

# The Allen Greenway Guidebook

Project Background and Design Opportunities

Summer 2020

by Caroline Bucksbaum

## **Table of Contents**

#### List of Maps

## 1.0 Background

- 1.1 The Allen Greenway Vision 4
- 1.2 Policy Context 9

Planning Policy\_9 Other Policy\_12 Municipal Initiatives\_13 Accessibility Regulations and Design Guidelines\_14 Planning Strategies\_21

#### 1.3 History of Allen Road 23

1.4 Past Study 26

Allen Road Environmental Assessment 26

1.5 Project Area 30

### 2.0 Focus Area

- 2.1 South Zone Maps 37
- 2.2 Character 42
- 2.3 Placemaking Opportunities 44
- 2.4 Existing Conditions and Recommendations 48

## 3.0 A Closer Look at the Missing Paths

- 3.1 East of Allen Road 55
- 3.2 West of Allen Road 61

## 4.0 Driving Forward The Allen Greenway

4.1 Next Steps 69

## **5.0 References**

5.1 Policy Documents and References 73

- Map 01: Toronto with Jane Jacobs Promenade and Bikeway 6
- Map 02: Toronto with Cycling Network 6
- Map 03: Toronto with Parkland 6
- Map 04: Locating Lawrence-Allen Secondary Plan 11
- Map 05: Neighbourhoods, Neighbourhood Associations around Allen Road 29

Map 06: Key Map 30

Map 07: Overall Project Area 31

Map 08: Lawrence-Allen Redevelopment Areas 32

Map 09: North Zone Built Form 34

- Map 10: South Zone Built Form 35
- Map 11: Land Use South Zone 38
- Map 12: Parks, Recreation, and Schools -South Zone 39
- Map 13: City-Owned, Leased, or Operated Land and Areas of Parkland Need -South Zone 40
- Map 14: Neighbourhoods, Cycling, Public Transit - South Zone 41
- Map 15: South Zone Detail: Existing and Missing Paths 46
- Map 16: South Zone Detail: Lightpoles 47
- Map 17: Gap 1 (East): Ridelle Avenue to Viewmount Park 56
- Map 18: Gap 2 (East): Hillmount Avenue to Glencairn Avenue 58
- Map 19: Gap 3 (East): Glengrove Avenue to Fraserwood Park 60
- Map 20: Gap 4 (West): Coldstream Avenue to Elway Court 62
- Map 21: Gap 5 (West): Glencairn Avenue to Glengrove Avenue West 64

Map 22: Gap 6 (Wes<mark>t): Ridelle Avenue to Benner Park 66</mark>

## **Purpose of this Guidebook**

This guidebook will walk you through the vision of the Allen Greenway, a series of active transportation paths in northwest Toronto that currently has some gaps. The guidebook is a resource for planners, urban designers, engineers, landscape architects, and anyone working on the Greenway initiative. It provides an overview of the Allen Greenway including the surrounding area, its history, and the unique opportunities and challenges for implementing missing paths. This book will enable City staff to develop conceptual designs for beautiful, well-designed spaces that fit with the goals of the Allen Greenway while conforming to accessibility legislation.

The Allen Greenway Guidebook is meant to inspire and to provide context to drive forward Allen Greenway enhancements to implement safe, welcoming, aesthetic, and sustainable path connections for people of all ages and abilities.



Let's connect people to parks, open spaces, public transit, schools, and recreational facilities. Let's design at human scale—for the pedestrian, the cyclist, for people of all ages and abilities—rather than leaving disconnected neighbourhoods designed for motor vehicles. **Let's drive forward the Allen Greenway**.



## The Allen Greenway Paths Reconnecting Communities

# 1.0 Background



## 1.1 The Allen Greenway Vision

The Allen Greenway is an open space system intended to achieve a continuous north-south path on both sides of Allen Road from Highway 401 to Eglinton Avenue West that will offer physical fitness opportunities and connect people with parks, community facilities, cycling paths, and public transit. Allen Road is a heavily traveled below, at, and above grade expressway with subway stations located in its median. The Greenway is a subset of trails and cycling connections that make up the Jane Jacobs Promenade and Bikeway, a city-wide active transportation route that runs from the Vaughan Metropolitan Centre to Toronto's waterfront.

The vision of the Allen Greenway is to link open spaces and to offer safe and enjoyable spaces for pedestrians, cyclists, and people of all ages and abilities.

While the main intent is to design and implement north-south paths, missing connections must be designed with consideration for east-west connectivity as well. There are seven bridges that cross Allen Road along the Greenway. It is important to design safe east-west connections so that residents can enjoy parks and amenities on both sides of Allen Road.

## Location

The Allen Greenway is in northwest Toronto, along the edges of Allen Road, an expressway running from northern Toronto to what is considered midtown.

The Greenway is located on the Treaty lands of the Mississaugas of the Credit First Nation and the lands of the Huron-Wendat, Missisauga, Anishinaabe, and Haudenosaunee First Nations (ref. 32). The lands are part of Treaty 13, 1805 and the Toronto Purchase, which are shown as distinct spaces on native-land.ca. Huron-Wendat Huron-Wendat Mississauga Mississaugas of the Credit First Nation

These maps come from a larger interactive map project at native-land.ca (ref. L), created in 2015 by Victor Temprano. A red circle has been added to each to show the location of the Allen Greenway. Temprano explains that the heavily overlapping borders of the map are on purpose. They reflect the reality of how most Indigenous nations historically lived, in many cases not with strict or defined borders (ref. 41).

Native-land.ca is now part of Native Land Digital, an Indigenous-led Canadian not-for-profit organization incorporated in 2018 (ref. 33). The website notes that the map "does not represent or intend to represent official or legal boundaries of Indigenous nations" and is a work in progress, contributed to by the community (ref. 32).



#### Map 01: Toronto with Jane Jacobs Promenade and Bikeway







#### Map 03: Toronto with Parkland



Parks in Ward 8 are mostly small and separated. Some of the area's larger parks, plus the end points of two east-west linear parks, run along Allen Road, offering the **potential for a well-designed linking – both north-south and east-west – of park and open spaces** for residents to enjoy.

*Cycle Track:* Dedicated lanes for bicycles, are separated from vehicular traffic by physical barrier (curbs, bollards/flex posts, planters, etc) *Bike Lane:* Dedicated parts of roadways exclusively for bicycles, separated from vehicles by a white line and markings but no physical barrier *Sharrow:* Signed route with pavement parkings indicating a shared environment for bicycles and motor vehicles *Shared Lane:* Signed route, no pavement markings

*Park Road:* Roadways/access roads through parks that may connect trails; typically offer space for cyclists (not official cycling infrastrcture) *Edge Line:* White lines on the edge of a roadway that may offer space for cyclists (not official cycling infrastrcture)

## Why It's Important Now

Since the COVID-19 pandemic swept across the globe in early 2020, cities around the world have mobilized to improve pedestrian and cycling infrastructure.

Expanding walk and bike options across cities not only provides safer spaces to social distance and avoid crowding, but also enables people to stay active and enjoy the mental and physical health benefits of green and open spaces.

The 2020 Declaration for Resilience in Canadian Cities declares the importance of creating "15-minute neighbourhoods," where people can live, work, shop, enjoy the outdoors, and meet the needs of their daily lives within a 15 minute trip, by active transportation (ref. 28). Former Chief Planner of Toronto, Jennifer Keesmaat, led the effort to formulate this declaration, which was signed by politicians, architects, urban planners, city builders, academics, architects, real estate developers, artists, and others. Even before mid-March, when Toronto began to make changes to meet the challenges of the pandemic, the city was already working to expand its cycling network and improve road safety through TransformTO and the Vision Zero initiative. The long-term goal of TransformTO, Toronto's climate action strategy, is that 75% of all trips under 5 km will be walked or cycled by 2050 (ref. 46).

On February 3, 2020, the City adopted a plan to expand Bike Share Toronto operations to several additional neighbourhoods including Lawrence Heights and Forest Hill (ref. 54). Today, Bike Share Toronto offers its members access to 6,850 bikes at 625 stations across Toronto (ref. 5).

In response to the COVID-19 pandemic, Toronto accelerated the implementation of on-street cycling and launched the ActiveTO campaign to expand active transportation spaces so people can safely practice social distancing (ref. 16). City Council approved approximately 25 km of new bike lanes, bringing the City's total on-street cycling lanes to 40 km (ref. 16). ActiveTO initiatives also include 'Quiet Streets' that use temporary barricades to open residential streets for active transportation (ref. 16).

Active transportation: human-powered travel including but not limited to waking, cycling, and travelling with mobility aids or power-assisted devices

On September 16, 2019, North York Community Council approved a motion to refer a list of recommendations for improving the Allen Greenway to the appropriate staff in (a) Toronto Community Housing, (b) Parks, Forestry and Recreation, and (c) City Planning, (d) Transportation Services), and (e) TTC (ref. 51).

The recommendations were listed in a September 11, 2019 memo letter to the Members of the North York Community Council, and relate to:

- filling in missing paths
- enhancing the material of existing and missing paths
- improving pedestrian and cycling connectivity and safety
- linking and expanding existing park spaces, open spaces, and trails
- improving access to subway transit stations

Some of the recommendations that address missing paths are noted on pages 49-53 of this guidebook, with site photos.

The recommended improvements are illustrated on two City of Toronto maps: Potential Allen Greenway: Marlee Avenue Visioning, and Potential Allen Greenway: Lawrence Avenue West to Highway 401. On these maps, many of the Greenway's missing paths are listed as 'multi-use paths.' The term multi-use reflects the vision of the Greenway as a recreational trail for all active transportation users. However, not all missing paths can be designed as what the City calls multi-use trails in its Multi-Use Trail Design Guidelines (MUT Guidelines).

Accessibility regulations for the design of "sidewalks"/"exterior paths of travel" sometimes conflict with those for "multi-use trails"/"recreational trails." The first terms in each set are found in municipal policy and guidelines; the second come from provincial policy – the Design of Public Spaces Standards (DoPS), under the *Accessibility for Ontarians with Disabilities Act (AODA)*. A table with the differences is on page 16.

For this guidebook, I created a map (on page 46) that takes a closer look at types of paths possible, given existing site constraints and accessibility regulations.

## **1.2 Policy Context**

## **Planning Policy**

## **PROVINCIAL POLICY STATEMENT, 2020**

The Provincial Policy Statement, 2020 (PPS) (ref. vii), issued under the *Planning Act, 1990*, sets a policy foundation for land use planning and development in Ontario. Policies provide for the efficient use of land and the protection of public health and safety and natural resources. Policy 1.5.1 of the PPS sets that **healthy, active communities** be supported by **safe public streets**, **spaces, and facilities that meet the needs of pedestrians and facilitate** *active transportation*. It directs that planning provide a **full range and equitable distribution of publicly-accessible built and natural settings for recreation** including facitilities, parkland, open space areas, trails, linkages and, where practical, water-based resources. To accommodate the impact of climate change and projected needs, policy 1.6.2 promotes that *green infrastucture* complement infrastructure. Policy 1.6.7.4 promotes land use patterns, densities, and a mix of uses that minimize vehicle trips and support current and future transit use and active transportation.

## A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

A Place to Grow (Growth Plan) (ref. vi), issued under the *Places to Grow Act, 2005*, sets a framework for regions in Ontario to manage growth in ways that support economic prosperity, protect the natural environment, and allow communities to achieve a high quality of life with individual well-being. Guiding principles include planning *complete communities* designed to support healthy and active living, prioritizing growth in *major transit station areas*, protecting and enhancing natural heritage and hydrological features, and integrating climate change considerations to support resilient communities and infrastructure. The Growth Plan **promotes walkable street configurations and effective transit and active transportation networks** to "connect people to homes, jobs and other aspects of daily living for people of all ages" (p. 12).

Active transportation: human-powered travel including but not limited to waking, cycling, and travelling with mobility aids or power-assisted devices

*Green infrastructure:* natural and human-made elements that provide ecological and hydrological functions or processes; may include natural heritage features, parklands, stormwater management systems, permeable surfaces

**Complete communities:** communities that are designed to meet people's daily needs by providing convenient access to local services, a mix of jobs, transportation options, public service facilities, a range of housing, high quality public open space, adequate parkland, recreational opportunities, and local and healthy food

*Major transit station areas:* areas including and around existing or planned *higher order transit* (transit that operates partially or completely in dedicated rights-of-way, apart from mixed traffic); within approximately 500-800 metres of a transit station (about a 10 minute walk)

The Growth Plan directs aligning transit with growth, prioritizing planning in major transit station areas and priority transit corridors, the latter to be identified in official plans.

Toronto Official Plan Map 4 (2006) displays Higher Order Transit Corridors, showing Eglinton Avenue as a planned Transit Corridor. Today, construction is well underway to build the Eglinton Crosstown LRT, expected to be completed in 2022 (ref 30).



## **CITY OF TORONTO OFFICIAL PLAN**

The Official Plan (current version in effect as of February 2019; ref. iii) contains policies that address built form, urban design, and health and wellness, serving to implement provincial policy directives set out in the PPS and Growth Plan. Policies aim to create an attractive, healthy, safe city for people of all ages to feel a sense of belonging and to enjoy a good quality of life.

The Official Plan encourages a range of opportunities for active and passive recreation. To support healthy neighbourhoods, Official Plan policy 2.3.1.7 sets that **community and neighbourhood amenities will be enhanced, where needed, by improving and expanding existing parks, recreational facilities, and other community services**. Sections 2.3.2 and 3.2.3 outline policies promoting public access to and enjoyment of green spaces. Policy 2.3.2.3 directs the expansion of Toronto's *Green Space System* by acquiring linkages between existing parks and open spaces, where feasible. Policy 2.3.2.2 encourages public agencies and Torontonians to support the protection, enhancement, and restoration of "links within and between elements of the *Green Space System*" while policy 2.3.2.1d supports the establishment of "co-operative partnerships in the stewardship of lands and water."

Policy 3.2.3.1 outlines steps to maintain and enhance parks and open spaces including adding new parks and amenities, **designing high quality parks** that support user comfort, safety, accessibility, and year-round use, and **protecting access to publicly accessible open spaces** while also developing open space linkages.

*Green Space System:* includes lands with *Parks* and *Open Spaces* designations (parks, ravines, beaches, bluffs, golf courses, cemeteries), the natural heritage system, and a variety of privately managed but publicly accessible spaces

#### LAWRENCE-ALLEN SECONDARY PLAN

The Lawrence-Allen Secondary Plan (ref. ii) is one of 34 Secondary Plans to the City of Toronto Official Plan, each of which contain detailed policies to guide growth and change in a specific area. The Lawrence-Allen area is located in northwest Toronto, north of Lawrence Ave West, south of Highway 401, and between two major arterials, Dufferin Street to the west and Bathurst Street to the east. It includes two subway stations.



Map 04: Locating Lawrence-Allen Secondary Plan (by Caroline Bucksbaum, Summer 2020)

The Lawrence-Allen Secondary Plan, approved in 2011, sets a framework for revitalizing the Lawrence Heights community and surrounding area while creating social and economic opportunities for residents. The Lawrence-Allen area has been identified as a priority for investment due to widening income gaps, unequal distribution of services and facilities, and community safety concerns. Neighbourhoods are poorly connected to each other. Policies follow four themes: 1) reinvestment, including renewal of the social housing stock; 2) mobility, supported by a **well-balanced transportation system that includes options to walk, cycle, and use transit**; (3) liveability, with institutions, **high quality usable parkland**, and community facilities that foster good health and a sense of community, and (4) **placemaking**, through **quality public spaces** that promote public safety, social interaction, and vibrant public activity.

## The Allen Greenway is secured by the Lawrence-Allen Secondary Plan.

To support a cohesive public realm, policy 2.1.9 directs that **Allen Road be integrated to achieve a positive physical and social relationship with surrounding buildings, parks, and open spaces**. Section 4.3 addresses long term objectives for the Allen Road Corridor. Policy 4.3.1 outlines the objectives, which include (4.3.1a) **to provide a direct and continuous north-south pedestrian and cycling route along each side of Allen Road** that is safe, convenient, and integrated with the surrounding pedestrian and cycling network, and (4.3.1e) to improve existing connections and crossings and create additional pedestrian, bicycle, auto, and green connections to and across Allen Road Corridor.

The Greenway, secured as a publicly-accessible open space (ref. 50), is listed in a hierarchy of parks, along with Baycrest Park, a Community Park, and neighbourhood parks. These spaces will enhance the public realm and accommodate a range of recreational experiences. Policy 5.2.3d provides that the Greenway will be a landscaped north-south multi-use linear park and trail for pedestrians and cyclists through the neighbourhood and beyond the Secondary Plan area.

## **Other Policy**

### CANADIAN CHARTER OF RIGHTS AND FREEDOMS, ONTARIO HUMAN RIGHTS CODE

The *Canadian Charter of Rights and Freedoms* (ref. i), under the *Constitution Act*, *1982*, guarantees fundamental rights and freedoms to Canadians. The *Charter* applies to actions taken by the government. Ontario's *Human Rights Code* (ref. iv), enacted in 1962, prevails over all provincial legislation, including planning legislation, if there is a conflict. The decision in the *Kitchener (City) Official Plan Amendment No. 58*, [2010] planning case sets precedent for considering the impact of planning decisions on groups protected under the *Code* (ref 34).

The Provincial Policy Statement states in section 4.4 that the PPS "shall be implemented in a manner that is consistent with the Ontario *Human Rights Code* and the *Canadian Charter of Rights and Freedoms.*" Section 4.3 states that the PPS "shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal\* and treaty rights in Section 35 of the *Constitution Act, 1982.*"

Municipalities are creations of the province. The province exercises authority under the *Constitution Act, 1982*, and therefore, municipal decisions and actions also must be consistent with the *Canadian Charter of Rights and Freedoms* as well as the Ontario *Human Rights Code*, as stated in the Ontario Municipal Councillor's Guide 2018 (ref. 34; 35).

## UNITED NATIONS DECLARATION ON THE RIGHTS OF INDIGENOUS PEOPLES

In 2016, Canada adopted the United Nations Declaration on the Rights of Indigenous Peoples (ref. viii), previously adopted by the General Assembly in 2007. Article 32.1 declares that "Indigenous peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources." Article 32.2 declares that "States shall consult and cooperate in good faith with the [I]ndigenous peoples concerned...prior to the approval of any project" affecting their lands or resources.

\*Though the Constitution Act, 1982 recognizes "Aboriginal rights" or "rights of the Aboriginal peoples of Canada," *Aboriginal* is no longer used terminology. People who are indigenous to the lands of Canada – First Nations, Métis, or Inuit people – are collectively called Indigenous peoples.

HUMAN RIGHTS (Federal, Provincial)

## **Municipal Initiatives**

#### **CYCLING NETWORK PLAN**

Toronto's Cycling Network Plan, approved on July 17, 2019, is an update to the previous 10 Year Cycling Network Plan which was approved on June 9, 2016 (ref. 17).

The Cycling Network Plan outlines a three-year (near term) 2019-2021 implementation program, with investment in 120 km of new cycling infrastructure and studies on an additional 70 km of cycling routes. It also includes major city-wide cycling routes, based on the Major Corridor Studies from the 10 Year Plan. These city-wide routes have been reviewed and prioritized since, with some now proposed for near-term implementation (ref. 17).

#### VISION ZERO ROAD SAFETY PLAN

Toronto's Vision Zero Road Safety Plan (RSP) is a five year (2017-2021) City action plan, and part of an international Vision Zero movement, that is focused on implementing road safety measures that will eliminate fatalities and reduce serious injuries that occur on the road (ref. 11). Vision Zero projects include creating signed and marked, reduced speed school, senior, and community safety zones; launching public education campaigns; improving street lighting; and enhancing cycling corridors and upgrading cycling infrastructure.

On July 16-18, 2019, City Council endorsed, in principle, Vision Zero 2.0, an update to the Vision Zero RSP (2016) (ref. 47). Vision Zero 2.0, outlined in a Report for Action dated June 13, 2019, notes the importance of local roads in "connect[ing] the final stages of many trips to work, home, transit, schools, parks, recreation centres, libraries, places of worship, shops and the wider pedestrian network," concluding that "providing sidewalks on local roads is vital to enahnce safety and accessibility" (ref. 45, p. 30).

(Municipal)

# — Policy under AODA —

## **Accessibility Regulations and Design Guidelines**

#### DESIGN OF PUBLIC SPACES STANDARDS

The Design of Public Spaces Standards (Accessibility Standards for the Built Environment) (DoPS) is part IV.1 of O. Reg. 191/11: Integrated Accessibility Standards, under the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA). The DoPS sets minimum standards for the design of public spaces to ensure accessibility for people of all abilities. There are two types of public spaces relevant to the Allen Greenway, each with separate sections in the DoPS: **recreational trails** and **exterior paths of travel**. See my table on page 16 for more details.

The Canadian Urban Institute published a comprehensive resource called the AllAccess Toolkit (2018) that helps planners, architects, and designers navigate and apply the DoPS (ref. 6).

### TORONTO MULTI-USE TRAIL DESIGN GUIDELINES

Toronto's Multi-Use Trail Design Guidelines (MUT Guidelines), published in Janurary 2015 (ref. 25), provide tools to create a detailed inventory of trails, standardize the design of trails, and allow improved coordination between trail mapping, classification, maintenance, wayfinding, and connections with the public realm.

The Guidelines include **numerical requirements for trail widths, slopes, vertical clearances, curves, and ramps**; guidelines for the design of entry points, trail intersections, and **trails running within roads and driveways**; strategies for **dealing with constrained site conditions and obstructions**; and notes on trail amenities that promote safety and a positive experience, including signage, wayfinding, grade separations, lighting, passing areas, and site furnishings.

Note: The City is in the process of revising their Accessibility Design Guidelines (previous version published in 2004 and available online; however, outdated), to be in compliance with the AODA while keeping with the Toronto Official Plan.

ACCESSIBILITY: TRAILS, EXTERIOR PATHS

(Municipal)

(Provincial)

Recreational trails: public pedestrian trails intended for recreational or leisure purposes

*Exterior paths of travel:* newly constructed and redeveloped exterior paths including outdoor sidewalks or walkways; designed and constructed for pedestrian travel; intended to serve a functional purpose, not to provide a recreational experience



Multi-use trails should have lateral clearance space and furnishing zones on both sides of the trail surface, as shown in the image below. **In corridors where space is restricted, designers may have occasional shifts in trail alignment to have both furnishing zones on one side of the trail** (ref. 25, p. 23). The image below and my table on page 16 have more details on requirements.

There are three trail classifications:

Secondary Trails: between destinations within small geographic area
Primary Trails: between destinations in different parts of the city
High-Capacity Trails: may be destinations/attractions themselves;
accommodate the highest number of users and a wider range of user-types



*Lateral clearance:* areas to the sides of trail surfaces that improve safety conditions for users, e.g. space to avoid collision *Furnishing zone:* areas for vertical elements along trails, including signs, lights, trees, and public art

A map created in 2014 and published

in the MUT Guidelines (p. 101) shows Toronto's trail network, including

current and planned multi-use trails.

On this map, the Allen Greenway is

a proposed Primary Trail.

## Summary Comparing Accessibility Requirements for Different Path Types

#### Multi-Use Trail Guidelines | Design of Public Spaces Standard (DoPS) under AODA

			Measurements in metres (m) Table shows minimums unless otherwise specified				
Requirement	Notes	How Measured	MUT Guidelines - TRAILS	DoPS - RECREATIONAL TRAILS	DoPS - EXTERIOR PATHS OF TRAVEL		
Walkways	l.						
Clear width			Two pedestrians DEFAULT: 2.1 Two pedestrians MIN: 1.7	1.0	1.5, but can be reduced to 1.2 to serve as turning space where exterior path connects with curb ramp		
Lateral clearance			Lateral clearance DEFAULT: 1.0 Lateral clearance MIN: 0.6				
Furnishing zone			Furnishing zone DEFAULT: 1.0 Furnishing zone MIN: 0.6				
Head room clearance		height from ground to bottom of protrusion		2.1	2.1 (if less, provide cane detectable rail or other barrier)		
Entrance clear opening	gate, bollard or other design			0.85 - 1	0.85		
Running slope			5%		Max 1:20 (if sidewalk, can be greater than 1:20 but shall not exceed slope of adjacent roadway)		
Cross Slope			2%		Max 1:20 (where sidewalk is asphalt, concrete, other hard surface; otherwise max 1:10)		
Ramps/Slope		·					
Clear width				0.9	0.9		
Head room clearance		height from ground to bottom of protrusion		2.1			
Running slope			Keep under 6.67% where possible Max cross-slope: 2% Max running slope: 5% • If cannot must be greater than max: - Warning signage, added mitigation	Max 1:10	Max 1:15		
Cross Slope			- Deign segment as at-grade separation (see s. 7.2) Lateral clearance max: 2% Furnishing zone max: 16.7% (1:6) downward slope (may be steeper for upward slope)				
Landings				1.67 x 1.67	<ul> <li>Shall be provided at:</li> <li>Top and bottom of ramp;</li> <li>Abrupt change in direction of ramp;</li> <li>Horizontal intervals not greater than 9 metres apart.</li> <li>Min 1.67 x 1.67 at top and bottom and at abrupt change in direction;</li> <li>Min 1.67 x width of ramp for in-line ramp</li> <li>Cross slope max 1:50</li> </ul>		
Handrails	provide on both sides	height measured vertically from surface of ramp		0.865 - 0.965	0.865 - 0.965		
Intermediate handrails	provide if ramp exceeds this width			2.2	2.2		
Guard	have on both sides	height measured vertically from ramp surface to top of guard		1.07	1.07		
Slope drop-offs parallel to trail			2.0 or greater clearance from slope – no guard recommended IF: • slope less than 50% (2:1), OR • height dif less than 0.6 2.0 or greater clearance from slope – guard recommended IF: • slope 50% (2:1) or greater, AND • height dif 0.6 or greater clearance less than 2.0 from slope – guard recommended IF: • slope is 16.7% (1:6) and greater than 0.6, OR • drop-off height greater than 0.2				

Table by Caroline Bucksbaum, May 2020 | Numbers are minimums; site context and user characteristics should be considered

Based on what I learned during my internship, most of the Allen Greenway paths should be designed to conform to DoPS regulations for "exterior paths of travel" (orange column), a term that includes sidewalks. Therefore, although the Greenway's paths are intended, as per the Secondary Plan, to serve a dual purpose as both functional (as "exterior paths" or "sidewalks") and recreational (as "recreational trails" or "multi-use trails"), design for most of the missing paths should be consistent with municipal sidewalk installation policy. Only where possible, design can seek to provide a wider path with the elements set out in the MUT Guidelines.

## INFRASTRUCTURE AND ENVIRONMENT COMMITTEE MEETING ATTACHMENT SUMMARIZING MISSING SIDEWALK INSTALLATION POLICY

This document (an attachment to a 2019 meeting, ref. 44) summarizes policy and design standards from municipal and provincial documents that relate to the installation of missing sidewalks. Sidewalks are to be constructed in accordance with Toronto's Streetscape Manual. Toronto's Road Classification System, updated in 2018, lists streets by classification (arterial, collector, or local). Road classification is the primary factor used to determine whether sidewalks should exist on one or both sides of a road. On the sides of arterials, collectors, and local roads, the **minimum sidewalk width is 2.1 m**. A higher minimum applies for arterials and collectors with high pedestrian volumes. A width of 1.8 m is acceptable for local roads with low pedestrian volumes.

Sidewalks additional to the those on sides of streets as determined by the Road Classification System should be evaluated, prioritized, and proposed by City staff according to criteria listed in the document's pages 1-2, which includes that **City staff shall consult on sidewalk design with adjacent property owners "to minimize impacts on public and private property"** (ref. 44, p. 1) and **with Parks, Forestry and Recreation to mitigate negative impact on trees**.

**Priority for sidewalk installation** is higher: (a) where there are documented pedestrian saftey issues; (b) **on streets that connect to schools, transit, neighbourhood amenities, and links to the pedestrian network**; and (c) where there is greater technical feasibility and cost effectiveness. Sidewalks may not be installed where there are major slope or grade issues (ref. 44, p. 3). **Streets along the Allen Greenway connect with transit and neighbourhood amenities and link to a larger pedestrian and cycling network.** 

Although sidewalk installation policy is aimed at sidewalks on the sides of streets, the Greenway is unique in that about half of its instances of missing paths run both between and perpendicular to local roads.

PATH DESIGN: SIDEWALKS

(Municipal)

#### STREETSCAPE MANUAL

The Streetscape Manual User Guide (2019, ref. 14) provides a guide for the construction, maintenance, and improvement of sidewalks and boulevards. Section 2 addresses functional zones of sidewalks and placement of street furniture. Section 3 provides information on types or placement of paving, street trees, *medians*, lighting, and street furniture. Section 3.1 states that the desired **Pedestrian Clearway zone width is 2.1 m**; however, **where this is not possible, clearways may be reduced to no less than 1.53 m**. Section 3.4 notes a family of **standardized City light fixtures** that create a coherent, harmonious streetscape across Toronto. Newer fixtures use bird-friendly design and consider light pollution reduction. Section 3.5 references Toronto's Coordinated Street Furniture Program, operating from 2007-2027 through an agreement wth Astral Media (ref. 14).

Specifications in this manual mainly relate to sidewalks along boulevards or in urban spaces, for example, near cafes, and thus, some specifications may be less relevant to the design of missing paths for the Greenway.

#### TORONTO COMPLETE STREETS GUIDELINES

Toronto's Complete Streets Guidelines (requested by City Council in 2013, ref. 7), like the Streetscape Manual, address designing elements of streetscapes and public spaces. These guidelines provide a comprehensive overview of street design that incorporates safety, placemaking, comfort, environmental sustainability, and coordination with utilities and maintenance. Chapter 4 addresses street design for pedestrians, 5 outlines design for cycling, and 7 provides information on design for green infrastructure. Green infrastructure, such as planters, can be used for traffic speed management (ref. 7, p. 113).

Some of the design principles from the Complete Streets Guidelines may be applied to the design of Allen Greenway missing paths; however, as with the Streetscape Manual, some are more relevant for sidewalks and streetscape design in higher user-volume, urban spaces.

(Municipal)

*Medians:* separations in roadways that divide lanes going in opposite directions or lanes with different speeds or user types (such as vehicles versus cyclists or pedestrians)

*Green infrastructure:* natural and human-made elements that provide ecological and hydrological functions or processes; may include natural heritage features, parklands, stormwater management systems, permeable surfaces

#### **ROAD ENGINEERING DESIGN GUIDELINES**

Toronto's Road Engineering Design Guidelines include Lane Widths Guideline (2018, ref. 13) and Curb Extensions Guideline (2018, ref. 12).\* These guidelines are designed for engineering staff to determine appropriate road lane widths and curb measurements, respectively. They are relevant to Allen Greenway work in helping to understand the possibilities for path design and road configuration. For example, these guidelines would be referenced when looking to turn a two-way street into a one-way street or to add curb extensions for safety.

The Lane Width Guidelines outline minimum lane width dimensions for different types of roads and list an order of priority for determining lane widths where road space is limited.

Curb extensions, also called bump-outs, are short sections of road narrowings where the width of pavement is reduced to extend the curb into the roadway. The guidleines include values for the **height**, **radii**, **and slope of curbs**; the **width of curb extensions** in and independent from intersections; and the **offset distance for placing object marker signs**.

			Minimum (m)	Target (m)	Maximum (m)
	60km/h or more	3.0	3.0	3.5	
Through Lane	50km/h		3.0	3.3	
	40km/h or less		3.0	3.0	
	Shared Curb Lane without	3.3	4.3	4.3	
	Shared Curb Lane with Urban Shoulder or Curb Lane with Dedicated Cycling Facility	60km/h or more	3.0	3.5	3.5
Curb Lane		50km/h		3.3	3.5
		40km/h or less		3.3	3.5
Urban Shoulder	1.2	2.3	2.3		
Two-way Left Tu	3.0	3.0	3.3		
Dedicated Left T	3.0	3.0	3.3		
Dedicated Right	3.0	3.0	3.3		
Dedicated Parkin	2.0	2.4	2.8		
Dedicated Cyclin	Note 1				

\*Both documents note in their document background section that most guidelines were created decades ago and need revisiting to better consider all modes of travel. The Lane Widths Guidlines note that the City of Toronto would benefit from a "more context sensitive and in-house engineering design," as is the approach in "several other municipalities" (p. 1).

(Municipal)

To the right is part of Table 2.4.1.A from the Lane Widths Guideline (ref. 13, p. 6), showing width dimensions for different types of lanes.

## PAVEMENT DESIGN AND REHABILITATION GUIDELINE, SECOND EDITION

The Pavement Design and Rehabilitation Guideline (2019, ref. 24). provides detailed information on engineering considerations for pavement, including materials selection, pavement treatment, design for improved drainage, and maintenance.

Chapter 7 addresses **Public Realm Infrastructure** including sidewalks, walkways, crosswalks, multi-use trails/paths, bike lanes and cycle tracks, permeable pavement, and brick and precast concrete pavers. Section 7.1 on Sidewalks outlines sidewalk width requirments. Page 61 **references the 1.5 minimum for exterior paths of travel, but also provides the City Standard, which is above the provincial minimum**.

As summarized in the Missing Sidewalk Installation Policy meeting attachment, the Guideline states that the City Standard is 2.1 m clearway on arterials and collectors and 1.8 m clearway on local roads. It notes that sidewalks that have a pedestrian clearway less than 1.5 m should be reconstructed to provide a minimum of 1.5 m.

Section 7.5 on Multi-Use Trails/Paths acknowledges that the Multi-Use Trail Design Guidelines exceed existing minimum standards "in order to create truly world-class multi-use trails for Toronto's residents and visitors" (ref. 24, p. 63).

In summary, for the Allen Greenway's missing paths, the minimum dimensions to use are those for sidewalks:

- legislated minimum on exterior paths of travel: 1.5 m
- City Standard clearway on arterials and collectors: 2.1 m
- City Standard clearway on arterials and collectors: 1.8 m

Only where space permits, paths can be designed as multi-use trails, adhering to the Multi-Use Trail Design Guidelines, with lateral clearance and furnishing zones.

(Municipal)

## **Planning Strategies**

Toronto's Parkland Strategy, City of Toronto, adopted by City Council November 26 2019 (ref. 8)



Toronto Ravine Strategy, City of Toronto, adopted by City Council January 29, 2020 (ref. 9)



Toronto Walking Strategy, City of Toronto, adopted by City Council in 2009 (ref. 10)



Trail Strategy for the Greater Toronto Region, Toronto and Region Conservation Authority (TRCA), 2019 (ref. 55)



## Toronto 360 (TO360) Wayfinding Project, City of Toronto, launched in 2011, which includes:

Toronto Parks & Trails Wayfinding Strategy: Phase One: report to create the system completed 2014 (ref. 40) Phase Two: design and implementation began 2015





Image from ref. C

Park signs are green, informing users about parks and facilities and supporting navigation Trail signs are orange, supporting linear navigation at trailheads and along trails

## Cycling Wayfinding Strategy



lmage from ref. B

Smaller cycling signs (left) show distance of nearby roads and trails; Larger cycling signs (right) provide general directions of nearby roads and trails and are typically placed at main intersections

## 1.3 History of Allen Road

Allen Road was originally planned to be an expressway that would run from north of Highway 401, jog east to Spadina Road, and end at Harbord Street (ref. 27), now the western edge of University of Toronto's main campus. The expressway was approved in 1962 with construction beginning from the north (ref. 27). In the late 60's and early 70's, strong community pushback and protests resulted in the cancellation of the rest of the route (ref. 27; 43). The built portion is now called Allen Road. Building the expressway required the demolition of 300 houses and reduced the number of through east-west roads from eight to seven (ref. 31). If the entire route had been completed, almost a thousand houses and the Spadina Museum, next to Casa Loma, would have been demolished (ref. 4).

Lawrence Avenue West





1964: Between Eglinton Avenue West and Lawrence Avenue West is residential



1969: Eglinton to Lawrence is under construction; homes and two streets have been destroyed (ref. 27)





## 1.4 Past Study

## Allen Road Environmental Assessment

The City of Toronto initiated an Allen Road Individual Environmental Assessment (EA) in 2010, seeking to overcome the harsh physical barrier of Allen Road and improve how Allen Road fits with the surrounding communities (ref. 52a). The City approved the EA Terms of Reference (ToR) in October 2013.

In September 2014, the City submitted the proposed ToR to the Minister of Environment and Climate Change for formal provincial review and acceptance (ref. 52a). The proposed ToR for the EA included six alternatives, from least to most drastic in terms of physical change (ref. 52a):

- 1. Do nothing
  - 2. Make safety and operational improvements along Allen Road corridor including better access to TTC stations, coordination of traffic signals, noise attenuation, and improved lighting
  - 3. Make modifications to Allen Road corridor that may include physical changes to the public realm, streetscape, traffic operations, and infrastructure – examples: HOV lanes, new or modified interchanges, new or widened bridges, new cycling infrastructure
- 4. Transform Allen Road corridor with a surface road; replace expressway with at-grade lower speed roadway; introduce new intersections and land parcels
- 5. Transform Allen Road corridor by decking over expressway; maintain expressway as below-grade; make use of newly created land for other purposes, e.g. parks, new streets
- 6. Transform Allen Road corridor by removing expressway entirely; not replacing it with a high speed roadway

In September 2015, after a detailed review of the ToR, the Ministry of the Environment and Climate Change (MOECC) requested a meeting with the City to discuss the Allen Road EA process. The **Province advised that the Allen Road EA ToR proposed alternatives that were "too broad,"** and that **"land use planning in the study area was not developed to [a] level commensurate with the infrastructure planning,"** advising that "without a similar land use planning exercise for the area south of the [Lawrence-Allen Secondary Plan]...it was unlikely the City would be in position to implement the EA recommendations in the near future" (ref. 52a, p. 1). In July 2016, City Council withdrew the proposed ToR for the Allen Road EA from the MOECC (ref. 52b).



Images from ref. R, Attachment 2



Image from ref. M

## **Allen Road Revitalization Report**

In 2016, three students from the University of Toronto, using the name PSL Group (Inc.) (PSL), prepared a report called Allen Road Revitalization: William Randall Allen Greenway (ref. 37, p. 116). The report was completed as a Department of Civil & Mineral Engineering capstone group design project (ref. 56). It is an in-depth study for revitalizing Allen Road, addressing traffic congestion and safety as well as land use and ways to improve the public realm (report: ref. 37; design drawings: ref. 57).

In the report, PSL proposed three alternatives, each looking separately at the northern and southern sections of Allen Road. They recommended Alternative 2—do nothing north of Lawrence, and deck over Allen Road south of Lawrence (ref. 37).

PSL's work is dated April 2016, three months before the City withdrew its proposed Terms of Reference for the Allen Road Environmental Assessment from the Ministry of the Environment and Climate Change (ref. 52b).

The PSL report sites two existing projects with decked over expressways: Klyde Warren Park in Dallas, TX, and the Rose Fitzgerald Kennedy Greenway in Boston, MA (ref. 37, p. 25). Klyde Warren Park, built in 2012, is an urban green space located above a freeway and the Rose Fitzgerald Kennedy Greenway, completed in 2008, is a 15 acre linear park above an expressway (ref. 37, p. 25).



Images from ref. M, p. 26 Today, neighbourhoods are still divided by Allen Road; however, two neighbourhood associations have been formed that join communities on the east and west.

Lawrence Heights Inter-Organizational Network (LHION)

ENGLEMOUNT-LAWRENCE

FOREST HILL

NORTH

Wenderly Park Community Association



YORKDALE-GLEN PARK

> OAKWOOD VILLAGE

> > ← Initially planned Spadina Expressway

29

THE ALLEN GREENWAY GUIDEBOOK SUMMER 2020



Map 06: Key Map (Caroline Bucksbaum, Summer 2020)

## 1.5 Project Area

The Allen Greenway is located in northwest Toronto, serviced by four TTC subway stations on Line 1, Yonge-University Spadina. The area is parkland deficient. There are several narrow open spaces along Allen Road, but many are not operated as parkland. The proximity to the expressway makes these open spaces noisy.

Eglinton West subway station, at the southern end of the Greenway, is under construction. The area surrounding the station will be getting new accessible sidewalks with improved lighting as part of upgrades for the new Eglinton Crosstown LRT, which will operate from Mount Dennis to Line 2, Kennedy station (ref. 30). The LRT is expected to be completed in 2022. Eglinton West will become Cedarvale station (ref. 29).



Images from ref. K



\*Parks and Road Network in Lawrence-Allen Secondary Plan area reflect current (2020) configurations, not the Plan's (2011) proposed changes

\*\*Open space proposed to be park



While the Allen Greenway plays an important role in the revitalization of Lawrence Heights and the Lawrence-Allen Secondary Plan area north of Lawrence, or the "North Zone," this guidebook focuses on the part south of Lawrence, or the "South Zone." There are two primary reasons for narrowing the scope:

#### 1. Substantially different character in land development patterns in the north and in the south

#### North

- More clearance on both sides of Allen Road
- Greater variety of land uses: Apartment Neighbourhoods and Mixed Use Areas designated lands abut Allen Road
- Toronto Community Housing social housing interwoven with Toronto District School Board sites

#### South

- Narrow clearance on both sides of Allen Road, especially on the west side
- Mainly low-rise residential; Neighbourhoods with some Apartment Neighbourhoods designated lands abut Allen Road
- Rows of houses with some multi-plexes and apartments along grid-like streets

#### 2. Three redevelopment plans already underway in the North Zone

- 1. Revitalization of Lawrence Heights and surrounding area (Focus Area of the Secondary Plan)
- 2. Baycrest Park Revitalization
- 3. Yorkdale Shopping Centre Block Master Plan



Yorkdale Shopping Centre Block Master Plan, Development Option 3 (of 3)

#### Image from ref. E



Allen Greenway POPS (privately owned public space)
Screenshot from Google Street View (June 2019)

#### Baycrest Park Revitalization: Full Build Out Plan Image from ref. G





Lawrence Allen Public Realm Master Plan

#### Image from ref. S

## North Zone: Lawrence to Highway 401



Map 09: North Zone Built Form (Caroline Bucksbaum, Summer 2020)

The North Zone was mostly built after the expressway route was planned in the 1940's, which is why there is more space on both sides of Allen Road. The buildings nearest Allen Road are mainly apartments with two large commercial spaces. The drawn red lines above are roughly 40-50 metres from Allen Road, showing that few buildings come close to the expressway and that there are areas of open space surrounding the expressway.



Screenshot

from Google Globe View

Lawrence Avenue West
### South Zone: Eglinton to Lawrence



Bathurst

Screenshot Google Globe View

Eglinton Avenue West

In the South Zone, houses and residential dwellings come closer to the edges of the expressway. Again, the drawn red lines are roughly 40-50 metres from Allen Road, drawing attention to the proximity of houses to Allen Road. While both sides of Allen Road are mainly low-rise residential areas, physical neighbourhood character differs somewhat between the east and the west. The west side has a few blocks of taller apartment and condominium buildings.

Map 10: South Zone Built Form (Caroline Bucksbaum, Summer 2020)

Allen Road Lawrence-Allen Secondary Plan Parkland Built Form N 0.2 0.4 0.6 0.8 Kilometres

The east has a more consistent grid-like street configuration

Most homes near the expressway on the east side are detached houses or duplexes, with some multi-plexes towards Lawrence Avenue West

The west has some variety in street configuration, with a few culs-de-sac

Near the expressway, there is more of a range of housing types west of Allen Road, including a cluster of apartment buildings north of linear York Beltline Park

# 2.0 Focus Area

## South Zone

## 2.1 South Zone Maps

Maps on the following four pages show the Allen Greenway South Zone's land use designations, existing and proposed parks, recreational facilities and amenities, school locations, lands that are owned, leased, or operated by the City, cycling and transit networks, and neighbourhoods.





#### Map 11: Land Use - South Zone (Caroline Bucksbaum, Summer 2020)



Hydro Corridor





Land use designations based on Toronto Official Plan Map 17, last modified February 2019

\*Site and Area Specific Policies based on Toronto Official Plan Map 28, last modified October 2016

Lawrence Ave W	The second secon
A Barry Barry an and the state of a state of	Billilige destilten aus anne anterent an fin and an anterent and an anterent and
White wind winds a family	19111114015 ellesanes Machilles date billed from 1 -1
Think of a start of a start of the start of	. E Peterski satistica satisti
In man Washer I halfs from Mark	aufterderne ihrenbilliciptides effeftittittittittitte til-Rallangind Tersernen
	La restance in the second seco
	Trees repaired Marks & Manhalisenal
stassereres a	A MARTIN AND AND AND AND A DESCRIPTION OF A DESCRIPTION O
antigeren I B anderstegeneinelitererse & B antigere & antigere	wannan nangangangan in the states of the sta
anna a h usen hade addition hade an Tu Vericery : etersuat	alaulaallaaree besterementellast
Cieu *** Tanta autorial anglaffan af a hat i a ta t	ATAARbaaren II. aan 1989gil. 21pd
Porte a guint alle allumon Paul au aller a Aun and and and and	Ratpornitated Billethilftige. Pfullint Righting Billing Billing, Balling, B
shanang m . "Alah NughaNgal bhat atol anoull movel avbrokter?	orrestances fan ar strange fanning on H Pangalantant and state and
an and a deterilities and the aber and the state of the s	batte dente fante fan Anna Sere femante and a Sere
Hardente " He interim bagets 1 Wighter Wert att ba Tagetter angefet " m menterifter	allanna anan guranan na shagi. gandar galan a madar a sa 🖌 🚺
Rencairn Ave	Ine steating Order weldenges and Oferendling at an and a state of the
And a marger of all an international and all all all all all all all all all al	an peakers an angle and the first marker and and and an and the man
alasing if at the billed of th	ann na statt (5.288 an ante an ante an ante an ante and a state of the
Contractifient and and and a statistical and a s	nultangen tengennightunde un musture tenteret
1 0 Il allenter all	WERF, 204 Institution attail, 8, 25-Files aft. Institute at The
S = 10 million = 1 = 1 = 1	. By. 1927 angagthumatereburttattarala in 182708 and hat had a and hat
Comment and the state of the st	
Bennetilitaal att 2 1 1 1 1 4 4. parray starts Benn	e. O synamplynnegt fredulting an agenti
W * must start the first the first start of the fir	Viewmount
H	Pork Augustant and
	I Dreathill Building and and and an and an and an and an and an and an
D Strengtheren in the set of the	mate to a set of the s
and the second of the second o	2 2 Papel Vallt inuff sand falle bunkthift fins at a far
W 2 1 5 finds 2 2 minlouds 2 1 horst much	Party of the second sec
	towned buildes fasted and the state buildes and the state of the state
Roselawn Ave	Elm Ridge Rd
York Beltline	
	stuestretart 2 1 tabbies att ba a Topar II to
in tentification in the standard provide a standard provide the standard	Maderidati 2 Port Beds abbert Bed 2 shadadt alag
ethelitetetetetetetetetetetetetetetetetetet	An interstated a finite fit of an adda and a fit for an and a fit of the second of the
P afpatpaulputteder unterfer beautenen utettichentlinebertelbertatenenten b u b i pere	The standing of the balance of the stand of
angelinnen utfalsteretigtitt menten fredingen feiteren fres preuspensteren inter streiten inter angelingen i	Alle and a second secon
Thestorithmetlides. Inemitallerensteller statemet	The start of 5 1000 - 6 hunden an a b start we start at a
	- Intititi 2 Ertable . Landtobernite 2 E apt'rite .
Eglinton Ave W	

- Existing Park
- Proposed Park
- Lawrence-Allen Secondary Plan (south boundary)

#### **Recreation\***

- Community Recreation Facility
- Thiessen Polygon for Nearest Community Recreation Facility
- Playground
- Pool or Splash Pad
- Bocce Court

#### Schools\*\*

- English Public
- English Separate
- Private



\*Data from PFR\_POINT\_ASSET [recreation facilities] and PFR\_ASSET\_ NOR\_CENTROID [recreation amenities] shapefiles (latter last modified Oct 2017)

\*\*School dots re-positioned based on (a) visual front of school, or (b) primary entrance, using Google Street View; Data from School locations-all types data shapefile (Open Data file refreshed July 2020) Map 13: City-Owned, Leased, or Operated Land and Areas of Parkland Need - South Zone (Caroline Bucksbaum, Summer 2020)





South of Eglinton: showing only (a) Areas of Parkland Need [partial], and (b) City-Owned, Leased, or Operated Land where they overlap with 'a' \*Identified in Toronto's Parkland Strategy Final Report, November 2019 \*\*Properties/names consolidated where multiple properties with similar names exist, and corrected in cases of error; Data from SAPRE\_CITY\_PROP shapefile (accessed Summer 2020)



#### Map 14: Neighbourhoods, Cycling, Public Transit - South Zone (Caroline Bucksbaum, Summer 2020)

## 2.2 Character

The Allen Greenway currently includes a variety of path types. Some are worn dirt paths. Some are sidewalks in poor condition.

There are plenty of open spaces along the Greenway. Some of them are quite narrow, but with the appropriate attention, care, and creativty, the completion of the paths and the open space system together can achieve the vision of the Allen Greenway.



Crack in sidewalk; Viewmount Park, east side of Allen Road



Crumbling curb, various sidewalk materials, worn path; Ridelle Avenue, facing south, west side of Allen Road



Along Newgate Road, south of Viewmount Park, the worn dirt path is narrow and not accessible for cyclists who instead must share the roadway; photo facing south Where they exist, the sidewalks along the Greenway vary in width and are not consistent in appearance. Noise walls minimize the noise from heavy traffic on Allen Road. Noise walls vary in height and in proximity to sidewalks or paths. There are several spots where noise walls are missing, making the walk along the Greenway a noisy experience.











## Noise walls on both sides of sidewalk

Facing south from just north of Viewmount Avenue, east of Allen Road

## Noise wall on highway side of sidewalk

Facing north from Glen Park Avenue, east of Allen Road

#### Wider sidewalk

Left: Facing north from just south of Glengove Avenue West, east of Allen Road

Right: Facing south from Dell Park Avenue, west of Allen Road

#### Missing path

Facing south from Glen Park Avenue towards Glencairn Avenue, west of Allen Road

#### No noise wall

Facing north from Dell Park Avenue, east of Allen Road

# 2.3 Placemaking Opportunities

Allen Greenway is not just about connecting people to and from parks, open spaces, recreational opportunities, community facilities, and transit, it is also about providing residents with outdoor spaces they feel comfortable and safe in. Below are suggestions to support placemaking along the Greenway.





Image from ref. N

**PUBLIC ART** 

**GREEN INFRA** 

**STRUCTURE** 



Near Rosedale subway station (top); University of Toronto, St. George campus (bottom)



Image from ref. A



Image from ref. F

Around 2014, StreetARToronto (StART), a program initiated as part of the City's Graffiiti Management Plan, collaborated with Metrolinx to install art by local artists on 14 noise walls along the South Georgetown rail corridor (ref. 38). StART provides opportunities for local artists and community-engaged art projects. Greenway noise walls could be sites for community-engaged art.

Segments of path with less plants or landscaping can be enhanced with rain gardens or rock landscaping. This will help with stormwater management to create healthier living spaces. As well, green walls can fill gaps in Greenway noise walls. In 2013, west-end Toronto residents and the Junction Rail Committee raised voices in favour of green walls over additional concrete noise walls along the Georgetown GO corridor (ref. 3).

Historical plaques along the route can tell the story of the Spadina Expressway. Besides this more recent history, signs or visual expressions by Indigenous artists can tell the area's Indigenous history. Indigenous art and history will enhance the public realm and placemaking, and offer opportunities to learn and better connect with the land.

For example, a project run by Hayden King and Susan Blight involved pasting Ojibwe names of streets on street signs across Toronto to bring attention to Toronto's Indigenous history, reminding us that "Indigenous people were here — are here now" (Blight, ref. 1).

Some stretches of the Greenway have limited trees. Trees benefit mental and physical health and the environment, and can provide privacy for residents living near Greenway paths.

In January 2020, Council reaffirmed the City's target to achieve a 40% tree canopy by 2050 (ref. 48). According to a report by iTree with Parks, Forestry and Recreation, 3 of the 4 Allen Greenway neighbourhoods have a lower tree cover average than Toronto's 19.9% (ref. 22, Appendix 6):

- Yorkdale-Glen Park, 4.9%
- Englemount-Lawrence, 16.3%
- Briar Hill-Belgravia, 13.9%
- Forest Hill North, 34.1%

(Allen Greenway neighbourhoods mapped on page 29 and 41)

Map 15: South Zone Detail: Existing and Missing Paths (Caroline Bucksbaum, Summer 2020)



Roads based on *Toronto Centreline* shapefile (expressways, arterials, collectors, locals) Paths based on *Toronto Centreline* shapefile (trails, walkways); confirmed/amended/added to based on in person and Google street and globe view observation \*E-W Connectivity Priority identified through interview with Councillor Mike Colle, June 2020



Roads based on *Toronto Centreline* shapefile (expressways, arterials, collectors, locals) Paths based on *Toronto Centreline* shapefile (trails, walkways); confirmed/amended/added to based on in person and Google street and globe view observation Lightpoles based on *CITYMTM.TOPO\_POLE* shapefile; confirmed where possible

# 2.4 Existing Conditions and Recommendations

This section shows photos of the six stretches of Allen Greenway's South Zone missing paths, as identified in the maps on pages 46-47.

For each of these areas, the City is considering specific recommendation(s) for improvement to address missing active transportation connections, facilitate better access to neighbourhood facilities and the TTC, and improve linkages between parks and open spaces, all of which are encouraged in the PPS and the Official Plan, and align with Toronto's Vision Zero initiative.

The recommendations have been directed to the appropriate staff at the City of Toronto (ref. 51).

EAST

1

to the north: Viewmount Park



## Worn dirt path to be paved sidewalk

Recommendation B (directed to Parks, Forestry and Recreation) #9 (ref. 51):

"Pave the worn path in Newgate Park between Ridelle Avenue and Viewmount Park"



Photos face north in Newgate Parkette

to the north: Glencairn subway station

# 2



## Sidewalk leading into roadway; possible conversion to one-way with protected path

**Recommendation D (directed to Transportation Services) #4 (ref. 51):** 

"On the east side of the Allen Road between Hillmount Avenue and Glencairn Avenue construct sidewalk on the west side of the north south section of Hillmount Avenue or convert the road segment into a one way and zebra stripe walkway/cycle path on the road in order to address Ontarians with Disabilities Act and Vision Zero missing sidewalk near the Glencairn subway station"



Photos face north, starting from just south of Hillmount Avenue

to the north: Fraserwood Park



(6, 7)

## Park expansion and new paths

Recommendation B (directed to Parks, Forestry and Recreation) #6-8 (ref. 51):

6) "Install a north south walkway/cycle path through the south end of Fraserwood Park;"

7) "Construct a paved north south walkway/ cycle path to address Ontarians with Disabilities Act and Vision Zero missing sidewalk from south limit of Fraserwood Park to Glengrove Avenue"

8) "On the east side of the Allen Road convert Transportation Services managed open space from south limit of Fraserwood Park to Glencairn Avenue into an extension of Fraserwood Park"



Photos face north, starting from Glengrove Avenue West

EAST

(7, 8)

#### WEST



### **Missing path**

**Recommendation D (directed to Transportation Services) #4 (ref. 51):** 

"Create a linear park between the east west leg of Elway Court and Dell Park Avenue and install a north south walkway where it is missing in the existing Transportation Services maintained open space"



WEST

5

Facing south toward Elway Court

### Private fence obstructing pathway

Recommendation B (directed to Parks, Forestry and Recreation) #5 (ref. 51):

5) "On the west side of the Allen Road convert Transportation Services managed open space from Glengrove Avenue to Coldstream Avenue into a park with a walkway along its north south length"



Facing north from Coldstream Avenue



Facing south, 180° turn from photo to the left

to the north: Benner Park



(photo shows access from Benner Ave)

6

## **Missing path**

Recommendation C (directed to City Planning) #2 (ref. 51):

"Re-establish the Bell Canada property walkway through 128R/130 Ridelle Avenue between Ridelle Avenue and Benner Park or alternative elevate a walkway over the east side of the parking area (walkway closure was approximately 2009) as this is an Ontarians with Disabilities Act and Vision Zero missing sidewalk at Glencairn subway station"



West of Bell Canada property









Facing south



Facing east

Facing north from Ridelle Avenue



# 3.0 A Closer Look at the Missing Paths

## 3.1 East of Allen Road

Implementing path connections where paths are missing will be easier along the east side of the Allen Greenway.

I



There are utility boxes, a maintenance hole cover, and new trees to design around. The utility boxes could be opportunities for public art through StreetARToronto's Outside the Box program (see ref. 19).



Facing south, looking at Ridelle Avenue



Facing north



Paved sidewallk south of Ridelle Avenue



58 THE ALLEN GREENWAY GUIDEBOOK SUMMER 2020

Photo taken May 2020 by Caroline Bucksbaum

### **Design Ideas**



Early concept for Option 2 (below): turning Hillmount Avenue one-way, with on-street cycling infrastructure

(Caroline Bucksbaum, Summer 2020)

Facing south from Glencairn Avenue

Following consultation with City staff, I learned curb protection is not often installed for short stretches. Installing curbs requires additional winter maintenance. However, since the 2019 recommended Greenway improvements note that this is an "Ontarions with Disabilities Act and Vision Zero missing sidewalk near Glencairn subway station" (ref. 51), pedestrian and cycling safety is a priority.

#### **OPTIONS TO CONSIDER**

(widths preliminary; should be measured)

1. Keep road two-way; add protected sidewalk with street markings

- 6 m road
- 2.1 m path on road
- either curb or bollards
- report to remove street parking on one or both sides of street

2. Turn road one-way; add protected sidewalk with street markings

- 3 m road
- 0.5 m buffer zone (zebra markings)
- 5 m multi-use path

Narrow zebra markings; Hoskin Avenue, University of Toronto St. George campus

#### LOOK AND FEEL IDEAS



Bollards, coloured markings; Queens Quay West





Bollards interwoven with planters; Riverdale Park West



Photo taken May 2020 by Caroline Bucksbaum

## 3.2 West of Allen Road

The areas of missing paths on the west side of Allen Road will will be more difficult to implement.

The two northern sections (#s 4 and 5) have narrow clearance for sidewalks. Section #6 may involve an elevated portion to clear a wall on private property. Elway Court

WEST

### **Coldstream Avenue**

Map 20: Gap 4 (West): Coldstream Avenue to Elway Court (Caroline Bucksbaum, Summer 2020)



<sup>62</sup> THE ALLEN GREENWAY GUIDEBOOK SUMMER 2020

Photo taken May 2020 by Caroline Bucksbaum This area has many hanging wires. There is also a cell/communications tower where the potential space for a path is most narrow.



Facing northeast from the middle of the north-south part of Elway Court



Facing southeast from the north-south part of Elway Court





## **Glencairn** Avenue

Map 21: Gap 5 (West): Glencairn Avenue to Glengrove Avenue West (Caroline Bucksbaum, Summer 2020)



- Property Boundary Lines . . . . . Road\* Existing Sidewalk\*\*
- Potential New Sidewalk - - -
- Potential New Sidewalk .. .. .
- (narrow clearance) Option for On-Road Active Transportation Path
- Bridge over Allen Road
- Lightpole



Facing north

\*Roads from topo\_edge\_of\_road\_WGS84 shapefile, last published January 2019 \*\*Sidewalks from TOPO\_SIDEWALK\_ WGS84 shapefile, last published January 2019

Measurements calculated using City of Toronto Open Data shapefiles, ArcGIS absolute scale at 1:1,000, and Adobe Illustrator cm value of drawn lines Where calculated measurements differ significantly from Google Street View's measuring tool, Google numbers shown in blue



Facing south from Glen Park Avenue



Photo taken May 2020 by Caroline Bucksbaum

### **Design Considerations and Preliminary Options**

For designing paths through parking lots, see: Multi-Use Trail Design Guidelines (MUT Guidelines): Section 5.3: Park Roads and Driveways



Facing southeast (towards Allen Road) in 130 Ridelle Avenue parking lot; site visit



Facing north from Ridelle Avenue

Designing path over or through Bell Canada wall at 130 Ridelle Avenue requires consultation with Bell Canada



If elevating path over the wall: check accessibility requirements, consult Heritage staff, consider solution for Bell Canada parking gate



If breaking the wall, consult Heritage staff



Path east of tree would be very narrow

For installing signage to inform path users of upcoming slopes or turns, see:

#### **MUT Guidelines**:

Section 7.1: Signage and Wayfinding: "Sign panels and posts should be installed outside of lateral clearance areas, but not farther than 1.8 m from the edge of a trail" (ref. 25, p. 77)

#### **Road Engineering Curb Extension Guidelines:**

Signage should be placed at start of tangent, offset 0.5 m from curb face (ref. 12, p. 7)

#### OTHER MISSING PATH OPTION

Designing a path west of the 360 Ridelle Ave condominium building requires consultation with the condo board.

This option would require modifications for accessibility and would make the Greenway less linear.



Facing south from north end of private sidewalk

# 4.0 Driving Forward The Allen Greenway

## 4.1 Next Steps

Below is a list of next steps to continue transforming the Allen Road Corridor into a usable, enjoyable, special place. Community consultation and engagement may be integrated into many of the steps, starting from step 1, to ensure that the Allen Greenway is designed in a way that is meaningful and appropriate for those it is intended to support.

Note: The order of steps may vary, and steps will likely overlap. This guidebook was created during a summer internship in the midst of the COVID-19 pandemic, and thus completed in a work-from-home environment. Information gleaned through virtual meetings with City staff contributed to my understanding of the general cycle of planning project implementation that involves multiple City departments including City Planning, Parks, Forestry and Recreation, and Transportation Services. I met with people who specialize in cycling infrastructure, trail design, traffic operations management, park planning, and landscape architecture.



This step can be a key way to **elevate the project**, both **within the City**, which must prioritize large numbers of public infrastructure projects, **as well as among residents and the community**. Consulting with residents, neighbourhood associations, BIAs, and Indigenous groups and artists during this step will make the Greenway project a more meaningful contribution to the community.

Examples of urban planning projects with strong branding are below. Both of these projects operate as Conservancies.



OF THE CITY ABOUT THE CITY FOR THE CITY

Image from ref. O

Toronto's Bentway is an underpass and public park and event space. Besides a logo, the project's 2018/19 Annual Report includes a slogan.

Community engagement played a large role in driving the project (ref. O).



Initially called the Allen Creek Greenway, Ann Arbor, Michigan's "border-to-border trail" (ref. 42) is now called The Treeline: Allen Creek Urban Trail (ref. 2). The Treeline has a logo and distinct brand image.



Join us on the trail.

Images from ref. P Top: screen captures Bottom: actual logo

Conceptual designs may be created for individual missing path connections identified in this guidebook or drafted as part of a master plan for the Allen Greenway.

Throughout the conceptual design process, planners, urban designers, landscape architects, and anyone else working on renderings or sketches that would be put forward as options will need to consult with staff across City of Toronto departments and specialties. This may include people in parks, landscape architecture, cycling, traffic management, heritage planning, parkland acquisitions, corporate real estate management, civil engineering, and fire services.

Consultation and communication with planners in other departments will not only ensure feasibility, but will enhance designs to ensure good planning that can meet a range of needs. Sharing ideas to work through site constraints – a heritage wall or building, sections of narrow allowance, easements, fire hydrants – and legal constraints – negotiations with condominium boards or corporations – will make for stronger proposed plans that take into consideration all elements of the public realm and connectivity.

Discussions with residents, members of the community, neighbourhood associations, Indigenous groups, and other stakeholders is required and will strengthen work done by planners. Community consultation is an important part of the process to deliver pedestrian and cycling connections that are safe, maintain residents' privacy, and support accessibility for people of all ages and abilities. Local groups to consult include Friends of the York Beltline and the Wenderly Park Community Association.

Community Consultation and Engagement

# **2**. Conceptual Designs
# **4**. Funding, Partnerships

To ensure the vision of the Allen Greenway is achieved, securing funding is critical. The Greenway seeks to connect parks and open spaces, enhance the public realm, and overcome the physical barrier that is Allen Road by integrating it better with surrounding communities. The project requires investment in pavement repair and installation, but also in elements that create safe and healthy living spaces, such as public art, signage, green infrastructure, seating, and other amenities. Establishing public-private partnerships, or, if appropriate, establishing a Conservancy, may be considered.

Once designs are further developed – that conform to accessibility standards, fit the surrounding built form and land uses, and have community support – technical engineering studies must be done to ensure designs are structurally sound.





Legal teams will be consulted in cases where path connections require easements, property aqcuisitions, and other negotiations with private property owners or corporations.

Preliminary cost estimates may be calculated at earlier stages; however, costs will be subject to change throughout the design process. Designs will likely require multiple iterations to accommodate site constraints, residents' needs, and appropriate materials, landscaping, and furnishings. Entire concepts may change throughoout the process.

Once segments of path have been associated with a target completion date, funding for them will need to get into that fiscal year's budget if the funds are coming from Capital Projects. **7** Costing/Budget

# **5.0 References**

# 5.1 Policy Documents and References

### **Policy Documents**

- i. Canadian Charter of Rights and Freedoms. Under Constitution Act, 1982. https://laws-lois.justice.gc.ca/eng/const/page-15.html
- City of Toronto. (2011). Lawrence-Allen Secondary Plan. https:// www.toronto.ca/wp-content/uploads/2017/11/907d-cp-official-plan-SP-32-LawrenceAllen.pdf
- City of Toronto. (2019). Official Plan ("OP") [Online consolidated version]. https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/official-plan
- *iv.* Human Rights Code, Revised Statutes of Ontario 1990, c. H.19. https://www.ontario.ca/laws/statute/90h19
- v. Integrated Accessibility Standards, Ontario Regulation 191/11. Part IV. 1: Design of Public Spaces Standards. Under Accessibility for Ontarians with Disabilities Act, 2005, Statutes of Ontario 2005, c. 11. https://www.ontario.ca/laws/regulation/110191#BK1
- Vi. Ontario Ministry of Municipal Affairs and Housing (MMAH). (2019). A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan"). Under Places to Grow Act, 2005, Statutes of Ontario, c. 13. https://www.ontario.ca/document/place-grow-growth-plangreater-golden-horseshoe
- Vii. Ontario Ministry of Municipal Affairs and Housing (MMAH). (2020). Provincial Policy Statement, 2020 ("PPS"). Under Planning Act, Revised Statutes of Ontario 1990, c. P.13. https://www.ontario.ca/ page/provincial-policy-statement-2020
- viii. United Nations. (2007). United Nations Declaration on the Rights of Indigenous Peoples. Retrieved from https://www.un.org/ development/desa/indigenouspeoples/declaration-on-the-rightsof-indigenous-peoples.html

### References

- Andrew-Gee, E. (2015). Toronto street signs a reminder of First Nations heritage. Toronto Star. https://www.thestar.com/news/ gta/2015/06/02/toronto-street-signs-a-reminder-of-first-nationsheritage.html
- Ann Arbor, City of. (2017). The Treeline: Allen Creek Urban Trail master plan project. Retrieved from https://www.a2gov.org/ departments/systems-planning/programs/Pages/Allen-Creek-Greenway-Master-Plan-Project.aspx
- Armstrong, J. (2013). Junction group wants 'green' walls, not concrete, on Metrolinx rail project. Global News. https://globalnews. ca/news/923587/junction-group-wants-green-walls-not-concreteon-metrolinx-rail-project
- Barc, A. (2010). Nostalgia tripping: The Spadina Expressway debacle. BlogTO. https://www.blogto.com/city/2010/07/nostalgia\_tripping\_ the\_spadina\_expressway\_debacle
- 5. Bike Share Toronto. (n.d.). [Website home page]. https:// bikesharetoronto.com
- 6. Canadian Urban Institute. (2018). AllAccess Toolkit. Retrieved from https://canurb.org/publications/allaccess-toolkit
- 7. City of Toronto. (Requested by City Council 2013). Complete Streets Guidelines. Retrieved from https://www.toronto.ca/servicespayments/streets-parking-transportation/enhancing-our-streetsand-public-realm/complete-streets/complete-streets-guidelines
- City of Toronto. (Adopted 2019). Parkland Strategy. Retrieved from https://www.toronto.ca/city-government/accountability-operationscustomer-service/long-term-vision-plans-and-strategies/parklandstrategy
- City of Toronto. (Adopted 2020). Toronto Ravine Strategy. Retrieved from https://www.toronto.ca/city-government/accountabilityoperations-customer-service/long-term-vision-plans-and-strategies/ ravine-strategy
- 10. City of Toronto. (Adopted 2009). Toronto Walking Strategy. Retrieved from https://www.toronto.ca/services-payments/streets-parking-transportation/walking-in-toronto/toronto-walking-strategy

- City of Toronto. (2018). Backgrounder: Vision Zero Highlights [Webpage]. https://www.toronto.ca/home/media-room/ backgrounders-other-resources/backgrounder-vision-zero-andcycling-infrastructure
- 12. City of Toronto. (2018). Curb Extensions Guideline: Version 1.0.1. retrieved from https://www.toronto.ca/services-payments/ building-construction/infrastructure-city-construction/constructionstandards-permits/standards-for-designing-and-constructing-cityinfrastructure
- City of Toronto. (2018). Lane Widths Guideline: Version 2.0.1. retrieved from https://www.toronto.ca/services-payments/ building-construction/infrastructure-city-construction/constructionstandards-permits/standards-for-designing-and-constructing-cityinfrastructure
- City of Toronto. (2019). Streetscape Manual User Guide. Retrieved from https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/design-guidelines/streetscapemanual
- 15. City of Toronto. (2020). About the Street Furniture Program [Webpage]. https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/ street-furniture/about-the-street-furniture-program
- 16. City of Toronto. (2020). COVID-19: ActiveTO [Webpage and branched pages]. https://www.toronto.ca/home/covid-19/covid-19-protect-yourself-others/covid-19-reduce-virus-spread/covid-19-activeto
- City of Toronto. (2020). Cycling Network Plan [Webpage]. https:// www.toronto.ca/services-payments/streets-parking-transportation/ cycling-in-toronto/cycle-track-projects/cycling-network-10-year-plan
- City of Toronto. (2020). Network Status [Webpage]. https://www. toronto.ca/services-payments/streets-parking-transportation/ cycling-in-toronto/cycle-track-projects/network-status
- City of Toronto. (2020). StreetARToronto [Webpage, and branched pages]. https://www.toronto.ca/services-payments/streetsparking-transportation/enhancing-our-streets-and-public-realm/ streetartoronto
- City of Toronto. (2020). TransformTO [Webpage]. https://www. toronto.ca/services-payments/water-environment/environmentallyfriendly-city-initiatives/transformto
- City of Toronto. (n.d.). Overview: Yorkdale Shopping Centre Block Master Plan: Development Option 3. https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/ yorkdale-shopping-centre-block-master-plan/overview-yorkdaleshopping-centre-block-master-plan
- 22. City of Toronto, Parks, Forestry & Recreation. (n.d.; includes data through 2010). Every Tree Counts: A Portrait of Toronto's Urban Forest. Retrieved from https://www.itreetools.org/support/resources-overview/i-tree-international/reports-nation
- 23. City of Toronto, Transportation Services. (2018). Road Classification of Streets List. Retrieved from https://www.toronto.ca/services-payments/streets-parking-transportation/traffic-management/road-classification-system/2012-update-to-the-road-classification-system
- 24. City of Toronto, Transportation Services. (2019). Pavement and Rehabilitation Guideline. Retrieved from https://www.toronto.ca/ services-payments/streets-parking-transportation/enhancing-ourstreets-and-public-realm
- City of Toronto, Transportation Services and Parks, Forestry and Recreation. (2015). Toronto Multi-Use Trail Design Guidelines (MUT Guidelines). https://www.toronto.ca/wp-content/ uploads/2017/11/96a5-TORONTO\_TRAIL\_DESIGN\_GUIDELINES.pdf
- Councillor Mike Colle. (2020). [Website; two direct pages]:

   (a) North York Community Council meeting update. https:// www.mikecolletoronto.com/mikeinthecommunity/2020/5/13/ north-york-community-council-meeting-update (b) City Council Meeting - June 29 & 30, 2020. https://www.mikecolletoronto.com/ mikeatcityhall/2020/7/2/city-council-meeting-june-29-amp-30-2020

- Get Toronto Moving Transportation Committee. (2016). W.R. Allen (Spadina) Expressway [Webpage]. http://www.gettorontomoving.ca/ allen-expressway.html
- Keesmaat, J. (2020). 2020 Declaration for resilience in Canadian cities. 2020declaration.ca
- Metrolinx. (2020). Eglinton Crosstown: Cedarvale (formerly Eglinton West) Station. http://thecrosstown.ca/the-project/stations-andstops/cedarvale-station
- 30. Metrolinx. (2020). Eglinton Crosstown LRT. http://www.metrolinx. com/en/greaterregion/projects/crosstown.aspx
- 31. Micallef, S. (2020). Where the Spdina Expressway didn't stop. The Local. https://thelocal.to/where-the-spadina-expressway-didnt-stop
- 32. Native Land [Interactive map created by Victor Temprano in 2015]. https://native-land.ca
- Native Land Digital. (n.d.). About [Webpage]. https://native-land.ca/ about
- 34. Ontario Human Rights Commission. (n.d). Planning and human rights: Legal cases and resources. http://www.ohrc.on.ca/en/ planning-and-human-rights-legal-cases-and-resources
- Ontario Ministry of Municipal Affairs and Housing (MMAH). (2020). The Ontario municipal councillor's guide 2018 [Section 7: Councillors as lawmakers]. https://www.ontario.ca/document/ontariomunicipal-councillors-guide-2018/7-councillors-lawmakers
- Présences du littéraire dans l'espace public Canadien. (2009). Public Artwork: Pine Cones. http://plepuc.org/en/artwork/ pine-cones
- PSL Group Inc. (2016). Allen Road Revitalization: William Randall Allen Greenway Final Report. https://civmin.utoronto.ca/wp-content/ uploads/2015/09/PSLGroup\_FinalReport.pdf
- Rainford, L. (2014). First Installation of noise wall artwork unveiled by Metrolinx, StreetARToronto program. Toronto.com. https://www. toronto.com/news-story/4885634-first-installation-of-noise-wallartwork-unveiled-by-metrolinx-streetartoronto-program
- Rutka, J. (2012). What's the meaning of this? Toronto Star. Retrieved from https://www.pressreader.com/canada/torontostar/20120504/282673274337433
- 40. Steer Davies Gleave, in association with DIALOG, for the City of Toronto. (2014). Toronto Parks & Trails Wayfinding Strategy. Retrieved from https://www.toronto.ca/city-government/accountabilityoperations-customer-service/long-term-vision-plans-and-strategies/ parks-trails-wayfinding-strategy
- 41. Temprano, V. (2017). A Question of Borders [Webpage].https:// native-land.ca/a-question-of-borders
- 42. The Treeline Conservancy. (2020). https://treelinea2.org
- 43. Toronto's Historical Plaques. (2019). [Webpage]. http:// torontoplaques.com/Pages/Spadina\_Expressway1.html
- 44. Toronto, Infrastructure and Environment Committee. (2019). IE6.8: Attachment 2 - Missing Sidewalk Installation Policy. Retrieved from http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2019. IE6.8
- Toronto, Infrastructure and Environment Committee. (2019). IE6.8 Report for Action - Vision Zero 2.0 - Road Safety Plan Update. Retrieved from http://app.toronto.ca/tmmis/ viewAgendaltemHistory.do?item=2019.IE6.8
- 46. Toronto, Infrastructure and Environment Committee. (2019). IE6.11: Report from the General Manager, Transportation Services on Cycling Network Plan Update. Retrieved from https://www.toronto. ca/services-payments/streets-parking-transportation/cycling-intoronto/cycle-track-projects/cycling-network-10-year-plan
- Toronto, Infrastructure and Environment Committee. (2019). Tracking Status for IE6.8: Vision Zero 2.0 - Road Safety Plan Update. http://app. toronto.ca/tmmis/viewAgendaltemHistory.do?item=2019.IE6.8
- Toronto, Infrastructure and Environment Committee. (2020). Tracking Status for IE11.1: 2018 Tree Canopy Study. http://app.toronto.ca/ tmmis/viewAgendaltemHistory.do?item=2020.IE11.1
- 49. Toronto, Member Motion. (2020). Tracking Status for MM22.23: Request for Report on the feasibility of a pedestrian and cycling bridge over the Allen Road to create a continuous York Beltline Trail connection - by Councillor Mike Colle, seconded by Councillor Ana BailA£o. http://app.toronto.ca/tmmis/viewAgendaltemHistory. do?item=2020.MM22.23
- Toronto, North York Community Council. (2011). Tracking Status for NY8.46: New Vision for the Redevelopment of Lawrence Heights. http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2011. NY8.46

- Toronto, North York Community Council. (2019). Memo from Councillor Mike Colle on Allen Greenway Improvements. Retrieved from http://app.toronto.ca/tmmis/viewAgendaltemHistory. do?item=2019.NY8.47
- Toronto, Public Works and Infrastructure Committee. (2016). Allen Road Individual Environmental Assessment (EA) [Attachment and Webpage itself]: (a) Background Information attachment. (b) Tracking Status. Retrieved from http://app.toronto.ca/tmmis/ viewAgendaltemHistory.do?item=2016.PW14.8
- Toronto, Public Works and Infrastructure Committee. (2012). PW15.2: Appendix 1: City of Toronto Bikeway Trails - New connections [Map: p. 12]. Retrieved from http://app.toronto.ca/tmmis/ viewAgendaltemHistory.do?item=2012.PW15.2
- Toronto, Toronto Parking Authority. (2020). PA13.1: Appendix B 2020 Bike Share Expansion Plan. Retrieved from http://app.toronto.ca/ tmmis/viewAgendaltemHistory.do?item=2020.PA13.1
- Toronto Region and Conservation Authority (TRCA). (2019). Trail Strategy for the Greater Toronto Region. Retrieved from https://trca. ca/conservation/lands/trail-strategy
- University of Toronto, Department of Civil and Mineral Engineering. (2019). CIV498H1 - Capstone Group Design Project. https://civmin. utoronto.ca/home/programs/courses/civ498-group-design-project
- University of Toronto, Department of Civil and Mineral Engineering. (2019). PSLGroup\_DesignDrawings: Allen Road Revitalization Project (submitted 2016). Retrieved from https://civmin.utoronto.ca/ home/programs/courses/civ498-group-design-project/pslgroup\_ designdrawings

#### **Image References**

- A. Andrew-Gee, E. (2015). Toronto street signs a reminder of First Nations heritage. Toronto Star. https://www.thestar.com/news/ gta/2015/06/02/toronto-street-signs-a-reminder-of-first-nationsheritage.html
- B. City of Toronto. (2020). Cycling Wayfinding: Examples of Wayfinding Signs [Webpage]. https://www.toronto.ca/services-payments/ streets-parking-transportation/cycling-in-toronto/cycle-trackprojects/wayfinding
- C. City of Toronto. (2020). Parks & Trails Wayfinding Strategy: Pilot Signs [Webpage]. https://www.toronto.ca/city-government/ accountability-operations-customer-service/long-term-vision-plansand-strategies/parks-trails-wayfinding-strategy
- D. City of Toronto [webpage]. (2020). Pedestrian Crossover [Image]. https://www.toronto.ca/services-payments/streets-parkingtransportation/traffic-management/traffic-signals-street-signs/ types-of-traffic-signals/pedestrian-crossovers
- E. City of Toronto. (n.d.). Overview: Yorkdale Shopping Centre Block Master Plan: Development Option 3. https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/ yorkdale-shopping-centre-block-master-plan/overview-yorkdaleshopping-centre-block-master-plan
- F. City of Toronto, Parks, Forestry & Recreation. Every Tree Counts: A Portrait of Toronto's Urban Forest. Retrieved from https://www. itreetools.org/support/resources-overview/i-tree-international/ reports-nation
- G. City of Toronto., & Landscape Architect. (n.d.). Full Build Out Plan: Baycrest Park. Retrieved from https://www.toronto.ca/ city-government/planning-development/construction-newfacilities/improvements-expansion-redevelopment/baycrest-parkrevitalization
- H. Councillor Mike Colle. (2020). Elm Ridge Pedestrian Crossing. https:// www.mikecolletoronto.com/mikeinthecommunity/2020/5/13/northyork-community-council-meeting-update
- I. Flip Publicity. (2019). [Press release for public art commission in The Bentway]. http://www.flip-publicity.com/press/bentway-presents-double-dribble-2020-rel
- J. Get Toronto Moving Transportation Committee. (2016). W.R. Allen (Spadina) Expressway [Webpage]. http://www.gettorontomoving. ca/allen-expressway.html
- K. Metrolinx. (2020). Eglinton Crosstown: Cedarvale (formerly Eglinton West) Station. http://thecrosstown.ca/the-project/stations-andstops/cedarvale-station
- L. Native Land [Interactive map created by Victor Temprano in 2015]. https://native-land.ca
- M. PSL Group Inc. (2016). Allen Road Revitalization: William Randall Allen Greenway Final Report. https://civmin.utoronto.ca/wp-content/ uploads/2015/09/PSLGroup\_FinalReport.pdf

- N. Rainford, L. (2014). First Installation of noise wall artwork unveiled by Metrolinx, StreetARToronto program. Toronto.com. https://www.toronto.com/news-story/4885634-first-installation-of-noise-wall-artwork-unveiled-by-metrolinx-streetartoronto-program
- O. The Bentway. (2018/19). The Bentway 2018/19 Annual Report. https://www.thebentway.ca/2018/wp-content/uploads/2019/12/ The-Bentway-Annual-Report-2018-19-Web-Version.pdf
- P. The Treeline Conservancy. (2020). The Treeline: Allen Creek Urban Trail [Webpage]. https://treelinea2.org
- Q. Toronto, Public Works and Infrastructure Committee. (2012). PW15.2: Appendix 1: City of Toronto Bikeway Trails - New connections [Map: p. 12]. Retrieved from http://app.toronto.ca/tmmis/ viewAgendaltemHistory.do?item=2012.PW15.2
- R. Toronto, Public Works and Infrastructure Committee. (2016). Allen Road Individual Environmental Assessment (EA). Retrieved from http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2016. PW14.8
- S. Urban Strategies Inc. (2013). Lawrence Allen Public Realm Master Plan [Image on webpage]. https://www.urbanstrategies.com/ project/lawrence-allen-public-realm-master-plan

#### Maps

Created by Caroline Bucksbaum for City of Toronto Internship, Toronto, ON: Summer 2020. Using ArcGIS for Desktop Advanced [GIS]. Version 10.7.1. Redlands, CA: Esri, 2012, and Adobe Illustrator [Ai]. Version 2020. San Jose, CA: Adobe Inc., 1987.

#### Data layers:

#### Toronto Open Data shapefiles:

3DMassing\_2018\_WGS84, bicycle\_parking\_racks\_wgs84, Business Improvement Areas Data, City Wards Data, Neighbourhoods, Site and Area Specific Policies Data, School locations-all types data, topo\_edge\_of\_road\_wgs84, topo\_sidewalk\_wgs84, toronto-boundary-wgs84, toronto-centreline-wgs84-latitude-longitude, ttc-subway-shapefile-wgs84

#### City of Toronto Internal Geodatabase shapefiles:

CITYMTM.topo\_pole, CyclingNetworkPlan09.11.18, existingnetworkwinter2020, JaneJacobsPromenadeBikeway, PFR\_ASSET\_NOR\_CENTROID, PFR\_LAND, PFR\_POINT\_ASSET, SAPRE\_CITY\_PROP

Map 01: Toronto with Jane Jacobs Promenade and Bikeway [Scale 1:500,000]

Map 02: Toronto with Cycling Network [Scale 1:500,000]

Map 03: Toronto with Parkland [Scale 1:500,000]

Map 04: Locating Lawrence-Allen Secondary Plan [Scale 1:800,000]

Map 05: Neighbourhoods, Neighbourhood Associations around Allen Road [Scale 1:60,000]

Map 06: Key Map [Scale 1:250,000]

Map 07: Overall Project Area [Scale 1:30,000]

Map 08: Lawrence-Allen Redevelopment Areas [Scale 1:25,000]

Map 09: North Zone Built Form [Scale 1:35,000]

Map 10: South Zone Built Form [Scale 1:35,000]

Map 11: Land Use - South Zone [Scale 1:18,000]

Map 12: Parks, Recreation, and Schools - South Zone [Scale 1:18,000]

Map 13: City-Owned, Leased, or Operated Land and Areas of Parkland Need - South Zone [Scale 1:18,000]

Map 14: Neighbourhoods, Cycling, Public Transit - South Zone [Scale 1:18,000]

Map 15: South Zone Detail: Existing and Missing Paths [Scale 1:15,000]

Map 16: South Zone Detail: Lightpoles [Scale 1:15,000]

Map 17: Gap 1 (East): Ridelle Avenue to Viewmount Park [Scale 1:1,000]

Map 18: Gap 2 (East): Hillmount Avenue to Glencairn Avenue [Scale 1:1,000]

Map 19: Gap 3 (East): Glengrove Avenue to Fraserwood Park [Scale 1:2,000]

Map 20: Gap 4 (West): Coldstream Avenue to Elway Court [Scale 1:2,000]

Map 21: Gap 5 (West): Glencairn Avenue to Glengrove Avenue West [Scale 1:2,000]

Map 22: Gap 6 (West): Ridelle Avenue to Benner Park [Scale 1:2,000]

## Acknowledgements

First I would like to thank Al Rezoski for giving me this opportunity and for providing a wealth of information and resources on Community Planning; trail and cycling routes, plans, and policy in Toronto and elsewhere; of course, the Allen Greenway; and much more.

A thank you to the following individuals at the City of Toronto for their advice, thoughts, and sharing of information: Valen Lau, James Young, Seanna Kerr, Vitumbiko Mhango, Jessica Chan, Lori Ellis, Ruthanne Henry, Kaari Kitawi, Jennifer Hyland, Sheikh Alam, Becky Katz, Bruce Clayton, staff at cycling@toronto.ca, and my fellow Community Planning interns.

In addition I would like to thank Toronto City Councillor Mike Colle for taking the time to speak with me.

Finally, a huge thank you to my parents and Ivan for all their support and encouragement during my learning journey.

Prepared for:

Community Planning Section – North York District City Planning Division City of Toronto

#### by Caroline Bucksbaum

Planning Intern, City of Toronto Graduate Student, Master of Planning in Urban Development, Ryerson University

Summer 2020