



**STAFF REPORT  
ACTION REQUIRED**

**Lansdowne Avenue, between College Street and Bloor Street West – Road Alterations, Traffic and Parking Regulations**

<b>Date:</b>	March 12, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Davenport, Ward 18
<b>Reference Number:</b>	Ts07084te.top.doc

**SUMMARY**

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In consultation with Councillor Adam Giambrone and area residents, staff of Transportation Services, Technical Services and City Planning developed a plan to widen sidewalks, improve the pedestrian walking environment, safety, landscaping features and provide a calming effect on vehicular traffic on Lansdowne Avenue. As part of the Transportation Services 2007 Capital Works Programme, Lansdowne Avenue, between College Street and Bloor Street West, will be reconstructed. This provides an opportunity to cost-effectively implement the alterations necessary to achieve these community goals.

**RECOMMENDATIONS**

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**Transportation Services recommends that City Council approve:**

1. the alteration of Lansdowne Avenue, between College Street and Bloor Street West, as follows:
  - “the narrowing of the roadway on Lansdowne Avenue, between College Street and Bloor Street West, generally as shown in the attached prints of Drawing Nos. 421F-8467, 421F-8468, 421F-8469 and 421F-8470 (dated March 2007)”;
2. the following changes to parking and traffic regulations co-incident with the reconstruction of Lansdowne Avenue:

- (a) rescind the existing parking prohibition in effect from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and holidays on the east side of Lansdowne Avenue, between College Street and Bloor Street West;
  - (b) rescind the existing parking prohibition in effect from 7:00 a.m. to 9:00 a.m., except Saturdays, Sundays and holidays on the west side of Lansdowne Avenue, between Dundas Street West and Bloor Street West;
  - (c) rescind the existing designated on-street parking space for disabled persons on the east side of Lansdowne Avenue, between a point 63.5 metres south of Bloor Street West and a point 5.5 metres further south, in effect at all times;
  - (d) rescind the existing designated on-street parking space for disabled persons on the east side of Lansdowne Avenue, between a point 326 metres north of College Street and a point 5.5 metres further north, in effect at all times;
  - (e) rescind the existing permit parking in effect from 12:01 a.m. to 7:00 a.m., daily, on the east side of Lansdowne Avenue, between College Street and Bloor Street West;
  - (f) prohibit parking at all times on the east side of Lansdowne Avenue, between College Street and Bloor Street West;
  - (g) designate the easterly southbound lane on Lansdowne Avenue, from Bloor Street West to a point 30.5 metres further north thereof, for left turns only;
  - (h) designate the westerly northbound lane on Lansdowne Avenue, from College Street to a point 30.5 metres further south thereof, for left turns only (TTC vehicles excepted); and
3. the prohibition of parking at all times on both sides of College Street, between Dovercourt Road and Dundas Street West, from June 25, 2007 to November 20, 2007.

**Financial Impact**

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Capital Budget	\$1,700,000.00
	City Planning	\$120,000.00

## **ISSUE BACKGROUND**

Councillor Adam Giambrone requested that Transportation Services, Technical Services and City Planning review options when reconstructing Lansdowne Avenue, between College Street and Bloor Street West, to improve the neighbourhood environment and provide enhanced facilities for pedestrians.

## **COMMENTS**

### **Existing Conditions**

Lansdowne Avenue, between College Street and Bloor Street West, is a minor arterial roadway with a width of 11.6 metres, a speed limit of 40 km/h and a daily, two-way volume of approximately 17,000 vehicles. This section of Lansdowne Avenue generally operates as a two-lane roadway except at the signalized intersections of Bloor Street West and College Street where it operates as four-lanes. During the a.m. and p.m. peaks, parking prohibitions facilitate two lanes of travel in the peak direction. Heavy truck traffic is prohibited from 7:00 p.m. to 7:00 a.m., daily. Toronto Transit Commission (TTC) operates two bus routes on this section: 47 Lansdowne and 402 Parkdale routes. The peak northbound traffic volumes of approximately 600 vehicles per hour occur during the weekday afternoon peak period. The peak southbound traffic volumes of approximately 900 vehicles per hour occur during the weekday morning peak period.

On the east side parking is generally prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday. On the west side parking is generally prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday. Permit parking (area W2) is in effect on both sides of the roadway from 12:01 a.m. to 7 a.m., daily. Currently, there are 104 parking spaces on east side and 99 parking spaces on west side, for a combined total of parking 203 spaces. At this time, 59 on-street overnight parking permits have been issued for this area. A number of field surveys were done for this section of Lansdowne Avenue to observe day-time and night-time parking demand. Our field observations during a typical weekday off-peak period disclosed a maximum of 22 vehicles parked on the east side and 11 vehicles parked on the west side, for a total of 33 vehicles. Observations during a typical night-time period, before permit parking hours become effective, disclosed a maximum of 42 vehicles parked on the east side and 12 vehicles parked on the west side, for a total of 54 vehicles.

### **Proposed Road Alterations**

This section of Lansdowne Avenue will be fully reconstructed in 2007. A number of options were reviewed in order to meet community goals. With the preferred plan, the overall road width will be reduced from 11.6 metres to 10.2 metres. The traveled portion of the road will be reduced to 8.1 metres. The 1.4-metre pavement narrowing will provide for a wider landscaped boulevard on the east side of the street. The landscape plan includes the restoration of grass boulevards with street trees, a new raised planting bed at the south-west corner of Lansdowne Avenue and Bloor Street West and a decorative entry feature at MacGregor Park (located at Whytock Avenue).

To accommodate the new planting bed at Lansdowne Avenue and Bloor Street West the south-west boulevard will be widened. The intersections at Whytock Avenue and Lumbervale Avenue will be narrowed. This will improve the pedestrian crossing environment and it will have a calming effect on vehicular traffic. Additionally, the west side sidewalk will be widened at eight fire-hydrant locations and the two TTC bus stops. These build-outs will result in parking bays.

### **Proposed Parking Regulations**

The proposed plan removes all parking including permit parking, from the east side of Lansdowne Avenue and provides parking at all times on the west side. Existing peak period parking prohibitions would be removed from both sides of the road. The proposed plan will allow for approximately 110 parking spaces on the west side of the road, which will accommodate existing demand as described above.

Removal of permit parking on the east side of Lansdowne Avenue required the City Clerk to place a notice in a daily newspaper advising the public of the proposed change and asking those who object to write the City Clerk in order to be scheduled as deputations at the Community Council meeting. The City Clerk did not receive any written objections in response to the notice.

Two parking spaces for disabled permit holders are located on the east side of Lansdowne Avenue, at Nos. 435 and 639. With the removal of parking from the east side these two parking spaces will be also removed. Councillor Giambrone's office has advised that the space for No. 435 is no longer required and should be permanently removed. We have also been advised that the resident at 639 Lansdowne Avenue may be making an application for disabled front yard parking. This will require a future report.

### **Proposed Traffic Operations**

The proposed plan will allow for parking on the west side of Lansdowne Avenue in parking bays that are 2.1 metres wide. The southbound lane will be 4.1 metres and the northbound lane will be 4.0 metres. Lansdowne Avenue will operate as a two-lane roadway except at the major intersections, similar to the existing conditions outside of peak periods. However, the narrowing combined with the parking bays will no longer enable Lansdowne Avenue to facilitate two-lane operation in the peak periods, peak direction. At Bloor Street West the southbound approach should be designated for a left-turn lane and a shared through/right-turn lane. The northbound approach at College Street should be designated for a left-turn lane (streetcars excepted) and a shared through/right-turn lane. These changes are required because the far-side of these intersections will be reduced to a single through lane.

Our intersection capacity analysis of the existing and proposed conditions has disclosed that additional delays will occur on Lansdowne Avenue. However, this section of Lansdowne Avenue will still operate under capacity.

The existing pedestrian crossover at Lansdowne Avenue and Whytock Avenue is operating satisfactorily and does not meet warrants for the installation of traffic control signals. As part of a City-wide program, pedestrian zebra pavement markings and larger overhead flashing beacons will be installed. Also, the overall width of the road at this location will be reduced from 11.6 metres to 8.1 metres which will improve the pedestrian crossing environment.

### **Comments from emergency services and the TTC**

Fire Services has advised that they have concerns about the proposed plan as it will reduce the available road width, increase congestion on Lansdowne Avenue, reduce space for their vehicles to maneuver around stopped vehicles and increase response times. They have a Fire Station 426 on Lansdowne Avenue, just north of Queen Street West, and Lansdowne Avenue is a primary response route. Despite a number of inquiries, there were no responses from the Toronto Police Service or Emergency Medical Services. The TTC has no objection to the plan but they will monitor their operations after the construction and may ask for measures to address any increased delays to their service, such as signal transit priority at Bloor Street West and at College Street.

### **Construction Scheduling:**

A number of other significant construction projects are scheduled for this area this year, including St. Clarens Avenue, between College Street and Bloor Street West, Dundas Street West, between Dovercourt Road and Lansdowne Avenue, and the Dundas Street West bridge just west of Sterling Road. The St. Clarens project will be finished first and should not overlap with the Lansdowne Avenue project. The Lansdowne Avenue project will be completed in two sections (College Street to Whytock Avenue in the summer due to West Toronto Secondary School in the area and then Whytock Avenue to Bloor Street West later in the year). The bridge reconstruction also poses concerns as Dundas Street West will be reduced to one lane only during the project.

In order to address concerns from emergency services and to provide for a clear route for emergency vehicles through this area, parking on both sides of College Street, between Dovercourt Road and Dundas Street West, should be prohibited at all times from June 25, 2007 to November 30, 2007. The parking prohibitions will be installed in stages depending on the progress of the ongoing construction projects and will be implemented/removed in consultation with emergency services, Councillor Giambrone's office, Transportation Services staff and Technical Services staff.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P. Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing Nos. 421F-8467, 421F-8468, 421F-8469, 421F-8470 and 421F-8732 dated March 2007

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