

**Avenue Road Study Area (all properties fronting onto Avenue Road from Wilson Avenue to Lawrence Avenue West) – Status Report**

<b>Date:</b>	April 20, 2017
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 16 – Eglinton-Lawrence
<b>Reference Number:</b>	File No. 15 258935 NNY 16 OZ

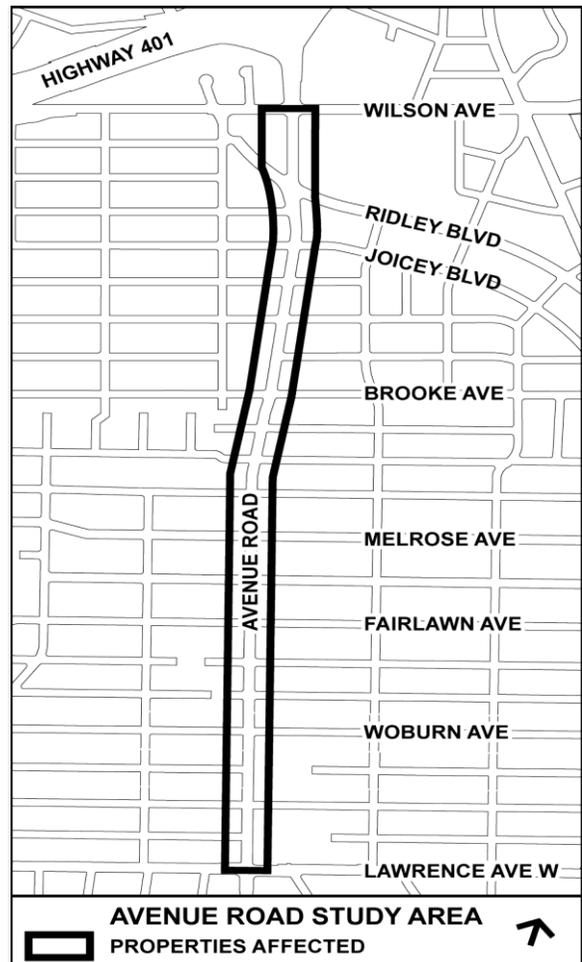
**SUMMARY**

As directed by City Council on May 12, 2015, staff initiated an amendment to the zoning bylaw provision relating to third floor building step-backs for all buildings or structures within a portion of the Avenue Road study area, from Joicey Boulevard to Lawrence Avenue West.

The City Initiated Zoning By-law amendment was the subject of a report dated February 16, 2016, and was approved by City Council at its meeting of March 10, 2016.

Staff were also directed to provide an update on the implementation status of the Council adopted recommendations from the City-initiated Avenue Road Study for Avenue Road from Lawrence Avenue West to Wilson Avenue.

This status report provides the requested update on the implementation status of the Avenue Road study recommendations.



## RECOMMENDATIONS

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### The City Planning Division recommends that City Council direct:

1. Transportation Services staff to:
  - a. Review the following locations for consideration as part of the 'Outside the box' program to paint murals on traffic control boxes and implement the murals as the opportunity arises:  
  
Southwest corner of Fairlawn Avenue;  
Northwest corner of Brooke Avenue;  
Southwest corner of Dunblaine Avenue; and  
Southwest corner of Carmichael Avenue.
  - b. In consultation with the local Councillor, explore opportunities for the conversion of commercial boulevard parking permits on flanking streets and assess the opportunities to repurpose spaces with pedestrian and cycling amenities, sidewalks, street trees and landscaping at the following locations along Avenue Road:
    - i. the southwest and southeast corners of Joicey Boulevard;
    - ii. the northwest, southeast and northeast corners of Dunblaine Avenue;
    - iii. the northwest corner of Haddington Avenue;
    - iv. the northeast and southeast corners of Brooke Avenue;
    - v. the northwest and northeast corners of Melrose Avenue; and
    - vi. the southeast and northeast corners of Felbrigg Avenue.
2. Parks, Forestry and Recreation staff in consultation with Transportation Services, to assess the feasibility for:
  - a. planting street trees at 2175, 2177 and 2181 Avenue Road in the boulevard area between Avenue Road and the parallel private driveway;
  - b. planting street trees at 1997 Avenue Road in the right of way along the south side of Haddington Avenue;
  - c. continuing to schedule on-going improvements to the Cranbrooke Avenue entrance to Brookdale Park, and general park improvements including improved curbs and bollards, lighting and signage at the Cranbrooke Avenue park entrance; and
  - d. continuing to schedule on-going improvements and installation of a pedestrian trail in Brookdale Park between Grey Road and Fairlawn Avenue.

3. Parks, Forestry & Recreation staff continue to work with Forests Ontario and the Ontario Ministry of Transportation to promote additional tree planting at the Highway 401 and Avenue Road interchange under the Highway of Heroes Tribute tree planting program to improve the character of the area as a landscape gateway.

### **Financial Impact**

Any expenditure identified in this report will utilize existing programs and/or Section 37 funds.

### **DECISION HISTORY**

The Avenue Road Avenue Study was reported on in a planning staff report dated October 13, 2009. That report is available at:

[http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/community\\_planning/files/pdf/avenue\\_final\\_report.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/community_planning/files/pdf/avenue_final_report.pdf).

Urban Design Guidelines were adopted and direction was given to staff to amend the Official Plan and zoning by-laws.

Official Plan Amendment 105 was enacted by City Council on January 27, 2010. See: <http://www.toronto.ca/legdocs/bylaws/2010/law0106.pdf>

Zoning By-law 107-2010 was enacted by City Council on January 27, 2010. See: <http://www.toronto.ca/legdocs/bylaws/2010/law0107.pdf>

### **ISSUE BACKGROUND**

On May 12, 2015, the Ward Councillor submitted a motion to North York Community Council requesting that the Director of Community Planning for North York District report on the implementation status of the adopted recommendations within the City-initiated Avenue study for Avenue Road between Lawrence Avenue West to Wilson Avenue, including a financing strategy and work plan to fulfill any outstanding recommendations.

The motion also requested that the Director of Community Planning report back on a zoning by-law amendment to clarify the wording of section (f) of By-law #107-2010 as it amended Zoning By-law #7625 for the former City of North York.

A link to the Ward Councillor's motion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY6.22>

In a report dated February 16, 2016, and as recommended by North York Community Council at its meeting of February 23, 2016, City Planning staff recommended that City Council amend City of Toronto Zoning By-law 569-2013 and former City of North York

Zoning By-law 7625 for the lands fronting onto Avenue Road and within the Avenue Road study area, from Joicey Boulevard to Lawrence Avenue West.

At its meeting of March 10, 2016, City of Toronto Council passed Zoning By-law No. 236-2016 to amend Zoning By-law 569-2013 and Zoning By-law No. 237-2016 to amend Zoning By-law 7625 for the former City of North York. Both amendments to the respective Zoning By-laws require that any building or structure 3 storeys or greater in height will have a minimum 2 metre step-back of the building walls facing a lot line abutting a public street at the top of the second storey for all properties within the Avenue Road study area, from Joicey Boulevard to Lawrence Avenue West.

A link to the City Council decision and the planning report can be obtained here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY12.36>.

## **Site and Surrounding Area**

Avenue Road between Joicey Boulevard and Lawrence Avenue West is generally characterized by 2 storey mixed commercial-residential buildings. The area along Avenue Road between Joicey Boulevard and Wilson Avenue to the north is characterized by low-scale residential uses, some small scale commercial uses as well as the St. Margaret of Scotland Catholic Church and the Armour Heights Community Recreation Centre and Library. The area east and west of Avenue Road is comprised of stable low density residential neighbourhoods.

Avenue Road between Highway 401 and south beyond Lawrence Avenue is a major north-south arterial roadway into the City's downtown with a typical speed limit of 50 km per hour. The portion of the corridor between Wilson Avenue and Lawrence Avenue West is characterized by a large amount of paved parking areas consisting of on street lay-by parking, commercial boulevard parking, some on street parking along side streets, and two Toronto Parking Authority lots (1880 Avenue Road – 32 spaces and 246 Brooke Avenue – 97 spaces). There are also a number of private parking garages within mixed use and commercial buildings.

The corridor is also served by two Toronto Transit Commission bus routes; the #142 Avenue Road Express, and the #61 Avenue Road North, which provide connecting service to the Eglinton Subway station.

The Avenue Road corridor is a vibrant area and has many strengths including:

- a vibrant mixed use and pedestrian scaled pedestrian realm;
- a generous abundance of pedestrian amenities such as refuse containers, bike rings, street signage and intersections with zebra striped markings for pedestrian safety
- numerous sidewalk cafes;
- availability of parking (144 parking spaces in lay-bys along Avenue Road, 129 parking spaces in TPA lots, over 69 commercial boulevard parking spaces, over

- 100 on-street parking spaces on side streets within 100 metres of Avenue Road, and numerous private parking areas and underground garages;
- a large amount of Astral street furniture consisting of over 62 installed items;
- excellent access to TTC transit services, with bus routes on Avenue Road, Wilson Avenue and Lawrence Avenue West, and close proximity to the Yonge-University line and future Eglinton Crosstown LRT;
- over 67 bicycle post and lock up rings with many privately provided bike racks;
- over 107 street trees; and
- well organized neighbourhood resident associations; the South Armour Heights Residents Association (SAHRA) and Old Orchard Grove Ratepayers Association (OOGRA).

The Avenue Road corridor could be visually improved and its pedestrian amenity increased with the provision or attention to the following:

- additional sidewalks on side streets abutting both commercial and residential properties;
- more parkland within the areas west and east of Avenue Road (the lowest and second lowest quintiles of parkland respectively);
- more privately owned publicly accessible open spaces (POPS) and landscaped municipal right of ways;
- the transitioned elimination of third party roof-top signs on low-rise buildings;
- improvements to narrow sidewalk widths and discontinuous street tree plantings
- potential use of boulevards on flanking streets for parkettes and informal seating areas;
- increased tree canopy, achieved through additional street tree planting and improvements to growing conditions;
- removal of any illegal parking encroachment within road right of ways;
- potential for more pedestrian scale street lighting;
- removal of illegal postering and stickers on City streetlight poles and traffic poles;
- addressing poor property maintenance and by-law infractions;
- ongoing improvements to local park entrances; and
- opportunities for more transit shelters at TTC stops.

Recently approved developments along Avenue Road have included the following:

- a 6-storey mid-rise and mixed use building at 1705-1743 Avenue Road, (Files # 04 190410 NNY 16 OZ and # 05 200330 NNY 16 SA);
- a 5-storey mixed use building at 2078 Avenue Road;
- a 4-storey commercial building at 1916 Avenue Road, (File #A431/14NY);
- a 7-storey mixed use development at 1678-1704 Avenue Road, 375-377 Fairlawn Avenue, and 412-416 Brookdale Avenue, (Files # 11 330290 NNY 16 OZ and # 11 330258 NNY 16 SA);
- a 2-storey addition to an existing 1-storey commercial building at 1780 Avenue Road at Melrose Avenue, (File # 16 123787 NNY 16 SA);
- a 2-storey additional to an existing 1-storey building at 2100 Avenue Road, (Files # 15 267377 NNY 16 OZ and # 16 215257 NNY 16 SA);

- interior renovations and a rear yard addition to the Pusateri's Fine Foods building at 1539-41 Avenue Road, (File #A0249/16NY); and
- a 4-storey commercial development at 1912-1914 Avenue Road at Brooke Avenue (File #14 242937 NNY 16 SA).

Development applications that are presently under review within the Avenue Road corridor study area include:

- a 5-storey mixed use development at 2088 Avenue Road at Joicey Boulevard (File #14 163150 NNY 16 OZ);
- a 7-storey mixed use development at 1580 Avenue Road at Bedford Park Avenue (Files #16 140646 NNY 16 OZ and #16 140660 NNY 16 SA); and
- a 3-storey commercial development at 1560 Avenue Road (File# 16 262319 NNY 16 SA and #16 183577 NNY 16 MV).

### **Recent Improvements and Planned Streetscape enhancements**

Recent improvements and planned streetscape enhancements include:

- the addition of a drinking fountain and new playground equipment in Brookdale Park;
- the construction of Heart Park on Avenue Road south of Lawrence Avenue West (this was funded through the use of Section 37 funds);
- a trail system has been installed through sections of Brookdale Park;
- two traffic signal boxes to be painted in 2017: southwest corner of Woburn Avenue and Avenue Road and at Old Orchard Grove and Avenue Road (abutting Roe Avenue Toronto Parking Authority lot);
- 5 Transit Shelters, one litter bin and one bench to be added in 2017;
- TTC to report by Q2 2017 on declaring the Roe bus loop surplus;
- a total of 29 Upper Avenue street signs were made and installed in 2010 in the Avenue Road area using \$14,000 in Section 37 funds from 1705 to 1745 Avenue Road; the remainder of the street signs between Lawrence Avenue West and Wilson Avenue will be replaced in 2017 using Section 37 funds to complete the initiative;
- enhanced boulevard, 'Green Finger', at northwest corner of Brooke Avenue and Avenue Road to be funded through neighbourhood improvement funds, and completed in conjunction with development at 1912-1914 Avenue Road;
- 25 bicycle rings repaired in 2016; and
- a Business Improvement Area (BIA) steering committee has been established and is working towards establishing a BIA on Avenue Road.

### **Official Plan**

The majority of the Avenue Road corridor between Wilson Avenue to the north and Lawrence Avenue West to the south is designated *Mixed Use Areas* by the City of Toronto Official Plan. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The west side of Avenue Road from Carmichael Avenue northerly to Wilson Avenue is designated as *Neighbourhoods*. These are physically stable areas made up of residential uses in lower scale buildings, where intensification and changes to the physical character of the area will be generally discouraged. A small portion of the west side of Avenue Road, north of Ridley Boulevard is designated as Apartment Neighbourhood and Parks (this is the site of the St. Margaret's Queen of Scotland Church and the Armour Heights Community Centre respectively).

Between Wilson Avenue and Lawrence Avenue West, Avenue Road is also identified as an *Avenues* area on Map 2 – Urban Structure. The *Avenues* are important corridors along major streets where re-urbanization 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. Re-urbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed use segments of the corridors shown on Map 2 of the Official Plan.

The Toronto Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm).

### **Avenue Road Avenue Study**

The City's Official Plan calls for a significant proportion of future growth along the Avenues. Avenue Road between Lawrence Avenue West and Wilson Avenue was selected as one of three Avenue Studies to be undertaken in 2007. The Avenue Road Avenue Study reviewed and assessed the two-kilometre length of Avenue Road between Lawrence Avenue West and Wilson Avenue. In 2009 City Council adopted the staff report for the Avenue Road Avenue Study.

The key recommendations of the study focused on creating conditions for appropriately scaled, mid-rise developments up to five-storeys with limited opportunities for larger-scale developments up to seven-storeys on larger, deeper sites south of Joicey Boulevard to Lawrence Avenue West. The existing Avenue Road character is primarily of 2 storey buildings with a few 1 and 3 storey buildings. As part of creating an envelope for taller buildings that respected the existing scale, a step-back was introduced above the 2<sup>nd</sup> floor for both Avenue Road and along side streets for properties on corner sites.

The function of Avenue Road as a primarily retail-oriented street is intended to be retained and new development or redevelopment will be required to maintain an active pedestrian scaled retail frontage. North of Joicey Boulevard the study noted the difficulty of access and egress to and from Highway 401 and recommended that this portion of Avenue Road be limited to live/work units or wholly-residential uses.

Local area residents, business and property owners played a major role in the course of the Avenue Road study, participating in the review process through community consultation, and providing recommendations and feedback to the study team.

The Avenue Road Avenue Study is available on the City's website at:  
[http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/community\\_planning/files/pdf/avenue\\_finalreport\\_april2008.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/community_planning/files/pdf/avenue_finalreport_april2008.pdf)

## **Zoning**

The majority of Avenue Road properties from Joicey Boulevard south to Lawrence Avenue West are zoned "Mixed Use Commercial Zone (C4)" in Zoning By-law #7625 of the former City of North York and Commercial Residential Zone (CR) in the City of Toronto Zoning By-law #569-2013. This zoning permits a variety of retail and commercial uses.

A small portion of Avenue Road properties, from Joicey Boulevard northerly to Wilson Avenue are currently zoned "One Family Detached Dwelling Fourth Density Zone (R4)" and "One Family Detached Dwelling Seventh Density Zone (R7)" in Zoning By-law #7625 of the former City of North York and "Residential Detached Zone (RD)" in the City of Toronto Zoning By-law #569-2013. This zoning permits single detached dwellings and accessory buildings, recreational uses, and makes special provisions for home occupation uses.

On the east side of Avenue Road, from Ridley Boulevard north to Wilson Avenue the properties are zoned "Multiple-Family Dwellings Fourth Density Zone (RM4)" in Zoning By-law #7625 for the former City of North York, and Residential Multiple Dwelling Zone (RM)" in the City of Toronto Zoning By-law #569-2013. This zoning permits a variety of dwelling types including Apartment Buildings.

## **Community Consultation**

A community consultation meeting hosted by the Ward Councillor was held on November 12, 2015 at St. Margaret's Queen of Scotland Church. Approximately 85 members of the public were in attendance, as well as the Ward Councillor and City Planning staff.

As well as discussing the proposed Zoning By-law amendment, City Planning staff provided a presentation on the implementation status of the 21 recommendations which resulted from the Avenue Road Avenue Study approved by Council.

Discussion with residents generally covered the following issues:

- The community desire to maintain the village feel and character along Avenue Road;
- Ensuring compliance with the intent of the Zoning By-law, particularly in regards to step-back from all lot lines facing a street;
- The wording for the clause requiring a 3-storey step-back;
- Angular planes and building height requirements;
- Concern over the lack of parking and increasing traffic volumes;
- Ensuring that the recommendations and principles of the Avenue Road Avenue Study are respected and championed by City Divisions;

- Creation of "Green Fingers" at the intersections of Avenue Road and crossing streets with street tree planting and landscaping;
- Public Realm improvements along Avenue Road; and
- Infrastructure issues such as flooding in the area.

Several participants followed up later with comment forms, email or telephone discussion with staff on similar issues, as well as with general questions about the development approval process. Staff also received comments on the proposed rewording of the By-law clause, as well as on proposed development along the Avenue Road corridor from the local residents associations SAHRA (South Armour Heights Residents Association) and OOGRA (Old Orchard Grove Ratepayers Association).

As implementation of several of the recommendations rests with other City Divisions and agencies, discussions were held with the City's Economic Development, Transportation Services, Parks Forestry and Recreation Divisions, the Toronto Transit Commission and the Toronto Parking Authority.

## **COMMENTS**

### **Implementation Recommendations of the Avenue Road Study**

City Council, at its meeting of December 1, 2009, adopted 21 recommendations that resulted from the Avenue Road Avenue Study. The intent of this report is to provide an update on the achievements, challenges and opportunities for moving forward with the recommendations from 2009.

Recommendations 1 to 6 have been achieved as amendments to the Planning framework in order to implement the vision of the Avenue Road Avenue Study into the City's Official Plan, Zoning By-laws and Urban Design guidelines.

Recommendations 7 to 21 relate specifically to improvements required in the Public Realm such as park and open space enhancements, pedestrian trail upgrades, placing of street furniture, planting of City trees, and traffic and parking improvements. As such these recommendations will require additional time and new resources to implement fully. Some, such as the installation of new street signage will be completed in 2017. Many of the recommendations will also be achieved through review of future development proposals.

The Recommendations and the status and degree of implementation by the responsible City Division are described below.

## **Ongoing Initiatives**

### Recommendation 7

*“Direct Parks, Forestry and Recreation and Real Estate staff, in consultation with the Ward Councillor, to continue negotiations to acquire the portion of the Douglas Greenbelt adjacent to the sidewalk on the north side of Glengarry Avenue to re-establish a southern access to the ravine park”*

On March 27, 2015 the Planning Department received an application to amend the Official Plan and zoning by-laws for an 11 storey apartment building containing 264 units, a pair of 3 storey semi-detached dwellings, and three 3 storey townhouse dwellings for the property located at 250 Lawrence Avenue West (file no. 15 133424 NNY 16 OZ). The preliminary report and Community Council decision is available at:

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-79528.pdf> and <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY6.14>.

This recommendation will be dealt with through the on-going review of the development proposal, and City staff have initiated negotiations with the owner to acquire the southerly access to the ravine park from the sidewalk on the north side of Glengarry Avenue. The City is discussing an on-site parkland dedication at 250 Lawrence Avenue West to also achieve access to the ravine from Glengarry Avenue and Lawrence Avenue West.

In November 4, 2016, the application was appealed to the Ontario Municipal Board. No hearing dates have been set.

### Recommendation 8

*“Direct Parks, Forestry and Recreation Staff to improve and re-naturalize the Douglas Greenbelt Ravine.”*

The development application for 250 Lawrence Avenue West provides the opportunity to improve and re-naturalize part of the Douglas Greenbelt Ravine. Parks, Forestry and Recreation staff and Planning staff are working with Toronto and Region Conservation Authority staff and the developer of 250 Lawrence Avenue West to improve and re-naturalize the ravine and improve public access to it.

### Recommendation 9

*“Direct Parks, Forestry and Recreation Staff, in consultation with the Public Realm office, to improve the small parkette at the Douglas Avenue entrance to the Douglas Greenbelt, and to consider improving the south side of Douglas Avenue between Avenue Road and the entrance to the Douglas Greenbelt through the planting of trees and creation of a sidewalk on the boulevard.”*

Improvements to the Douglas Avenue streetscape between Avenue Road and the Douglas Greenbelt have not yet been initiated. There is no sidewalk between Avenue Road and the Douglas Avenue bridge, and between the Douglas Avenue bridge and the western terminus of Douglas Avenue east of Sylvan Valleyway (private driveway). There is a 2.8 metre grade difference between the parking lot at 1549 Avenue Road and the abutting south side of Douglas Avenue. The right of way is occupied by a slope with lawn area and mature trees. The creation of a sidewalk would require a retaining wall and the removal of mature trees. The re-grading of the slope and creation of a sidewalk on the south side of Douglas Avenue would be best dealt with through a development application for 1549 Avenue Road. At the time that redevelopment occurs at 250 Lawrence Avenue West there will be a possibility to secure improvements to the ravine lands with new public access and directional signage on the north sidewalk of Douglas Avenue directing the public to the Douglas Greenbelt from Avenue Road.

Regarding the creation of a sidewalk between the Douglas Avenue bridge east through the parkette and to an existing sidewalk on Douglas Avenue east of Sylvan Valleyway, discussions regarding this access improvement are ongoing with Civic Improvement and Public Realm staff.

#### Recommendation 10

*“Direct Parks, Forestry and Recreation and Real Estate staff, to acquire the Roe Avenue Bus Loop should it be declared surplus by the TTC, and create a parkette on the Avenue Road frontage of these lands.”*

The existing bus loop on the west side of Avenue Road between Roe Avenue and Old Orchard Road is underutilized. The property has many redundant hydro poles dating back to the electric trolley buses on Avenue Road. TTC service was removed from the loop in 2005, but it is used for occasional bus short turns. The TTC shelter on the property is used by riders using the Avenue Road bus. The property has not been declared surplus by the TTC. The narrow width of the property limits development potential but it is ideally situated for a parkette. Once declared surplus, priority should be given to retention for parkette use.

#### Recommendation 12

*“Direct Transportation Services Staff, including the Public Realm Office, Planning staff, and Technical Services [now Engineering and Construction Services] staff to landscape and improve the spaces between the curbs and the edge of the rights-of-way as the opportunities arise at the following intersections of Avenue Road:*

- *Southwest corner of Bedford Park Avenue*
- *Southwest and northwest corners of Douglas Avenue*
- *Northwest corner of Cranbrooke Avenue*
- *Southwest and northwest corners of Brookdale Avenue*
- *Southwest corner of Roe Avenue*
- *Northwest corner of Wilson Avenue*

- *Northeast corner of Wilson Avenue*
- *Northeast corner of Haddington Avenue*
- *Northeast and southeast corners of Felbrigg Avenue*
- *Southeast corner of Roe Avenue*
- *Southeast corner of Deloraine Avenue*
- *Northeast corner of Woburn Avenue.*”

The progress on improving the corners identified in the motion is described in detail in Attachment 6. The corners can be improved through the redevelopment of the abutting property and addition of landscaping. Some of the corners are in need of improvement due to a combination of asphalted area for commercial boulevard parking on the public right of way, a lack of landscaping and street trees, and missing curbs.

An inventory of properties with commercial boulevard parking permits is found in Attachment 5. As the public right of way could more effectively be used for much needed green space, and pedestrian and cycling amenity area in the public realm, consideration should be given to seeking opportunities for other uses than annual commercial boulevard parking permits. A Business Improvement Association would be key to further pursue the greening and addition of pedestrian and cycling amenities at all of the above noted corners in collaboration with the City.

A Parking Working Group initiated by the local councillor could bring together staff from Transportation Services, the Toronto Parking Authority, and representatives from the local commercial and residential community, including representatives from the Business Improvement Area, if established. The mandate could be to review and report on opportunities to provide additional on-street parking on side streets in the Avenue Road Study Area that could be located in close proximity to Avenue Road. The Parking Working Group could also be tasked with reviewing and providing an assessment of any impacts that may result from removal of the existing midday parking prohibition on side streets along Avenue Road from between Brooke Avenue to Ridley Boulevard.

#### Recommendation 15

*“Direct Transportation Services Staff, including the Co-ordinated Street Furniture Program staff, to incorporate the recommendations of the Avenue Road Avenue Study consultants report into their site plan for the placement of street furniture on the Avenue Road sidewalks between Lawrence and Wilson Avenues.”*

A large number of Astral street furniture has been installed along Avenue Road between Lawrence Avenue West and Wilson Avenue since the start of the program in 2008. An inventory is shown in Attachment 3. In total 62 items were installed to date.

Also in the public realm and not part of the Astral contract are 67 bicycle post and lock up rings. Combined with non-astral bike parking racks the area is well served by bike parking. The public realm also has 4 Bell payphones, 5 Canada Post mailboxes and a drinking fountain which is located in Brookdale Park.

#### Recommendations 16

*“Direct City Planning Staff, the Public Realm office of Transportation Services and Culture Service Staff, to include in the Public Art Master Plan the intersection of Avenue Road and Lawrence Avenue and the area of Avenue Road south of the 401 as 'gateway' locations that are appropriate for the installation of public art.”*

As discussed under Recommendation 12 in Attachment 6, the northwest and northeast corners of Wilson Avenue and Avenue Road may provide opportunities for public art as these are gateway locations. The redevelopment of the northwest and northeast corners of Avenue Road and Lawrence Avenue west may also provide an opportunity for gateway public art.

#### Recommendation 17

*“Direct City Planning Staff, Cultural Services staff and the Public Realm office of Transportation Services, to work with utility companies to create public art on utility boxes on the Avenue Road right-of-way between Lawrence and Wilson Avenues.”*

To reduce the amount of graffiti and improve the look of the public realm, two murals have been painted on Bell Canada and Toronto Traffic Control boxes in the Avenue Road study area, at Avenue Road and Lawrence Avenue West and Avenue Road and Wilson Avenue. There are other boxes that would benefit from being painted and the City is continuing to request the utility companies make improvements to their boxes along this stretch of road. The City’s Public realm staff will continue to work with the local Councillor to have utility boxes painted.

#### Recommendation 18

*“Direct Transportation Services staff to work with the Ward Councillor to place ‘The Upper Avenue’ name on the street signs on Avenue Road between Lawrence and Wilson Avenues.”*

A total of 29 Upper Avenue street signs were made and installed in 2010 in the Avenue Road area using \$14,000 in Section 37 funds. The remaining street signs are being replaced in 2017 at Avenue Road intersections between Lawrence Avenue and Wilson Avenue using Section 37 funds.

#### Recommendation 19

*“Direct the Toronto Parking Authority to investigate opportunities for new public parking lots and underground structures on Avenue Road between Lawrence Avenue and St. Germain Avenue as opportunities arise with redevelopment of lands abutting Avenue Road.”*

Discussions are on-going with the Toronto Parking Authority to add additional parking spaces in new mixed use buildings as planning staff receive development inquiries and applications.

#### Recommendation 20

*“Direct Transportation Services to undertake an Area Traffic Study in the future in the area of Avenue Road between Lawrence Avenue and Highway 401, including residential areas east and west of Avenue Road.”*

An area wide traffic study has not been done. Traffic issues along this portion of Avenue Road are continuing to be reviewed as specific issues arise from the community and the area Councillor. Traffic volumes are also reviewed with development applications and submitted traffic studies.

#### Recommendation 21

*“Direct Building staff to incorporate into the new harmonized Sign By-law, if required, a provision to prohibit new third-party roof signs on the portion of Avenue Road between Lawrence Avenue and Highway 401.”*

Attachment 4 shows a map of area from 2012 with the existing third party roof sign locations. In total there are 22 third party roof top signs. The signs detract from the main street, pedestrian focused, avenue character. The new harmonized sign by-law approved by City Council in November 2009 does not permit new roof signs. Removal of existing roof signs can occur as redevelopment occurs subject to rezoning applications.

A link to the report on the new sign by-law can be obtained here:

<http://www.toronto.ca/legdocs/mmis/2009/pg/bgrd/backgroundfile-24743.pdf>

### **Challenges**

#### Recommendation 11

*“Direct Transportation Services staff, including Public Realm office, Parks, Forestry and Recreation and Real Estate staff to study the closure of Dunblaine Avenue at the east side of Avenue Road to create a 'village square' park on the public right-of-way.”*

Dunblaine Avenue, east of Avenue Road is a one-block street terminating at Elm Road. Mixed use buildings are located at the northeast and southeast corners of Avenue Road and Dunblaine Avenue. There are several at grade business entrances in these mixed use buildings. There is a public lane to the rear of the properties on the east side of Avenue Road between Dunblaine Avenue and Felbrigg Avenue. East of the public lane are 17 detached homes. The consultant working on the Avenue Road study and working group identified the possibility of a new open space on the east side of street by closing the right of way and creating a “village square”.

Transportation Services staff have reviewed the City Council recommendation to close a portion of Dunblaine Avenue and do not support it as the closure of Dunblaine Avenue would limit vehicular travel options and displace a significant number of vehicles to other nearby roads and lanes. There have been no studies from Transportation Services to close this section of Dunblaine Avenue. A Business Improvement Association could work with the City to further pursue the possibilities for a modified road cross-section or a blended

street initiative under the City's "Complete Streets" program at this or alternatively suitable location. This could be further explored in consultation with Transportation Services staff and the local Councillor.

Both of the mixed use buildings at the northeast and southeast corners of Avenue Road and Dunblaine Avenue have commercial boulevard parking permits for 3 parking spaces. As a result there are poorly defined sidewalks and no street trees on this section of Dunblaine Avenue. There is no on street parking on Dunblaine Avenue abutting these buildings. There is on street parking on the north side of Dunblaine Avenue west of Avenue Road and east of the public lane east of Avenue Road.

City Planning staff recommend that all of the commercial boulevard parking permits on Dunblaine Avenue be revoked when their annual renewal comes up in January 2018. Staff recommend consideration of pedestrian amenities and bicycle parking rings in the public right of way on Dunblaine Avenue between Avenue Road and the public lane east of Avenue Road. Staff also recommend that the Toronto Parking Authority consider installing on street parking on the north side of Dunblaine Avenue between Avenue Road and the north south public lane east of Avenue Road.

#### Recommendation 13

*"Direct Transportation Services staff, including Public Realm office, and Parks, Forestry and Recreation staff to investigate the opportunity to close Avenue Road access to the laneways running between Avenue Road and Grey Road on the blocks between Douglas, Bedford Park, and Woburn Avenues, in order to create new parkettes on the Avenue Road frontage."*

The public lane between Douglas Avenue and Bedford Park Avenue has a steep slope up from Avenue Road and is initially a lawn area with no pavement. It is used informally for pedestrian access to the rental apartment buildings at 1566 and 1574 Avenue Road. The easterly apartment building has a zero setback with residential windows facing onto the public lane. Further to the west the lane right of way is occupied by 7 parking spaces and an outdoor garbage storage area for the above noted apartment buildings. There is no provision granting any permission by the City to the owner of 1566 and 1574 Avenue Road to occupy this lane right of way. Travelling to the west the right of way is occupied by overgrown vegetation and serves primarily as a walking route.

A lane closures application has been initiated in conjunction with the development application for 1580 Avenue Road (the Beer Store). City Planning staff recommend that the portion of the lane closest to Avenue Road be reclaimed from parking and be landscaped.

The public lane between Bedford Park Avenue and Woburn Avenue has a slope up from Avenue Road and is not paved. It has through walking, cycling and driving access west to Grey Road. It is used to access the rear parking lot of Vital Ki at 352 Bedford Park Avenue and further west garages at the rear of detached homes. No changes are recommended for this public lane.

#### Recommendation 14

*“Direct Transportation Services staff, including the Public Realm office, and Technical Services [now Engineering and Construction Services] staff to investigate the opportunities for providing landscaped areas within the existing painted centre lane medians on Avenue Road between Lawrence and Wilson Avenues.”*

Given the volume of traffic, short blocks between cross streets and the difficulty of incorporating required left turn lanes at intersections, this initiative would create operational issues and significantly affect traffic flow. Staff will pursue opportunities to provide additional landscaping in the right of way adjacent to future development proposals where possible.

#### **Other Initiatives**

Discussions have begun with Economic Development staff, the local Councillor and key business owners to form a Business Improvement Area for Avenue Road between Lawrence Avenue West and Highway 401. Planning staff recommend that the process to establish a BIA continue, as the involvement of local businesses is key to implementing and maintaining the City Council recommended improvements to the area.

In addition to the approved City Council recommendations from the Avenue Road Avenue Study, other greening improvements on City Property have been identified by City staff. Improvements that are recommended include the following:

*Gateway landscaping and open space reorganization at Armour Heights Community Recreation Centre and Library and TCHC building at 193 Wilson Avenue*

The southwest corner of Avenue Road and Wilson Avenue is designated as Parks (see Attachment 1). The Armour Heights Community Recreation Centre and Library occupies these lands. The majority of the property is building or paved parking and driveway area. It has the potential, together with the abutting Toronto Community Housing property at 193 Wilson Avenue and the St. Margaret of Scotland Catholic Church frontage on Avenue Road, for improved landscaping and additional street trees. Coupled with the potential for improved landscaping at the Avenue Road intersection with Highway 401, these landscape improvements could function as a landscaped gateway to Avenue Road.

#### *Commercial Boulevard Parking*

Reclaiming public space for public use could be achieved through the removal of commercial boulevard parking. Commercial boulevard parking occurs in 20 locations resulting in over 69 parking spaces. A commercial boulevard parking permit is for the use of one business or property owner, not the general public. Some of these spaces have been improved with decorative brick paving. By removing boulevard parking and replacing the parking space with additional street parking, public land could be reclaimed for the planting of additional street trees, the creation of bioswales and green landscaped corners, pedestrian amenities such as benches, garbage bins, information kiosks and maps, sidewalk café space, and parking for bikes and public art. Other benefits include

increasing the tree canopy, improving the microclimate and stormwater management. The City would obtain more revenue from replacing commercial boulevard parking with metered on street parking.

Staff recommend a gradual approach to removing commercial boulevard parking. The locations for removal that have been identified are well supplied by layby parking on Avenue Road, on street parking, Toronto Parking Authority lots, and private parking lots.

#### *Roe TPA Parking Lot*

The TPA has confirmed that they will undertake the following improvements in Spring 2017:

1. Remove clothing box and plant with trees and densely planted understorey.
2. Plant 2 street trees along Roe Avenue.
3. Provide appropriate landscape screening of parked vehicles from Avenue Road.

#### *246 Brooke Avenue TPA Parking Lot*

Create a landscaped and lighted pedestrian walkway to Avenue Road when adjacent lands are redeveloped.

#### *Brookdale Park*

Staff from Planning and Parks Forestry and Recreation and the local Councillor did a walk along Brookdale Park in the Fall of 2016. Parks staff completed several improvements by the end of 2016 including removing damaged signs, poles, bollards and fencing.

Work to commence in Spring 2017 includes adding several park signs and a bench, and paving a trail between Grey Road and Fairlawn Avenue.

#### *Public Right of Way on the East Side of Avenue Road between Highway 401 and Wilson Avenue:*

1. Forestry staff will plant street trees in the lawn between the sidewalk and driveway for 2175-2181 Avenue Road.

#### *Street Tree Planting Program*

The Avenue Road area has a very low tree canopy of less than 10%. This is lower than many other commercial main street areas in Toronto. The low tree canopy is due to the following reasons:

- street trees in small pits which limit the tree growth and canopy;
- lay-by parking on Avenue Road results in discontinuous street trees and soil fragmentation due to cut ins which narrow sidewalks;
- commercial boulevard parking on corners that would normally have street trees; and
- parking lots without any trees.

An improved tree canopy would improve the appearance of the area, improve the microclimate, assist in stormwater management, and help the City to achieve its city-wide

tree canopy target of 40%. The City will provide assistance to a local Business Improvement Association if established, to develop and implement a streetscape and greening plan for the Avenue Road study area.

Gateway Improvements to the Interchange of Highway 401 and Avenue Road  
The interchange of Highway 401 and Avenue Road is under the jurisdiction of the Ministry of Transportation. The right of way has some trees but there is room for an additional grove of trees. This interchange is ideal to be planted under the Highway of Heroes Tribute program. The objective is to plant 117,000 trees along the Highway 401 right of way and abutting lands between CFB Trenton Base and the Coroner's Building at Keele Street and Wilson Avenue. The objective is to plant one tree for every fallen Canadian soldier since confederation. For additional information please see: [www.HOHTribute.ca](http://www.HOHTribute.ca)

Forests Ontario is the delivery agent for the Highway of Heroes campaign in Toronto. Parks, Forestry and Recreation staff are working with Forests Ontario to identify potential planting sites on Ministry of Transportation Lands along Highway 401 from Rouge Park to Keele Street.

Staff recommend that Parks, Forestry and Recreation continue to work with Forests Ontario and the Ministry to determine the suitability of planting a grove of trees around the Highway 401 and Avenue Road interchange under the Highway of Heroes program.

### **Section 37 Community Benefits Funding and Other Potential Funding Sources**

Received and spent Section 37 funds include \$66,048.40 from 1705 to 1745 Avenue Road for local streetscape improvements and/or local parks and open space improvements as set out in the Avenue Road Avenue Study.

Section 37 funding which may be available for Avenue Road improvements includes \$325,000 from 228 Wilson Avenue for capital improvements to local parks, streetscape improvements, childcare facilities, public art or other non-profit community space in the vicinity of the site.

In a letter dated March 10, 2016, the South Amour Heights Residents' Association (SAHRA) requested the following:

- Define action plans and funding for recommendations 7 to 21;
- Estimate the costs and possible sources of funding so that SARAH can understand and prioritize the projects and funding sources;
- The Councillor and city staff review all Section 37 funds not yet received and/or distributed and determine if re-allocations should be made; and
- The Councillor and city staff continue discussions with SAHRA and OOGRA to review the status of the Avenue Road implementation recommendations and on-going issues.

Planning staff met with SAHRA and OGRA on January 9, 2017 to discuss the contents in this report. Planning staff also reviewed existing Section 37 funds with the local Councillor and do not recommend any reallocations at this time.

This report functions as an action plan for Avenue Road. Designs and costing plans will be undertaken as individual projects proceed and funding will be secured through current City programs and the availability of Section 37 funds.

Other funding sources for community improvement and naturalization projects that can be accessed by landowners and local community groups include:

StreetART program for murals and painting utility boxes

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=bebb4074781e1410VgnVCM10000071d60f89RCRD>

Evergreen grants for greening opportunities

<http://www.evergreen.ca/get-involved/funding-opportunities/>

Live Green Toronto grants to improve the natural environment

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=393847232bee7410VgnVCM10000071d60f89RCRD>

Trees for Toronto grants

<https://www.rom.on.ca/en/collections-research/centres-discovery/biodiversity/trees-toronto>

City of Toronto Tree Planting

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=9aad60d066169410VgnVCM10000071d60f89RCRD>

## CONCLUSIONS

The Avenue Road Avenue Study built form objectives are being effectively implemented through the review and approval of development applications as they are submitted. A number of submitted development applications will create the opportunity to bring additional residential and commercial vitality to Avenue Road. Through the development review process staff secure high quality building design, wider sidewalks and streetscape improvements such as street furniture, landscaping and planting of trees. Section 37 improvements are secured when appropriate and augment the City's own improvement programs and incentives.

To-date progress has been made on parkland improvements, the rebranding of street signage with the Upper Avenue logo, Astral street furniture, and individual property owners that have improved their storefronts and abutting streetscapes and added sidewalk cafes along the Avenue.

Ongoing improvements and initiatives undertaken by the City mentioned in this report provide continued beautification to the Avenue Road public realm. They include:

- Painting utility boxes;
- Planting new street trees;
- Replacing commercial boulevard parking with pedestrian and cycling amenities and landscaping;
- Improvements to Brookdale Park;
- Adding Astral street furniture; and
- Adding Upper Avenue street signs.

Initiatives that are planned include:

- Painting remaining utility boxes;
- Planting additional street trees and improve growing conditions;
- Highway of Heroes tree planting at Avenue Road and Highway 401;
- Repurposing the TTC Roe Avenue bus loop;
- Renaturalizing and providing access to the Douglas Greenbelt;
- Adding gateway public art;
- Completing the remaining Upper Avenue street signs;
- Reviewing the need for TPA parking lots/garages and on street parking;
- Removing roof top billboard signs through development application approval; and
- Gateway landscaping and open space reorganization for properties at the southwest corner of Avenue Road and Wilson Avenue.

The creation of a Business Improvement Association would greatly advance the implementation of streetscape objectives along Avenue Road, and would augment the active role played by the local neighbourhood associations. The report serves as an Action Plan for continual improvements and beautification of the Avenue Road Corridor.

## **CONTACT**

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## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

- Attachment 1: Official Plan
- Attachment 2a: Study Area Map 1
- Attachment 2b: Study Area Map 2
- Attachment 3: Astral Streetscape Elements and Bicycle Post and Lock Up Rings Along Avenue Road between Highway 401 and Lawrence Avenue West
- Attachment 4: Location Map of third-party roof signs along Avenue Road between Highway 401 and Lawrence Avenue West
- Attachment 5: Commercial Boulevard parking permits along Avenue Road between Highway 401 and Lawrence Avenue West
- Attachment 6: Greening and amenity improvements progress list.

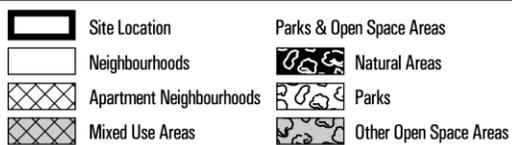
## Attachment 1: Official Plan



**TORONTO** City Planning  
**Extract from Official Plan**

**Avenue Road**

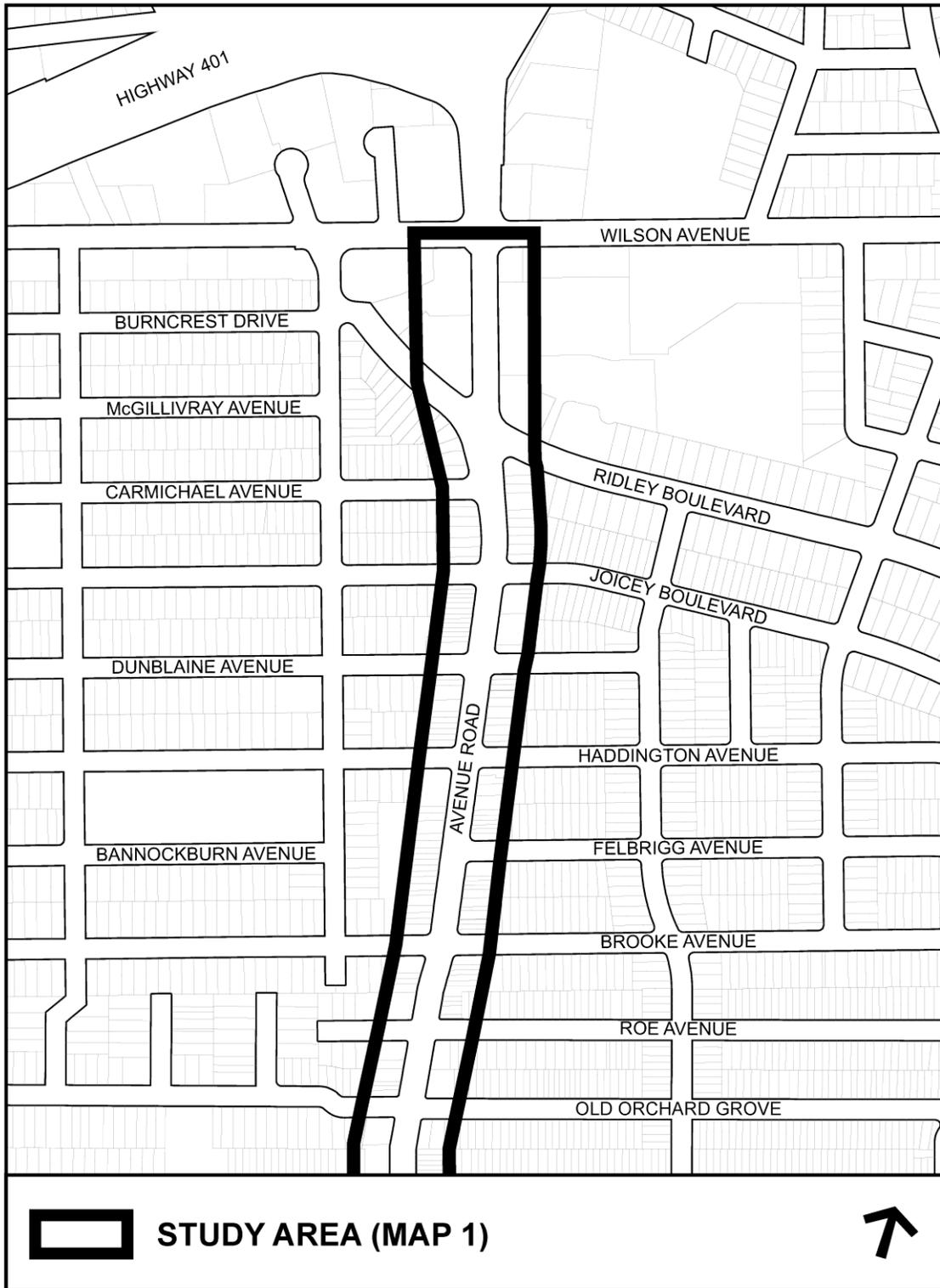
File # 15 258935 NNY 16 0Z



  
 Not to Scale  
 2/10/2016

## Attachment 2a: Study Area Map

Staff report for action – Final Report – Avenue Road (all properties fronting onto Avenue Road from Wilson Avenue to Lawrence Avenue West)



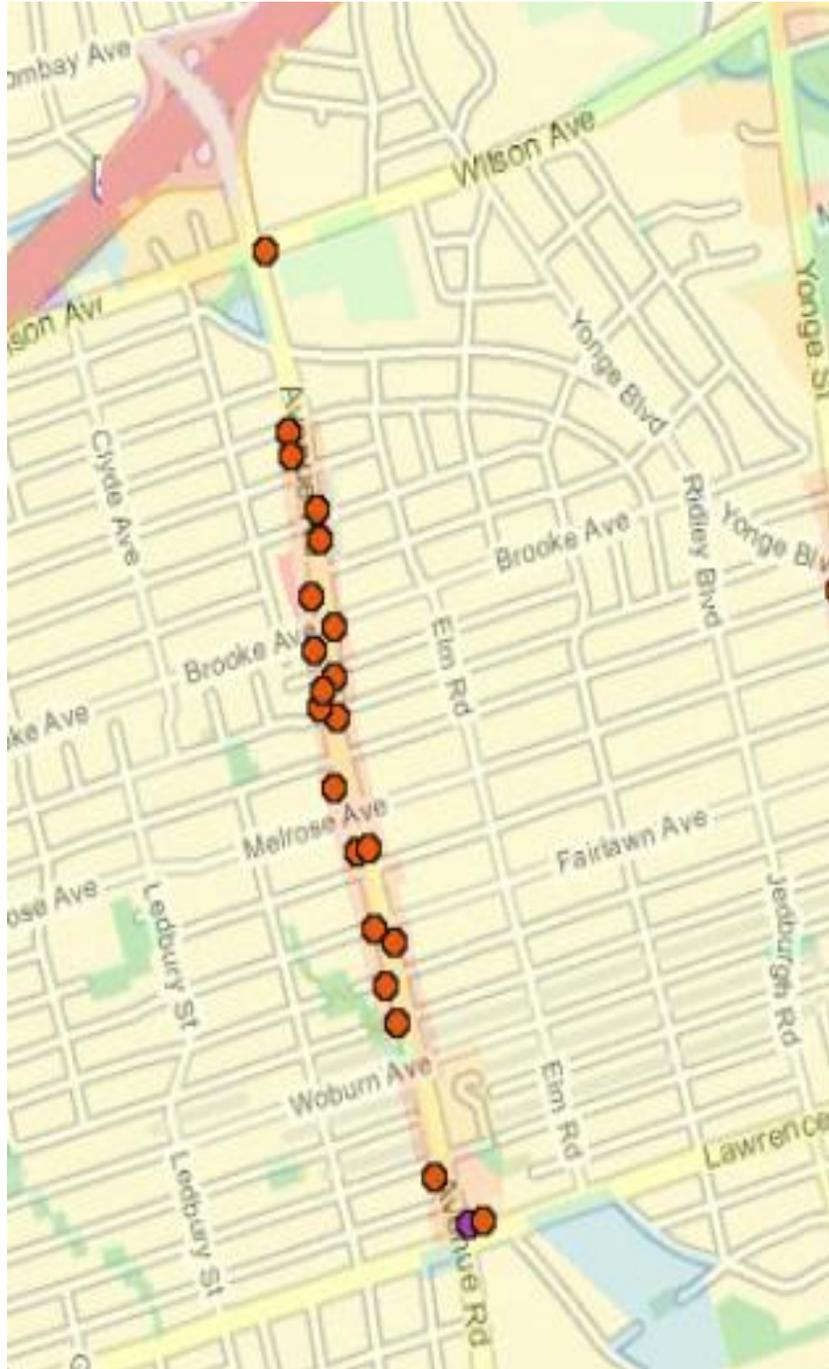
## Attachment 2b: Study Area Map



### **Attachment 3: Astral Streetscape Elements and Bicycle Post and Lock Up Rings Along Avenue Road between Highway 401 and Lawrence Avenue West**

Block on Avenue Road	Astral Street Furniture	Bicycle Post and Lock Up Rings
Southwest corner of Lawrence Ave. West	Bench, TTC shelter, garbage bin	
Southeast corner of Lawrence Ave. West	Bench, TTC shelter, garbage bin	
Lawrence Ave. West to Glengarry St., west side	Kiosk	3
Glengarry St. to Douglas Ave., west side	Bench, garbage bin	1
Lawrence Ave. West to Douglas Ave., east side	Map	3
Douglas Ave. to Bedford Park Ave., west side	Bench	1
Bedford Park Ave. to Woburn Ave., west side	2 garbage bins,	4
Douglas Ave. to Woburn Ave., east side	2 benches, 2 garbage bins, TTC shelter	
Woburn Ave. to Cranbrooke Ave., west side	Bench, garbage bin, newspaper corral, TTC shelter	6
Woburn Ave. to Cranbrooke Ave., east side		3
Cranbrooke Ave. to Brookdale Ave., west side		
Cranbrooke Ave. to Brookdale Ave., east side		
Brookdale Ave. to Fairlawn Ave., west side	garbage bin	2
Brookdale Ave. to Fairlawn Ave., east side	Bench, garbage bin, TTC shelter	3
Fairlawn Ave. St. to St. Germain Ave., west side	Bench	3
Fairlawn Ave. St. to St. Germain Ave., east side	Garbage bin, newspaper corral	
St. Germain Ave. to Melrose Ave., west side		2
St. Germain Ave. to Melrose Ave., east side		2
Melrose Ave. to Deloraine Ave., west side	2 garbage bins, TTC shelter	
Melrose Ave. to Deloraine Ave., east side		3
Deloraine Ave. to Old Orchard Grove, west side	Bench, 2 newspaper corrals	1
Deloraine Ave. to Old Orchard Grove, east side	Bench, 2 garbage bins	4
Old Orchard Grove to Roe Ave., west side	Garbage bin, TTC shelter,	1
Old Orchard Grove to Roe Ave., east side		
Roe Ave. to Brooke Ave., west side	Map	
Roe Ave. to Brooke Ave., east side	Bench, garbage bin, newspaper corral	9
Brooke Ave. to Haddington Ave., west side		4
Brooke Ave. to Felbrigg Ave., east side		5
Felbrigg Ave. to Haddington Ave., east side		2
Haddington Ave. to Dunblaine Ave., west side	Garbage bin	
Haddington Ave. to Dunblaine Ave., east side	Bench, garbage bin	
Dunblaine Ave. to Joicey Blvd., west side	Bench, garbage bin	
Dunblaine Ave. to Joicey Blvd., east side	Newspaper corral	2
Joicey Blvd. to Carmichael Ave., west side		
Carmichael Ave. to Ridley Blvd., west side		
Joicey Blvd. to Ridley Blvd., east side	Bench	
Ridley Blvd. to Wilson Ave., west side	Bench, 2 garbage bins, kiosk, 2 TTC shelters	3
Ridley Blvd. to Wilson Ave., east side	Bench	
Northwest corner of Wilson Ave.		
Northeast corner of Wilson Ave.	Bench, garbage bin, TTC shelter, newspaper corral	
<b>Total items</b>	<b>62</b>	<b>67</b>

**Attachment 4: Location Map of third-party roof signs along Avenue Road between Highway 401 and Lawrence Avenue West**



Staff report for action – Final Report – Avenue Road (all properties fronting onto Avenue Road from Wilson Avenue to Lawrence Avenue West)

**Attachment 5: Commercial Boulevard parking permits along Avenue Road between Highway 401 and Lawrence Avenue West**

<b>Location</b>	<b>Address for Permit</b>	<b>Number of Spaces</b>	<b>Notes</b>
SW Brookdale Ave	1670 Avenue Rd	3	
SW Brookdale Ave	407 Brookdale Ave	1	Permit sign, shows 100 ft2
NW Fairlawn Ave	1706 Avenue Rd	1	4 cars parked
NW St. Germain Ave	1750 Avenue Rd	2	No permit sign posted
SE Melrose Ave	1783 Avenue Rd	8	
NW Melrose Ave	1790 Avenue Rd	2	
NE Melrose Ave	1791 Avenue Rd	3	No permit sign
NE Deloraine Ave	1819 Avenue Rd	8	
SE Brooke Ave	1911 Avenue Rd	3	
NE Brooke Ave	1917 Avenue Rd	3	
SE Felbrigg Ave	1943 Avenue Rd	6	
NE Felbrigg Ave	1953 Avenue Rd	4	
NW Haddington Ave	1980 Avenue Rd	3	
NW Dunblaine Ave	2040 Avenue Rd	2	No permit sign
SE Dunblaine Ave	2041 Avenue Rd	6	
NE Dunblaine Ave	2043 Avenue Rd	3	
SE Joicey Blvd	2055 Avenue Rd	3	
SW Joicey Blvd	2078 Avenue Rd	4	
SE Fairlawn Ave	365 Fairlawn Ave	2	4 cars parked
NW Fairlawn Ave	378 Fairlawn Ave	2	No permit sign
<b>Total</b>	<b>20</b>	<b>69</b>	

## **Attachment 6: Greening and amenity improvements progress list**

### *Southwest corner of Bedford Park Avenue*

A narrow sidewalk exists along Avenue Road due to a parking lay-by. Along Bedford Park Avenue there is a lawn area with 4 Bell Canada boxes. No sidewalk exists along the south side of Bedford Park Avenue. The Beer Store at 1580 Avenue Road abuts the right of way. A rezoning and site plan application has been submitted for a proposed midrise mixed use building. This corner will be improved through the development approval process. Improvements would include the removal of the parking lay-by along Avenue Road and the installation of a concrete sidewalk and street trees with under storey planting along Bedford Park Avenue. In the interim staff recommend that the 4 Bell Canada boxes be painted with murals.

There is on street parking on the south side of Bedford Park Avenue west of the Beer Store. It is recommended that Transportation Services staff study adding more parking on the south side of Bedford Park Avenue abutting the Beer Store site.

### *Southwest and northwest corners of Douglas Avenue*

The southwest corner is being used as parking for 1560 Avenue Road in the Douglas Avenue right of way. There is no sidewalk in the right of way and worn grass indicates a desire for a sidewalk. A site plan control application and Committee of Adjustment application has been submitted for this site and proposes a 3-storey commercial development. Staff recommendations for a 2.1 metre wide concrete sidewalk, 2 or more street trees and under storey planting will be secured through the site plan control application.

There is a planned road resurfacing project for Douglas Avenue from Avenue Road to Welland Road. This project is scheduled for completion within the next 5 years and will provide the opportunity for streetscape improvements including sidewalks and street trees where possible. At the northwest corner the two apartment buildings at 1566 and 1574 Avenue Road have recently been renovated. The front yard of the buildings has been paved with decorative brick pavers and is used for parking, which creates an impediment to pedestrian access. Staff recommend that the property owner be encouraged to plant street trees in this area and discontinue parking in the front yard on the City right of way.

Douglas Avenue between Avenue Road and Grey Road has no on street parking. There is on street parking on the south side of Douglas Avenue on the east side of Avenue Road. It is recommended that Transportation Services staff study the feasibility of adding on street parking on Douglas Avenue within 100 metres west of Avenue Road.

### *Northwest corner of Cranbrooke Avenue*

Cranbrooke Avenue extends mid-block west of Avenue Road and terminates at Brookdale Park. This part of Cranbrooke Avenue is in a state of disrepair and the asphalt roadway in poor condition. A Toronto Parking Authority parking metre is located in the north side of roadway with no curb protection. There is a decorative brick path on the

south side that connects 1640 Avenue Road to the parking lot in the rear of the building, and a lawn area with 2 trees. No sidewalk on the north or south side exists between Avenue Road and Brookdale Park. There is also no pedestrian or cycling amenity located on this block. There is no cul-de-sac at the street's western end and no curb with curb cut separating the Brookdale Park sidewalk. On the north side there is a 3 metre grade change to the abutting private parking lot for 1650-1660 Avenue Road and the slope has mature trees.

Improvements on the north side of Cranbrooke Avenue would be costly as a retaining wall would be needed to create a sidewalk. Staff recommend that improvements along the north side of Cranbrooke Avenue between Avenue Road and Brookdale Park occur when redevelopment occurs at 1650-1660 Avenue Road and the abutting parking lot to the south.

#### *Southwest and northwest corners of Brookdale Avenue*

At the southwest corner of Brookdale Avenue is located Flower Co. at 1670 Avenue Road. There is an asphalt sidewalk that becomes concrete going west of 1670 Avenue Road. The corner is used for outdoor product display and informal parking. No changes are recommended for this corner.

At the northwest corner of Brookdale Avenue is 1678-1704 Avenue Road. The entire block of buildings north to Fairlawn Avenue has been demolished and is subject to an approved development application for a 7 storey midrise mixed use building (File #'s 11 330290 NNY 16 OZ and 11 330258 NNY 16 SA). Staff have secured a wider sidewalk, 5 street trees and planting beds with under storey planting along Avenue Road, 6 street trees along Brookdale Avenue and 4 street trees along Fairlawn Avenue.

#### *Southwest corner of Roe Avenue*

This corner has a concrete sidewalk, lawn area with 1 street tree and 2 boulders. It abuts the Toronto Parking Authority lot at 1880 Avenue Road. Staff recommend that Forestry staff plant 2 additional street trees in the lawn area abutting Roe Avenue. The clothing donation box located in the planting bed at the southwest corner of the parking lot should be relocated or removed by the TPA.

#### *Northwest corner of Wilson Avenue*

This corner has a concrete sidewalk and large lawn area with mature trees from the abutting tower in the park at 2200 Avenue Road. Recommendation 16 also recommends public art at this gateway location. No improvements have occurred at this corner. Staff will work with the local councillor as Section 37 funds become available to coordinate landscape and public art gateway features at this corner.

#### *Northeast corner of Wilson Avenue*

This corner has a concrete sidewalk and asphalt boulevard. There is a stone retaining wall separating the yard area with trees and landscaping for the 2171 Avenue Road office building. Recommendation 16 also recommends public art at this gateway location. No improvements have occurred at this corner. Staff will work with the local councillor as

Section 37 funds become available to coordinate landscape and public art gateway features at this corner.

Further north abutting the apartment buildings at 2175, 2177 and 2181 Avenue Road street trees could be planted in the boulevard lawn area. Staff recommend that Forestry staff plant street trees in this area.

*Northeast corner of Haddington Avenue*

This corner has a concrete sidewalk and patio area abutting Pheasant and Firkin Restaurant at 1999 Avenue Road. The majority of the side yard is sloped asphalt with on-street metered parking abutting the sidewalk area. Potential future improvements in this area could include pedestrian and cycling amenities.

*Northeast and southeast corners of Felbrigg Avenue*

The northeast corner has one street tree and concrete sidewalk abutting 1953 Avenue Road. The majority of the side yard consists of asphalt paving. This area has a commercial boulevard parking permit for 4 parking spaces. On street metered parking also abuts the sidewalk area.

The southeast corner has no landscaping and is paved with asphalt. This area has a commercial boulevard parking permit for 6 parking spaces. Both of the corners mentioned above would benefit from potential future improvements including installation of pedestrian and cycling amenities.

*Southeast corner of Roe Avenue*

This corner has a concrete sidewalk, a beautiful lawn area and planting beds with trees and bushes. It was improved by Esso at 1865 Avenue Road. No changes are recommended.

*Southeast corner of Deloraine Avenue*

This corner has a concrete sidewalk with a lawn and many mature trees. There is a Bell Canada box along Deloraine Avenue. Staff recommend that the box be painted with a mural.

*Northeast corner of Woburn Avenue*

This corner was improved with the redevelopment of the CIBC site at 1623 Avenue Road. Decorative brick pavers, a non Astral bench and a planter with evergreens was installed. No further changes are recommended.