

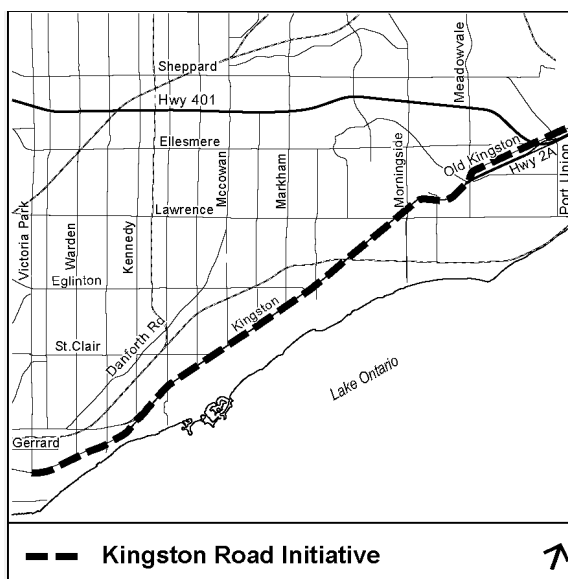
Kingston Road – Wards 36, 43, 44 – Kingston Road Initiative – Implementation Plan - Public Realm

Date:	June 2, 2011
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 36 - Scarborough Southwest Ward 43 - Scarborough East Ward 44 - Scarborough East
Reference Number:	08 211725 EPS 00 TM

SUMMARY

This report proposes an implementation plan that identifies various projects to improve the public realm along Kingston Road. It also identifies possible funding sources for the Kingston Road project improvement areas located in Wards 43 and 44 and provides an overview of the proposed Kingston Road improvements for Ward 36, which are part of the Kingston Road Revitalization Study (Birch Cliff). The Kingston Road Initiative project was introduced in a report considered by Scarborough Community Council on March 26, 2009.

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. A team of staff from various divisions has been assembled to put the principles into action in three project improvement areas that can become precedents for the future of the (former) Scarborough section of Kingston Road. This report recommends short,



medium and long-term public realm projects including street reconstruction, street tree plantings, replacement of asphalt with grass and trees, street furniture replacements and installations, new planting beds, bicycle trails and median plantings.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the appropriate City staff to prepare a detailed design and cost estimates for the respective improvement project areas as identified in this report and outlined in the Implementation Plan in Attachment 4, and set aside funds in their respective budgets in future years to implement the projects.
2. City Council request the General Manager, Transportation Services to include the costs of the streetscape improvement plan for Ward 36 which includes continuous tree trenches, decorative pavers, street trees, seating walls, sidewalk inlays, flower beds, decorative retaining walls and the removal of the right turn lane at the northeast corner of Birchmount Road and Kingston Road, as approved by City Council in 2010 as part of the Kingston Road Birch Cliff Revitalization Study within the overall reconstruction cost for Kingston Road between Victoria Park Avenue and Birchmount Road such that the works proceed concurrently.
3. City Council direct the appropriate City staff to consult with the local Councillors regarding the community consultation process.

Financial Impact

The improvement for the northeast corner of Kingston Road and Manse Road in the Ward 44 Improvement Project Area presented in this report can be implemented from funding within the City Planning, Urban Design Civic Improvements 2011 Capital Budget. If there are remaining funds available, they can be applied to the neighbourhood signage project identified for the Ward 43 Improvement Project Area.

Several of the short term improvements in the Ward 43 Improvement Project Area, including the proposed screening pathway on the City-owned lands opposite Greenvale Park will be funded by Parks, Forestry and Recreation 2011 Capital Budget funds, and the replacement of planters which are in poor condition at two locations are to be funded by Transportation Services' Public Realm Office from their 2011 Capital Budget funds.

The other projects need to be further developed and assessed in terms of their potential financial impact and funding requirements. These financial impacts will be addressed as part of the budget process.

DECISION HISTORY

In March 2009, Scarborough Community Council considered a report on the Kingston Road Initiative and recommended that 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. The report can be found at the following address: <http://www.toronto.ca/legdocs/mmis/2009/sc/bgrd/backgroundfile-19593.pdf>

In June 2003, City Council approved the Kingston Road Avenue Study for the segment of Kingston Road from the Guildwood GO Station (Ward 43) in the west, to the Highland Creek (Ward 44) in the east. This included an official plan amendment, zoning by-law amendment, adoption of urban design guidelines, and supported, in principle, a streetscape improvement plan for this area. City Council's decision is found at: <http://www.toronto.ca/legdocs/2003/agendas/council/cc030624/sc5rpt/cl022.pdf>. The official plan and zoning by-law amendments were appealed to the Ontario Municipal Board (OMB), and subsequently modified and approved by the OMB in 2005.

In October 2009, the Toronto Transit Commission (TTC) and the City of Toronto completed an Environmental Project Report (EPR) for the Scarborough Malvern Light Rail Transit (SMLRT), which would connect Kennedy Subway Station with north-eastern Scarborough. In December 2009, the Ontario Minister of the Environment issued the notice to proceed with the transit project, thus allowing the TTC and the City of Toronto to issue a Statement of Completion of the transit project assessment process. This 15-kilometre route was one of the Transit City Initiatives and would have involved a complete reconstruction of the 36-metre Kingston Road right-of-way east of Eglinton Avenue to Morningside Avenue, including dedicated light rail lines in the centre of the street, reduced vehicular travel lanes from 3 to 2 lanes in either direction, bicycle lanes adjacent to the curb, new curbs, sidewalks, street trees in mid-block locations and special treatments at selected intersections. More information on the project can be found at: http://www.toronto.ca/involved/projects/malvern_lrt/index.htm.

In January 2010, City Council considered the Phase 3 report for the Kingston Road Revitalization Study (Birch Cliff), in Ward 36, which affects the area from Victoria Park Avenue to east of Birchmount Road. Council adopted amendments to the official plan and zoning by-law which are now both in place, and endorsed the related urban design guidelines and draft streetscape improvement plan. The object is to create a vibrant, mixed-use, pedestrian-oriented main street with attractive streetscapes, high quality architecture and compatible development. The Council decision and link to the final report is found at: <http://www.toronto.ca/legdocs/mmis/2010/sc/reports/2010-01-12-sc31-cr.htm>

ISSUE BACKGROUND

There have been some streetscape improvements along Kingston Road as a result of new development, however, many sections of the streetscape are in need of improvement. Councillors Moeser, Ainslie and former Councillor Ashton, now Councillor Crawford, whose wards 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.

The initial report for the Kingston Road Initiative was considered by Scarborough Community Council on March 26, 2009. That report identified three improvement project areas along Kingston Road for Wards 36, 43 and 44:

1. Ward 36 – Birch Cliff from Victoria Park Avenue to east of Birchmount Road;
2. Ward 43 – Guildwood GO Station to east of Galloway Road; and,
3. Ward 44 – Manse Road to the Highland Creek Bridge.

That report also established the following principles which will form the basis of future work along Kingston Road:

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

“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 use of the public right-of-way space by abutting property owners. The public space has been 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 marked property lines along Kingston Road and issued notices of violation to owners and tenants where encroachments had taken place. This was followed 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, continues to enforce and monitor the Kingston Road corridor to maintain the recovery of the public right-of-way. This work has provided many of the opportunities for improvements within the right-of-way outlined in this report and identified in the Implementation Plan set out in Attachment 4.

Official Plan

The Toronto Official Plan contains principles for the future development of Toronto, and in particular, successful streets, which are reflected in the objectives of the Kingston Road Initiative. These principles include creating a City of Beauty, creating a City of Connections, and creating a City of Leaders and Stewards.

The official plan identifies the majority of Kingston Road as an “Avenue”. 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.

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.

COMMENTS

The following section summarizes the projects identified for each of the three improvement project areas identified in the proposed implementation plan. The projects are identified as either short-term (1 – 3 years to implementation), medium-term (3 – 5 years to implementation) or long-term (5 or more years to implementation). The recommended projects, City Divisional lead, and potential funding sources are also detailed in Attachment 4.

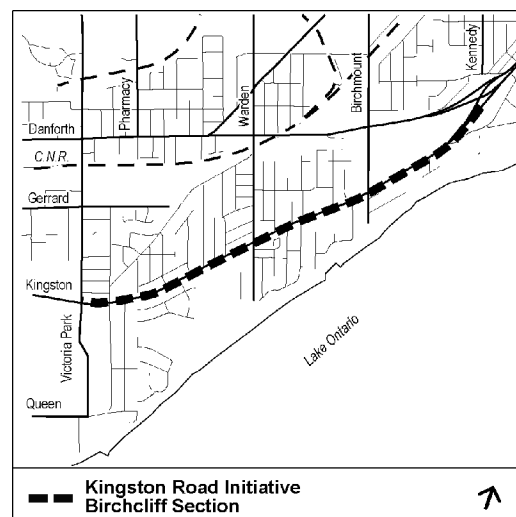
The following overall features and concepts should be applied consistently along Kingston Road:

1. Coordinated neighbourhood signage; and,
2. Implementing the City's Streetscape Manual.

Ward 36 Improvement Project Area (Birchcliff - Victoria Park Avenue to east of Birchmount Road)

The streetscape improvement plan endorsed by City Council as part of the Kingston Road Revitalization Study identifies numerous improvements, some of which will be incorporated as part of the Kingston Road reconstruction project slated to begin in 2013/2014 (see Attachment 1).

The following short, medium and long-term projects have been identified for implementation for this segment of Kingston Road:



Short-term Projects

- S.1. As noted, a comprehensive redesign of Kingston Road in the Birch Cliff area (Victoria Park Ave. to Birchmount Road) is currently underway. The detailed design and tendering phase will take place in 2011/2012 with construction likely taking place in 2013 or 2014.

The redesign of Kingston Road will include the new road, new curb, and new sidewalks, as well as limited streetscape improvements. A preliminary streetscape improvement plan produced by a staff working group was approved by City Council in 2010 as part of the Kingston Road Birch Cliff Revitalization Study. The plan recommended streetscape improvements such as decorative pavers along the curb, new street trees in grass and in continuous tree trenches, new street furniture, bronze inlays in the sidewalks, seating walls at key locations, and removal of the right-turn lane at Birchmount Road. The following additional items may also be explored: a public art installation at the northeast corner of Kingston Road and Birchmount Road, and a mural installation near the Kingston Road and Fallingbrook Road intersection. The total cost of all the streetscape elements outlined above is estimated to be approximately \$1,087,000.

Currently, the funding for the improvements outlined has not been secured. These improvements should be coordinated with the new road, curb and sidewalk installations, and funding should be provided to implement these improvements. To achieve this objective it is recommended that Transportation Services, City Planning – Urban Design, Civic Improvements and Urban Forestry include funding in their capital budgets for these improvements.

Long-term Projects

- L.1. Directional signage on Kingston Road will be added that identifies area features and destinations including the integration of the waterfront trail with the City's bike plan in the Birch Cliff Community. Funding for this project may be lead by the Transportation Services – Cycling Infrastructure Unit in consultation with Waterfront Toronto and Economic Development and Culture.
- L.2. The streetscape plan for the segment of Kingston Road from Birchmount Road to Highview Avenue can be designed to include an exclusive bicycle lane within the right-of-way. This may be achieved in concert with future road modifications to implement the results of any Kingston Road Transit project. Funding for this project may be lead by the Cycling Infrastructure Unit in consultation with City Planning.

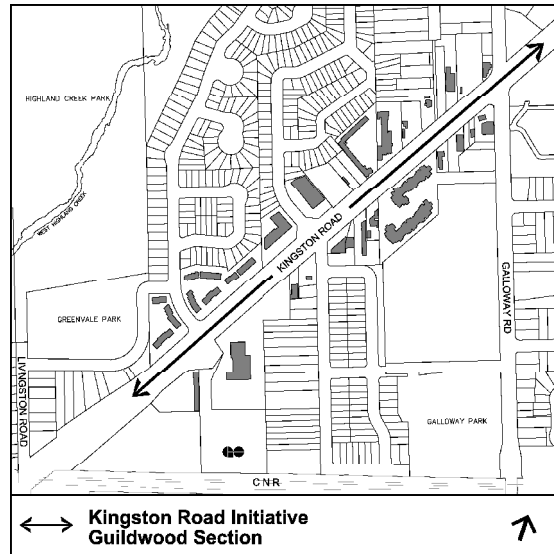
Ward 43 Improvement Project Area (Guildwood GO Station to east of Galloway Road)

This area of Kingston Road was selected because it includes a connection with an intermodal transit facility, Guildwood GO Station and extends eastward into the Kingston/Galloway Priority Neighbourhood.

The following short, medium and long-term projects have been identified for implementation for this segment of Kingston Road, and are illustrated in Attachment 2:

Short-term Projects

- S.1. Placement of neighbourhood signage can enhance the character of the street. The Public Realm Office, in conjunction with the Ward Councillor and the community, will develop appropriate neighbourhood signage, pending approval by City Council of revisions to the current community signage process. Funding for this project should be allocated by the Public Realm Office of the Transportation Services Division in upcoming budget years.
- S.2. The existing bus shelter on the southwest corner of Kingston Road and Galloway Road should be replaced with a current model and decorative pavers installed. The redesign of this intersection should be coordinated with the streetscape design on the northeast and northwest corners of Kingston Road and Galloway Road (refer to photo in Attachment 2). The addition of street furniture and some planters will complete the improvements for this intersection. Staff from the Public Realm Office of the Transportation Services Division, in consultation with the Ward Councillor, are working with local businesses to replace the planters which are in poor condition along this stretch of Kingston Road. Installation is proposed for fall of 2011 and this work is to be funded through the Public Realm Office from 2011 budget funds.
- S.3. The expanse of asphalt in the public boulevard in front of the properties at 4249 – 4251 Kingston Road on the south side of the street, west of Galloway Road (refer to photo in Attachment 2), except for required driveways, should be replaced with grass and trees to provide some greenery and improve the aesthetics of the streetscape, to provide water infiltration and to reduce the urban heat island effect. Transportation Services in conjunction with Urban Forestry should allocate required funding in future budget years to implement the project.



- S.4. The existing wooden planters at the southeast corner of Payzac Avenue and Kingston Road are in poor condition and should be replaced with newer planters. Staff from the Public Realm Office, in consultation with the Ward Councillor, is working with local businesses to replace the deteriorated planters. Installation is proposed for fall of 2011, this work is to be funded through the Public Realm Office from 2011 budget funds.
- S.5. The informal pedestrian footpath connecting Greenvale Park to Kingston Road is highly utilized and needs to be formalized and improved to provide a higher quality access for local residents. Installation of a gravel pathway through this space will formalize the existing informal pedestrian connection. The approximate cost for this improvement is \$600.00 and can be completed with existing budget funds in 2011 by the Parks, Forestry and Recreation Division.
- S.6. Existing bus shelters at the northeast corner of Kingston Road and Celeste Drive, the northeast corner of Kingston Road and Overture Road and the southeast corner of Kingston Road and Galloway Road, will be surveyed in 2011 for potential replacement by September 1, 2012. Investigation for replacement of other older bus shelters within this project improvement area should be undertaken by the Transportation Services Division.

Medium-term Projects

- M.1. Replacement of the existing asphalt in the public boulevard with grass and trees on the north side of Kingston Road, in the vicinity of 4234 – 4246 Kingston Road west of Galloway Road and east of 4222 Kingston Road, will improve the aesthetics of the streetscape, allow for water infiltration and reduce the urban heat island effect and reduce encroachments of vehicles into the right-of-way. Transportation Services in conjunction with Urban Forestry should allocate required funding in future budget years to implement the project.

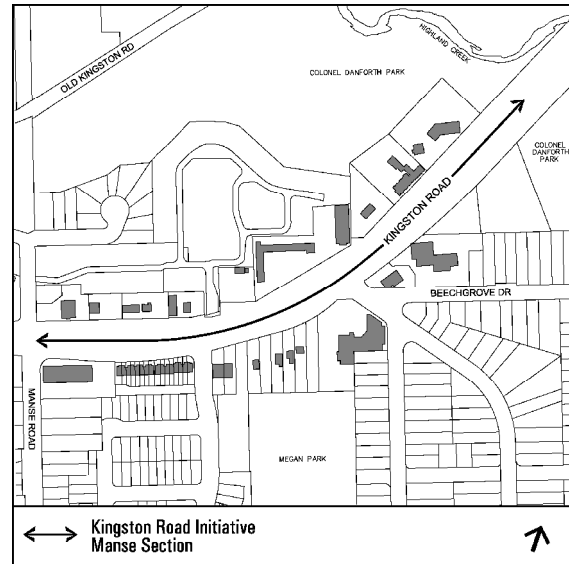
Long-term Projects

- L.1. This entire improvement project area of Kingston Road is proposed to be redesigned if and when the rapid transit initiative identified in Metrolinx's 25-year Plan along Eglinton Avenue East to Kingston Road and north onto Morningside Avenue, is implemented. An environmental project report for the Scarborough Malvern LRT, as part of the previous Transit City Plan, was completed by the TTC and the City of Toronto. No funding for this initiative has yet been identified.
- L.2. The aforementioned pedestrian footpath in Greenvale Park should ultimately be replaced by a paved pathway through the City-owned land connecting Greenvale Park with Kingston Road. Funding for installation and year-round maintenance of this path should be allocated in future budget years by the Parks, Forestry and Recreation Division.

Ward 44 Improvement Project Area (Manse Road to Highland Creek Bridge)

The Manse Road to Highland Creek segment of Kingston Road was chosen because it is an important symbolic and historic gateway for visitors to Toronto from all points east, and it is an area where there is a wide public boulevard including areas that are entirely paved. Much of this area was “recovered” through the work of Transportation Services staff.

As part of the Kingston Road Avenue Study (2003), a gateway feature on the west side of Highland Creek to signal the arrival to Toronto, was identified. The Public Realm Office is designing such an entry feature for the Lawson Road Bridge.



The following short, medium and long-term projects have been identified for implementation for this segment of Kingston Road, and are illustrated in Attachment 3:

Short-term Projects

- S.1. The northeast corner of Kingston Road and Manse Road has a large boulevard that ranges from the edge of the curb to the property line of approximately 7 to 16 metres. This area is entirely paved in asphalt and is traversed by a concrete sidewalk. City Planning Urban Design staff has prepared a preliminary design concept, which is illustrated on Attachment 3, to replace existing asphalt with grass and trees beginning at Manse Road to the driveway at 4662 Kingston Road. It is recommended that a more detailed design be developed and associated costs established so that this improvement be implemented within existing available 2011 budget funds from Urban Design's Civic Improvements Group. In addition, as part of the redesign, staff from the Public Realm Office, Street Furniture Group of the Transportation Services Division, will investigate whether the older bus shelter can be replaced.
- S.2. The Parks, Forestry and Recreation Division developed a preliminary design to create a landscape feature within the Kingston Road right-of-way at Megan Park. The design incorporates two serpentine planter beds bordered by armour stone (to accommodate the changing grade), which frame the Kingston Road entrance to the park. This design is illustrated in Attachment 3, and would cost approximately \$60,000.00 to construct. In order to implement this project, Parks Forestry and Recreation, in conjunction with Transportation Services, should allocate required funding in future budget years to implement it.

Medium-term Improvements

- M.1. The streetscape along the south side of Kingston Road from Manse Road to the Highland Creek Bridge is to be redesigned to create a safer, more attractive pedestrian and cycling environment. A design has been developed that recommends a new 2.0 metre-wide sidewalk 6.0 metres south of the existing sidewalk. In consultation with Cycling Infrastructure staff, the existing sidewalk will be modified to function as an exclusive bicycle path separated from the road. Situated between the cycling path and new sidewalks would be a 6.0 metre-wide span of new street trees and sod (refer to Attachment 3). This design will require consultation with the community before it can be further developed. This design can also transition into the proposed bike lanes associated with the proposed Scarborough Malvern LRT line which, when implemented, will involve significant rework of Kingston Road east of Morningside Avenue with reserved bus lanes all merging into the SMLRT cross section. Bicycle lanes are included west of Morningside Avenue on Kingston Road as part of the Transit City cross section. Transportation Services in conjunction with Urban Forestry should allocate required funding in future budget years to implement the project.
- M.2. Placement of neighbourhood signage can enhance the character of the street. The Public Realm Office in conjunction with the Ward Councillor and the community will develop appropriate neighbourhood signage pending approval by City Council of revisions to the current community signage process. The Public Realm Office should allocate required funding in future budget years to implement this project.
- M.3. Replacing asphalt with grass and trees in the City-owned right-of-way on the south side of Kingston Road just east of Asterfield Drive, will offer an immediate improvement to the appearance of this area as well as allow for water infiltration and reduce the urban heat island effect. This section of the right-of-way was being used for parking by the adjacent used car dealership and commercial plaza. Transportation Services, in conjunction with Urban Forestry, should allocate required funding in future budget years to implement the project.
- M.4. The continuation of the improvements made at the northeast corner of Kingston Road and Manse Road to 4662 Kingston Road should be continued eastward to the Highland Creek Bridge. City Planning Urban Design staff, in conjunction with Transportation Services, Urban Forestry and Technical Services, should allocate required funding in future budget years to implement this project.

Long-term Improvements

- L.1. Another goal of this initiative is to improve the appearance of the concrete and asphalt median extending from Manse Road to the Highland Creek Bridge. This stretch of Kingston Road serves as a gateway to Toronto. The median is one of the most obvious elements of the street seen by motorists and pedestrians alike.

Centre planting, similar to that which was implemented on Kennedy Road between Highway 401 and Lawrence Avenue, or along Kingston Road between Morningside Avenue and Lawrence Avenue, would offer a dramatic improvement to its appearance. Plants, shrubs and/or trees can be selected that are both appropriate in size and appearance, and require minimum maintenance. Further, pedestrian refuge areas can be accommodated within this design to enable safer crossings of the street. City Planning Urban Design staff, in conjunction with Transportation Services, Urban Forestry and Technical Services, should allocate required funding in future budget years to implement this project.

Next Steps

It is important through the next stages of this initiative that the local businesses and residents be engaged in reviewing and providing input to the suggested improvements. Staff will confer with local Councillors regarding the community consultation process.

Some of the improvements listed in this report can become sustainable from a maintenance perspective with assistance from adjacent businesses and Business Improvement Areas (BIA's). Currently no BIA's exist in the project improvement areas. The Ward Councillors have agreed to engage local businesses in discussions leading to the forming of BIA's, and in establishing maintenance agreements for the suggested landscape improvements.

Urban Forestry's Tree Protection and Plan Review section have been involved with discussions and on-site meetings within the improvement project areas. They are committed to working with Community Planning, Urban Design and other City Divisions to assist with the detailed design process for each of the projects to ensure consideration is given to tree protection wherever possible. The planting of new trees within environments where they can thrive will continue to be a priority.

Conclusion

Kingston Road throughout the former City of Scarborough is an area where the Ward Councillors would like to demonstrate that the City is leading by example, by reclaiming and beautifying the right-of-way. A team of staff from various divisions has been assembled to put the principles into action in three improvement project areas that can become the precedents for the future of Kingston Road. Short, medium and long-term public realm improvements including such projects as street reconstruction, street tree plantings, replacement of asphalt with trees and sod, street furniture replacements and installations, and new planting beds, bicycle trails and median plantings, are suggested for the three wards and should involve consultation with communities. While funds have been identified for a few of the projects, additional funding sources are required to implement some of the short, medium and long-term projects.

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SIGNATURE

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ATTACHMENTS

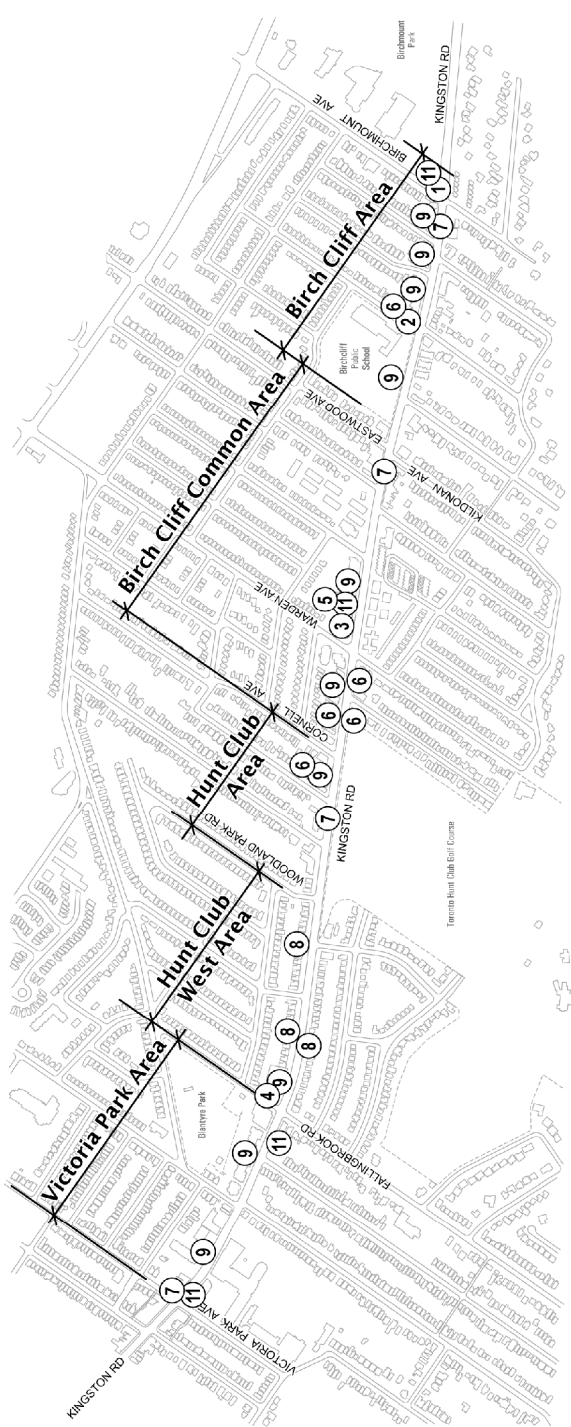
Attachment 1: Ward 36 – Draft Streetscape Improvement Plan

Attachment 2: Ward 43 – Recommended projects within the Improvement Project Area

Attachment 3: Ward 44 – Recommended projects within the Improvement Project Area

Attachment 4: Kingston Road Initiative - Implementation Plan – Wards 36, 43 and 44

Attachment 1: Ward 36 - Draft Streetscape Improvement Plan



Summary of Key Improvements

- ① "Place" at N-E corner of Kingston Rd. and Birchmount Rd.
Create a "place" at the eastern gateway. Formalize the intersection by removing the existing channelized right turn lane. Provide a seating wall, trees, pedestrian lighting, an art installation, shelter, benches and 1/1 bins.

② "Place" at N-E corner of Kingston Rd. and Birchcliff Ave.
Create a "place" in front of the Garden Room. Provide a seating wall and rebuild the existing curb planter for the existing tree. Provide pedestrian lighting, an art installation, shelter, benches, and 1/1 bins.

③ "Place" at N-E corner of Kingston Rd. and Warden Ave.
Create a "place" at the "Birch Cliff Common". Provide a seating wall/planter, landscaping, pedestrian lighting, an art installation, bus shelters, benches, 1/1 bins, multi-publication boxes, and a community information structure.

④ "Place" at N-E corner of Kingston Rd. and Fallingbrook Rd.
Create a "place" at the Fallingbrook intersection. Provide pedestrian amenities which may include: landscaping, lighting, an art installation, bus shelter, benches and 1/1 bins.

⑤ Boulevard improvements at ideal locations with 5.5m blvd.
Provide boulevard improvements including decorative paver edge zone, new street trees in continuous soil trench with raised open bed planters, and new street furniture at: Warden Ave. to Mandelley Dr. (N).

⑥ Boulevard improvements at less-than-ideal locations with 3.8m-4m blvd.
Provide boulevard improvements including decorative paver edge zone, new street trees in continuous soil trench with flush-to-grade tree-pit covers, and new street furniture at: Audrey Av. to Warden Av. (N & S), and Birchcliff Av. to Avalon Blvd.
- ⑦ Boulevard improvements at challenging locations with 2.5m blvd.
Provide minimum treatment of 2 rows of decorative pavers as the edge zone. All other locations than those described in item 5 and 6.

⑧ Additional street trees in grass
Provide 32 additional street trees in grass mostly in the Hunt Club West Area to be reviewed.

⑨ New street / pedestrian lights along north side of the street
Remove existing poles along the north side of the street. Provide new street / pedestrian scale lighting.

⑩ New coordinated street furniture
Provide new coordinated street furniture at appropriate locations. Details to be further discussed.

⑪ Public / Community Art
Metal finials with Birch Cliff logo in sidewalks, seatwalls with bronze letters, a potential mural west of Fallingbrook Ave., and an art installation at N.E. corner of Kingston Rd. and Birchmount Rd.

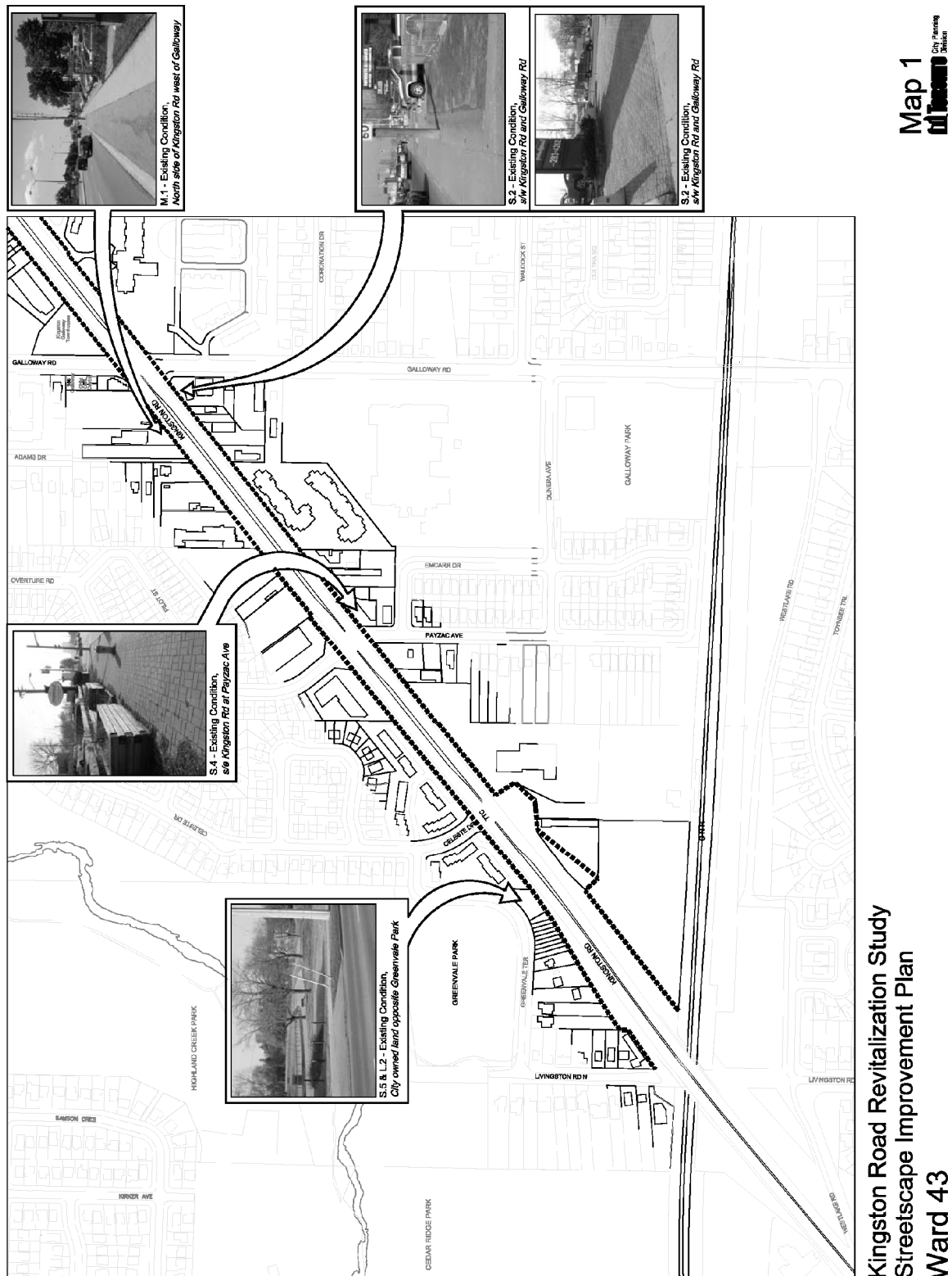


Kingston Road Revitalization Study
Streetscape Improvement Plan
A Work in Progress

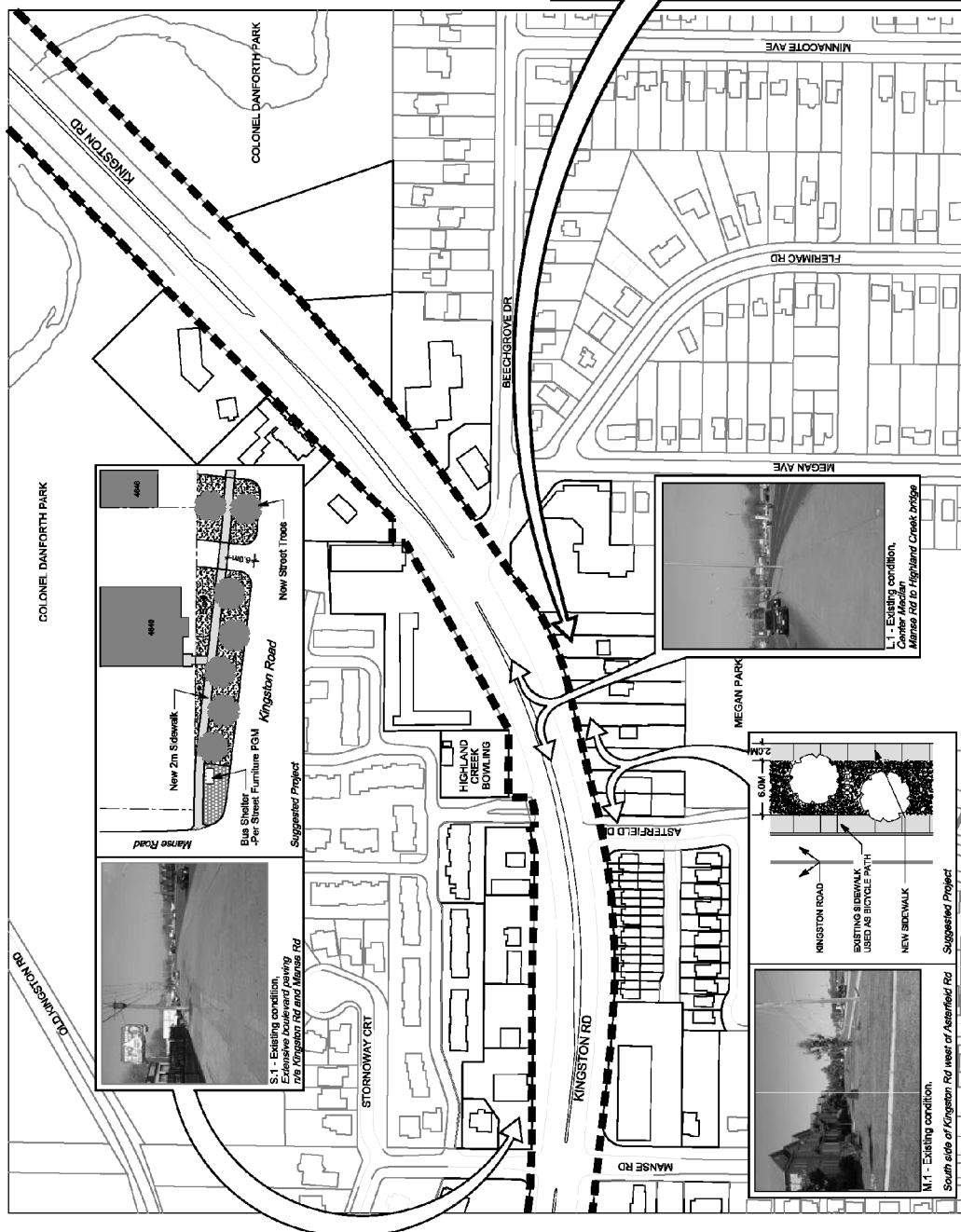


City of Toronto - City Planning
December 2009

Attachment 2: Recommended projects within the Improvement Project Area – Ward 43



Map 2
City Planning
Division



**Kingston Road Revitalization Study
Streetscape Improvement Plan
Ward 44**

Attachment 4: Implementation Plan – Wards 36, 43 and 44

- All projects involve consultation with the local Ward Councillor and where required consultation with landowners adjacent to the public land and community impacted by the project to improve the public realm

SHORT TERM PROJECTS (1 – 3 YEARS TO IMPLEMENTATION)			
WARD	PROJECT	PROJECT LOCATION	FUNDING SOURCE AND DIVISIONAL LEAD
36	S.1. Street reconstruction of Kingston Road	Between Victoria Park Avenue and Glen Everest Road	Transportation Services in consultation with City Planning.
43	S.1. Installation of neighbourhood signage	Centre median on Kingston Road and edge of road	Transportation Services - Public Realm Office in consultation with City Planning.
	S.2. Replace bus shelter, and planters – to be planted and maintained by adjacent business owners	South-west corner Kingston Road and Galloway Road	Transportation Services – Street Furniture Group, and Public Realm Office .
	S.3. replace boulevard asphalt with grass and trees in boulevard	4249 – 4251 Kingston Road	Transportation Services and Parks, Forestry and Recreation - Urban Forestry.
	S.4. replace wooden planters in public boulevard	South-east corner Payzac Avenue and Kingston Road	Transportation Services – Public Realm Office.

	S.5. install new gravel screening pathway	City owned land between Kingston Road and Greenvale Park	Parks, Forestry and Recreation Division.
	S.6. Investigate transit shelter replacement opportunities	n/e Kingston and Celeste, n/e Kingston and Overture, s/e Kingston and Galloway	Transportation Services – Street Furniture Management Unit.
44	S.1. Replace asphalt with sod, plant trees, realign sidewalk, investigate transit shelter replacement opportunity.	North-east corner of Kingston Road and Manse Road	City Planning – Urban Design, in consultation with Transportation Services and Technical Services.
	S.2. Improve entrance to park, add planters	Entrance to Megan Park	Parks, Forestry and Recreation, and Transportation Services.
MEDIUM TERM PROJECTS (3 – 5 YEARS TO IMPLEMENTATION)			
WARD	PROJECT	PROJECT LOCATION	FUNDING SOURCE AND DIVISIONAL LEAD
43	M.1 Remove asphalt and install grass and trees	North side of Kingston Road, west of Galloway Road	Transportation Services and Parks, Forestry and Recreation - Urban Forestry.
44	M.1. new relocated sidewalk, new cycling path and tree plantings	South side of Kingston Road, Manse Road to the Highland Creek Bridge	Transportation Services and Parks, Forestry and Recreation - Urban Forestry in consultation with City Planning.
	M.2. neighbourhood signage	Centre median throughout area	Transportation Services – Public Realm Unit in consultation with City

			Planning.
	M. 3. Replace asphalt with trees and sod	South side of Kingston Road, east of Asterfield Drive	Transportation Services in conjunction with Parks, Forestry and Recreation - Urban Forestry.
	M.4. Continuation of street trees and sod.	North side of Kingston Road to Highland Creek Bridge.	Transportation Services, Parks, Forestry and Recreation - Urban Forestry and Technical Services in consultation with City Planning – Urban Design.
LONG TERM PROJECTS (5 + YEARS TO IMPLEMENTATION)			
WARD	PROJECT	PROJECT LOCATION	FUNDING SOURCE AND DIVISIONAL LEAD
36	L.1. Improved signage for bicycle route/waterfront trail through Birchcliff community	Various points along Kingston Road in Birchcliff Community	Transportation Services – Cycling Infrastructure Unit in consultation with Waterfront Toronto and Economic Development & Culture.
	L.2. Streetscape Plan including exclusive cycling path	Birchmount Road to Highview Avenue	Transportation Services – Cycling Infrastructure Unit in consultation with City Planning.
43	L.1. SMLRT	Throughout area	TTC and Metrolinx.
	L.2. Paved pathway	City owned land located between Kingston Road and Greenvale Park	Parks, Forestry and Recreation.

44	L.1. Planting in centre median	Throughout area	City Planning in consultation with Transportation Services, Parks, Forestry and Recreation - Urban Forestry and Technical Services.
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