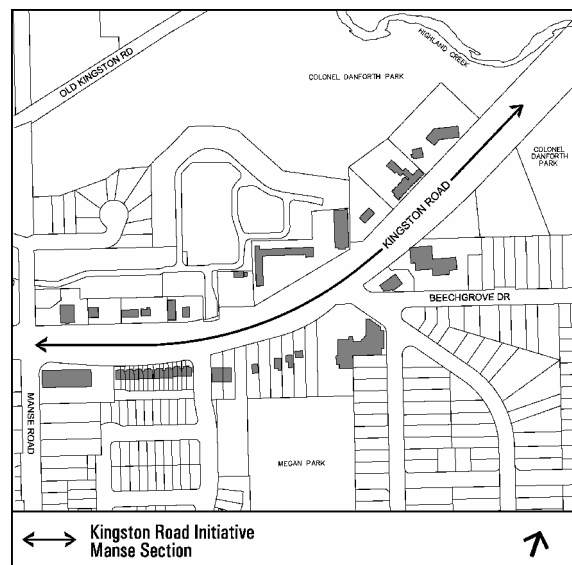
Looking east on Kingston Rd. (south side) at entrance to Guildwood GO Station

Ward 44- Manse Road to Highland Creek Bridge

The Manse Road to Highland Creek segment of Kingston Road was chosen because it is here that westbound travellers from Highway 401 have their first view of the downtown core from Kingston Road. Kingston Road is an important symbolic and historic gateway for visitors to Toronto from all points eastward.

When the Kingston Road Avenue Study was adopted, it included approval in principle of a streetscape plan. This plan identified an eastern gateway where Highway 401 exits directly onto Kingston Road. The construction of a gateway feature on the west side of Highland Creek can signal the end of Hwy 401 and the arrival to Toronto and the West Hill Community. Other improvements in this area may include planted centre medians, street tree planting and improved sidewalks.

The untravelled right-of-way on the north side of Kingston Road beginning at Manse Road eastward is another potential area for improvement. Much of this area was cleared of vehicles through Transportation Service’s street allowance reclamation work. Consequently there is a large expanse of asphalt surface on the public boulevard that can be improved.



The Parks Division has recently acquired additional properties along Kingston Road.

As a result there is the possibility of some landscaping at the new opening to Megan Park located just west of Beechgrove and Kingston Road in association with the Public Realm Unit of Transportation Services and a local Bocce Club.



Looking west on Kingston Rd. (south side) west of Beechgrove Dr.



Looking east on Kingston Rd. (south side) at Beechgrove Dr.

Conclusion

Staff are recommending that the three Improvement Project Areas identified above be pursued in order to start transforming Kingston Road into a more vibrant City street. Planning staff in consultation with appropriate City Divisions including Transportation Services staff, Municipal Licensing and Standards staff and Parks, Forestry and Recreation staff, will report back in the third quarter of 2009 with a more detailed plan regarding future improvements in these three areas, including potential funding sources.

CONTACT

Andrea Reaney, Senior Planner
Tel. No. (416) 396-7023
Fax No. (416) 396-4265
E-mail: areaney@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District